Report to	Norwich Highways Agency committee 20 September 2018	**Item**
Report of	Head of city development services	5
Subject	Transport for Norwich – 20mph Areas Associated with the Blue and Yellow pedalways – Consultation Results	

Purpose

To consider responses from consultation and approve installation of the northern and southern 20mph speed restriction orders with associated traffic calming and waiting restrictions.

Recommendation

To:

(1) approve installation of the 20mph scheme for the northern and southern areas and associated amended traffic calming and waiting restrictions including:

(a) installation of speed cushions on Constitution Hill;

(b) the retention of the two signalised pedestrian crossings on Woodcock Road and the amended traffic calming comprising of speed cushions, needing further advertising as below.

(c) highway improvement of widening a section of footpath outside St Andrew Churchyard on Church Lane as shown on plan No.CCAG2/21/25;

(d) installation of sinusoidal humps on Eaton Road;

(e) installation of a mini roundabout, speed cushions, reduced double yellow lines and bus stop clearways on Coleburn Road, Sandy Lane and Theobald Road;

(f) installation of a pedestrian refuge and speed cushions on South Park Avenue

(2) ask the head of city development services to carry out the statutory legal procedures to:

(a) finalise the speed restriction orders for the northern and southern areas as outlined on plans CCAG2/21/05 and 06, excluding the area as shown on plan No. CCAG2/21/06/A

(b) finalise the traffic regulation order for amended double yellow lines in Astell Road, Coleburn Road, Sandy Lane and Thobald Road as shown on plan No.CCAG2/21/23, and

(c) finalise the traffic regulation order for changing a section of permit parking to double yellow lines in Eaton Road as shown on plan No.CCAG2/21/21;

(d) advertise and consult on the revised proposals for traffic calming on Woodcock Road as shown on plan No.CCAG2/21/08A;

(e) advertise and carry out a 12 month experimental extension of a 20mph zone with minimum traffic calming in the Eaton area shown on plan No.CCAG2/21/06/A.

Corporate and service priorities

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

Financial implications

£300,000 to be funded from CCAG2 budget.

Ward/s: Multiple Wards

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

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Background documents

Consultation responses

Report

Background

1. The blue and yellow pedalways form a significant part of the pedalway network. They cross Norwich from north to south, through major residential areas such as Lakenham, Eaton and Catton. It is not always appropriate to install cycle tracks or other facilities in these residential areas. However, reducing traffic speeds gives a more balanced environment, helping people feel safer to cycle and walk.

2. On 22 March 2018, this committee agreed to consult on a proposal to install 20mph speed restrictions in all suitable residential streets within 400m of the blue and yellow pedalways. This is in line with the policy for implementing 20mph restrictions in residential areas agreed in an earlier meeting on 16 March 2017.

3. To manage the size of adverts published, the scheme was divided into two and advertised as the northern area and the southern area. This report will address these two areas separately.

THE NORTHERN AREA

Public consultation

4. The consultation for the northern area was held from 29 June to 24 July 2018. The area covered by the consultation is shown on plan No. CCAG2/21/5 and attached as appendix 1. The consultation plans outlining the traffic calming scheme are Plan Nos.CCAG2/21/03, 08 and 09. Documents can be seen on the Norwich web site www.norwich.gov.uk/tro

5. Details of the proposal were advertised in the local press, road notices were erected, statutory consultees and transportation consultees were directly informed. Local residents and businesses in the roads where traffic calming and waiting restrictions were proposed were written to. Details were posted on the web sites of Norwich City Council and Norfolk County Council.

Responses

6. In total 28 responses were received to the consultation. 14 respondents agreed to the 20mph areas, three respondents objected. The remaining respondents did not give an opinion on the 20mph, but expressed issues about the proposed traffic calming. A summary of responses is attached to this report as appendix 2

7. Eight residents were concerned with the proposed removal of the existing signal controlled pedestrian crossings on Woodcock Road and replacing them with zebra crossings on raised tables. They expressed concern that drivers would not stop for pedestrians on the zebra crossing and advised a person had been recently knocked over on the zebra on Woodcock Road near the roundabout junction with Catton Grove Road. There has also been an incident where a vehicle collided with a child on one of the signalised pedestrian crossings when the lights were red for traffic.

8. Four people requested a pedestrian crossing on Woodcock Road near the entrance to St Clements Park or the junction with St Clements Hill as it was stated that many people, including children from Sewell Academy cross in this location and it is difficult to cross, especially during peak traffic flows.

9. Of responses who objected to the traffic calming, four thought speed cushions were ineffective in reducing speeds.

10. Norfolk Recovery Ltd which is located on Arminghall Close, objected to the proposed raised tables at the zebra crossings on Woodcock Road. Norfolk Recovery use very large recovery vehicles to tow damaged HGVs and buses. They need to have access to their premises on Arminghall Close whilst towing these vehicles. It was explained that traffic calming such as the speed cushions already on Woodcock Road do allow their vehicles to pass, but travelling over raised tables can damage the vehicle being towed.

11. Norwich Cycling Campaign welcomes the extension of the 20mph zone but objects to the use of speed cushions. These are unpleasant for cyclists to ride over and if avoided, place cyclists in the wrong position on the road which could cause a dangerous situation. Would prefer sinusoidal humps are used as traffic calming.

Considerations

12. Most specific concerns received have been for the proposed removal of the signalised pedestrian crossings on Woodcock Road. These pedestrian crossings are used well on route to the local schools as well as shops. However, as the road is proposed to have a 20mph speed restriction, it is thought more appropriate for these crossings to become zebra crossings as these provide priority to pedestrians, reduce time the pedestrian has to wait before crossing and helps to calm traffic due to the intermittent nature of needing to give way. The proposal also included installing the zebra crossings on raised tables which gives a prominence for the crossing but also a physical traffic calming effect. This approach has been successfully adopted at other sites across the city.

13. The existing signal pedestrian crossings on Woodcock Road were installed twelve years ago. Under the county council maintenance programme for signal controls on the highway, these signals would have a further eight years before needing replacement. Traffic signals are expensive to maintain, if we were to replace these signal crossings with a zebra crossing, there would still be the flashing beacons to maintain, but this would be a considerable cost saving for the county maintenance contract.

14. Department for Transport advice is that zebra crossings are a suitable crossing provision on roads with moderate traffic flows and 85th percentile speeds under 35mph. Woodcock Road is proposed to have a 20mph speed restriction, with proposals for traffic calming measures. Traffic flows are under 10,000 a day which is considered to be moderate. Therefore it is considered that taking everything into account, zebra crossings are appropriate in this location. A recent analysis on recorded collisions on zebra crossings in Norwich in the last 10 years, have found them to have a good overall safety record.

15. The request for a further pedestrian crossing on Woodcock Road by St Clements Park and its junction with St Clements Hill is understandable. At the time of designing the traffic calming, it was considered locating a raised table in the area of the park entrance to facilitate an unofficial crossing point but due to restrictions on the highway such as vehicle access to drives and street trees it was not possible. However, a crossing point near to the junction with St Clements Hill would be useful for pedestrians to the park walking from the east, but also school children from Sewell Academy. A pedestrian crossing at this location is not possible under this scheme, but a full pedestrian crossing assessment for this area will be instigated to gain the evidence needed to work towards funding any recommended solution identified in the report.

16. The concerns from Norfolk Recovery are justified. It is important for this local firm to be able to carry out its work without damage to vehicles. Due to recent highways projects their access routes to their premises have been limited because of the introduction of necessary pedestrian refuges and road layouts. There are now only two routes they can use from the outer ring road, neither of these are the most direct. The proposed raised tables would limit this access further, only leaving one route which is a considerable detour for their access.

17. Support from Norwich Cycling Campaign for the 20mph speed limits are appreciated, however their consideration that speed cushions are not cycle friendly has to be balanced with the benefit of slower traffic, smoother travel for buses, disabled travellers and emergency vehicles. Sinusoidal humps are installed where possible on pedalways and important cycle connecting routes.

18. Two residents were concerned with the possibility of the traffic cushions obstructing access to their drives. The cushions will be located so they do not obstruct any access.

