

Report to Norwich highways agency committee
24 July 2014
Report of Head of city development services
Subject Push the Pedalways - Park Lane to Vauxhall Street

Item
8

Purpose

To approve for statutory consultation the Push the Pedalways proposals for the section of the pink pedalway and orange pedalways running between Avenue Road, Park Lane and Vauxhall Street.

Recommendation

Members are recommended to;

- 1) Note the results of the consultation on the options for the Park Lane to Vauxhall Street area
- 2) Ask the Head of city development services to carry out public consultation and the necessary statutory procedures in relation to introducing the proposals shown on plan number 301739-ca08-500 and listed below;
 - a) The introduction of two road closures on Park Lane; one immediately to the north of the junction with Avenue Road and one immediately to the south of that junction. Cyclists and emergency vehicles will be exempt from those closures
 - b) The introduction of a no waiting at any time restriction on the entire length of the northern side of Avenue Road, including the removal of the bus stop cage, the replacement of the bus stop cage on the southern side of Avenue Road with a permit parking restriction and the transfer of Maida Vale from parking zone R to parking zone P
 - c) The introduction a mini-roundabout with cycle symbols at the junction of Unthank Road and Park Lane
 - d) The removal of the existing signalled crossing on Unthank Road by Essex Street and the provision of a zebra crossing on a raised table on Unthank Road between Park Lane and Essex Street
 - e) The introduction of contra flow cycling on the section of Rupert Street between Trinity Street and Cambridge Street
- 3) Consider the solution for the routing of the pink pedalway in a southwest direction between Vauxhall Street and Park Lane that will be presented at the meeting and ask the Head of city development services to undertake public consultation and any necessary statutory procedures required in relation to those proposals, including the extension to the 20mph zone on Unthank Road.

Corporate and service priorities

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

Financial implications

£180,000 is available from the Push the Pedalways programme budget to implement this project.

Ward/s: Nelson & Town Close

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

Contact officers

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Background documents

Consultation material available online at

<http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Pages/ParkLaneVauxhallStreetConsultation.aspx>

Consultation responses

Report

Background

1. Members will be aware that the City Council has received £3.7M of cycle city ambition grant funding from the Department for Transport to fund the Push the Pedalways programme of cycling infrastructure improvements. These are concentrated on the pink pedalway between the Norfolk and Norwich Hospital / UEA and Heartsease / Salhouse Road, along with some important, strategic links to that route such as Magdalen Street. This funding is supplemented by £2M of local funding contributions.
2. The programme consists of a number of individual projects and this report is about project 8 – Park Lane to Vauxhall Street, which seeks to improve the cycling provision between The Avenues and Chapel Field Road. The route of the pink pedalway through this section runs along the whole length of Avenue Road, down Park Lane between Avenue Road and Unthank Road, it then crosses Unthank Road, runs up Essex Street and along Vauxhall Street to connect to the Toucan crossing across Chapel Field Road. The plan attached as appendix 1 shows area in question
3. It should be noted that the orange pedalway shares a section of the pink pedalway route between Avenue Road / Park Lane junction and the Essex Street / Vauxhall Street junction. The orange pedalway continues along the whole length of Park Lane to the north and across towards Fellowes Plain to the east.

Issues to be addressed

4. Within the Park Lane / Avenue Road area the main problem faced by cyclists is the volume of traffic that uses these relatively narrow, heavily parked streets. Traffic surveys undertaken in November 2013 show that on the section of Park Lane between Avenue Road and Unthank Road 45% of the 3450 vehicles using the section of road on an average weekday between 7am and 7pm was through traffic. Through traffic is defined as traffic that originated from outside the area bounded by Unthank Road, Earlham Road and the outer ring road, and travelled through the area without stopping anywhere. Traffic serving the schools in the area is not classed as through traffic. For the section of Park Lane north of Avenue Road 42% of the 2600 vehicles using it was through traffic, and Avenue Road and Mill Hill Road saw similar levels of through traffic.
5. On Avenue Road cyclists have to negotiate poorly positioned speed cushions, vehicles emerging from the side roads, vehicles parked along the entire length of the southern side of the road and sporadically along the northern side and oncoming vehicles.
6. The section of Park Lane between Avenue Road and Unthank Road is narrow and particularly in the morning peak is obstructed by vehicles queuing to get out onto Unthank Road blocking the progress for cyclists.
7. On Unthank Road the right turn in and out of Park Lane can be difficult for cyclists, as is moving between Park Lane and Essex Street along the route of the pink and orange pedalways. Also on Unthank Road the existing signalled crossing near Essex Street is in need of refurbishment as the signal equipment is obsolete, and consideration has been given to replacing it with a zebra crossing between Essex

Street and Park Lane. In July 2013 this committee agreed to defer a decision on the future of that crossing and consider it as part of the Push the Pedalway proposals.

8. The pink and orange pedalways currently follow a gyratory arrangement using Essex Street and Trinity Street to accommodate the one way restrictions on these streets. However Essex Street is the more direct route for both pedalways and therefore there is a need to look at accommodating contra-flow cycling in Essex Street. The residents of Essex Street have lobbied for traffic calming in their street in recent years.
9. On Vauxhall Street there is no dedicated cycling provision to link to the Toucan crossing across Chapel Field Road. On Rupert Street there is a section of one way between Trinity Street and Cambridge Street working that is ignored by some cyclists and results in a detour or an inconvenient dismount and walk for others.
10. The accident record for the area shows that in the last 5 years (ending 31 May 2014) there have been 3 injury accidents along Avenue Road, 2 involving cyclists and 1 a pedestrian. Both cycle accidents involved cyclists being struck by turning traffic. On Unthank Road between Trinity Street and Essex Street there have been 6 recorded injury accidents, 5 of these involved cyclists, 2 of which resulted in serious injury. Again turning traffic was the predominant cause of the accidents. On Vauxhall Street there have been 3 recorded injury accidents, all involving pedestrians, 2 of them children under 10 years old.

