



NORWICH
City Council

Norwich Highways Agency committee

Date: Thursday, 21 July 2016

Time: 10:00

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

Members:

**County
Councillors:**

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

* voting members

City Councillors:

Bremner (vice chair)*
Stonard*
Carlo
Lubbock
Peek

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Agenda

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1	Apologies To receive apologies for absence	
2	Public questions/petitions To receive questions / petitions from the public (notice to be given to committee officer the meeting in accordance with appendix 1 of the council's constitution; ie questions by 10:00 on Monday, 18 July 2016)	
3	Declarations of interest (Please note that it is the responsibility of individual members to declare an interest prior to the item if they arrive late for the meeting)	
4	Minutes To agree the accuracy of the minutes of the meeting held on 17 March 2016	5 - 14
5	The Avenues (East); response to residents' report Purpose - To consider the city council's response to the report compiled by local residents entitled "A parking strategy for The Avenues / Christchurch Road and associated routes"	15 - 40
6	Transport For Norwich Hall Road (Bessemer Road to Old Hall Road) Purpose - To consider the results of the consultation linked to the Hall Road cycle improvement project and to agree to implement the scheme.	41 - 52
7	Transport For Norwich – Project 17 – Lakenham Way Purpose - To seek approval to consult on the proposals for the Lakenham Way cycle improvement scheme. Members are also asked to approve the advertisement of any Traffic Regulation Orders and Notices that would be required to enforce the scheme.	53 - 70
8	Britannia Road area consultation and recommendations Purpose - To consider the results of the statutory	71 - 84

consultation on traffic and parking management proposals for the Britannia Road area.

- 9 Annual report of the Norwich Highways Agency 2015-16 85 - 104**
- Purpose** - This report details the performance during 2015/16 of the Highways Agency Agreement between Norwich City Council and Norfolk County Council
- 10 Transport for Norwich (TfN) and Northern Distributer Road (NDR) update report 105 - 112**
- Purpose** - On 8 July 2016, Norfolk County Council's environmental and development committee considered the attached report which updates members on the progress made so far on NATS since the last update report in July 2015.
- 11 Major road works - regular monitoring 113 - 116**
- Purpose** - This report advises and updates members of current and planned future roadworks in Norwich

Date of publication: **Wednesday, 13 July 2016**

Norwich Highways Agency committee

10:00 to 11:10

17 March 2016

Present: **County Councillors:** **City Councillors:**
 Morphew (chair) (V) Bremner (vice chair) (V)
 Agnew Stonard (V)
 Sands (M) Carlo
 Button (substitute for Councillor Harris)
 Jackson

 *(V) voting member

Apologies: County Councillors Adams (V) and Shaw and City Councillor Harris
 (other council business)

1. Public questions/petitions

Margaret Todd, Norwich Cycling Campaign, asked the following question:

“The Norwich Area Transport Strategy says that cycling improvements will be concentrated along the designated pedalways, and:

“4.18. Elsewhere, delivery has included making the general road environment safer and more convenient for cyclists through advanced stop-lines at traffic-signal controlled junctions, improved cycle route facilities and cycle parking.”

Finkelgate junction with Queens Road is part of the Orange Pedalway route, not very attractive for cycling, but a reasonable route through to Hall Road, City Road and Lakenham. The proposed changes are part of a much wider scheme to alter traffic patterns for the better in the city centre and it uses Cycle Ambition funding to achieve this.

However, these late changes to the Orange Pedalway take it through an unsatisfactory right hand turn out of Thorn Lane and to the busy two way stretch of Ber Street and across the coach parking, with no helpful provision for cycling, until it reaches All Saints Green and Brazengate. These changes to Finkelgate are the opposite of “cycle proofing” and a through cycle route should have been planned for this whole scheme. This quarter of the city will, as proposed, be made less accessible to cycling. Kings Street and Rouen Road end in Bracondale and now Brazengate is proposed as the sole cycle friendly route at one end of this whole quarter.

Cycling, like walking goes for the direct route. The city is removing the ugly barriers designed to keep pedestrians safe from straying into traffic by slowing traffic and redesigning junctions. People will not use Brazengate if they want to cycle to Hall Road, any more than they would go to St Giles if they wanted to go to the market from here because there was busy traffic in St Peter's Street. They will take the risk. We have not seen the plans for Brazengate, probably; it is still going to be a challenge for many cyclists.

Will the committee look at putting some provision for cycling safely across the inner ring road at this point and not endorse a scheme that instead of improving a junction, moves the Pedalway on the map? We ask this committee not to approve a new junction that makes things worse for cycling as part of changes made with Cycling Ambition funding."

The chair prefaced his response by thanking the Norwich Cycling Campaign for its contribution to cycling improvements and referred to the constraints of transport solutions in a medieval city. He provided the following response on behalf of the committee:

"The Transport for Norwich Strategy aims to provide transport options, in an increasingly sustainable way across the Norwich area, by improving facilities for cycling, walking and public transport. However, the consequence of improving substantial parts of the city, and re-allocating space away from private motorists is that priority access routes for car access have to be part of the overall approach. The expectation is that the more major routes (and the inner and outer ring roads in particular), will cater for an increasing proportion of private motor journeys. This requires consideration as to how these routes can cater for the demand that is being placed upon them.

The Finkelgate junction is one location where the inner ring road joins one of the main vehicular access routes into the city centre, providing access to four of the major car parks. As is often the case within the historic environment, it is simply not possible to provide everything to the standard that would be desirable and in this location, it is vehicular traffic that needs to be considered first as this is one of the main routes that we are expecting vehicular traffic to use.

That is not to say that other modes have no priority, however, when space is constrained it is not always possible to provide facilities for every user individually, and that is the case here. Options were considered for all the junctions from the Ber Street/ Queens Road/ City Road junction through to Finkelgate, but space constraints have resulted in the scheme proposed focusing solely on the Finkelgate junction.

There is insufficient space available to enable the provision of the required number of traffic lanes that ensure the operation of the ring road is not compromised, and bypass cycle lanes, without removing the footways (which is clearly not an option). The provision of advance stop lines has been investigated without this facility, but do not function well because ahead and turning lanes are operating independently to maximise the effectiveness of the junction. Consequently, it is safer for cyclists to use the normal carriageway if

they wish to traverse this junction, than it would be to provide a substandard facility.

As the report has noted, the Orange Pedalway through this part of the city was never considered satisfactory, and the lack of options available at Finkelgate or Ber Street has resulted in a reconsideration of the route. The alternative suggested has been assessed against the existing route, and other alternatives, and is considered to be better. Whilst recognising that the turn from Thorn Lane into Ber Street is not ideal, an alternative route, via Rouen Road, and segregated cycle facilities to a toucan crossing, using All Saints Green is also available, but is slightly longer. It is, of course true that cyclists will choose the most convenient route available between their origin and destination, but the cycle routes proposed are intended to provide a safe environment for less confident cyclists, and it has not proven possible to achieve this on the original route given the constraints.”

By way of a supplementary question, Margaret Todd referred to cyclists, like pedestrians, wanting to take the most direct route and the need to improve safety. She asked the chair to give a commitment that the inner ring road and junction would be monitored. The chair agreed that the inner ring road and junction would be monitored and explained that the improvements were a response to predicted outcomes of the Golden Ball Scheme and Westlegate scheme

The NATS manager (Norfolk County Council) explained the financial implications of the scheme (as set out in the report considered under item 4(below) and pointed out that it would not be funded by City Cycle Ambition funding. The scheme would be principally funded from local growth funding, together with community infrastructure levy funding and S106 funding from the Westlegate development.

2. Declarations of interest

Councillor Bremner declared an other interest in item 6 (below), Transport for Norwich Plan – Car Club expansion 2016, in that he represented the county council on The Forum Trust, which as an organisation had commented on consultation.

3. Minutes

RESOLVED to approve the minutes of the meeting held on 21 January 2016.

4. Transport for Norwich Plan – Finkelgate Improvement

The principal planner (transport) introduced the report. The Norwich Society had submitted a late representation calling on the Queens Road / Ber Street junction to be left turn only heading south to help traffic flows; concerned about the reduction in the size of the refuge at the Queens Road / Finkelgate crossing and expressing support of improvements to help pedestrians in the city centre by removing through traffic. Members were advised that the scheme was fully signalled and would ensure traffic flows. The Queens Road / Finkelgate crossing was 4.8 metres by 12.4 metres and therefore smaller than the current crossing but still provided a large refuge for

pedestrians and cyclists. (Copies of the letter from the Norwich Society were circulated at the meeting.)

During discussion, the principal planner (transport) referred to the report and answered members' questions. Members generally welcomed the proposals which would remove traffic from the city centre and ensure traffic flows on the inner ring road. Members noted the comments from the Norwich Cycling Campaign about the Orange Pedalway and that experienced cyclists would be disinclined to use the alternative route. However the improvements at the junctions and keeping traffic flowing would benefit cyclists and all road users at this location.

Councillor Carlo suggested that the increased traffic on the inner ring road was contradictory to the reason being given for the Northern Distributor Road and together with the reduction in park and ride encouraged the use of private car journeys. The vice chair replied that the changes in the city centre pushed traffic on to the inner ring road, which had been designed to take the volume of traffic, unlike the medieval streets in the city centre. The scheme was part of a holistic approach to traffic management and would reduce air pollution from standing traffic in the city centre. The major projects manager (Norfolk County Council) said that the new park and ride contract was in its early days but would be monitored to evaluate its effectiveness at removing car journeys from the city's road network.

RESOLVED, unanimously, to

- (1) agree the implementation of the proposed light controlled junction and mini roundabout at Finkelgate as shown on Plan no. PK6055-NA-001A in Appendix 1.
- (2) ask the executive head of service for regeneration and development to complete the statutory process to make the Traffic Regulation Orders and to implement the following:
 - (a) to allow two-way traffic on Timberhill between its junction with All Saints Street and Lion and Castle Yard;
 - (b) provide an additional 9 Pay and Display parking spaces at the northern end of Rouen Road, removing two parking spaces at the northern end of Ber Street;
 - (c) provide 4 Blue Badge parking spaces in two separate bays on Ber Street outside John Lewis, removing the existing 2 spaces on the other side of the road;
 - (d) remove the existing bus bay outside John Lewis on Ber Street, replacing it with a shorter Coach Bay; and,
 - (e) remove the permit parking spaces on Finkelgate replacing them with new spaces in - Horns Lane (one space), Lily Terrace (two spaces) and Mariners Lane (removing two spaces on northern side, providing five spaces on southern side) and installing double yellow lines for the entire length of Finkelgate.

As shown on plans nos. PK6055-MP-007, PK6055-MP-008 and PL/TR/3329/763 in Appendix 2.

- (3) note the re-routing of the Orange Pedalway via the new facilities provided as part of the Golden Ball Street scheme.

5. Transport for Norwich – Cycling Improvements Fifers Lane Area

The transportation and network manager (Norwich City Council) introduced the report. She referred to the proposed zebra crossing on Fifers Lane to Ives Road (appendix 4) and said that because a small amount of land was owned by a third party, it would be necessary to negotiate with them or realign the path.

Discussion ensued in which the transportation and network manager explained that the provision of a section of the cycle way had been agreed as part of a development, on land owned by the city and county councils. This link could not be guaranteed to be constructed during the timeframe of the City Cycle Ambition grant funding.

Councillor Jackson said that he was sceptical that this scheme would provide value for money when other projects around the city would benefit from the investment. Acknowledging that the route would benefit pedestrians, he asked whether cyclists would use the cycle path. He also considered that the consultation had only included statutory consultees and that a decision should be deferred to allow for wider consultation.

Councillor Stonard said that as a ward councillor, he welcomed the cycling improvements and pointed out that pedalways were advisory. Confident cyclists could use other routes. The pedalways provided a safe environment for less confident cyclists. The “ambition” of Push the Pedalways was to double the numbers of cyclists over the next ten years. All the local members for Catton Grove considered that the proposed scheme was a positive move to replace the roundabout and provide a direct route from the airport, industrial and residential estates into the city centre and reduce car use.