Conclusion

19. The existing signal crossings on Woodcock Road are in good working order. As many residents are concerned about replacing these with zebra crossings, mainly due to traffic speed/driver awareness, and the problems the associated raised tables will cause a local business (Norfolk Recovery), it is recommended to leave them in place. As the associated raised tables will not be installed, there is a need to provide additional speed cushions to manage traffic speeds. Proposed amended traffic calming for Woodcock Road is shown on plan No.CCAG2/21/08A, attached as appendix 3 It is anticipated that once the crossings do become obsolete or need replacing (possibly in 8 years), that would be the opportunity to consider changing them to zebra crossings.

20. With the response greatly in favour of the 20mph speed limit, it is recommended the SRO for the 20mph speed limits in the northern area with the traffic calming on Constitution Hill should be installed as advertised.

21. On Woodcock Road the amended proposed traffic calming as shown on plan No. CCAG2/21/08A (appendix 3) should be advertised with a road hump notice. It is suggested consideration of any comments received from this consultation is delegated to the head of city development services, in discussion with the chair and vice chair of this committee.

THE SOUTHERN AREA

22. The consultation for the southern area was held from 3 August to 29 August 2018. The area covered by the consultation is shown on plan No. CCAG2/21/6 and attached as appendix 4. The consultation plans outlining the traffic calming scheme are Plan Nos.CCAG2/21/04, 07 and 11 to 23. Documents can be seen on the Norwich web site www.norwich.gov.uk/tro.

23. Details of the proposal were advertised in the local press, road notices were erected, statutory consultees and transportation consultees were directly informed. Local residents and businesses in the roads where traffic calming and waiting restrictions were proposed were written to. Details were posted on the web sites of Norwich city council and Norfolk county council.

Responses

24. In total 234 responses were received to the consultation. 120 respondents agreed to the 20mph areas, 41 respondents objected. The remaining respondents did not give an opinion on the 20mph, but expressed issues about the proposed traffic calming. A summary of responses is attached as Appendix 5.

    (a) the Eaton Village Residents Association (EVRA), supported by local councillors expressed a desire to have the 20mph speed limit but not formal traffic calming in Church Lane and Greenways. They believe the proposals were not appropriate and will not prove to be effective. They were pleased that the traffic calming features did not include speed humps, but expressed concerns about the following;

    (b) the pedestrian refuge is in the wrong location,

    (c) the changes to the Church Lane/Greenways junction would be less safe for pedestrians,

    (d) the priority give way features would not work during heavy traffic at school opening/closing and would delay the bus

    (e) the footpath buildouts at junctions would make manoeuvring for large vehicles difficult and reduce visibility for pedestrians at the crossing point.

    (f) additional signage would adversely affect the look and character of Eaton village.

25. At a meeting with representatives of EVRA and the two ward councillors, it was requested the pedestrian refuge proposed on Church Lane moved to outside the village hall and a section of footpath outside Eaton St Andrew Churchyard on Church Lane which is very narrow and impassable for mobility scooter or wheel chair users, be widened.

26. Many residents from the Eaton area expressed the same views as the EVRA, many went further to explain in detail their own experience. Many were concerned that the traffic calming would change the character of the area, but not for better.

27. Many residents were concerned that the proposals would make the bus route more difficult to manoeuvre and a response by Go-Ahead bus company stated the 20mph limits will not hold up their services, but requested buses are not restricted by footpath buildouts.

28. The Eaton residents who objected to the 20mph in general, explained that they thought the existing 30mph speed limit was sufficient and there had been no road safety issues they were aware of. Many Eaton residents also expressed a desire not to “suffer” from further roadworks in their area.

29. From Eaton Road residents the response has been mixed. Of the 18 responses, 11were in favour of the 20mph, 5 against and 10 objected to the traffic calming. No objection has been received to the change in waiting restrictions proposed west of the City of Norwich School entrance. Four residents have asked for more restrictions and a further five asking for grass verge protection. The main objection to the traffic calming was residents not wanting sinusoidal humps on their road which they believe would cause more noise and pollution and also damage vehicles.

30. The responses from residents and businesses in the Sandy Lane area were mainly concerning the extent of the proposed double yellow lines designed to give easier access for the bus service. 14 respondents thought the restrictions were excessive and would not leave sufficient space for residents, visitors or customers to park. Two thought the mini roundabout would not slow down traffic and two requested extra double yellow lines to stop cars parking south of the railway bridge as passing cars need more space to manoeuvre. Many commented that since the opening of Asda and Aldi on Hall Road, traffic has increased; many of the drivers are not experienced at judging the giveway restriction at this tunnel under the railway and cause congestion.

31. The responses from local businesses were concerns for the double yellow lines which they thought would have a negative effect on their businesses. The local convenience shop and newsagent were concerned for the loss of passing trade if there was no convenient place to park. It was stated that these local businesses have been badly affected by the recent opening of nearby supermarkets.

32. Ten responses were received for the South Park Avenue proposals. 5 were in agreement with the 20mph speed limit and one objected. Five did not agree with the proposed traffic calming, one of those were concerned about access to their premises. Again the main objection to the proposed speed cushions was that they believe would cause more noise and pollution and also damage vehicles.

33. Norwich Cycling Campaign agrees with the introduction of the 20mph speed limits. However. they expressed concerns for the use of speed cushions as they are not considered cycle friendly as they force cyclists into unsafe positions on the road and considered most drivers ignore cushions as they are narrow. Objected to the changes proposed for the Church Lane/Greenways junction as there is no provision/assistance for cyclists travelling southeast on the purple pedalway.

34. Norfolk/Suffolk Constabulary stated the stance of Norfolk Constabulary is that any 20mph has to be self-enforcing. General compliance needs to be achievable without the excessive reliance on enforcement. The police will always support appropriate limits as long as they look and feel like the limit in place, providing a safe environment without reliance on enforcement.

35. A ward councillor requested Unthank Road inside the outer ring road be included in the 20mph speed limit. The reasons given for this are; this would be safer for all road users, provide consistency with the shopping area, make it easier to join Unthank Road from its side roads, more appropriate environment for residents with better air quality and less noise. It was suggested speed activated signs would work here and the phase of lights at Colman Road junction could be changed to dissuade drivers.

36. A ward councillor acknowledged there is resident support for the 20mph limit but little support for the proposed traffic calming in Church Lane and Greenways. Requested consideration is given to introducing a 20mph limit without traffic calming measures proposed. Concurs with the EVRA's views. Also expressed satisfaction that both Eaton Road and South Park Avenue are through roads and will probably benefit from the speed calming proposed, while all the other roads will have signs only.

37. Norwich Conservatives support the proposed 20mph speed limits. However, they are concerned that Trafford Road and Grove Road do not have proposed physical traffic calming and suggested camera enforcement.

38. Seventeen replies were generally for the overall southern 20mph project. Out of these, 10 supported the scheme and 4 were against the speed limit. Six expressed they did not agree with traffic calming.

Considerations

39. The majority of responses have been from people living in the Eaton area. Many of these are in agreement with the EVRA, along with the ward councillors and this helps to give a collective picture of what the majority of residents would like in their community.

40. The request to install the 20mph speed limit without traffic calming would not accord with the policy on when to use traffic calming in 20mph areas that was agreed by this committee in 2017.

41. Norfolk Constabulary has made clear that the police consider a 20mph zone should be self-enforcing. With limited resources they do not have the ability to enforce regularly and they are concerned about the public’s expectations.

42. The request to move the proposed pedestrian crossing on Church Lane to a position where more people choose to cross outside the village hall would give the traffic calming effect needed, but this is not possible due to highway and access restrictions. As some residents did ask for a crossing aid in this area, it would be appropriate to undertake a pedestrian crossing assessment for this area to decide and seek funding for this once the assessment has been done.

43. The request to widen the footpath outside St Andrew Churchyard on Church Lane could act as a mild form of traffic calming by providing a pinch point on

this long length of straight road and will mean that it is no longer necessary for some users to walk in the road. This has been designed and is shown on plan No CCAG2/21/25 (appendix 6) and can be delivered through this project.