Possible solutions

11. A multidisciplinary team of officers considered all of the above issues and came up with a number of design options that address the problems. These were then tested against a set of criteria looking at what effect each option would have on a number of factors such as ease, comfort and safety for cyclists, impact on local residents, environmental concerns and effects on traffic.
12. For Vauxhall Street and Rupert Street just one design solution was considered suitable to take forward to public consultation, whereas in Park Lane / Avenue Road, Unthank Road and Essex Street there were several options that had merit for accommodating cycling, dealing with through traffic and providing for parking. These are detailed below.

Park Lane / Avenue Road

13. Three options for Park Lane were presented;

- Option 1 – Two closures of Park Lane, one to the immediate north and one to the immediate south of Avenue Road.
- Option 2 – A closure on Park Lane to the immediate north of Avenue Road and the introduction of one way working westbound on the section of Park Lane between Unthank Road and Avenue Road, with a contra flow cycle lane for cyclists.
- Option 3 – The introduction of one way working westbound on the section of Park Lane between Unthank Road and Avenue Road, with a contra flow cycle lane for cyclists.

14. In all options access to and from Andersons Yard, which is at the eastern end of Park Lane, would be retained from Unthank Road. These options are shown on the plan attached as appendix 2

Unthank Road

15. To enable cyclists to turn make right turns safely in and out of Unthank Road a mini-roundabout for the junction was proposed. The mini-roundabout would act as a traffic calming device on Unthank Road and will give cyclists emerging from Park Lane equal right of way to Unthank Road. Two alternative solutions were proposed for the crossing of Unthank Road

- Option 1 – Remove the existing signalled crossing and replace it with a zebra crossing on Unthank Road between Park Lane and Essex Street
- Option 2 – Retain a signalled crossing in the current location, replacing the obsolete signals with modern equipment

16. For both options it is proposed to extend the extent of the 20mph zone on Unthank road to north east of the Essex Street junction.

17. A plan of the proposals is attached as appendix 3

Essex Street

18. Two options for Essex Street were presented.

- Option 1 – Introduce a signed only contra flow cycling in Essex Street
- Option 2 – Introduce a signed only contra flow cycling in Essex Street, with speed humps and passing places

19. A plan of the proposals is attached as appendix 4

Vauxhall Street and Rupert Street

20. For this area, a closure was proposed on Vauxhall Street between Walpole Street and Trory Street. Contra-flow cycling was proposed for the section of Rupert Street between Trinity Street and Cambridge Street.

21. A plan of the proposals is attached as appendix 5.

Consultation

22. Consultation was carried out with local residents and stakeholders between 2 June and 23 June 2014. A total of letters were sent to 4180 residents and businesses in affected areas informing them that details of the project options were available online alongside a survey about the consultation. It also invited them to an exhibition at the church hall on Cambridge Street on 12 June. Plans were deposited at Millennium Library. Key stakeholders were also informed of the consultation.

23. 245 responses to the survey were received along with 55 letters and emails, Local ward and divisional members also passed on comments they received in relation to the consultation. Over 100 people attended the exhibition.

24. The responses received to the consultation have been analysed, breaking down the responses into the area people came from: the Park Lane area, the Vauxhall Street area, the rest of Norwich, and those from outside the city. For the purposes of the analysis the Park Lane Area is that area bounded by Earlham Road, Christchurch Road, Unthank Road, the southern end of Park Lane and Mill Hill Road. The Vauxhall Street area is that area bounded by Unthank Road, Cambridge Street, Norfolk Street and Chapel Field Road.
25. A number of people queried the methodology of the online survey as it did not offer a do nothing option or the possibility of rejecting all options, particularly in relation to Park Lane and Essex Street. The Push the Pedalways executive board has agreed that if no change is made to the current design arrangements in the Park Lane and Avenue Road area the quality of cycle route will remain inadequate and the Push the Pedalways programme would not meet its' objectives. This consultation is therefore about how the council can best create direct, safe and enjoyable pedalways through the area and not whether it should. For this reason, where a number of options were provided people were asked to choose between them, i.e. to make a choice between the options which have been arrived at following detailed analysis of traffic survey data, knowledge of traffic management issues in the area and balancing the needs of all road users. To have had a "none of the above" option could give respondents the false impression that a no change option is available which would deliver the same outcomes.
26. It is acknowledged that by selecting one of the options, respondents are not necessarily saying that they like them, just that they prefer that option to the others. To capture the subtleties of their response the response form and the online survey included a free-form comments section beneath the option selection and also at the end of the survey to enable people if they wish to say that they do not like any of the options or suggest others. Members of the public could also elect not to complete the online survey at all, but instead send a letter, an email or complete a hard copy consultation form enabling them to say anything they want. During the manual analysis of the survey results if respondents selected an option and then wrote something in the comments box that clearly showed they were opposed to the scheme their vote for that option has been discounted and recorded in the category "none of the options".