The transportation and network manager explained that the scheme was unlikely to cost £330,000 that had been allocated in the original bid. She explained that a Dutch roundabout, as requested by the Norwich Cycling Campaign, would have been very expensive and therefore had not been taken forward. The Fifers Lane roundabout and the signalled crossing on its eastern side would encourage drivers to slow down and would be beneficial to cyclists and advantageous to pedestrians. Each scheme was designed to ensure that as many improvements could be made as possible to meet the needs of people using all modes of transport.

RESOLVED to:

- (1) note the results of the consultation;

- (2) approve the installation of :
 - (a) proposed works on Fifers lane, Ives Road and Heyford Road as shown on Plan No.PE4101-R1-031; and,
 - (b) proposed conversion of existing footpath between Bussey Road and Ives Road into footway / cycleway as shown on Plan No.PE4100-R1-010-P1.

6. Transport for Norwich Car Club Expansion 2016

(Councillor Bremner had declared an interest in this item.)

The principal planner (transport) introduced the report. Since the report had been written, two representations had been received regarding Fellowes Plain which was one of proposals which had not been recommended to progress.

Councillor Bremner referred to comments received in respect of the proposal for Bethel Street and suggested that consideration should be given to using two of the police car parking bays for the car club. He acknowledged the police needed parking spaces for operational reasons but considered that this should be explored before a decision was made.

Discussion ensued in which the principal planner answered members' questions and explained that that Bethel Street with the car club bay complied with national guidelines for the width of a road in an urban area. He also pointed out that a 20mph speed limit was recommended and the parking bays would help slow traffic down. The Bethel

Councillor Bremner moved and Councillor Morpew seconded that a decision on the proposals for the implementation of a car club bay in Bethel Street and its associated restrictions be deferred to a future meeting to allow for alternative options to be considered. On being put to the vote and all voting members voting in favour the amendment was carried.

The chair then moved the recommendations as amended and it was,

RESOLVED, unanimously, to:

- (1) note the consultation representations received regarding proposed car club bays;
- (2) agree not to implement those spaces detailed in paragraph 14 of this report;
- (3) ask the head of city development services to complete the necessary statutory procedures associated with implementing the following car club bays (and any associated restrictions as noted) as and when cars become available:

All Saints Green	Norman Road
Angel Road	Northumberland Street (with associated double yellow lines)
Atthill Road	Oak Street
Blackfriars Street	Opie Street
Branford Road	Penn Grove
Caernarvon Road (with associated double yellow lines)	Pettus Road
Calvert Street	Portersfield Road
College Road	Recreation Road
Crome Road	Redwell Street
Dover Street	Rouen Road
Edinburgh Road (with associated double yellow lines)	Rugge Drive
Girton Road	Salter Avenue
Godric Place	Silver Road
Greenways East (with associated double yellow lines)	St Benedicts Street
Greenways West	St Giles Street
Guernsey Road	St Phillips road
Havelock Road	Stafford Street
Helena Road	Sussex Street
Marlborough Road	St Albans Road
Maud Street	The Avenues
Nelson Street (with associated double yellow lines)	Wingfield Road

- (4) ask the head of city development services to complete the necessary statutory procedures associated with implementing double yellow lines on Silver Road adjacent to letter box;
- (5) defer consideration on the proposals for the implementation of a car club bay in Bethel Street and its associated restrictions to enable other options to be considered and delegate to the head of citywide development in consultation with the chair and vice-chair.

7. Britannia Road area traffic and parking management scheme (Community infrastructure levy (CIL) neighbourhood fund)

The committee noted that the Crome local members supported this proposal.

RESOLVED, unanimously, to:

- (1) note the proposed scheme objectives and associated measures;
- (2) ask the head of city development services to advertise for statutory public consultation the necessary traffic regulation order to provide waiting restrictions and road hump notice for traffic calming measures as detailed in this report.
- (3) note that any objections received will be considered by the committee in future.

8. End of Life Signalled Crossing on Whitefriars

The transportation and network manager introduced the report. The landlord of the Wig and Pen, St Martin Palace Plain, had expressed concern about the impact of further disruption from road works and the contractors' compound, particularly as summer was approaching and it would particularly affect patrons using the seated area.

Discussion ensued in which members expressed sympathy for the publican and other businesses in the area affected by the roadworks for the Tombland scheme. The vice chair said that the Whitefriars crossing was not on a natural desire line and the proposed new signalled crossing and associated works on St Martin Palace Plain was better situated for access to the riverside walk and the Puppet Theatre.

During discussion, the transportation and network manager referred to the report and answered members' questions. She explained that the scheme was an opportunity to use funding to complete this section of the Pink Pedalway. Funding needed to be committed this financial year or it would be lost. Members considered the consultation responses. The implementation of a signalled crossing (£100,000) was significantly more expensive than a zebra crossing (£40,000). The new crossing was considered to be better for cyclists. The committee was reminded that the area would become a 20mph zone and therefore better suited to a zebra crossing at this location.

RESOLVED, unanimously, to approve:

- (1) the removal of the existing signal crossing on Whitefriars, and,
- (2) the installation of a zebra with cycle crossing facility with associated works located on St Martin at Palace Plan to the south of the junction leading to Bishopgate as detailed on Plan No. 15-HD-028-12.

9. Committee schedule of meetings 2016-17

RESOLVED, having considered the report of the executive head of business relationship management and democracy, to agree, subject to the approval of the city council's annual council, the schedule of meetings for the civic year 2016-17, all meetings to be at 10:00 and held at City Hall:

16 June 2016
21 July 2016
15 September 2016
24 November 2016
19 January 2017
16 March 2017

10. Major road works – Regular roadworks

The highways and major projects manager (Norfolk County Council) presented a public statement on the surfacing material issues identified by Tarmac. (A copy of the statement was circulated at the meeting.)

Discussion ensued in which the chair and vice chair commented on the statement. They expressed disappointment that the situation had arisen. The contractors should be made aware of the extent of the disruption it had on residents and road users in the city and that it could not happen again. They also commented that they expected the contractors to have issued an apology to the people who were affected.

The transportation and network manager said that the Woodcock Road works would slip back a month to take place from May to July.

RESOLVED to note the public statement about the failure in the road surfacing and the report.

CHAIR

Report to Norwich highways agency committee
21 July 2016
Report of Head of city development services
Subject The Avenues (East); response to residents' report

Item
5

Purpose

To consider the city council's response to the report compiled by local residents entitled "A parking strategy for The Avenues / Christchurch Road and associated routes"

Recommendation

Members are recommended to:

- (1) note the contents of the report submitted by the residents and the officer responses
- (2) ask the head of city development to carry out the necessary statutory process to implement the new waiting restrictions shown on plan number PL/TR/3329/765

Corporate and service priorities

The report helps to meet the corporate priority to provide a safe, clean and low carbon city and the service plan priority of implementing the Transport for Norwich Strategy

Financial implications

The cost of the waiting restrictions proposed can be cover by the civil parking enforcement budget.

Ward/s: Nelson & University

Cabinet member: Councillor Bremner – Environment and sustainable development

Contact officers

Kieran Yates, Transportation Planner 01603 212073

Joanne Deverick, Transportation & network manager 01603 212461

Background documents

None

Report

The report submitted by residents

1. In response to parking and traffic issues in The Avenues area east of Colman Road, a number of residents formed a working group to consider these issues and seek various improvements. A public meeting was held at the St Francis of Assisi school where a presentation from residents was made of the issues, and discussion with local residents and local schools ensued. Local ward members and an officer from the transportation team attended the meeting
2. This working group has looked at a number of streets that generally include an area bounded by Earlham Road to the north, The Avenues and Avenue Road to the south, Christchurch Road to the west and Park Lane to the east. The study area straddles both the Nelson and University wards.
3. This area is predominantly residential but is notable for having a concentration of schools that include Recreation Road Infant School, Avenue Junior School, Peapod Nursery, The Parkside School and St Francis of Assisi School. Heigham Park and Earlham House shopping centre are also located within the study area.
4. The residents' group produced a report in February 2016 entitled 'A parking strategy for The Avenues/Christchurch Road and associated routes; to improve road safety and reduce environmental damage'. A copy is included in appendix 1 of this report.
5. The report contained a number of suggestions to improve road safety and solve the parking problems. These can be summarised as follows;
 - a) New zebra pedestrian crossings at various locations
 - b) Double yellow lines at various junctions in the study area
 - c) Verge parking restrictions at various locations
 - d) Bollards to prevent parking on verges and footways at several junctions including:
 - e) Speed activated speed limit signage in three locations:
 - f) New off street car parking areas
6. Additionally, implicit in many of the points made in the residents report was the damage to grass verges and islands was unacceptable, and should be repaired and protected. There was also an implication that much long stay parking in the area is from staff at the local schools and Earlham House shops, and that these organisations should make better on-site parking provision for their staff and encourage sustainable travel such as car sharing, walking, cycling or using the bus
7. Following submission of the report representatives of the residents group met with the head of city development services and the portfolio holder to discuss the report, and it was agreed that a full response to the report should be brought to this committee.

Assessment of residents report

Current situation

8. The whole of the study area is within a 20mph zone that was implemented in the mid 1990's as part of the Park Lane area traffic action plan. The eastern half of the area is included within a controlled parking zone (CPZ) that operates Monday to Saturday 8am to 6:30pm. The pink pedalway runs along the length of The Avenues / Avenue Road. There no bus services running through the study area, but there are frequent bus services on both Earlham Road and Unthank Road. The area is well served by the Norwich car club.
9. Prior to the implementation of the traffic action plan there were a high number of accidents in the area, however in the last five years there have been 3 recorded injury accidents in the study area, one on Recreation Road, one on College Road and one on The Avenues.

Zebra crossings

10. Zebra crossings have been requested at 5 locations in the area
 - i) Avenue Road adjacent to Avenue Road School
 - ii) The Avenues near its junction with Recreation Road/Heigham Park
 - iii) Christchurch Road adjacent to side entrance to St Francis School
 - iv) Jessop Road adjacent to main entrance to St Francis School
 - v) Recreation Road near the Recreation Road School
11. Zebra crossings are usually implemented on roads that carry a reasonable amount of traffic, a significant proportion of which is through traffic. This tends to be on the B and C class network. All locations suggested by the residents are on the U class network and it would be highly unusual for a formal crossing to be provided on a U class road, especially in a traffic calmed, 20mph zone. For these reasons zebra crossings cannot be justified at the locations that have been suggested.

Parking restrictions

12. New parking restrictions have been requested at the following locations
 - i) Jessop Road/Christchurch Road junction - double yellow lines on corners where they do not currently exist
 - ii) Avenue Road (north side) double yellow lines near the island
 - iii) Avenue Road - replacing the car club parking space with double yellow lines
 - iv) The Avenues (north side) verge parking restrictions opposite Heigham Park
 - v) The Avenues (south side) verge parking restrictions adjacent to Heigham Park
13. It is planned to undertake a consultation with residents later this year with a view to extending the existing controlled parking zone (CPZ) zone P to include College Road, Glebe Road, Girton Road, Jessop Road between Recreation Road and Potersfield Road, The Avenues between Recreation Road and College Road and Recreation Road between Jessop Road and The Avenues. As part of the CPZ extension double yellow lines would be introduced at all junctions and consideration could be given to restrictions around the island.

14. Should the consultation result in the CPZ being extended this will help control the commuter parking in the area associated with the local schools and shops. However this will mean that these organisations will have to make alternative parking arrangements for those staff who currently park on street, as each organisation will only be entitled to 2 time unlimited business permits.
15. The car club bay is considered to be in an appropriate location and there is no evidence to suggest that it is a safety hazard. It has been proven that each car club vehicle can reduce car ownership and parking pressures in an area by between 8 and 12 vehicles and therefore overall has a positive effect on parking in the area. No action is proposed in regards of the car club bay.
16. There is some justification for providing additional double yellow lines at the Christchurch Road and Jessop Road junction and these can be progressed through the annual waiting restrictions programme which is funded by the civil enforcement parking budget. In considering this request officers have looked more widely at the Christchurch Road area and are also suggesting double yellow lines at The Avenues / Christchurch Road junction and outside the school entrance on Christchurch Road. A plan showing the restrictions is attached as appendix 2.
17. Verge parking restrictions on The Avenues in the vicinity of Heigham Park have previously been consulted on and failed to find support among the majority of residents on The Avenues. They were therefore not implemented. There are no grounds to consider revisiting this issue in isolation ahead of any city wide review of verge parking.