44. Through discussions with ward councillors and the EVRA, there seems to be no suitable traffic calming that is acceptable to residents for Church Lane and Greenways. These roads are both large cul-de-sacs and therefore receive no through traffic, only access to houses and Eaton Primary School. Traffic increases considerably during school open and closing times, but at other times it is a typical resident's only area.

45. In discussion with the road safety team at Norfolk County Council, it was suggested it may be appropriate to trial the residents' request of no traffic calming on Church Lane and Greenways on an experimental speed restriction order. In this way the 20mph could be installed, with up to 12 months to decide if the speed restriction does perform and make the area better for cyclists and pedestrians. During this time traffic speeds will be monitored and other evidence such as residents' comments and road collision data will be collected. After approximately 6 months, the evidence can be studied and a decision made whether the scheme should be made permanent. However, if this course of action is taken, and the scheme does not prove to be acceptable, the only option will be to revert from the experimental 20mph scheme on Church Lane, Greenways and surrounding roads, back into 30mph. There will be no budget available for consideration of new traffic calming. The area proposed for this experimental 20mph speed restriction order is shown on plan No.CCAG2/21/06A, attached as appendix 7.

46. Forty one responders to the southern Speed Restriction Order voiced the opinion there is no justification for the proposals, many citing they are not aware of road accidents happening. This is understandable as there is no evidenced safety issue on these residential roads. The purpose of this scheme is to improve the environment by reducing traffic speeds and encouraging people to cycle and walk.

47. Many respondents thought the scheme was a waste of public money and suggested the money was spent on road maintenance. As previously stated, this scheme is to encourage cycling and walking. This has many health benefits for the public and great benefits to the road network too. If the public are encouraged to use alternative forms of transport rather than their own vehicles, the road is less worn this in turn reduces maintenance issues.

48. There was no objection received to the advertised changes to waiting restrictions on Eaton Road which will help to ease congestion at the City of Norwich School (CNS). Therefore this restriction should be installed. Four responders requested more restrictions are introduced near the CNS to stop parents from parking in Eaton Road. This is not considered appropriate as it would further restrict residents and their visitors. CNS have always been active in discouraging their students from driving or being driven to school, but the school has a very large catchment area so it is inevitable that some will chose to do so.

49. The main concern for the proposed traffic calming on Eaton Road was the belief that road humps cause noise, pollution and damage to vehicles. This has

not been proven. If drivers keep to a level speed of 20mph the speed humps can easily and smoothly be driven over, without increase in traffic noise or possible pollution. There is also no damage to road worthy vehicles when driven in this appropriate manner.

50. The concerns of loss of parking space for residents of the Sandy Lane area are understandable as this area is heavily parked, but it is very important to keep these bus routes through residential areas. If drivers are parking in accordance with the Highway Code, there would not be any problems, but as in all densely populated areas, parking is a premium. There have been concerns from the bus company that at times the route is blocked and often the disability access points at the bus stops are not accessible, leaving passengers to get on or off the bus in the road.

51. The extent of the double yellow lines has been studied and it is possible to reduce the restriction in some areas whilst still keeping the route passable for the buses. The double yellow lines can be reduced without the need for further consultation as this is deemed less of a restriction. In addition the proposed restriction at each bus stop will be replaced with a bus stop clearway, which gives a part time restriction, more aligned to the bus service. No Traffic Regulation Order is needed for these bus stop clearways, so they can be easily changed if the bus companies choose to amend their bus timetables. Plan No.CCAG2/21/23A attached as appendix 8 shows the essential double yellow lines needed in this area with the proposed bus stop clearways to operate 9am to 5pm Monday to Saturday on Coleburn Road and Theobald Road. The bus stop clearways on Sandy Lane will operate 7am till 6:30pm Monday to Saturday.

52. The concern from some residents that the mini roundabout proposed for the Sandy Lane/Coleburn Road junction will not slow traffic down is unsubstantiated, these have proven in many areas to do so. The concern that a bus would not be able to negotiate them is unfound as they can be slowly driven over.

53. The concern for traffic management at the railway bridge has been considered but is not a proven road safety or major traffic management issue. The request for extra double yellow lines in this location cannot be provided within this scheme.

54. The five responses from South Park Avenue not in agreement with the proposed traffic calming were again concerned with traffic noise and increased pollution. As above this is not proven and appropriate driving will decrease any need for sharp acceleration and braking.

55. The response from Norwich Cycling Campaign to the southern area 20mph proposals was similar to their response to the northern area 20mph. The officer response is the same as before, with the recognition that Church Lane is on the purple pedalway.

56. The request for extending 20mph limits on Unthank Road is not possible. The extent of the restrictions has been chosen in agreement with the report “Guidance on the use of 20mph speed restrictions” this committee agreed to in

2017. For reasons detailed in appendix 5, it is not suitable to install 20mph on this road.

57. Norwich Conservatives requested traffic calming is installed on Trafford Road and Grove Road. It is not suitable to do this as the traffic calming has been proposed in agreement with the above guidance. Camera enforcement was also requested and this is only used where there is a road safety issue. There is no evidence of such an issue on these roads.

58. In general, the majority of respondents supported the introduction of 20mph speed limits on the advertised roads. Where there were concerns, they were mainly due to traffic calming being thought of causing drivers to drive erratically and increasing air pollution, noise and vibrations. Some thought the traffic calming would encourage drivers to rat run. None of these issues have been proven.

Conclusion

59. It is recommended to install the permanent 20mph in the southern area as advertised except for the Greenways area off Church Lane as shown on plan No.CCAG2/21/06A which should be advertised and introduced as an experimental 20mph area with minimal traffic calming of one section of footpath widening on Church Lane, repeater signs and temporary 20mph awareness posters.

60. The traffic calming on Eaton Road, Sandy Lane and South Park Avenue should be installed as advertised, including the advertised double yellow lines on Eaton Road.

61. The advertised double yellow lines in the Sandy Lane area should be reduced and installed as shown on plan No.CCAG2/21/23A.

Integrated impact assessment

NORWICH City Council

Report author to complete	
Committee:	Norwich Highways Agency Committee
Committee date:	20 September 2018
Director / Head of service	Andy Watt, head of city development services
Report subject:	20mph areas associated with the blue and yellow pedalways – consultation results
Date assessed:	31 August 2018

	Impact			
Economic (please add an 'x' as appropriate)	**Neutral**	**Positive**	**Negative**	**Comments**
Finance (value for money)	☐	☒	☐	This scheme is viewed as value for money.
Other departments and services e.g. office facilities, customer contact	☒	☐	☐	No specific comments
ICT services	☒	☐	☐	No specific comments
Economic development	☐	☒	☐	This scheme helps to encourage sustainable travel to benefit the city and all who live and work in the city.
Financial inclusion	☐	☒	☐	This scheme promotes and encourages cycling which is a low cost form of transport, widely accessible to most.
Social (please add an 'x' as appropriate)	**Neutral**	**Positive**	**Negative**	**Comments**
Safeguarding children and adults	☐	☒	☐	This scheme promotes road safety for all road users and seeks to improve facilities for both cyclists and pedestrians.
S17 crime and disorder act 1998	☒	☐	☐	No specific comments
Human Rights Act 1998	☒	☐	☐	No specific comments

	Impact			
Health and well being	☐	☒	☐	The proposed 20mph speed limits will help to encourage more walking and cycling which has been shown to benefit health. If drivers are encouraged to walk or cycle for some of their shorter journeys, these individuals will not only improve their own wellbeing, but produce less pollution into the environment..
Equality and diversity (please add an 'x' as appropriate)	**Neutral**	**Positive**	**Negative**	**Comments**
Relations between groups (cohesion)	☒	☐	☐	No specific comments
Eliminating discrimination & harassment	☒	☐	☐	No specific comments
Advancing equality of opportunity	☐	☒	☐	This scheme aims to improve facilities for all cyclists and pedestrians and increase road safety for all road users.
Environmental (please add an 'x' as appropriate)	**Neutral**	**Positive**	**Negative**	**Comments**
Transportation	☐	☒	☐	This scheme helps to meet the corporate priority of a safe, clean and low carbon city. Improving facilities for sustainable modes of transport.
Natural and built environment	☐	☒	☐	This scheme will help the natural environment by encouraging people to cycle or walk instead of using motorised travel, thereby reducing air pollution.