Park Lane

27. The table below shows the breakdown of responses to the questionnaire received on the proposals for Park Lane.

Address of respondent	Total No of responses	Option One	Option Two	Option Three	None of the options	No opinion stated
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Park Lane area	102	49	13	20	15	5
Vauxhall Street area	52	10	8	19	11	4
Norwich	51	27	5	4	10	5
Outside of Norwich	2	0	0	0	2	0
Address unknown	38	5	2	3	3	25
Total	245	91	28	46	41	39

28. Looking at the letters and emails received, in addition to the responses above, where a clear opinion for which option should be adopted in Park Lane was expressed 10 chose option one, 3 chose option two, no one chose option three and 8 disliked all 3 options.

29. The reasons people gave for making the choice that they did are recorded in appendix 6, along with an officer response to any issues raised. Any comments made in the letters and emails received are also captured in appendix 6.

30. It is clear from the results of the survey that option one (the two road closures) is the most popular among those respondents who expressed an opinion. This is true for both those people living in the Park Lane area who will be the most directly affected by the proposals and the wider population, with half of local people choosing it and 47% of all respondents. It can be seen from the comments made that the reasons people gave for liking option one was that it was the most pedestrian and cycle friendly and they welcomed the removal of through traffic from the area. The main reason for opposing option 1 was due to concerns about the effects of displaced traffic.

31. Some respondents queried the effect of any road closures on the bus service that uses Avenue Road and The Avenues. The current service runs 3 times a day, week days only. It is a service that is commercially unviable and Konnect have indicated that it will be re-routed along Unthank Road.

32. Option one has the most benefits for cyclists on both the pink and orange pedalways, it is also the option that has received most support from the public. It will remove inappropriate through traffic from using Park Lane and Mill Hill Road and the traffic modelling suggests that the around 80 % of this through traffic will divert away from the area. It is therefore proposed that this is the solution for Park Lane that is adopted.

33. One respondent pointed out these road closures would divorce Maida Vale from the rest of parking permit zone R. To overcome this problem it is suggested that Maida Vale be moved from zone R to zone P

34. With regard to Avenue Road, no proposals were offered at the feasibility consultation although the existing problems were explained on the issues and options board as part of the consultation with an indication that the parking and traffic calming needed to be reviewed. It is clear from the responses received that there many people riding bikes down Avenue Road agree that these problems should be addressed. It is therefore proposed that the existing speed cushions are redesigned or removed and that parking is prevented on the northern side of Avenue Road by the introduction of a

no waiting at any time restriction. As there will no longer be a bus service serving The Avenues the bus stop on the northern side can be removed and the one on the southern side of the road can be replaced with a permit parking restriction creating additional space on the south side for residents to park.

Unthank Road

The table below shows the breakdown of responses to the survey on the question of which option for a crossing on Unthank Road is preferred.

Address of respondent	Total No of responses	Zebra crossing	Signalled crossing	No opinion stated
Park Lane area	102	46	53	3
Vauxhall Street area	52	18	29	5
Norwich	51	35	15	1
Outside of Norwich	2	1	1	0
Address unknown	38	4	1	33
Total	245	104	99	42

35. Looking at the letters and emails received, in addition to the responses above, where a clear opinion for which crossing option should be adopted in Unthank Road was expressed, 5 chose the zebra crossing and 6 the signalled junction.
36. The table attached as appendix 7 summarises the comments received on the options for the crossing and also the provision of a mini roundabout on Unthank Road both as part of the questionnaire response and the letters and emails received. Officer responses are included with any issues raised.
37. Among those who preferred a zebra crossing the main reasons given were that they are more responsive to pedestrians, they reduce traffic speeds and the location is on the natural desire line for pedestrians. The respondents preferring signal crossing thought that drivers respected them more and they were safer for pedestrians, especially the more vulnerable ones such as the elderly and infirm.
38. The question of whether the crossing should be a signalled one has divided opinion evenly; overall more people prefer a zebra crossing to a signalled crossing, but of those living locally there is a small majority in favour of retaining the signalled crossings.
39. If there was no crossing provision in the area and the site was being assessed for a new facility then all the latest advice and guidance would point to a zebra crossing being the most appropriate form of crossing, given the volume of both pedestrians and vehicles and the fact that it is located in a 20mph zone. It is therefore proposed that the existing signalled crossing should be removed and a zebra crossing provided between Park Lane and Essex Street.

40. In light of the comments received it is proposed that the zebra crossing should be located on a speed table to increase its speed reducing effect and to highlight the start of the 20mph restriction on Unthank Road.

Essex Street

41. The table below shows the breakdown of responses to the survey on the options for Essex Street.

Address of respondent	Total No of responses	Contra flow only	Contra flow with humps	Neither Option	No opinion stated
Park Lane area	102	24	43	32	3
Vauxhall Street area	52	12	16	20	4
Norwich	51	19	21	11	0
Outside of Norwich	2	0	0	2	0
Address unknown	38	2	1	2	33
Total	245	57	81	67	40