Bollards to protect verges

18. The report asks for bollards to prevent parking on verges and footways at several junctions including:
 - i) The Avenues (both sides of road) adjacent and opposite Heigham Park
 - ii) Junction of The Avenues with Christchurch Road and Recreation Road
19. Currently there is no highway funding available for bollards to protect verges. Verge parking is a city wide issue that was last considered in 2006. The city council's scrutiny committee is keen to revisit the issue, along with pavement parking. This work will be undertaken when staff resources allow and verge parking on the Avenues will be considered as part of that. However it is unlikely that funding will be available for widespread verge protection measures, or to provide formal parking spaces on verges.

Speed activated signs

20. Speed activated speed limit signage has been requested in three locations:
 - i) Avenue Road (adjacent to Avenue Road School)
 - ii) The Avenues (adjacent to Heigham Park)
 - iii) Jessop Road (adjacent to St Francis of Assisi School)
21. Currently the city council has two speed activated signs that are deployed to locations for short periods of time (approximately 6 weeks) to ensure that drivers do not become accustomed to them. Presently there is a waiting list of two years before

these signs may be deployed in the locations requested, and priority is given to those areas where speeds are known to exceed the posted limit

22. As part of the work on the pink pedalway a number of week-long automatic traffic counts were undertaken in the area. These showed that on The Avenues to the east of Christchurch Road the average speed of 7 days was 18.6mph and the 85th percentile was 23.9mph. Nationally this is considered to be very good compliance with a 20mph restriction.
23. The locations will be added to the list of sites where the use of speed activated signs has been requested but it should be noted that the sites will be in the low priority category given the good compliance with the speed limit

New off street parking

24. The residents reports suggests a number of new off street parking areas are utilised or created at the following locations
- i) St Francis of Assisi; replace electrical substation with staff car park
 - ii) Avenue Junior School: replace vegetation with staff car parking spaces
 - iii) Recreation Road Infant School; no spaces identified
 - iv) Earlham House Shopping Complex: rear car parking area
 - v) Heigham Park; replacement of two grass tennis courts with visitor parking
 - vi) Scout Hut site; use of the site for daytime parking
25. Parking on school sites is the responsibility of the education authority and it is unlikely that it would be considered as a priority for financial investment in the current climate. It is suggested that the residents continue to liaise direct with the schools over these suggestions as they are outside the control of the city council or highway authority.
26. Heigham Park belongs to the city council. It is a historic park and it has been confirmed that the covenants on it restrict it to leisure and recreation use; it would not be permitted to convert tennis courts to parking areas.
27. Earlham House is in private ownership. Neither the city nor county council is in a position to negotiate on behalf of the residents with the landlord. Therefore they need to make a direct approach to the land lord.

Community infrastructure levy funding

28. It has been suggested that the community infrastructure levy (CIL) funding could be used to fund some of the proposals made by residents. Each year a proportion of the CIL funds for Greater Norwich are shared between local authorities to tackle local priorities. The funds are used to tackle the local consequences of city growth e.g. traffic or parking issues affecting a local community.
29. In principle some of the elements suggested by the residents that are justifiable on highway grounds but as yet unfunded could be considered for CIL funding. However this is a competitive bid which covers a range of issues such as children's play areas, open space, community centres as well as highways and the amount of funds available is subject to variance each year. In 2015/16 £40,000 city wide which meant only a fraction of the schemes identified could be funded.

Conclusions

30. The residents have produced a thorough and detailed report. However the issues they have raised are not unique to their area; they can be seen in many locations across the city and it is not possible to prioritise action on many of the issues raised.
31. There are plans to promote consult on a CPZ extension that will cover part of the area and address some of the parking concerns. Others will be dealt with by promoting double yellow lines in the vicinity of the St Francis of Assis school.
32. Formal crossings are not considered appropriate in a 20mph traffic calmed area, and the use of speed reactive signs needs to be targeted at areas where there is poor compliance with the existing speed limit.
33. With ever increasing pressure on budgets funding needs to be focused on safety issues and in the current climate aesthetic issues such as verge protection are difficult to support, although a city wide review of verge and pavement parking is planned.

A Parking Strategy for
The Avenues/Christchurch Road and Associated Routes.
February 2016

***To improve road safety
and reduce environmental damage***



Prepared by a local residents group
in consultation with the local schools

February 2016.

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A Parking Strategy for The Avenues/Christchurch Road and Associated Routes.

Background to Concerns

Over the past 10 years traffic volumes and short term parking needs along The Avenues and the associated networks have led to serious road safety issues and significant environmental damage to the verges and trees.

These concerns have been expressed regularly by local residents/parents/motorists and pedestrians. Following a public meeting at **St Francis of Assisi School on Thursday 4th June 2015**, an informal residents steering group was established to formulate draft proposals which will be considered by all local interested parties.

Clearly the concerns of local residents, parents, their children/local schools and all road users need to be taken into account in order that practical and effective solutions can be found.

Key Aims

- 1. To improve road safety especially during the very busy 'drop off/pick up' periods by parents whose children are attending one of the four local schools**
- 2. Develop measures to increase sustainable short term parking spaces for car users**
- 3. Protect and enhance the environment, to reverse the extensive environmental damage to the roadside verges and trees**

Summary of the Surveys 2015

a) Vehicle Count Analysis (for table see Appendix 1)

Background

Taking the street plan, we carried out a survey of the key roads surrounding the 4 local schools (see attached)

Summary of findings

Area A - comprised of roads close to or adjoining Avenue Junior School

- Over the 4 survey dates (both Holiday and Term time) road side parking along Cardiff, Swansea and Caernarvon Roads appeared constant which suggests the cars parked are predominantly owned by the residents of the street. During both am and pm audits it was noted there were very few available spaces.
- The exception in this area was Avenue Rd south side, where parking was light outside term time but completely lined with cars once the schools were open.

Area B-College and Recreation Road, Jessopp Rd and The Avenues are used by Avenue Junior and Recreation Rd infant Schools

- In term time a significant increase in cars parked was evident on all roads, to the extent that motorists illegally parked on yellow lines and mounted the grass verges close to major intersections, in order to drop off children at the nearby schools.

**Area C- Christchurch Rd, The Avenues, Le Strange Close, Jessopp Rd and Gould Rd
(used by parents of St Francis)**

- **These roads all show a marked increase in roadside parking** during term time especially along Christchurch Rd, where again with all road side spaces occupied, motorists parked illegally close to junctions, causing hold ups and queues along Jessopp Road.
- There is the additional pressure at these times of 'non school traffic' using this section of Christchurch Road as a 'rat run' to and from Earlham Rd.
- **Meadow Rise** is particularly affected as parents seek to find car spaces prior to dropping off or collecting children from St Francis of Assisi.

b) Analysis of the Travelling Arrangements for Children and Staff (For table see appendix 2)

Meetings were held with senior members of St Francis of Assisi School, Recreation Rd and Avenue Rd Schools who kindly completed the 'travel to school' questionnaire and contributed with their views and suggestions.

Summary of findings – excluding Parkside School

- **Almost 1400 children and staff travel** into the area between 8.30am/9.00 and 3.30/4.30pm.
- **653 vehicles enter the area specifically to** drop off or find car parking spaces in connection with the schools.
- **Over 60% of children (528 pupils) attending Recreation Rd Infants /Avenue Rd Juniors walk to school .**
- **80% (343 pupils) of the children attending St Francis of Assisi travel by car** due to the catchment area which extends far beyond the local area.
- **In addition to the scarcity of safe parking along The Avenues** the large number of children walking to schools **are vulnerable due the absence of safe pedestrian crossings**, plus the significant danger of cars parked close to road junctions, thus obscuring vision of oncoming drivers/cyclists.

c) 30 minute Observation Survey at Road intersection (The Avenues/Recreation Rd)

Summary

The table below provides an indication of the high density of activity crossing over this junction.

Date Thur 17th Dec 2015. time 8.40am-9.10am

Vehicles	Bikes	Pedestrians
Cars 229	Commuting Cyclists 101	Small groups walking to school 146 (circa 300 individuals)
Taxis 23	School Cyclists 30	Walking to work 59
Trade Vans 15		
Motor bikes 2		

Results and Concerns

Road Safety (See Photographs)

- The surveys clearly confirm there is a significant increase in traffic volumes occurring throughout the morning and afternoon school drop off/pick up periods, the results of which include daily unsafe and illegal car parking on roads especially close to junctions.
- With the implementation of the new Pink Pedal way scheme, more cyclists have been encouraged to travel through this highly congested area at peak times adding to pressures already apparent.
- In the past a number of serious road accidents involving cyclists have not all been officially reported.
- In view of the above it is the view of this steering group that the risk and likelihood of there being future serious and potentially fatal road accidents is extremely high.

**Serious environmental damage to The Avenues
(College Rd to Christchurch Rd see Photographs)**

- Since Linda Abel's Norwich City strategic verge parking report Sept 2006 the degradation of the verges and trees on both sides of The Avenues has continued and become severe. (see attached photographs)

The kerbed verge to the traffic island on The Avenues close to College Rd has been eroded by a width of over 1 metre as vehicles now regularly mount the verge to pass parked cars.

Additional relevant Issues requiring further Analysis

1. Norwich City Verge parking byelaw

A local resident has discovered an outdoor plaque which would have been positioned on verges within the area it reads...

'City of Norwich' It is an offence against the bylaws to drive or place a vehicle on this grass verge in a manner liable to cause injury to the turf or trees.

The plaque is still in place on Westgate Close.

Hugo Malik has contacted the City Council to discuss this bylaw and the implications.

Clarification is required to establish if this bylaw is enforceable

2. The Pink Pedalway Scheme The Avenues (Bluebell Rd-Colman Rd)

It is encouraging to see that environmental issues of this section are being addressed as verges have been reinstated and the mature trees protected by grassy areas and bollards.

(Avenue Road) : As part of the scheme the north side of the road is no longer available for parking, which has displaced cars adding to the congestion of the Avenues and ancillary roads.

The Avenues (Colman Rd –College Rd)

Why was this congested section not included in the Pink Pedalway Scheme?

Draft Proposals: To effectively manage Road Safety and Parking

Clear evidence exists which confirms the current level of traffic movements within this area will continue to increase as the western sector of the city expands.

With road safety being of paramount importance to ignore this issue would be irresponsible.

The proposals outlined below are designed to

- Improve the safety of all road users by eliminating illegal and/or dangerous parking,
- introduce safer areas for pedestrians to walk
- identify new areas for additional car parking

Proposal 1: Road Safety

Control of the key road intersections (Background)

We have focused our attention on junctions and road stretches which attract the highest volume of pedestrians crossing -

Recreation Road with The Avenues

A crossing point for many children and parents using the Recreation Rd School and Avenue Junior School,

Survey Example Thurs 17th Dec 2015 during a 30 minute period (8.40am-9.10am)

Pedestrian Count

Circa 300 school pedestrians and 60 pedestrian commuters crossed this junction.
101 commuters on cycles and a further 30 cyclists with children going to these schools.

Vehicles Count

229 cars, 14 trade vans, 23 taxis and 2 motorcyclists

We believe that similar levels of high dense and chaotic movements of people and vehicles occur on Jessopp Rd and Christchurch Rd for St Francis of Assisi and similarly on The Avenues/Swansea Rd area for Avenue School.

Double Yellow Lines (See Plan)

- The use of yellow lines at junction corners to be repainted and in the case of Jessopp Rd and Christchurch Rd new double yellow lines at each corner where they do not currently exist.
- To reinstate the double yellow lines on Avenue Rd where they were removed to create a parking bay for the Norwich Council car share scheme as this bay currently creates a visibility issue for those travelling across The Avenues on College Rd.
- Introduce double yellow lines on the north side of the mid road lozenge (see map), Currently parents park cars along this section reducing visibility for traffic at the College Rd/Avenues intersection and restricting passing commercial traffic, which regularly mount the curb thus causing significant damage to the Lozenge.

Verge side Bollards (see Plan)

Intersections.