	Impact			
Waste minimisation & resource use	☒	☐	☐	The existing signalised pedestrian crossing facilities on Woodcock Road will continue to be used until they need replacement.
Pollution	☐	☒	☐	This scheme will help improve air quality by encouraging non motorised forms of travel
Sustainable procurement	☒	☐	☐	No specific comments
Energy and climate change	☐	☒	☐	No specific comments
(Please add an 'x' as appropriate)	**Neutral**	**Positive**	**Negative**	**Comments**
Risk management	☒	☐	☐	The scheme is safety audited to ensure that the measures implemented create a safe environment.

Recommendations from impact assessment
Positive
The scheme should be installed as advertised with recommended amendments as in attached report.
Negative
No specific comments
Neutral

No specific comments
Issues
No specific comments

Appendix 1

AIRPORT

OLD CATTON

SPROWSTON

FIDDLEWOOD

CATTON PARK

MILE CROSS

CATTON

HOLT ROAD

FIFERS LANE

CROMER ROAD

MILE CROSS LANE

AYLSHAM ROAD

BOUNDARY ROAD

DRAYTON ROAD

CHARTWELL ROAD

SPIXWORTH ROAD

GEORGE HILL

NORTH WALSHAM ROAD

WROXHAM ROAD

ST CLEMENTS HILL

SPROWSTON ROAD

MOUSEHOLD LANE

ANGEL ROAD

MAGDALEN ROAD

MAGDALEN STREET

BARRACK STREET

North City 20mph Consultation

- Road to be traffic calmed
- Existing 20 mph roads
- Proposed 20 mph roads
- Roads to retain 30mph limit
- Roads to retain 40mph limit
- Roads outside of study area or private roads
- – – Norwich City Council boundary

This plan is schematic - map layout is simplified for clarity.

0 0.5 1Km

0 0.25 0.5 1 Mile

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Plan No. CCAG2/21/05

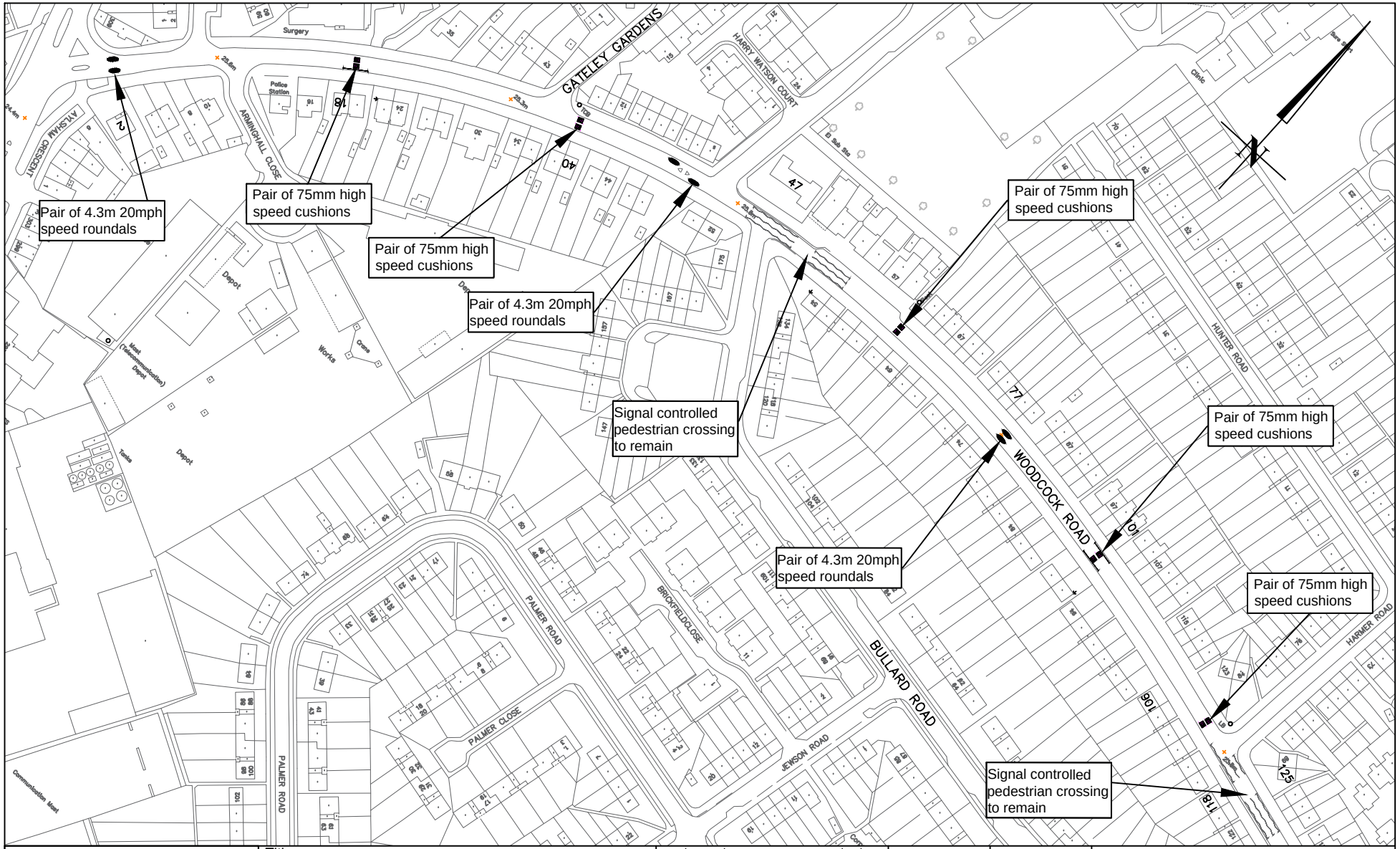
Appendix 2

Consultation responses for the proposed 20mph speed limit and traffic calming in the Northern Area

Objection / Comment	No. of responses	Officer Comment
Agree with the 20mph speed limit proposals	14	
Object to the 20mph speed limit proposals	3	
Objects to the replacement of the signalised crossings on Woodcock Road with zebra crossings on raised tables.	8	
Zebra crossings are unsafe, especially for Children and vulnerable people	8	It is considered a zebra crossing would give appropriate crossing aid to school children and disabled people. Zebra crossing are used all over Norwich with a good safety record; many of these are on routes to school. The proposed crossings will be installed on raised tables to slow traffic.
Zebra crossings will cause traffic holdups at school times.	2	Where the flow of pedestrians is continuous, zebra crossings can cause congestion. However, the main flow of school children is only for short periods and as the location is a distance from the school, the flow of pedestrians will naturally have gaps.
Speed cushions are not effective at slowing vehicles.	4	Speed cushions do reduce speeds but allow smoother travel for buses and emergency vehicles
Road humps cause traffic noise and pollution.	1	Traffic noise and pollution are only increased if the driver chooses to accelerate sharply between traffic calming features and needs to brake hard. If a slower constant speed is maintained, there is no significant increase in noise or pollution.
Proposed speed cushions will obstruct access to private drives.	2	The proposed traffic calming has been placed to not affect any access to properties.

Objection / Comment	No. of responses	Officer Comment
Speed humps are uncomfortable and painful for disabled people in vehicles.	1	This concern is understandable; however the speed cushions we are aiming to install allow smoother travel for all vehicles if the driver slows down and positions the vehicle correctly. The raised tables at the crossings are designed to DfT guidance and if the vehicle is going slow, can be driven over gently and smoothly.
More speed enforcement is needed	2	Norfolk Constabulary does not have the resources to physically enforce 20mph limits. They request that all 20mph speed limits are self-enforcing which is why we intend to install traffic calming.
More traffic calming requested.	3 Including Catton Grove Primary School and Constitution Hill nursery school	In Weston Road – extra 20mph roundels will be installed as road markings on Weston Road, including close to the school entrance. In Silver Road – this road is out of the scheme area, but it is agreed that extra 20mph roundels would help to enhance the existing 20mph speed limit in Silver Road. This will be carried out with this installation. In Constitution Hill – the proposed traffic calming has been designed to slow traffic down for the complete length of Constitution Hill. There is no need for further speed cushions.
The proposals are a waste of public money.	3	The proposals are funded by government as part of a larger project to encourage cycling and less use of motorised vehicles. The effects of these proposals will take time to be seen, but since the start of the whole City Cycling Ambition Grant project (2013), manual cycle monitoring has shown a 40% increase in cycling over Norwich. On the pink pedalway, the first pedalway to be improved, the increase has been recorded as an average of 65.6% increase in cycling.