42. Looking at the letters and emails received, in addition to the responses above, where a clear opinion for which option should be adopted in Park Lane was expressed 1 chose the signed only contra-flow and 5 the signed only contra flow with traffic calming, 4 said neither.
43. The table attached as appendix 9 summarises the comments received on the options Essex Street both as part of the questionnaire response and the letters and emails received. Officer responses are included with any issues raised.
44. Respondents were primarily concerned about the removal of any parking in the street and the suitability of the road for a contra-flow cycle lane. They were evenly divided between traffic speeds being too high and speed humps being unnecessary.
45. There is no clear picture emerging as to what the favoured option for Essex Street is. At the feasibility stage a number of other options were considered including a closure and the creation of a home zone arrangement. Traffic surveys show that just 22% of the 1100 vehicles that use Essex Street on an average weekday between 7am and 7pm are through traffic, which is significantly less than the proportion and volume of through traffic in the Park Lane area. Any closure would result in long detours for local residents who wish to use their cars and it was therefore decided to reject that option. The home zone idea would be very expensive, parked cars would potentially block access to front garden gates and even with the whole width of the footpaths and carriageways taken into account it proved impossible to design a scheme that would accommodate the existing levels of car parking at the same time as providing properly for cyclists.
46. A number of respondents both through the survey and ad-hoc responses said that the existing contra-flow using Essex Street for the north east movement and Trinity Street for the south west movement worked well and questioned the need to change it.

47. It is acknowledged that the available carriageway width on Essex Street to allow for contra-flow cycling is at the lower end of what is acceptable, and in the UK signed only contra-flows in these circumstances are uncommon. As their use becomes more acceptable nationally consideration could be given in the future to introducing one in Essex Street but at the current time it is proposed not to progress the idea.
48. The question of traffic calming divided opinion evenly with 27 out of all the respondents saying that speed humps were needed and 25 saying they were at best unnecessary and at worst a hindrance to cyclists, particularly on the steeper section at the west end of Essex Street. To enable speed humps to be introduced a handful of parking spaces would need to be removed and 28 people commented that it was unfair to the local residents to increase the pressure on parking in the area particularly during evenings and week ends. It is therefore proposed not to introduce traffic calming in Essex Street.
49. Further work is required to establish the most appropriate route for the pink pedalway in a southwest direction between Vauxhall Street and Park Lane; the current gyratory arrangement is one option as is an alternative using Trory Street, Kimberley Street, Oxford Street and Unthank Road. Officers will continue to work on these and a supplementary report will be tabled at the meeting advising on the outcome of those investigations. The choice of the route will determine how far along Unthank Road the 20mph zone needs to be extended and may also impact on the proposal for a mini roundabout at the junction of Unthank Road and Park Lane

Vauxhall Street

50. The table below shows the responses to the question as to whether people agreed with the proposals for Vauxhall Street and Rupert Street.

Address of respondent	Total No of responses	Agree	Partly Agree	Disagree	No opinion stated
Park Lane area	102	40	37	18	7
Vauxhall Street area	52	10	16	22	4
Norwich	51	26	14	9	2
Outside of Norwich	2	1	1	0	0
Address unknown	38	0	1	4	33
Total	245	77	69	53	46

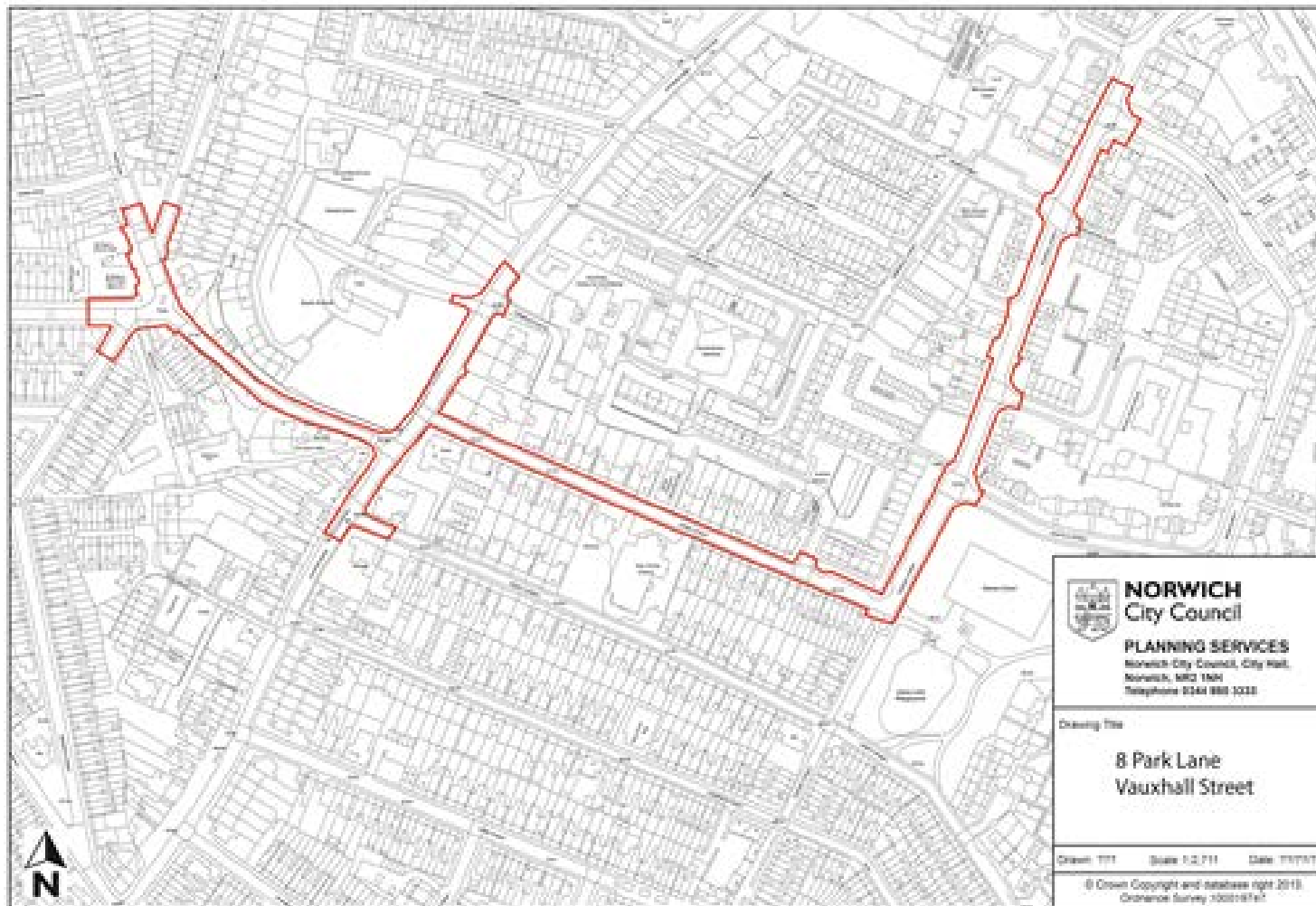
51. Looking at the 69 people who said that they partly agreed with the proposals and gave a reason as to why, 25 said that they disagreed with the closure of Vauxhall Street. 8 of those people were from the Vauxhall Street area. Looking just at the question of a closure of Vauxhall Street, overall 77 people support it and 88 oppose it. Of those living in the area 10 support it and 30 oppose it.