In conjunction with yellow lines at the intersections, verge side bollards be introduced to **prevent illegal parking** and ensure visibility is restored for both pedestrians and road users approaching these areas.

North side Avenues (Christchurch Rd to Recreation Rd)

Off road verge parking during the 'drop off' and collection times on this section of The Avenues is bumper to bumper and often encroaches onto driveways. Residents of houses with driveways leading onto The Avenues have restricted visibility when they wish to drive on to The Avenues.

South side Avenues (Christchurch Rd to Recreation Rd)

Off road verge parking is causing very extensive damage to the grass verges and tree roots. Parked vehicles are a danger to other road users , particularly cyclists



Zebra Crossings (See Plan)

It is essential to create a safe crossing environment for all pedestrians and lollipop attendants in these high traffic zones.

- **Proposed Sites for Zebra Crossings**
 - Main entrance** to Avenue School on Avenue Rd
 - Heigham Park corner** of The Avenues and Recreation Rd
 - Opposite main entrance** of St Francis of Assisi on Jessopp Rd

Active Speed Awareness Signs (See Plan)

We recommend active speed signs along Jessopp Road, The Avenues and Avenue Rd.

During many observation surveys it was clear drivers (and cyclists) were exceeding the 20 mph limit with speeds in excess of 30mph.

Active speed awareness signs are preferred over the static speed limit signs.

Summary

These proposals form a list of single measures that can be acted upon singularly to improve safety as soon as possible. It does not present a comprehensive 'shopping list' but one that is deserved of such a massive population of children and adults using these popular and successful schools.

We appreciate that funds for all may not be immediately available but with the appropriate consultation, work should commence with a view to improving road safety and protecting the environment.

Proposal 2:

Additional capacity for car parking within the area

Parking needs within this area have changed dramatically over the past 10 years and by adopting proposal 1 additional car parking spaces would be required for:

- parents to drop off and collect children during term time
- day time parking

Clearly finding new spaces for car parking is a contentious issue as land is in short supply.

Additional School Parking

1. St Francis of Assisi

In conversation with the School, it has become evident an electrical substation situated at the side entrance on Christchurch Rd has the potential to provide parking for a number of staff cars.

It is recommended the appropriate organisations are approached to establish the viability of this opportunity.

2. Avenue Junior School

Again in conversation with the School it was considered that a small area within the boundary of the school could be adapted for additional staff car parking.

3. Recreation Rd Infant School

Further discussion to be had to discuss potential opportunities.

4. Earlham House Shopping Complex

There is an underutilised car parking area adjacent to the school and consultation with the owner is proposed.

5. Location of a new 'short stay' Car Park.

Heigham Park provides a wonderful range of recreational facilities for the local community but it's increasing popularity has added to the on street parking problems. It is believed that a plan can be devised to enhance this historic park's facilities and significantly reduce the external parking issue.

..Increase the current tennis facilities by creating 2 new all weather courts on the redundant bowling green located in the centre of the Park.

..Take the area of 2 grass tennis courts (adjacent to the 'old tennis club house') and create a car park which would provide spaces for up to 40 cars with direct access to and from the Avenues.

This new facility would provide:

- **Safe short term parking** for parents dropping and collecting children from Avenue Rd, St Francis and Recreation Rd schools.
- **Suitable parking** for the ice cream vendor and council vehicles.
- **An opportunity for the wider community** to travel by car to Heigham Park and enjoy it's recreational facilities all year round.
- **The same number of tennis courts would exist** and with 2 all weather courts sportsman have the opportunity of playing all year rather than just the four months of summer.
- **The opportunity to re establish** a practical use for the redundant '**Thatched Tennis Club House**'

Clearly this proposal would require a great deal of discussion, and hearing the views of all interested parties would be essential.

Conclusion

Significant increases in general traffic flows and the acute need for short term safe parking has had a major impact on the local Community.

This report clearly identifies the need for a managed and comprehensive plan by

Norwich City Council to resolve the serious issues of major traffic congestion and dangerous parking along the Avenues and associated roads.

It requires measures to:

- restrict illegal/dangerous parking
- provide safer crossings for pedestrians
- Create suitable alternative areas in which cars can be parked safely.

Such a plan will:

- Reduce the current high and unacceptable risk of serious/fatal accidents occurring during the drop off/collection times of children attending the local Schools
- Protect and enhance the environment, reverse the extensive environmental damage to the road side verges and trees

The Next Step.

Discussions with all local interested parties and Norwich City Council in order to set a time table to implement change!

Support Documents

Parked Vehicle Count

Date 24/8/15

Time 8.30am-9.15am

2.15pm-3.15pm

	AM	AM		PM	PM
Team A (Jolyon /Stephen)	West	East		West	East
Cardiff Rd	26	26		26	25
Swansea Rd	12	16		10	14
Caernarvon Rd	11	9		8	8
	North	South		North	South
Milford	4	3		3	2
Avenue Rd (Park Lane- College Rd)	9	22		5	20
Team B (Doug)	West	East		West	East
College Rd (Earlham – Avenues)	36	35		35	30
College Rd (Avenues- Bensley)	12	10		13	13
Recreation Rd (Earlham – Avenues)	7	28		8	32
Recreation Rd (Avenues – Bensley)	9	25		16	12
	North	South		North	South
Bensley Rd	6	5		7	6
The Avenues (College Rd- Christchurch Rd)	4	7		5	4
Jessopp Rd (College Rd- Christchurch Rd)					
Team C (John)	West	East		West	East
Christchurch Rd (Le Strange-Westgate Cl)	25	6		9	5
Elizabeth Fry Rd	11	5		9	4
	North	South		North	South
The Avenues (Christchurch –Elizabeth Fry)	3	4		2	4
Gould Road	11	9		10	8
Jessopp Rd (Christchurch Rd –Coleman Rd)	16	3		4	8
Le Strange Close (Total)	8			8	
Meadow Rise (Total)	11			10	

Parked Vehicle Count

Date 28/8/15.

Time 8.30am-9.15am

2.15pm-3.15pm

	AM	AM	PM	PM
Team A (Jolyon /Stephen)	West	East	West	East
Cardiff Rd	26	30	28	32
Swansea Rd	8	19	8	19
Caernarvon Rd	13	5	8	8
	North	South	North	South
Milford	2	2	1	2
Avenue Rd (Park Lane-College Rd)	6	21	3	17
Team B (Doug)	West	East	West	East
College Rd (Earlham –Avenues)	41	45	41	41
College Rd (Avenues-Bensley)	13	16	14	13
Recreation Rd (Earlham –Avenues)	10	28	10	27
Recreation Rd (Avenues –Bensley)	12	15	8	10
	North	South	North	South
Bensley Rd	8	8	6	6
The Avenues (College Rd-Christchurch Rd)	4	3	6	8
Jessopp Rd (College Rd-Christchurch Rd)	3	6	8	6
Team C (John)	West	East	West	East
Christchurch Rd (Le Strange-Westgate Cl)	21	5	8	5
Elizabeth Fry Rd	7	14	7	14
	North	South	North	South
The Avenues (Christchurch –Elizabeth Fry)	1	2	0	2
Gould Road	5	4	4	5
Jessopp Rd (Christchurch Rd –Coleman Rd)	3	5	4	5
			10	
Le Strange Close (Total)	9			
Meadow Rise (Total)	8		11	

Parked Vehicle Count

Date 8/9/15

Time 8.30am-9.15am

2.15pm-3.15pm

	AM	AM	PM	PM
Team A (Jolyon /Stephen)	West	East	West	East
Cardiff Rd	29	19	24	25
Swansea Rd	16	12	11	25
Caernarvon Rd	12	10	14	11
	North	South	North	South
Milford	5	10	6	2
Avenue Rd (Park Lane-College Rd)	8	33	7	36
Team B (Doug)	West	East	West	East
College Rd (Earlham –Avenues)	50	53	51	55
College Rd (Avenues-Bensley)	14	15	13	8
Recreation Rd (Earlham –Avenues)	35	25	36	29
Recreation Rd (Avenues –Bensley)	21	20	20	20
	North	South	North	South
Bensley Rd	9	8	6	7
The Avenues (College Rd-Christchurch Rd)	23	18	29	28
Jessopp Rd (College Rd-Christchurch Rd)	8	9	12	9
Team C (John)	West	East	West	East
Christchurch Rd (Le Strange-Westgate Cl)	22	6	25	17
Elizabeth Fry Rd	5	11	18	9
	North	South	North	South
The Avenues (Christchurch –Elizabeth Fry)	6	22	17	25
Gould Road	11	9	16	15
Jessopp Rd (Christchurch Rd –Coleman Rd)	16	13	23	9
Le Strange Close (Total)	8		5	
Meadow Rise (Total)	18		36	

Parked Vehicle Count

Date 10/9/15

Time 8.30am-9.15am

2.15pm-3.15pm

	AM	AM	PM	PM
Team A (Jolyon /Stephen)	West	East	West	East
Cardiff Rd	27	24	28	27
Swansea Rd	29	24	10	26
Caernarvon Rd	16	12	16	13
	North	South	North	South
Milford	5	13	6	14
Avenue Rd (Park Lane-College Rd)	8	31	7	27
Team B (Doug)	West	East	West	East
College Rd (Earlham –Avenues)	50	54	45	45
College Rd (Avenues-Bensley)	16	16	14	17
Recreation Rd (Earlham –Avenues)	36	46	14	36
Recreation Rd (Avenues –Bensley)	19	20	14	19
	North	South	North	South
Bensley Rd	8	7	7	8
The Avenues (College Rd-Christchurch Rd)	10	13	16	13
Jessopp Rd (College Rd-Christchurch Rd)	10	10	10	9
Team C (John)	West	East	West	East
Christchurch Rd (Le Strange-Westgate Cl)	25	12	30	15
Elizabeth Fry Rd	6	12	10	7
	North	South	North	South
The Avenues (Christchurch –Elizabeth Fry)	2	5	6	2
Gould Road	12	11	16	15
Jessopp Rd (Christchurch Rd –Coleman Rd)	13	7	20	7
Le Strange Close (Total)	4		4	
Meadow Rise (Total)	16		34	

Analysis of the Travelling Arrangements of Children and Staff

Recreation Road

Avenue Junior

	Children %		Staff %			Children %		Staff %	
Walk	210	61.7	10	18		318	69.1	22	43.1
Cycle	40	11.7	3	5.4		38	8.2	5	9.8
Bus	0	0	1	1.8		0	0	1	1.9
Car	90	26.4	41	74.5		104	22.6	23	45.1
Taxi	0	0	0	0		0	0	0	0
Total	340	100	55	100		460	100	51	100

St Francis of Assisi

Parkside School

	Children %		Staff %			Children %		Staff %	
Walk	57	13.2	14	24.5					
Cycle	19	4.4	3	5.2					
Bus	4	0.9	0	0					
Car	343	79.9	40	70.1					
Taxi	6	1.3	0	0					
Total	429	100	57	100					