Objection / Comment	No. of responses	Officer Comment
20mphs do not make roads safer.	2	It is proven that road collisions at lower speeds result in less severity of casualties. The intention of this 20mph scheme are not just to increase road safety, but to encourage more walking and cycling which in turn will improve the environment.
Requested a pedestrian crossing is needed on Woodcock Road at the junction with St Clements Hill or near St Clements Park	4	This request will be taken forward and a full pedestrian crossing assessment carried out to determine what type of crossing is suitable in this position.
Advised that Layson Drive is an unadopted road and should not be included in the proposed speed limit.	1	Advice accepted, Layson Drive was included in the Speed Restriction Order by mistake and will be taken out.
Many drivers ignore the bus gate on Catton Grove Road	1	This is an ongoing concern we are aware of. We are working with officers at Norfolk County Council to find a solution.
Welcomes the extension of the 20mph zone but objects to the use of speed cushions. These are unpleasant for cyclists to ride over and if avoided, place cyclists in the wrong position on the road which could cause a dangerous situation. Would prefer sinusoidal humps are used as traffic calming.	Norwich Cycling Campaign	Support for the 20mph welcomed. Speed cushions have been chosen as they do reduce speeds but allow smoother travel for buses, disabled travellers and emergency vehicles. They can be an inconvenience to cyclists, but this needs to be balanced with the benefit of slower traffic.
Concerns with the company's ability to transport large vehicles to their property on Arminghall Close. Raised tables can damage large vehicles they are towing.	Norfolk Recovery Services Ltd	The concerns from Norfolk Recovery are justified. Due to recent highways projects their access routes to their premises have been limited because of the introduction of necessary pedestrian refuges and new road layouts. A solution is needed if the traffic calming proposals go ahead.
Supports the 20mph speed restriction and believes this will reduce the current risk of collisions on the estate and road junctions.	Templemere residents association	Support welcomed.



NORWICH City Council

Title
20mph Area Speed Limit

Woodcock Road Traffic Calming
General Layout Plan 1 of 2

No.	Date	Notes REVISIONS	Int.	Ckd.
A	08/18	Remove zebra xings	TC	

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Date 06/18	Scale(s) 1:2000
Drawn By TC	Designed By TC
Checked By LA	NEG. No.
DWG. No. CCAG2 21 08 Rev A	

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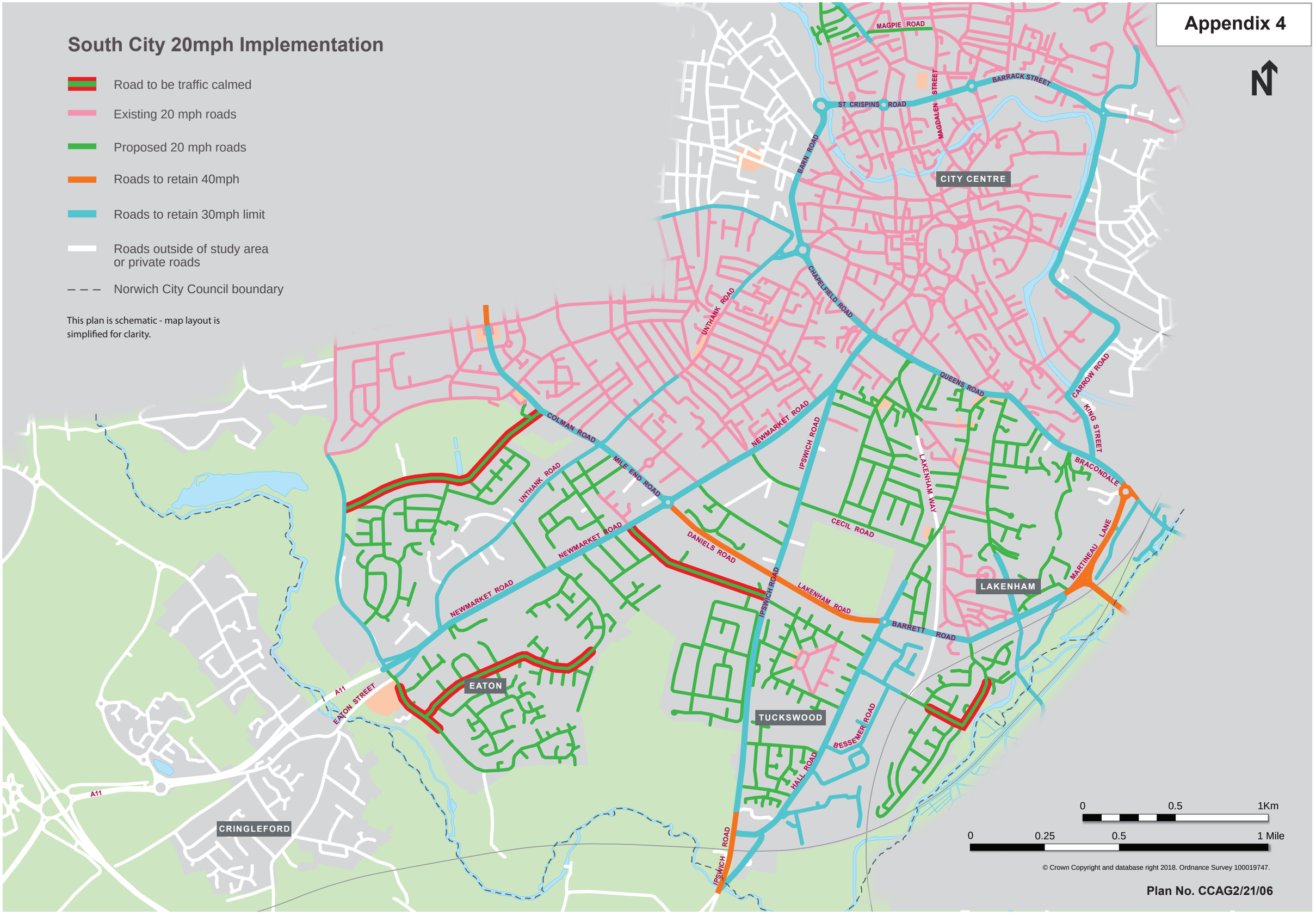
Appendix 4

South City 20mph Implementation

- Road to be traffic calmed
- Existing 20 mph roads
- Proposed 20 mph roads
- Roads to retain 40mph
- Roads to retain 30mph limit
- Roads outside of study area or private roads
- – – – Norwich City Council boundary

This plan is schematic - map layout is simplified for clarity.



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Plan No. CCAG2/21/06

Appendix 5

Consultation responses for the proposed 20mph speed limit and traffic calming in the Southern Area

Objection / Comment	No. of responses	Officer Comment
Overall	234	
Agree with the 20mph speed limit	120	
Object to the 20mph speed limit	41	
Disagree with proposed traffic calming	157	
Suggests money should be spent on road maintenance	13	This scheme is funded from a grant specifically for improving cycling facilities. If more journeys are carried out on cycles rather than motorised vehicles, there will be less wear on the highway, which means less maintenance issues.
Concerns of traffic calming obstructing access to property	4	The proposed traffic calming has been placed to not affect any access to properties. Detail design will ensure that no accesses are blocked.
No justification for 20mph and/or traffic calming	41	The 20mph speed limits have not been proposed for road safety reasons only. The intention of this 20mph scheme are not just to increase road safety, but to encourage more walking and cycling which in turn will improve the environment. The Department for Traffic and Norfolk Constabulary expect a 20mph to be self enforcing so as not to increase the need for speed enforcement.
Speed humps are not cycle friendly or good for vehicle occupants	8	It is correct that cyclists and vehicle occupants have a more comfortable journey if the road is smooth, level and no obstructions. However, this type of environment increases traffic speed. It is necessary to balance the needs of cyclists and vehicle occupants with the benefits of reduced traffic speeds.
The traffic calming will encourage drivers to rat run	7	Some drivers do choose to rat run. However, the roads where traffic calming is proposed do not have easy alternative routes to use, so this will be unlikely.