52. Not included in the table above are the responses received via email or letter. Looking at these where a clear opinion was expressed 24 opposed the closure of Vauxhall Street and 6 supported it
53. The table attached as appendix 10 summarises the comments received on the Vauxhall Street and Rupert Street proposals both as part of the questionnaire response and the letters and emails received. Officer responses are included with any issues raised.
54. The main concerns expressed were around the closure of Vauxhall Street. Respondents believe it would affect trade at the local shops, it would make access difficult to Winchester Tower and the Vauxhall Centre and that displaced traffic would cause problems on surrounding streets and particularly outside the entrance to Bignold School. A significant number argued that traffic volumes were already low and the closure was unnecessary.
55. The traffic volumes are relatively low in Vauxhall Street with around 1200 vehicles using it between 7am and 7pm and only approximately 10% of that traffic is through traffic. Given the strength of local feeling against the closure and the limited benefit to be gained from it, it is proposed not to progress the idea.
56. Given the volume of traffic on Vauxhall Street it is not proposed at this stage to suggest any alternative provision for cycling along this link. There are many other sections of the pink pedalway where cyclists encounter problems and resources available through the Push the Pedalways programme will be more effective if they are directed to these. Improving the connection from Vauxhall Street onto the path in front of the Johnson Place flats will be included in project 9.
57. The proposals for a contra flow on Rupert Street between Trinity Street and Cambridge Street generated little debate and most of the comments received about it were positive, with some concerns expressed about how exactly it would work. These issues can be resolved at detailed design stage and it is suggested this proposal is taken forward because the one way arrangement currently forms an unnecessary blockage to cycling from the city centre to hundreds of terraced properties accessed from Rupert Street.