NB Parkside School figures to follow

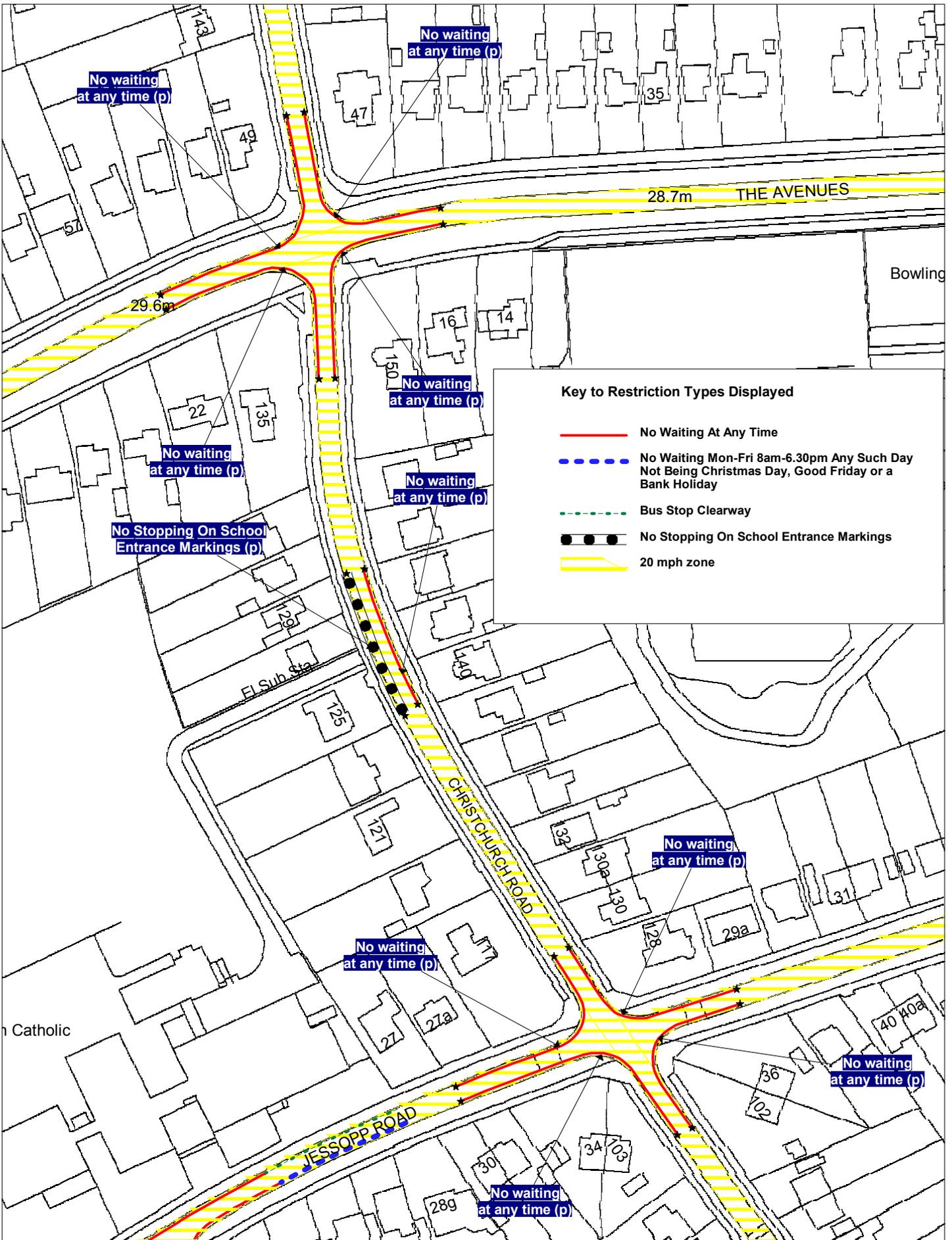
Totals

Walk	585
Cycle	97
Bus	4
Car	537
Taxi	6
Total	1229

**Congested Roads and Verges
The Avenues/Christchurch Rd/College Rd/Jessopp Rd**



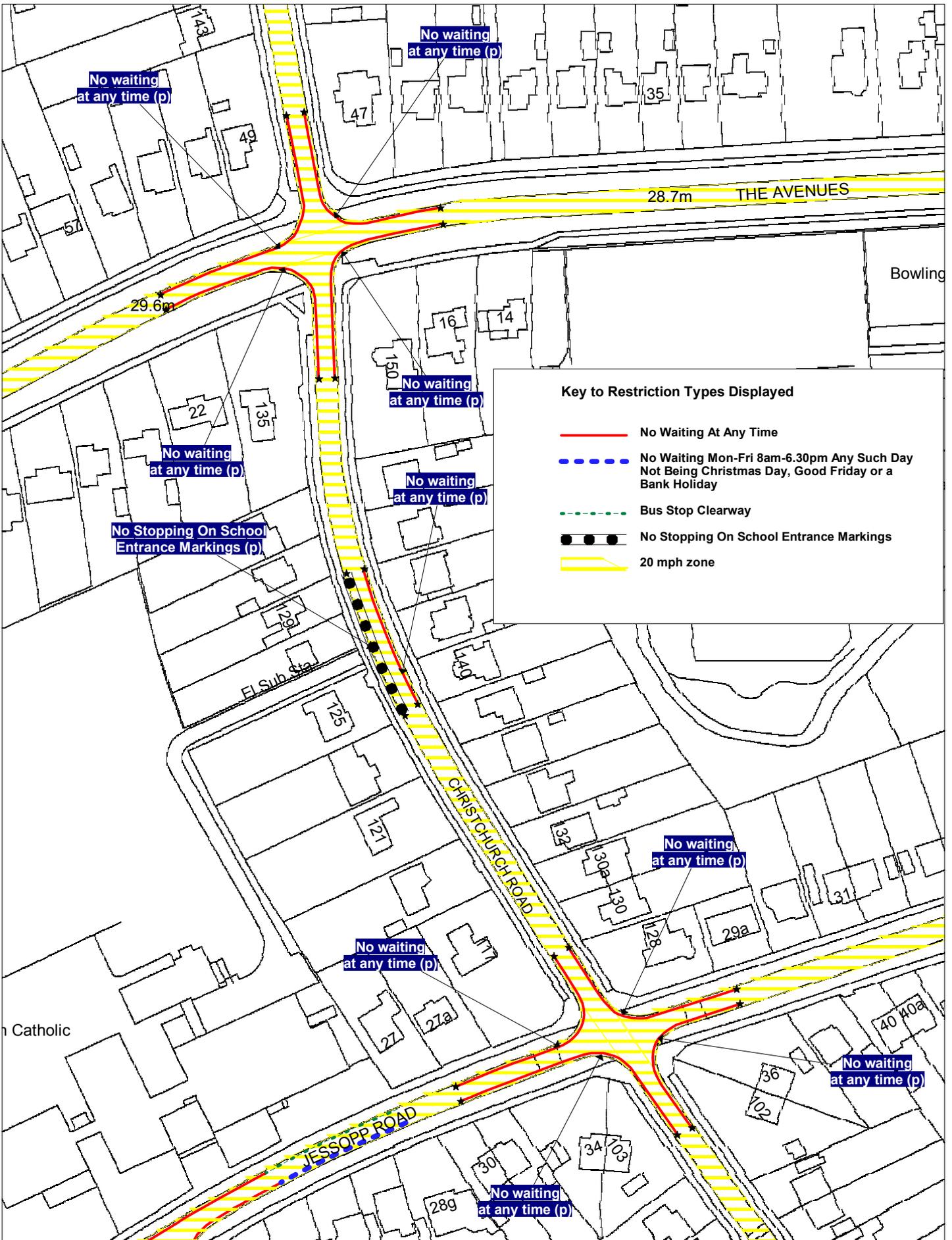




Key to Restriction Types Displayed

- No Waiting At Any Time
- - - No Waiting Mon-Fri 8am-6.30pm Any Such Day Not Being Christmas Day, Good Friday or a Bank Holiday
- - - Bus Stop Clearway
- ● ● No Stopping On School Entrance Markings
- 20 mph zone

SCALE	1 : 1250
DATE	14/03/2016
DRAWING No.	PL/TR/3329/765
DRAWN BY	JG



Report to Norwich highways agency committee

Item

21 July 2016

Report of Head of City Development Services and Executive Director
of Community and Environmental Services

6

Subject Transport for Norwich (TfN) –Hall Road (Bessemer Road
to Old Hall Road)

Purpose

To consider the results of the consultation linked to the Hall Road cycle improvement project and to agree to implement the scheme.

Recommendation

1. To approve the changes required to implement the scheme, including:
 - (a) conversion of footway on the east side of Hall Road to shared use footway/cycletrack from the recently implemented shared use footway/cycletrack associated with the ASDA works to Old Hall Road.
 - (b) revoke the existing 40mph speed limit on Hall Road and replace with a 30mph speed limit.
 - (c) remove the pedestrian refuge 125 metres south of Robin Hood Road and replace it with a larger pedestrian refuge in the same location.
 - (d) remove the pedestrian refuge 50 metres north of Fountains Road and provide a new pedestrian refuge closer to Fountains Road.
2. asks the transportation manager at Norwich City Council to carry out the necessary statutory procedures to confirm the following Traffic Regulation Orders and Notices:
 - (a) The Traffic Management Order
Replace the existing 40mph speed limit on Hall Road with a 30mph speed limit from Barrett Road Roundabout southwards to Ipswich Road.
 - (b) The Traffic Management Notice
Convert the existing footway between Old Hall Road to the existing facility outside Asda.

Corporate and service priorities

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

Financial implications

The scheme will be funded by £187,000 from the Department for Transport and £199,000 of Section 106 funds from the recently completed ASDA development.

Ward/s: University

Cabinet member: Councillor Bremner – Environment and sustainable development

Contact officers

Bruce Bentley, Principal Transportation Planner – 01603 212445
Norwich City Council

Jon Barnard, NATS Manager – Norfolk County Council 01603 224414

Background documents

None

Report

Background

1. At the meeting in January 2016 members approved for consultation the proposed 'Transport for Norwich' (TfN) scheme to reduce the speed along Hall Road between Daniels Road and Ipswich Road to 30mph and introduce a shared use facility along the Hall Road, a key section of the Yellow Pedalway.
2. TfN is an overarching programme of strategic works to improve accessibility by all modes of transport around the City, and encourage the use of more sustainable modes of transport, such as public transport, cycling and walking, but also includes capacity enhancement of the strategic road network, and new road building, in particular the NDR. The aim of the strategy within the urban area is to stabilise traffic levels and to cater for increased demands for travel by more sustainable means.
3. This scheme aims to improve the current cycling facilities in the area, specifically access to the University Technical College and the access to the purple pedal on Fountains Road, and reduce the existing speed limit on Hall Road from 40mph to 30mph.
4. Norwich and its' surrounding area is becoming an increasingly popular area to live, work and visit. It is the number one shopping destination in the Eastern Region and becoming one the Nation's premier cultural centres. To ensure the Greater Norwich Area continues to be popular and grow, the transport systems need to be able to cope with the increased demand.
5. Norwich is a medieval city with a narrow road system; incorporating a 21st century transport system to cope with the increased demand without sacrificing highway space for a particular transport mode or at the expense of green space and historic buildings is challenging
6. The Norwich area Transportation Strategy (NATS) now more widely known as Transport for Norwich (TfN) is the adopted strategy which will deliver the transport improvements needed over the next 15 plus years. The strategy recognises everybody's journeys are different and does not look to force people to use one particular mode. It does look to give people viable options on how they choose to travel and actively promote sustainable transport. To do this in some areas of the network there needs to be a re-balance of the highway space available.
7. The Strategy details the plan for future delivery of improvements in order to develop sustainable transport, reduce congestion and improve air quality within the Greater Norwich area. The strategy has already delivered key improvements such as the award winning Norwich Bus Station, St Augustine's Gyratory, a network of Park and Ride facilities, St Stephens and Chapel Field North and various Bus Rapid Transit (BRT) improvements. It also includes the recently completed Postwick hub and the Northern Distributor Road which is due for completion late 2017.

8. The implementation plan for the Norwich Area Transportation Strategy (NATSIP) was agreed by Norfolk County Council in April 2010 and updated in November 2013 ([see link for updated implementation plan http://www.norfolk.gov.uk/view/NCC158241](http://www.norfolk.gov.uk/view/NCC158241)). The plan sets out the range of transport measures, together with their general intended phasing, for delivery over the short to medium term.
9. The plan has now been updated to take account of what has been delivered since 2010, and to reflect the latest position on future scheme delivery, given progress with implementation, and now that the growth plans for the area are more clear ([see joint core strategy document: http://www.greaternorwichgrowth.org.uk/dmsdocument/1953](http://www.greaternorwichgrowth.org.uk/dmsdocument/1953)).
10. Cycling is on the increase for both recreation and commuting nationally and the area has a thriving cycling community. The implementation of a City wide cycling network (see link to cycle map <http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Documents/CyclingMapFront.pdf>) is a key part of the Transport for Norwich Strategy as by delivering a comprehensive city network this reduces a number of short distance car journeys removing pressure on the network, as well as offering improving quality of life and the health benefits that have been well documented.
11. The Greater Norwich area is one of 8 urban areas across the country that has been successful in bidding for Cycle Ambition funding from the Department for Transport to comprehensively improve the quality of cycling infrastructure across the Norwich cycle network a copy of the application documents can be found here <http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Pages/CycleCityAmbitionGrant2015.aspx>.