Objection / Comment	No. of responses	Officer Comment
Proposals are a waste of public money	27	The proposals are funded by government as part of a larger project to encourage cycling and less use of motorised vehicles. The effects of these proposals will take time to be seen, but since the start of the whole City Cycling Ambition Grant project (2013), cycle monitoring has shown a 40% increase in cycling over Norwich. On the pink pedalway, the first pedalway to be improved, the increase has been recorded as an average of 65.6% increase in cycling.
Considers the 20mph should be extended into more roads	12	The areas have been chosen in agreement with the report "Guidance on the use of 20mph speed restrictions" that this committee approved on 16 March 2017. The roads requested to be included were sections of Bluebell Road, Hall Road, Long John Hill and Unthank Road. These roads are all residential to some extent, but also have high numbers of through traffic. The open feeling of these roads and lack of community services such as shops and community halls that generate footfall, give the driver a feeling of dominance. Recent speed monitoring shows that the existing 30mph speed limit is generally complied with, to reduce this to 20mph would mean intensive traffic calming which would not be appropriate for these roads and would probably encourage unsuitable rat running.
A 20mph with traffic calming will increase pollution.	7	Driving at a speed of 20mph in the appropriate gear does not increase pollution. If a driver chooses to accelerate and brake sharply between traffic calming features that will increase vehicle emissions and pollution. As more areas of 20mph restrictions are introduced, the public acceptance and attitude towards slower driving in residential areas should improve.

Objection / Comment	No. of responses	Officer Comment
A 20mph does not increase road safety.	1	It is proven that road collisions at lower speeds result in less severity of casualties. As stated above, the intention of this 20mph scheme are not just to increase road safety, but to encourage more walking and cycling which in turn will improve the environment.
Cyclists do not use existing cycling facilities.	3	There is no legal requirement for cyclists to use cycle lanes etc as they are entitled to use the road with the rest of traffic if they so choose. The more confident cyclist who can keep up with traffic may find it quicker to stay on the road. However, manual cycle monitoring since the City Cycling Ambition Grant project in 2013, has shown a 65% increase in cycling on the pink pedalway, the first pedalway to be improved.
Speed humps will damage cars	8	The proposed traffic calming features are designed to Department for Transport guidelines. If the vehicle is driven at the correct speed, there will be no damage to vehicles suitable for the highway.
Specifically for the Eaton Area		
Agree with the 20mph speed limit	73	
Object to the 20mph speed limit	28	
Disagree with proposed traffic calming	130	
Are pleased no road humps are proposed but would like to see 20mph roundels and speed activated signs used instead of proposed traffic calming. The proposed priority giveways will create gridlock and increase pollution at times. Additional signage would adversely affect the look and character of Eaton village. Considers there is insufficient vision for drivers at the amended …	Eaton Village Resident Association	All points are discussed separately below.

Objection / Comment	No. of responses	Officer Comment
.. junction layout at Church Lane / Greenways. The proposed pedestrian refuge is in the wrong place and would be better as a zebra crossing. The footpath outside the cemetery on Church Lane should be widened for wheelchairs etc. The footpath buildouts at junctions at the east end of Greenways are too tight for vehicles and will be a problem for the bus route into Bradenham Way.		
Supports the views of the Eaton Village Resident Association (EVRA)	28	
Church Lane pedestrian refuge is in wrong position / not needed	12	It is understood that the existing bank on Church Lane will close soon, but it was considered helpful to include in the proposals a refuge that will not only help residents cross Church Lane on their way to the shopping area, but will also have a gentle traffic calming effect as it narrows the road.
Church Lane, Greenways and other roads in Eaton do not have direct crossing points for wheelchair users. This leaves people travelling on the road to find a dropped kerb for access onto the footpath.	2	The proposal for the pedestrian refuge on Church Lane would help this situation. This issue has been forwarded to highways maintenance who may be able to provide dropped kerbs in some areas pending budget.
Church Lane / Greenways junction changes are not suitable / will be unsafe.	43	The change of priority at this junction was chosen as a form of traffic calming for Church Lane. The need to stop and consider traffic from Greenways ensures drivers are aware of other traffic and reduces the possibility of gaining speed on Church Lane. Some responses have suggested a mini roundabout at this junction too which would have the same effect.

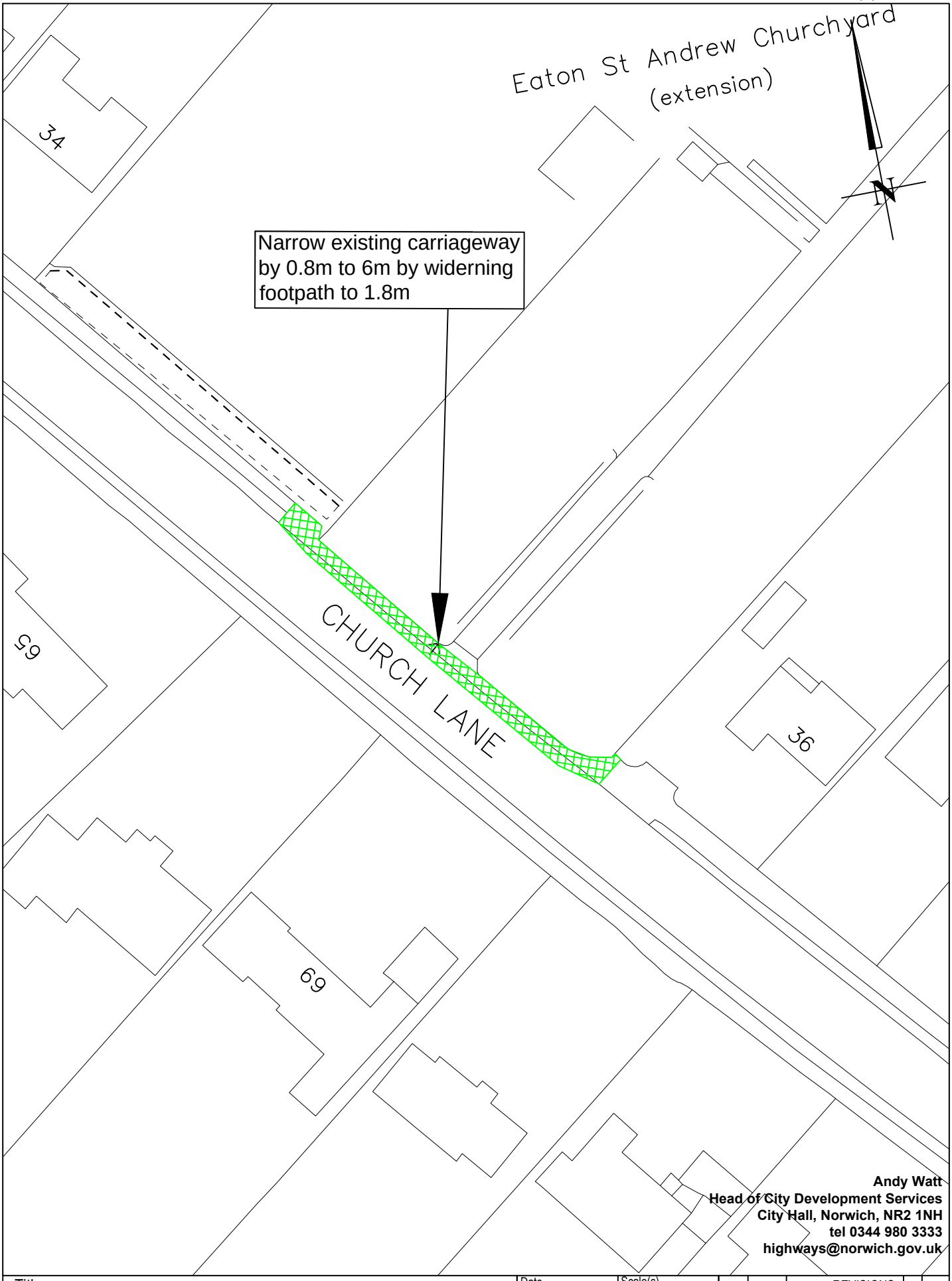
Objection / Comment	No. of responses	Officer Comment
The proposed traffic calming will be detrimental to the look and feel of the Eaton area.	8	All traffic calming has some effect on street clutter. However the change in appearance of the road has to be balanced with the benefit of slower traffic.
Church Lane and Greenways priority giveways will cause congestion / access issues / increase pollution.	76	The proposed priority giveways will be located not to obstruct driveways. The features will stop the flow of some vehicles, but no more than when passing other obstacles on the highway such as parked cars or buses. If drivers adjust their speed accordingly there will be minimum changes to car emissions.
Greenways footpath buildouts at junctions will make it difficult for large vehicles to turn such as buses and / or reduce visibility.	28	The junction layout changes will slow vehicles down when turning into and out of side roads. The footpath buildouts mean pedestrians have a shorter distance to cross the road. All road junctions have been tested to ensure it is possible for the safe passage of large vehicles and buses.
Prefer to have speed restriction signed only, including speed activated signs.	28	Speed activated signs are a useful tool for traffic calming where there is through traffic. In areas such as greenways where the majority of travellers are local residents or repeatedly go to the same address, a speed activated sign is often ignored. They have no greater effect than a static sign or roundel.
Extra signage for the restriction will be unsightly.	2	The correct signage has to be installed to inform the driver of the restriction. All signage will be kept to a minimum within the DfT guidelines.
More double yellow lines to stop parking is needed at junctions in Eaton.	7	It is not the policy of this council to install double yellow lines at junctions in a residential area, unless there are other traffic management issues. Yellow lines area a drain on the maintenance budget and enforcement is limited in the outer area of Norwich. The roads leading to Eaton Primary School off Greenways have been protected at the junctions recently. This is considered suitable for the area.