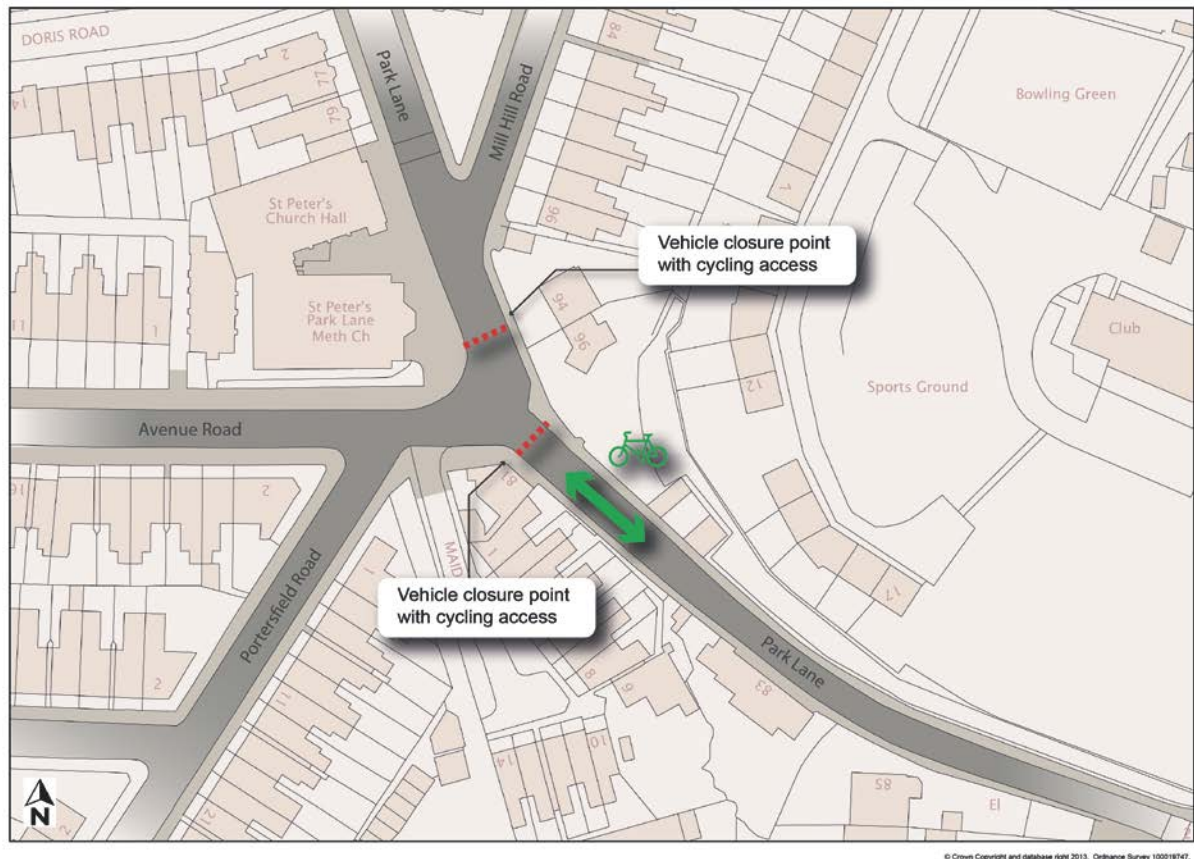
The way forward

58. The recent public consultation has significantly shaped the proposals for the pink pedalway between Avenue Road and Chapel Field Road. The package of measures that is to be progressed is shown on the plan attached as appendix 11.
59. Statutory consultation is required on the road closures, the changes to the parking restrictions and the creation of a zebra crossing. In addition to this it is proposed that a public consultation is carried out on the detailed design of the overall scheme. This will take place in September with the results brought before your November meeting for determination.
60. Work on implementing the scheme will start in spring 2015.

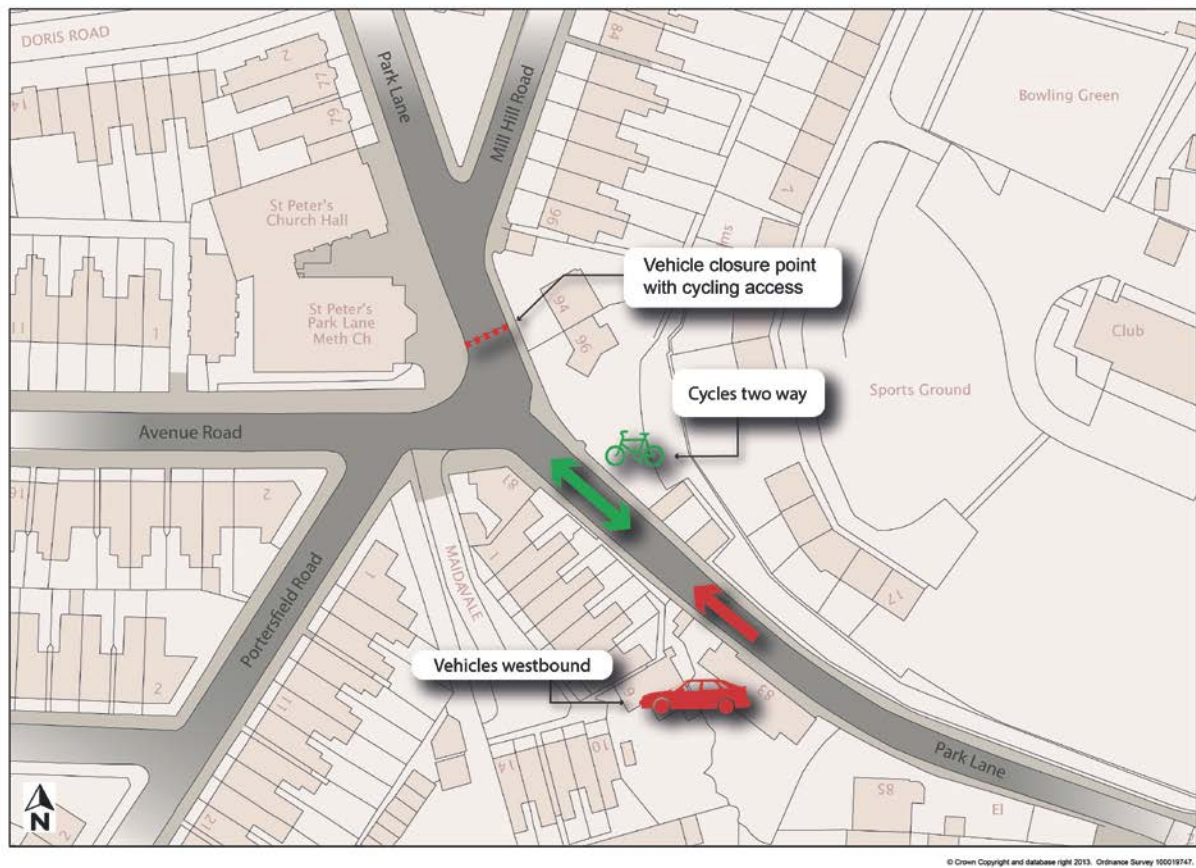
Appendix 1 – Extent of Push the Pedalways project 8