Consultation

12. The consultation started on 11 March 2016 and ran for four weeks until 12 April. 182 letters were sent to all local residents, businesses and other stakeholders in the area informing them of the proposals and inviting them to comment. Plans were on available to view on request at City Hall. The required Traffic Regulation Order and notice were advertised in the local press on the 11 March, and street notices were placed at the scheme location. The public were invited to email or write in with their comments, suggestions or objections. The proposals are shown on the plans attached as appendix 1

Stakeholder views

13. During the consultation, a total of 8 responses were received. Of these 1 expressed support of the proposals, 6 raised comments regarding other facilities in the area and 1 was against the proposals.
14. The majority of responses received did not raise any objections to the scheme, but in general requested further enhancement in the area.
15. The issues raised in the consultation responses and the relating officer comments have been included in Appendix 2.

Timescales

16. If members approve the presented scheme, construction would start in September 2016 for a period of 10 weeks.
17. It is proposed that the construction element of this scheme will be combined with the adjoining, Old Hall Road cycle improvements which cover Ipswich Road to Hall Road. The combining of the works should minimise disruption and provide a cost saving.

Conclusions

18. The proposals have been not been negatively received by the public and it is therefore proposed that the changes required to implement the scheme are approved as presented.

Resource Implications

19. Finance: The TfN programme forms an integral part of strategic infrastructure as set out in the Joint Core Strategy. The delivery of this work is funded through two sources including additional government grants by way of the City Cycle ambition and Section 106 money received as part of the new ASDA development.
20. Staff: The project will be delivered through joint team working involving both County Council and City Council officers.
21. Property: The proposals can be provided within the existing highway boundary.
22. IT: None.

Other implications

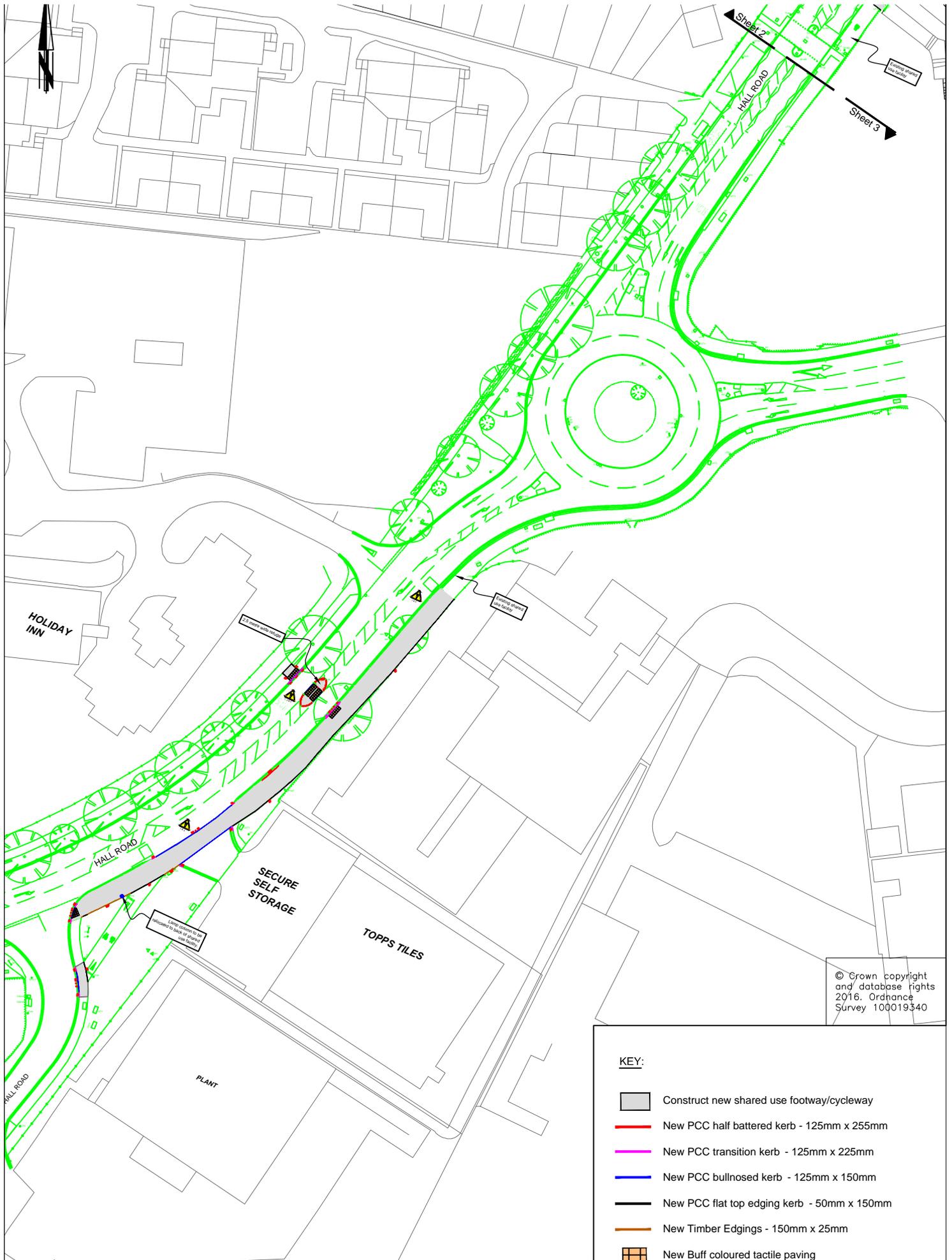
23. Legal Implications: None.
24. Human Rights: None.
25. Communications: None.

Section 17 - Crime and Disorder Act

26. The scheme will be designed to ensure it has a positive effect on crime and disorder where possible. Care will be taken during construction to minimise opportunities for crime and disorder, for instance the secure storage of construction equipment and materials.

Risk Implications/Assessment

27. A risk assessment has been undertaken for development of the NATS Implementation Plan (TfN). The key risks for delivering this are around funding, timescales and planning. These risks are being managed through active project management and ongoing engagement with stakeholders.
28. A risk register is being maintained as part of the technical design and construction delivery processes.



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Ref.	Times raised	Issue raised	Officer response
1	1	In support of proposals	Support welcomed.
2	2	Proposals should include formal parking bays on the west side of Hall Road in order to residents with off-street parking and improve the area aesthetically. Could the section 106 money from B&Q and Asda be used? These are precisely the benefits a local area should be able to enjoy and would go a long way to demonstrate to local residents that this would benefit them as well as people passing through.	The idea of providing formal parking bays on the west side of Hall Road was discussed at the preliminary design stage but this was felt to be beyond the scope of the scheme. The S106 monies committed by B&Q and Asda are earmarked for sustainable transport solutions and a proportion of these have been used in this scheme. The provision of car parking for residents would not be considered an acceptable use of that funding.
3	1	Concerns that the proposed tree planting in front of business premises near Old Hall Road could negatively impact on trade.	Following discussions with colleagues in the environment team the number of trees in this area has been reduced to 3 from 5 and 'fastigate' tree species have been proposed, whereby the branches grow more or less parallel to the main trunk, so should not obscure the business too much.
4	1	Concerns that current transport strategy imposed by local authorities demonstrates a lack of appreciation of the motorist needs and those whose business relies on the requirement to move quickly and efficiently around the city to make deliveries.	<p>The Norwich area Transportation Strategy (NATS) now more widely known as Transport for Norwich (TfN) is the adopted strategy which will deliver the transport improvements needed over the next 15 plus years. The strategy recognises everybody's journeys are different and does not look to force people to use one particular mode. It does look to give people viable options on how they choose to travel and actively promote sustainable transport. To do this in some areas of the network there needs to be a re-balance of the highway space available.</p> <p>The implementation plan for the Norwich Area Transportation Strategy (NATSIP) was consulted upon in 2009 and agreed by Norfolk County Council in April 2010 and updated in November 2013 (see link for updated implementation plan)</p>

Ref.	Times raised	Issue raised	Officer response
5	1	The repositioning of the southern refuge adjacent to Fountains Road means that the crossing point is in a less convenient and safe position.	The southern refuge has been repositioned further south in order to be able to provide a short section of shared used facility on the western side of Hall Road which allows better connectivity between Fountains Road and the proposed shared use facility on the eastern side of Hall Road. The scheme has been through safety audit and no concerns were raised regarding the proposed position of the refuge.
6	1	The proposed speed limit changes should be extended to include making the Tuckswood estate a 20mph zone.	With regard to the request for a 20mph speed limit in the Tuckswood estate, this is beyond the remit of the scheme. However there is a separate cycle ambition funded scheme that will look to implement 20mph restrictions in all residential areas within 400m of the yellow pedalway. This will include the Tuckswood area.
7	2	The proposed shared-use facility on Hall Road should be extended to link up with the facility on Ipswich Road providing a joined up link Ipswich Road (by the tennis courts) therefore giving an improved route to CNS.	Unfortunately this is beyond the remit of the scheme. The objectives of the scheme are to improve the cycling connection between the Technical College and the yellow and purple pedalways. Consideration will be given to linking the route to Ipswich Road at a later date, as and when funds allow.
8	1	Better signage is required on the bridge on Old Hall Road as HGV's continually ignore oncoming cyclists	This will be considered at the detailed design stage.

Report to Norwich highways agency committee

Item

21 July 2016

Report of Head of City Development Services and Executive Director
of Community and Environmental Services

7

Subject Transport For Norwich – Project 17 – Lakenham Way

Purpose

To seek approval to consult on the proposals for the Lakenham Way cycle improvement scheme. Members are also asked to approve the advertisement of any Traffic Regulation Orders and Notices that would be required to enforce the scheme.

Recommendations

That the committee:

1. approves for consultation the proposals for the Lakenham Way project, including:
 - (a) widening of the existing path between Brazengate and the Hall Road Bridge from a nominal 3.0m to provide a 4.0m shared use pedestrian/cycle path
 - (b) TRO for conversion of pedestrian path to allow shared use by cyclists and any other TROs required (please note that the requirement for TROs will depend on the legal status of the land – see item 14 for more information)
 - (c) removal and thinning of low value trees/scrub to facilitate the above
 - (d) upgrade of existing street lighting to provide LED motion sensitive lanterns (Brazengate to Sandy Lane). Provision of additional lighting underneath Hall Road Bridge and Barrett Road Bridge
 - (e) repair of steps leading to the route from Barrett Road and Hall Road and marking the cycle path alongside St John's Close more clearly
 - (f) repairing the shared use path between Lakenham Way and Duckett Close, including the removal of two trees currently causing root damage
 - (g) a biodiversity sub-project to include removal of scrub/low value trees, selective pollarding/tree thinning, provision of bird and bat boxes and hibernacula for hibernating reptiles and the installation of signs showing artwork designed by local school children about the history and wildlife of Lakenham Way.
2. asks the transportation manager at Norwich City Council to carry out the necessary statutory procedures associated with advertising any Traffic Regulation Orders and Notices that may be required for the implementation of the scheme as described in this report – this is to be carried out after land issues have been resolved (see 'Scheme Timescales' below)
3. agrees that the outcome of the proposed consultation will be reported to a future meeting of the committee.

Corporate objective and service priorities

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

Wards

Lakenham and Town Close

Cabinet member for Environment and sustainable development

Bert Bremner

Scheme Timescales

Lakenham Way is currently owned by Railway Paths Limited (RPL). Norwich City Council and NpLaw are in negotiations with RPL to secure the status of the land to allow the scheme to progress. Norwich City Council have historically been carrying out maintenance work along Lakenham Way and the necessary approvals will be sought to continue this work in the event that any land remains privately owned.

A four week public consultation of scheme proposals is planned to go ahead once the legal status of the land has been resolved.

Pending resolution of the above the scheme is planned for construction in quarter 4 of 2016-17.

Financial implications

The main scheme will be funded by £385,000 from the Department for Transport (DfT) and approx. £60,000 of Section 106 funds from the Brazengate and livestock market developments. The biodiversity sub-project will be funded by £25,000 from the DfT, £7,000 Community Infrastructure Levy (CIL) and £12,000 from Brazengate S106 funds.