Objection / Comment	No. of responses	Officer Comment
Police enforcement is needed	12	It is the consideration of Norfolk constabulary that a 20mph speed limit should be self enforcing. The police do not have the necessary resources to provide manual enforcement on restrictions where there is no evidenced road safety issue.
Specifically for Eaton Road area		
Agree with the 20mph speed limit	11	
Object to the 20mph speed limit	5	
Disagree with proposed traffic calming	10	
Further requests for more parking restrictions in Eaton Road near the CNS.	4	CNS has a large catchment area and as such there are a number of parents who chose to drive their children to the school. The existing parking restrictions are flexible to allow for this and the proposed change to add further double yellow lines to the west of the school entrance should ease congestion further.
School parking issues and grass verge damage	5	The large grass verge on Eaton Road has a parking restriction. This can be enforced when our enforcement officers are present. As with all schools in Norwich, the increase in traffic and parking is for a short period twice a day. It is inappropriate to consider further interventions such as bollards.
Specifically for the Sandy Lane area		
Agree with the 20mph speed limit	17	
Object to the 20mph speed limit	O	
Disagree with proposed traffic calming	4	

Objection / Comment	No. of responses	Officer Comment
Objections to the proposed double yellow lines in the Sandy Lane area. Concerns of limited parking space for residents and businesses	14	It is necessary for the buses to provide a service in these residential roads and they must have a clear way through. However, it is possible to reduce the extent of double yellow lines to provide some assistance to the bus drivers, whilst retaining as much roadside parking space for residents.
Considers the mini roundabout proposed for Sandy Lane is not needed	7	The reason the mini roundabout has been proposed is not to give assistance to drivers entering and exiting Coleburn Road, although this is an extra benefit. The aim is to slow traffic by drivers needing to give way to traffic from the right at this junction.
Specifically for the South Park Avenue area		
Agree with the 20mph speed limit	4	
Object to the 20mph speed limit	2	
Disagree with proposed traffic calming	5	
Suggested traffic calming on Colman Road is needed, maybe speed activated signs.	Colman Infant School	Colman Road is outside the scope of this scheme. If there was evidence of a road safety issue on Colman Road then a separate study would be needed and funded.
Stakeholders		
Agrees with the introduction of the 20mph speed limits. Speed cushions are not cycle friendly as they force cyclists into unsafe positions on the road. Most drivers ignore cushions as they are narrow. Object to the changes proposed for the Church Lane/Greenways junction as there is no provision/assistance for cyclists travelling southeast on the purple pedalway.	Norwich Cycling Campaign	Support for the 20mph welcomed. Speed cushions have been chosen as they do reduce speeds but allow smoother travel for buses, disabled travellers and emergency vehicles. They can be an inconvenience to cyclists, but this needs to be balanced with the benefit of slower traffic. The Church Lane/Greenways junction is discussed above, but it is acknowledged that this junction is on the purple pedalway.

Objection / Comment	No. of responses	Officer Comment
The stance of Norfolk Constabulary is that any 20mph has to be self-enforcing. General compliance needs to be achievable without the excessive reliance on enforcement. The police will always support appropriate limits as long as they look and feel like the limit in place.	Norfolk / Suffolk Constabulary	Support welcome and the need to ensure excessive enforcement is not needed acknowledged.
Unthank Road inside the outer ring road should be included in the 20mph speed limit. This would be safer for all road users, provide consistency with the shopping area, make it easier to join Unthank Road from its side roads, more appropriate environment for residents with better air quality and less noise. Speed activated signs would work here and the lights at Colman Road could be changed to dissuade drivers.	Eaton Ward County Councillor	The extent of the restriction has been chosen in agreement with the report "Guidance on the use of 20mph speed restrictions" that this committee approved on 16 March 2017. Unthank Road is residential, but also has high numbers of through traffic. The open feeling of this section of Unthank Road and lack of community services such as shops and community halls that generate footfall, give the driver a feeling of dominance. To reduce this to 20mph would mean intensive traffic calming which would not be appropriate for these roads and would probably encourage unsuitable rat running. The use of speed activated signs would probably not give sufficient / consistent lowering of speed.
There is resident support for the 20mph limit but little support for the proposed traffic calming in Church Lane and Greenways. Consider introducing a 20mph limit without traffic calming measures proposed. Concurs with the EVRA's views. Satisfied that both Eaton Road and South Park Avenue are through Roads and will probably benefit from the speed calming proposed, while all the other roads will have signs only.	Eaton Ward City Councillor	It would not be in agreement with DfT guidance to install a 20mph on Church Lane and Greenways without traffic calming. It is understood that residents would like to see speed activated signs used, but as discussed earlier, these are not considered appropriate on an enclosed road system with no through traffic. Support for the other areas in Eaton Ward welcomed.

Objection / Comment	No. of responses	Officer Comment
Supports the proposed 20mph speed limits, However is concerned that Trafford Road and Grove Road do not have proposed physical traffic calming. Suggested camera enforcement.	Norwich Conservatives	Support is welcome, but in accordance with the policy of introducing 20mph speed limits, Trafford Road and Grove Road do not have the requirements for traffic calming. Camera enforcement of restrictions is only used where there is a road safety issue. There is no evidence of such an issue on these roads.
The 20mph limits will not hold up our services, but please ensure buses are not restricted by footpath buildouts.	Go-Ahead bus company	All footpath buildouts will be tested to ensure there is sufficient room for large vehicles such as buses to manoeuvre without problems.



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Title
Carriageway Narrowing
on Church Lane
General Layout

Date Sept 18	Scale(s) 1:500
Drawn By TC	Designed By TC
Checked By LA	NEG. No.
DWG. No. CCAG2 21 25	

No.	Date	Notes REVISIONS	Int.	Ckd.