Appendix 2 - Park Lane proposals for consultation

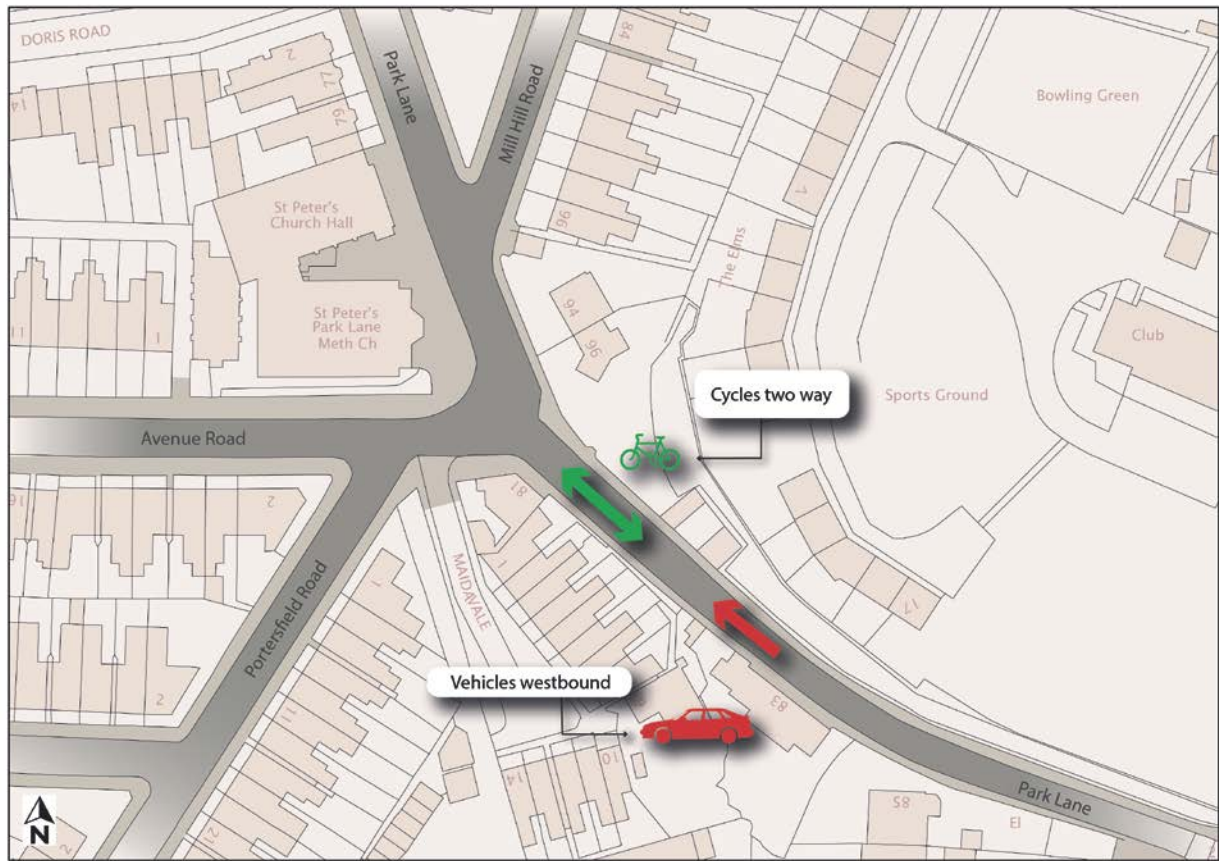


Park Lane option 1



Park Lane option 2

Appendix 2 - Park Lane proposals for consultation



Park Lane option 3

Appendix 3 – Options for Unthank Road



Appendix 4 – Options for Essex Street



Essex Street option 1 - Two way cycling



Essex Street option 2 - Two way cycling with traffic calming and passing places

Appendix 5 – Options for Vauxhall Street and Rupert Street



Vauxhall Street

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Rupert Street

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Appendix 6 – Park Lane comments

Ref	Issue raised	Officer response
PL1	Road closures will improve conditions significantly for cyclists and pedestrians	Agreed
PL2	Road closures will displace traffic onto surrounding residential streets	The traffic modelling suggests that the road closures will divert approx 300 through traffic vehicles a day between 7am and 7pm onto the surrounding residential streets within the Park Lane area. Given the number of alternative routes available through the area then it is anticipated that no one street will see any significant increase in traffic.
PL3	Road closures will displace traffic onto the main road network	The traffic modelling suggests that around 1250 vehicles will be diverted onto the main road network on an average day between 7am and 7pm. As the through traffic is originating from all across the city this does not mean that all traffic will be diverted to Earlham Road or Unthank Road. A significant amount of traffic will divert to alternative routes long before reaching the cordon bounded by Earlham Road, Unthank Road and the Outer Ring Road
PL4	Road closures will cause inconvenience for local residents	It is acknowledged that some local residents will have to find alternative routes in and out of the area. However given the street pattern in the area these detours should not add much time or distance to their journeys. The closures will mean that walking and cycling through the area will become safer and more comfortable.
PL5	Road closures will affect access to the schools in the area	Access will be available to the schools from a number of routes within the area. The removal of through traffic should encourage more parents and children to walk or cycle to school.
PL6	Road closures will prevent access for buses	There is currently one service that uses Avenue Road / The Avenues, Konnect service 9. This runs 3 times a day weekdays only. The service is not commercially viable and Konnect have indicated that it will be diverted to Unthank Road.
PL7	Closing Park Lane will mean that all residents in Mill Hill Road and the northern half of Park Lane will have to exit out onto Earlham Road at already	The road closures will significantly reduce the amount of traffic that will be using the junctions of Park Lane and Mill Hill Road onto Earlham Road.