Contact Officers

Joanne Deverick, Transportation Manager – Norwich City Council 01603 212218

Jon Barnard, NATS Manager – Norfolk County Council 01603 224414

REPORT

Strategic Objectives

1. Norwich and its' surrounding area is becoming an increasingly popular area to live, work and visit. It is the number one shopping destination in the eastern region and becoming one of the nation's premier cultural centres. To ensure the Greater Norwich Area continues to be popular and grow, the transport systems need to be able to cope with the increased demand.
2. The Norwich Area Transportation Strategy (NATS), now more widely known as Transport for Norwich (TfN), is the adopted strategy which will deliver the transport improvements needed over the next 15 plus years. The strategy recognises everybody's journeys are different and does not look to force people to use one particular mode. It does look to give people viable options on how they choose to travel and actively promote sustainable transport.
3. The Strategy details the plan for future delivery of improvements in order to develop sustainable transport, reduce congestion and improve air quality within the Greater Norwich area. The strategy has already delivered key improvements such as the award winning Norwich Bus Station, St Augustine's Gyrotory, a network of Park and Ride facilities, St Stephens & Chapel Field North and various Bus Rapid Transit (BRT) improvements. It also includes the recently completed Postwick hub and the Northern Distributor Road which is due for completion late 2017.
4. The implementation plan for the Norwich Area Transportation Strategy (NATSIP) was agreed by Norfolk County Council in April 2010 and updated in November 2013: <https://www.norfolk.gov.uk/-/media/norfolk/downloads/roads-and-transport/tfn/nats-ip-update.pdf?la=en>
The plan sets out the range of transport measures, together with their general intended phasing, for delivery over the short to medium term.
5. The plan has now been updated to take account of what has been delivered since 2010, and to reflect the latest position on future scheme delivery, given progress with implementation, and now that the growth plans for the area are more clear ([see joint core strategy document: http://www.greaternorwichgrowth.org.uk/dmsdocument/1953](http://www.greaternorwichgrowth.org.uk/dmsdocument/1953)).
6. Cycling is on the increase for both recreation and commuting nationally and the area has a thriving cycling community. The implementation of a city wide cycling network (see link to cycle map) https://www.norwich.gov.uk/downloads/file/3107/map_illustrating_our_proposed_cycling_ambition_programme is a key part of the Transport for Norwich Strategy as by delivering a comprehensive city network this reduces a number of short distance car journeys removing pressure on the network, as well as offering improved quality of life with well documented health benefits.

The Greater Norwich area is one of 8 urban areas across the country that has been successful in bidding for Cycle Ambition funding from the Department for Transport to comprehensively improve the quality of cycling infrastructure across

the Norwich cycle network. A copy of the application documents can be found here:

https://www.norwich.gov.uk/downloads/download/2096/cycle_city_ambition_-_phase_two

7. This scheme is a key part of the Yellow pedalway. Please see Appendix 1 showing this route.

Scheme Objectives and Benefits

8. The 2015 cycle map shows the yellow pedalway being extended from the junction of Lakenham Way and Sandy Lane out to the University Technical [College on Old Hall Road via Bessemer Road and Hall Road. This work is programmed to take place in September 2016.](#)
9. Currently Lakenham Way usage data shows around 45 cyclist movements per hour and 81 pedestrians an hour. With the overall objective to double cycling on the network, this is seen to be achievable in this area due to increased development in the retail and education sector.
10. The brief for the Lakenham Way project requires the scheme to contribute to the objectives of the Push the Pedalways programme which are to:
 - Boost economic growth by enabling local people to reach job opportunities, city centre facilities and link major development sites to the cycle network
 - Tackle health problems in parts of the city with high levels of obesity by providing good cycling infrastructure
 - Double the level of cycling within ten years of the start of the cycling ambition programme in 2013
 - Broaden the demographic appeal of cycling
 - Reduce the rate of accidents involving cyclists and pedestrians
 - Cut carbon emissions from journeys within the city
11. The brief for this project has principal objectives that seek to:
 - Increase pedestrian comfort and reduce delays to cyclists by providing more path space on the busy section between Brazengate and Hall Road
 - Increase the sense of personal safety by reviewing the level of lighting and increasing it where necessary
 - Improve access to Lakenham Way by repairing steps at Hall Road and Barrett Road, marking the cycle path at St John's Close more clearly and repairing the shared use path between Lakenham Way and Duckett Close.
12. All works proposed are currently within privately owned land (with the exception of St John's Close and the access path between Lakenham Way and Duckett Close). Discussions are underway to try and reach agreement with the

landowner and the scheme will be unable to go ahead until the legal status of the path has been resolved.

Design Proposals

Options Considered

13. A 5-page feasibility document can be found in Appendix 2, including design guidance and an options assessment. A summary of this is provided below:

At the feasibility stage of this scheme various options were considered, including:

- (a) Segregation of cyclists and pedestrians. For the northern approx. 100m (at Brazengate) by means of a new physically separated footpath (2.5m width) routed through another bridge arch and for the remaining 340m widen the path to 4.5m to provide segregation of cyclists (2.5m width) and pedestrians (2.0m width).
- (b) As option (a) but without a new separate footpath to the north. 440m length (approx.) from Brazengate to Hall Road Bridge to be widened to 4.5m to provide segregation of cyclists (2.5m) and pedestrians (2.0m)
- (c) Retain length of path between Brazengate and Hall Road Bridge as shared use, widening to 4.0m
- (d) Retain length of path between Brazengate and Hall Road Bridge as shared use, widening to 4.5m

Preferred Option

14. It is recommended that option (c) is taken forward for consultation. A site location plan along with plans showing the proposals can be found in Appendix 3 (PE4124-MP-011, PE4124-MP-007, PE4124-MP-008, PE4124-MP-009). In reaching a preferred option a cyclist and pedestrian survey was carried out on 24 March 2016 between Barrett Road and Mansfield Lane. Data recording on one day in September 2015 at the Brazengate end of the scheme was reviewed. In addition an Automatic Cycle Count (ACC) at the Brazengate end of the route has been gathering data on a continuous basis which has been monitored weekly since April 2016.
15. Assuming an increase of 50% in peak hour cyclists the flow would be considered 'low' according to London Cycling Design Standards (LCDS), requiring a shared use width of 2.2m. A 'medium' flow is considered to be between 150-300 cyclists per hour, requiring a width of 3.0m.
16. Sustrans design guidance indicates a suitable width of 3.0m in urban fringe environments and a preferred width of 4.0m on urban routes.
17. The design guidance for shared use therefore suggests that a 4.0m path can accommodate a significant increase in demand, taking into account a 50%

increase in cyclists. For this reason widening to 4.5m was considered excessive, resulting in an unnecessary loss of green space/trees to accommodate it.

18. Option (c) as 4.0m wide shared use minimises the impact on the surrounding green space including tree loss and maximises the space available to all users. A shared use design encourages considerate behaviour between cyclists and pedestrians and is line with other schemes in the area (e.g. Hall Road). A shared use design will also minimise the requirement for lining and signing, thus minimising clutter and retaining the semi-rural feel of the route. The scheme also provides better value for money in terms of balancing cost/benefit, as well as keeping future maintenance costs to a minimum and the period of construction (for which a temporary closure of the route will be needed) to a minimum.

Traffic Regulation Orders and notices

19. The route will need to be closed during the construction period; if the land is highway a temporary TRO will be required. The extent of other TROs required will depend on the status of the land, for example whether there is a dedication or a lease in place. Conversion of the path to shared use will be required if the path is dedicated highway.

Traffic impacts

20. There will no impact to vehicular traffic as Lakenham way is not open to motorised vehicles. A cycle and pedestrian diversion route will be in place for the duration of the closure. It is intended to issue a press release for information closer to the start of the work.

Environment

21. Lakenham Way is a green corridor and a biodiversity sub-project will specifically look to enhance this. An ecological report and arboricultural report have been commissioned. Advice received to date has been taken into account when presenting option (c) for delivery, including the removal of 2 trees adjacent to the Lakenham Way to Duckett Close path.

Accident reduction

22. One of the objectives of the project is to reduce the rate of accidents involving cyclists and pedestrians. Increasing the space available to all, ensuring the edges of the route are clear of trees/vegetation and improving lighting will help meet this objective.

Public Consultation

23. A four week public consultation of scheme proposals is planned to go ahead when the legal status of the land has been resolved. Consultation will also be carried out for any TROs or Notices required. The consultation feedback and any objections will be reported to a future NHAC meeting for consideration on how to proceed with the scheme.

Timescales

24. The scheme cannot go ahead until land issues have been resolved and consultation, including statutory consultation(s) have been carried out.
25. In the event that any land remains under private ownership the necessary approvals will be sought to continue maintenance work prior to the scheme's start.
26. Arboricultural and ecological reports have been commissioned. Due to the local environment the scheme timing may be constrained by factors relating to the presence of bats, reptiles and by the bird nesting season.

Stakeholder views

27. Stakeholders, including the businesses in the area, local residents and local interest groups, will be fully engaged during the consultation to ensure their views are considered.

Conclusion

28. The project is rooted in strategy documents that have been adopted by Norwich City and Norfolk County Councils and the proposals will meet the requirements of the brief by providing benefits to cyclists and pedestrians. The proposals as presented would provide the next phase of improvement on the yellow pedalway and will improve connectivity to the city centre from the city technical college.

Resource Implications

29. Finance: The TfN programme forms an integral part of strategic infrastructure as set out in the Joint Core Strategy. The delivery of this work is funded by government grants by way of the City Cycle Ambition programme, CIL and Section 106 funding.
30. Staff: The project will be delivered through joint team working involving both County Council and City Council officers.
31. Property: The proposals cannot be provided within the existing highway boundary. Land is privately owned and negotiations are ongoing.
32. IT: None.

Other implications

33. Legal Implications: There are legal implications relating to the status of the land which is subject to current negotiations.
34. Human Rights: None.
35. Communications: None.

Section 17 - Crime and Disorder Act

36. The scheme will be designed to ensure it has a positive effect on crime and disorder where possible, most notably by an upgrade to street lighting. Care will be taken during construction to minimise opportunities for crime and disorder, for instance the secure storage of construction equipment and materials.

Risk Implications/Assessment

37. A risk assessment has been undertaken for development of the NATS Implementation Plan (TfN). The key risks for delivering this are around funding, timescales and planning. These risks are being managed through active project management and ongoing engagement with stakeholders.

38. A risk register is being maintained as part of the technical design and construction delivery processes.

Appendix 1 – Plan showing route of yellow pedalway



Pedalways

Cross City

- Cringleford ↔ Sprowston
- Superceeded section of pedalway
- Lakenham ↔ Airport
- Superceeded section of pedalway
- Drayton ↔ Whittingham (National Cycle Route 1)
- Bowthorpe ↔ Broadland Business Park
- N&N Hospital ↔ Heartsease

Circular

- Outer circuit
- Inner circuit

Local

- Neighbourhood routes

Existing monitoring location (on routes to be upgraded)

Hub creation or upgrade

Source: Norwich City Council (2015)

LAKENHAM WAY CYCLING IMPROVEMENTS – PROJECT 17

- **BACKGROUND**

Lakenham Way runs along the former track bed of the Great Eastern Railway and was created in the 1990s by the City Council and Sustrans as a traffic free cycling and walking route. It stretches from Sandy Lane at the southern end to Brazengate at the north.

Project 17 relates to the yellow pedalway and includes improvements to street lighting, localised repairs to the path and steps and a biodiversity & childrens' artwork sub-project. The main element of the brief is to provide more path space on the busy section between Brazengate and Hall Road. It is suggested that this could be achieved by providing a physically segregated path for the most northerly 100m, with the remaining section of existing path southwards to the Hall Road Bridge being widened to enable segregation.

- **SITE DATA**

Current path widths as surveyed (main path):

Brazengate – Hall Road is between 3.0m – 3.25m wide

Hall Road – Barrett Road is between 2.65m – 2.95m

Barrett Road – Sandy Lane is between 2.65 – 3.0m

Site surveys have shown the Brazengate-Hall Road section to be more heavily used than the Hall Road – Sandy Lane section.

