

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