Appendix 6 – Park Lane comments

Ref	Issue raised	Officer response
	busy junctions	
PL8	Avenue Road is difficult for cyclists given the number of side roads, gradient and parked cars.	It is acknowledged that conditions for cyclists need improving. The geometry is constrained and therefore the only real improvement can come from removing the through traffic and altering the position of parking.
PL9	Road closures were suggested many years ago for the area and rejected, why are they being suggested now?	It was in the mid 1990's that road closures were suggested as part of the Park Lane traffic action plan. At the time they did not find support among residents. Since then the Norfolk and Norwich Hospital has moved away from its city central location, so the access concerns to the hospital no longer exist. Also attitudes change over the years and to achieve the cycling improvements that are needed in the area, significant action had to be taken to reduce the volume of traffic using Avenue Road and Park Lane. The purpose of the consultation was to see whether there was now an appetite for road closures; the results of the consultation indicate that there is.
PL10	There is no evidence for the levels of through traffic in the area	Extensive traffic surveys, including origin and destination surveys using number plate recognition were carried out in November 2013. These have been used to calculate the levels of through traffic in the area (the traffic that originates outside the area bounded by Unthank Road Earlham Road and the Outer Ring Road.)The results of these surveys are robust.

Appendix 7 – Unthank Road Comments

Ref	Issue raised	Officer response
UR 1	The zebra crossing is more responsive to pedestrian demand and the crossing is in a better location as it is on the pedestrian desire line. It will also slow traffic on Unthank Road	This is exactly the reason why the change to a zebra crossing has been suggested
UR 2	Drivers do not give way at zebra crossings; they have more respect for signalled crossings. The elderly and inform feel safer at signalled crossings	All drivers are required by law to give way to pedestrians at a zebra crossing. Following consultation, and as a direct result of these concerns the proposal has been amended to place the zebra crossing on a speed table.
UR 3	A signalled crossing should be retained and moved to the position where the zebra is proposed	Given the narrow pavement widths, particularly on the south-western side of Unthank Road there is not room to locate the necessary signal equipment in the section between Park Lane and Essex Street.
UR 4	The start of the 20mph speed restriction should be moved the Convent Road Roundabout	20mph speed restrictions on the main road network are currently only appropriate in areas of high pedestrian activity such as in shopping areas. Extending the 20mph back to the Convent Road roundabout would potentially reduce the impact of it where it is needed most.
UR 5	The mini-roundabout is unnecessary, especially if Park Lane is to be closed	There needs to be a mechanism to allow cyclists to turn in and out of Park Lane safely. A mini roundabout will achieve this. The roundabout will have cycle logos painted in the circulatory carriageway to highlight to motorists that this is an area where there are high levels of cyclists.

Appendix 9 – Essex Street Comments

Ref	Issue raised	Officer response
ES1	Any loss of parking in the Essex Street area is unacceptable given the current parking pressures in the area especially during evening and weekends	In order to accommodate traffic calming in Essex Street it will be necessary to remove approx. 4 short stay parking spaces. However if the traffic calming does not go ahead the parking levels can remain as they are.
ES2	Essex Street is too narrow to accommodate a contra-flow cycle lane, especially given the number of large vans using the street. Cyclists will get hit or mount the pavement to avoid the traffic	It is believed that there is adequate width to safely accommodate contra flow cycling on Essex Street, but it is accepted that in the UK contraflow cycle lanes on narrow streets are not yet widely used. Therefore the idea will not be progressed at this time.
ES3	Speeds are too high in Essex Street, traffic calming is needed	Traffic surveys taken in 2010 indicate that the average speed in Essex Street is 20.5mph. This speed is considered accepted for a signed only 20mph speed limit.
ES4	Speeds humps are unnecessary in Essex Street; the speeds are already low and humps will inconvenience cyclists	
ES5	There is no need to provide a contra flow on Essex Street, the current gyratory arrangement with Trinity Street works well.	A contra-flow on Essex Street would provide a more direct route for cyclists on both the pink and orange pedalways, and the signing of the cycle route would be simplified. However in the absence of support for the contra flow on Essex Street the gyratory solution is possible solution
ES6	More parking needs to be removed from Essex Street to make it safer for cyclists	As can be seen from ES1 parking is considered to be at a premium in this area. The removal of parking spaces would not be acceptable to the local people.

Appendix 10 – Vauxhall Street and Rupert Street Comments

Ref	Issue raised	Officer response
VS1	A closure of Vauxhall Street is unnecessary and will displace traffic onto other streets, where on one there is a school entrance. A closure would threaten the viability of the shops in the area and could cause problems for emergency access	A closure of Vauxhall Street would afford maximum benefit to cyclists in the area. However given the low volume of vehicles and the strength of feeling among local people the benefits are marginal, when compared to concerns about access to businesses and inconvenience to local residents.
VS2	Traffic calm Vauxhall Street rather than closing it	A closure would be a very cost effective option. Traffic calming is more expensive, and with the low traffic numbers and recorded average speeds in 2010 of around 22mph, cannot be justified.
RS1	How will the junction of Rupert Street with Trinity Street work with a contra flow cycle lane on Rupert Street?	This is a detailed design issue that will be resolved ahead of the statutory consultation.

Remove bus stop and parking on northside

Remove bus stop cage on south side replacing with parking permit restrictions

Redesign or remove traffic calming cushions

Install vehicle closure points with cycle access and lockable drop bollards

Install new Zebra crossing

Proposed start of 20mph area. Remove existing signal controlled crossing

Install new mini-roundabout

Provide contraflow to permit two-way cycling along Rupert Street

NORWICH City Council
City Hall, Norwich, NR2 1NH
Telephone 0344 980 3333

Drawing Title
CCAG08
Park Lane to Vauxhall Street

Drawn: SB Scale: 1:2,000 Date: July 2014
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