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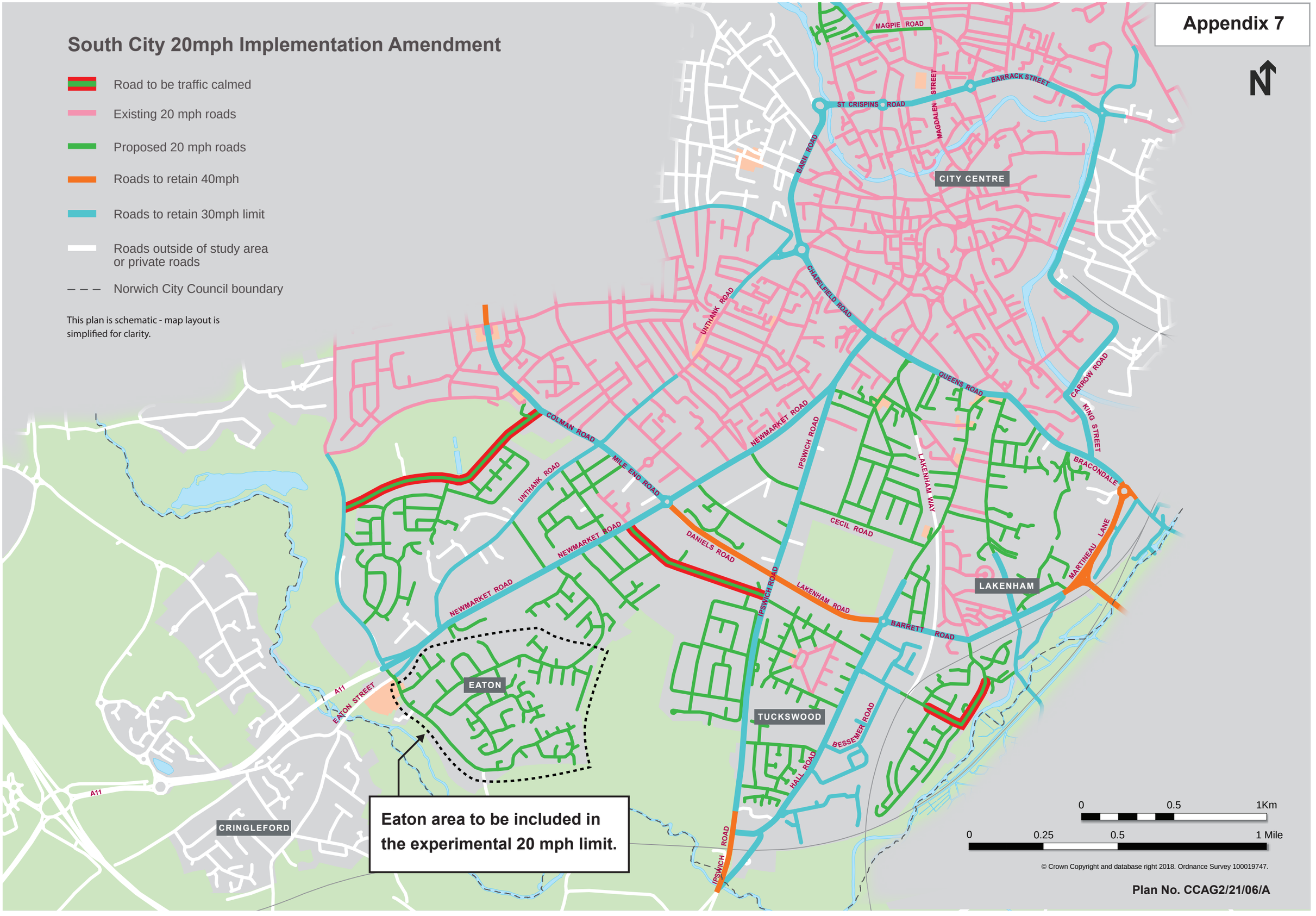
South City 20mph Implementation Amendment

Appendix 7

- Road to be traffic calmed
- Existing 20 mph roads
- Proposed 20 mph roads
- Roads to retain 40mph
- Roads to retain 30mph limit
- Roads outside of study area or private roads
- – – – Norwich City Council boundary

This plan is schematic - map layout is simplified for clarity.



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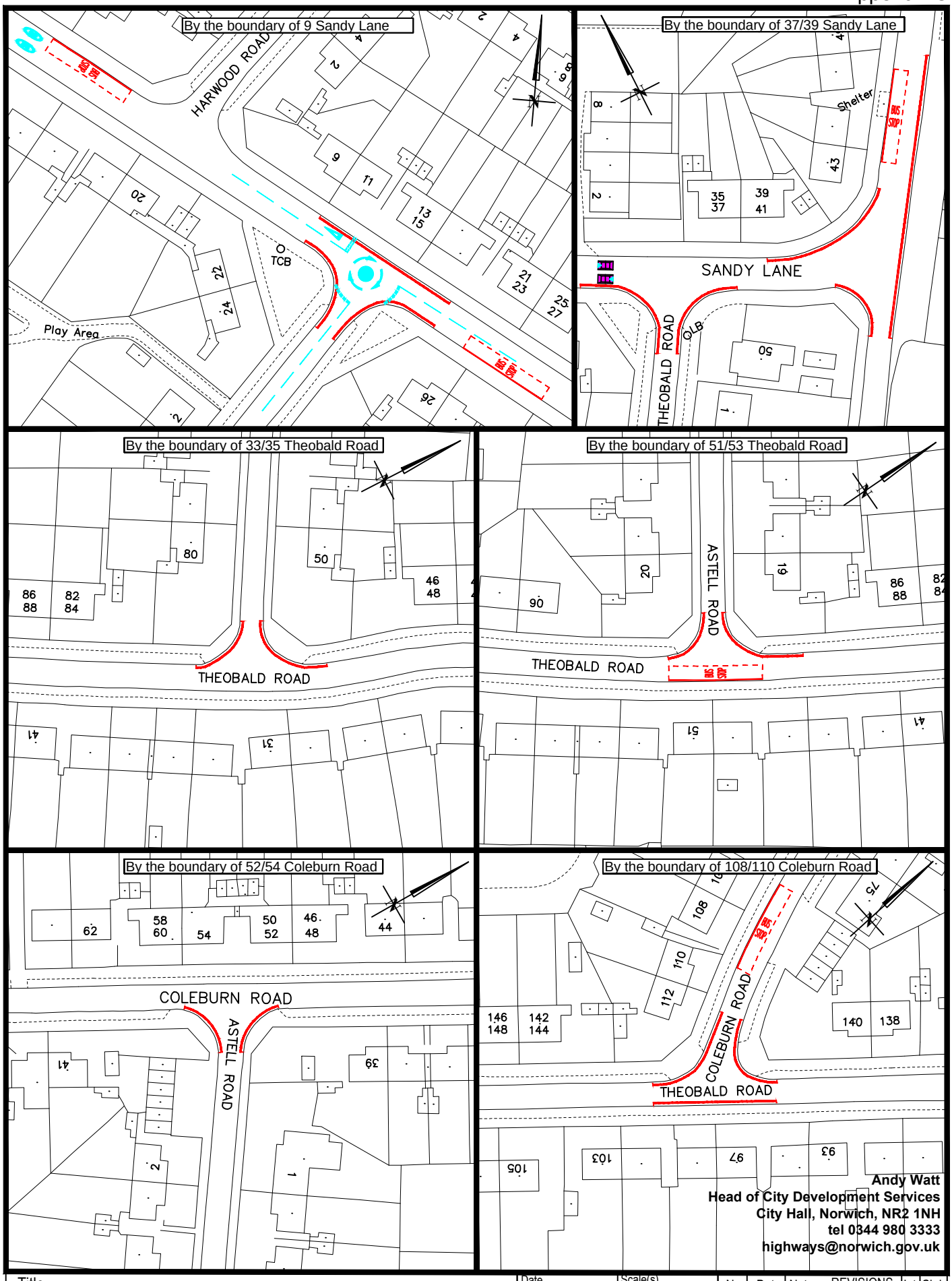
Plan No. CCAG2/21/06/A



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Title

Blue & Yellow
20mph Restrictions

Proposed 'No Waiting At Any Time' Double Yellow Lines & Bus Stop Clearways at Astell Road, Coleburn Road, Sandy Lane and Theobald Road

Date July 18	Scale(s) 1:1000
Drawn By TC	Designed By LA
Checked By LA	NEG. No.
DWG. No. CCAG2 21 23	

REVISIONS

No.	Date	Notes	Int.	Ckd.
A	Sep 18	Lines amended	TC	LA