

## Report for Resolution

**Report to** Norwich Highways Agency Committee  
24 July 2008

**Report of** Head of Transportation and Landscape

**Subject** Riverside Road – Local Safety Scheme  
Results of Public Consultation

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**Item**  
**10**

### Purpose

This report informs members of the public consultation that closes on the 19 July for proposals to improve safety along the section of Riverside Road between Foundry Bridge and Rosary Road and the adjoining side streets (St Matthews Road and Chalk Hill Road).

### Recommendations

The Committee is recommended to:-

- (1) consider the response to the consultation, as reported orally to your meeting and if appropriate approve the scheme as shown on plan number O-HD-064-prop;
- (2) subject to the approval being given, ask the Head of Transportation and Landscape and the Head of Legal and Democratic Services to complete the statutory process associated with the speed restriction orders and changes to waiting restrictions as shown on plan number O-HD-064-prop.

### Financial Consequences

The financial consequences of this report are that the allocations of £65,000 from the budget for Local Safety Schemes to fund this scheme

### Strategic Objective/Service Priorities

The report helps to achieve the corporate objective to ensure the City has a clean and healthy environment and the service plan priority of implementing the Local Transport Plan.

### Contact Officers

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### Background Documents

Norfolk County Council carried out an Accident Investigation Programme Study (AIP) that forms the bases of this Scheme (a copy of this report is available on request).

# Report

## Background

1. The length of Riverside Road between Foundary Bridge and Rosary Road has been identified as having an accident rate of over double the expected national average with 17 recorded injury accidents in the period from 1st June 2003 to 31st May 2006,
2. As a result Norfolk County Council carried out an Accident Investigation Study which identified the following;
  - There has been a rise in accidents along the study length.
  - The section of Riverside Road between the traffic signals and St Matthews Road has the greatest proportion of accidents (65%) and is complicated due to its mixture of side road junctions, queuing traffic, pedestrian movements, parking and bus stop.
  - It is difficult for pedestrians to cross Riverside Road when there is queuing traffic as visibility is limited with southbound vehicles overtaking the queue to turn right.
  - Queuing traffic can both compromise visibility from the side road junctions nearest the signals as well as cause delays for vehicles turning right into the side roads.
  - The bus stop is located close to the junction in a position conflicting with 2 lanes of opposing traffic queues, causing delays for other northbound traffic.
  - The road markings are limited throughout the length, with a lack of both, edge of parking bay markings and carriageway centrelines.

## The Proposals

3. The proposals are shown in Appendix 1, and consist of:
  - Providing a pedestrian refuge between Chalk Hill Road and Aspland Road.
  - Relocating the bus stop 35m north of its present position. This will allow 3 lanes of traffic to pass freely and prevent tail backs caused by waiting buses back to the junction.
  - Re-marking the southbound approach to the signals to provide 2 traffic lanes from Aspland Road to better reflect its current use.
  - Providing a 20mph Zone with speed humps and entry treatments on St Matthews Road and Chalk Hill Road to help reduce the volume of through traffic.

4. In order to carry out these measures there will be some loss to the 2 hour and residents parking allocation on Riverside Road.

### **Public Consultation**

5. A letter and plan was sent out to all local residents and businesses in this area as well as stakeholders and local Councillors on 16 June 2008.
6. Traffic Regulation Orders for the waiting restrictions and Speed Restriction Orders, were also advertised at the same time.
7. The objection period concludes on the 19 July, which is after the date that this report is finalised. Therefore any objections to the loss of parking or to the 20mph zones will be reported orally to your meeting..

### **Conclusions**

8. The provision of the pedestrian island and the relocation of the bus stop are necessary to reduce the accidents on this section of Riverside Road loss of parking to achieve this is unavoidable.
9. The physical measures in the 20mph Zones are required to help reduce through traffic and make the limit self enforcing.
10. Members should be aware that these proposals link with the Local Safety Scheme at the junction of Foundry Bridge and Thorpe Road, and to the speed management scheme proposed for Rosary Road. A copy of the plan detailing these proposals will be on display at your meeting