Brazengate 2015/16 survey figures:

Peak cyclist flow is 45/hr (if doubled for future growth = 90/hr)

Peak pedestrian flow is 81/hr

- **OPTIONS FOR CONSIDERATION**

Option 1 – Segregate cyclists and pedestrians. For the northern approx. 100m section by means of a new physically separated footpath (2.5m) through another bridge arch and for the remaining 340m widen the path to 4.5m to provide segregation of cyclists (2.5m) and pedestrians (2.0m).

Option 2 – As option 1, but without a new separate footpath. 440m length to be widened to 4.5m to provide segregation of cyclists (2.5m) and pedestrians (2.0m).

Option 3 – Retain full length of path as shared use, widening to 4.0m.

Option 4 – Retain full length of path as shared use, widening to 4.5m.

- **DESIGN GUIDANCE**

SUSTRANS

Recommended minimum widths, unsegregated shared use

Urban traffic free	3.0m on main & secondary cycle routes. 4.0m preferred & consider segregation where high usage is expected (>150/hr)/demand to ride 2 abreast
Urban fringe/semi-rural traffic free	3.0m on all main cycle routes, major access paths & school links 2.5m possible on lesser secondary cycle routes & access links
Rural traffic free	2.5m on all main routes, major access paths & school links 2.0m possible on lesser routes and links

Min acceptable verge 0.5m; 1.0m preferred

Recommended minimum widths where segregation is provided

	Cyclists	Pedestrians	Total
Preferred minimum	3.5m (4.0m preferred if flows >150/hr)	3.5m	7.0m
Acceptable minimum	2.5m	2.0m	4.5m
Absolute min short lengths	2.0m	1.5m	3.5m

LONDON CYCLING DESIGN STANDARDS

LCDS Flow categories for partially separated and shared routes (off-road)

Peak flow categories	Pedestrians per hour	Cyclists per hour	Recommended effective width	
			Shared	Partially separated
Very low	0-120	0-60	2.2m	3.0m (cycle track 1.2m-1.5m)
Low	120-200	60-150		
Medium	200-450	150-300	3.0m	4.5m (cycle track 2.5m-2.8m)
High	450-900	300-450		
Very high	900+	450+	4.5m	5.9m (cycle track 2.5m to 3.5m)

• **OPTIONS ASSESSMENT**

Option	Pros	Cons
Option 1	<p>Cyclists & pedestrians can make unimpeded progress on the busiest section of the route</p> <p>Lower risk option for vulnerable users where cycle speeds could be higher</p> <p>For the most northerly 100m sections of paths it would be possible to carry out maintenance on one path at a time without needing to close the route to pedestrians</p> <p>A level difference could be used to enforce segregation effectively</p> <p>The option provides the greatest space to accommodate future increases in demand</p>	<p>More land adoption required</p> <p>Greater maintenance costs</p> <p>Greater installation costs, including additional street lighting</p> <p>Will a significant number of cyclists take the shortest available route (i.e. ignore the segregation and use the footpath?)</p> <p>Additional loss of green space / tree & vegetation loss /greater urbanisation</p> <p>Provision considerably exceeds demand even if demand is doubled – public may not perceive as value for money – risk of new section of path not being used</p> <p>Perception that a 4.5m track is ‘almost a road’ may occur (urbanisation)</p> <p>Segregation may require greater ‘clutter’, be it signing/lining which may be out of keeping with the local environment</p> <p>Current users are used to sharing the path and may continue this behaviour post-segregation</p> <p>Segregation may encourage higher cycle speeds which could increase conflict</p> <p>Segregation may increase conflict as a result of territorial behaviour</p> <p>Segregation using a level difference would mean greater installation/maintenance costs & scheme duration and also reduce effective widths for both user groups</p> <p>Less space available to both user groups</p> <p>Low cycle flows may encourage non-compliance with segregation by pedestrians</p>
Option 2 (similar to option 1)	Land adoption is minimised & reduced installation & maintenance costs compared to	Less space available to users for the most northerly 100m section (most heavily used)

Option	Pros	Cons
1)	<p>Option 1</p> <p>Reduced urbanisation compared to Option 1</p> <p>May be perceived as better value for money than Option 1</p> <p>Provides significant space to allow for future growth in demand</p>	<p>May be higher risk to vulnerable users due to less physical segregation to the north</p> <p>Less flexible maintenance options</p> <p>This option provides greater width than suggested in the design standards even if flows are doubled – perception of value for money and greater vegetation loss / urbanisation</p> <p>Conflict and territorial behaviour resulting from changing from shared use to segregated use may occur</p>
Option 3	<p>Shared use provides more space for everyone & maximises effective width</p> <p>Less space in total is required compared to a segregated route – better use of space, reduced urbanisation</p> <p>Signing/lining clutter is minimised</p> <p>Width provides ample space in relation to design standards whilst still allowing for future growth in demand</p> <p>Reduced installation cost/time & maintenance liability</p> <p>Good forward visibility increases appropriateness of shared use</p> <p>Promotion of considerate behaviour</p> <p>Cycle speeds may be lower</p> <p>Design more sympathetic to the local environment in terms of the amount of hardstanding, tree/vegetation loss and requirement for signing/lining</p> <p>No disbenefits for either user group compared to the current situation</p>	<p>Width is not sufficient to allow for future segregation through the use of lining and signing</p> <p>Potential higher risk to vulnerable users</p> <p>Lack of segregation may impede cyclists progress</p>

Option	Pros	Cons
Option 4 (as option 3 but wider)	Provision of a 4.5m wide route now would allow segregation to be installed quickly and cheaply (using lining & signing) in the future if desired	4.5m is considerably wider than the design standards and data suggest is required. The disbenefits associated with this are increased urbanisation, tree/vegetation loss and perceptions about value for money.



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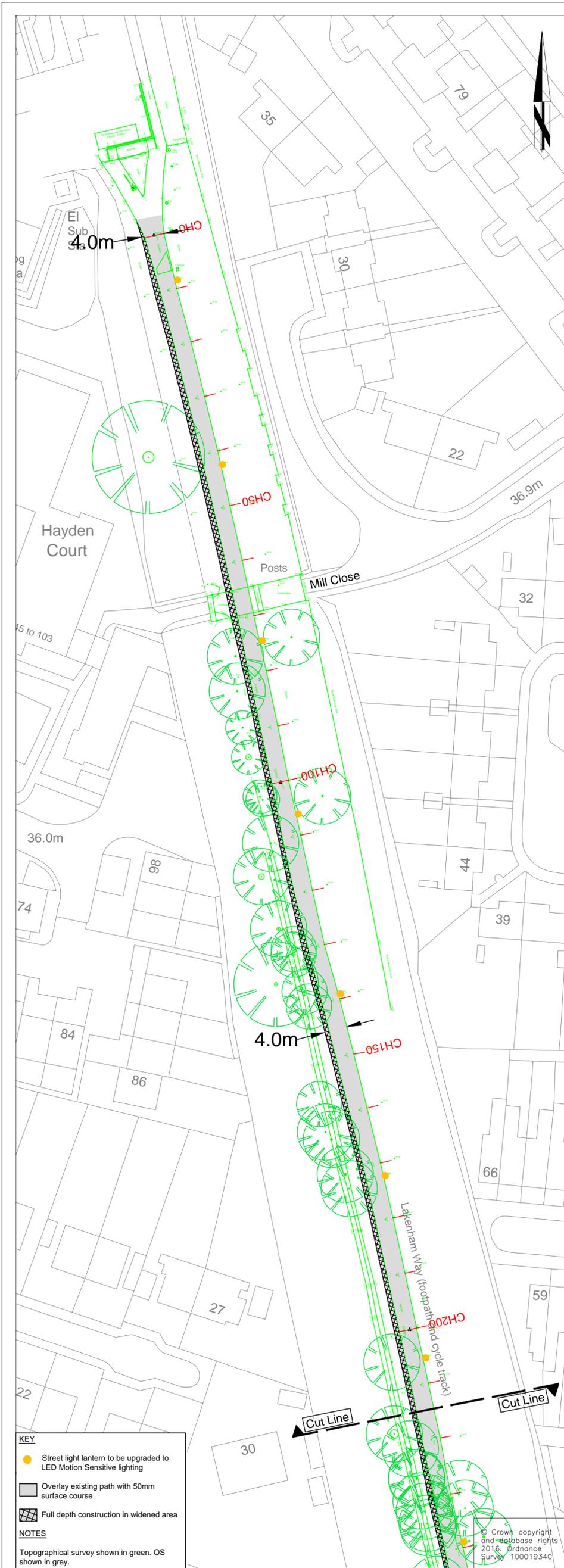
DRAWING TITLE

Transport for Norwich:
Lakenham Way
Site Location Plan

Tom McCabe
Executive Director of
Community and Environmental Services
Norfolk County Council
County Hall
Northwieu Lane
Norwich NR1 2SG

REV.	DESCRIPTION	CHECKED	DATE

SURVEYED BY	INIT.	DATE	DRAWING No.
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DESIGNED BY	AJC	06/16	PROJECT TITLE
DRAWN BY	AJC	06/16	Transport for Norwich: Lakenham Way
CHECKED BY	MA	06/16	SCALE
			1:50000
			FILE No.
			PE4124



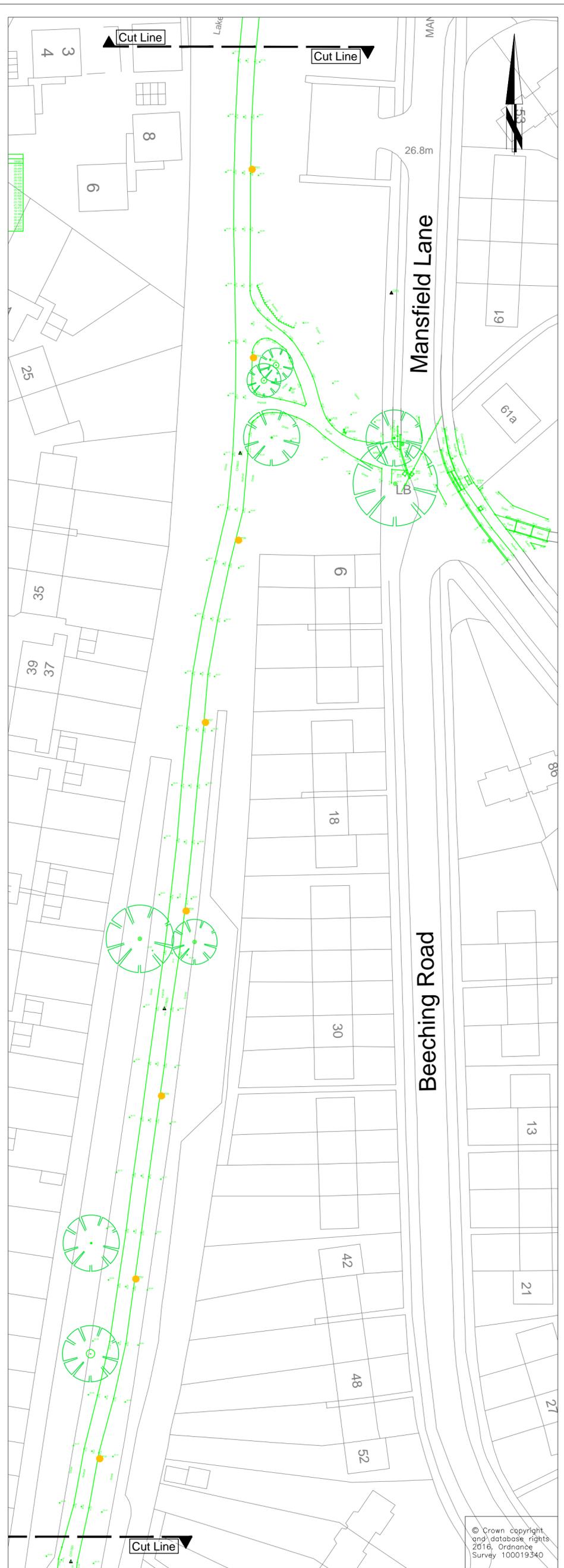
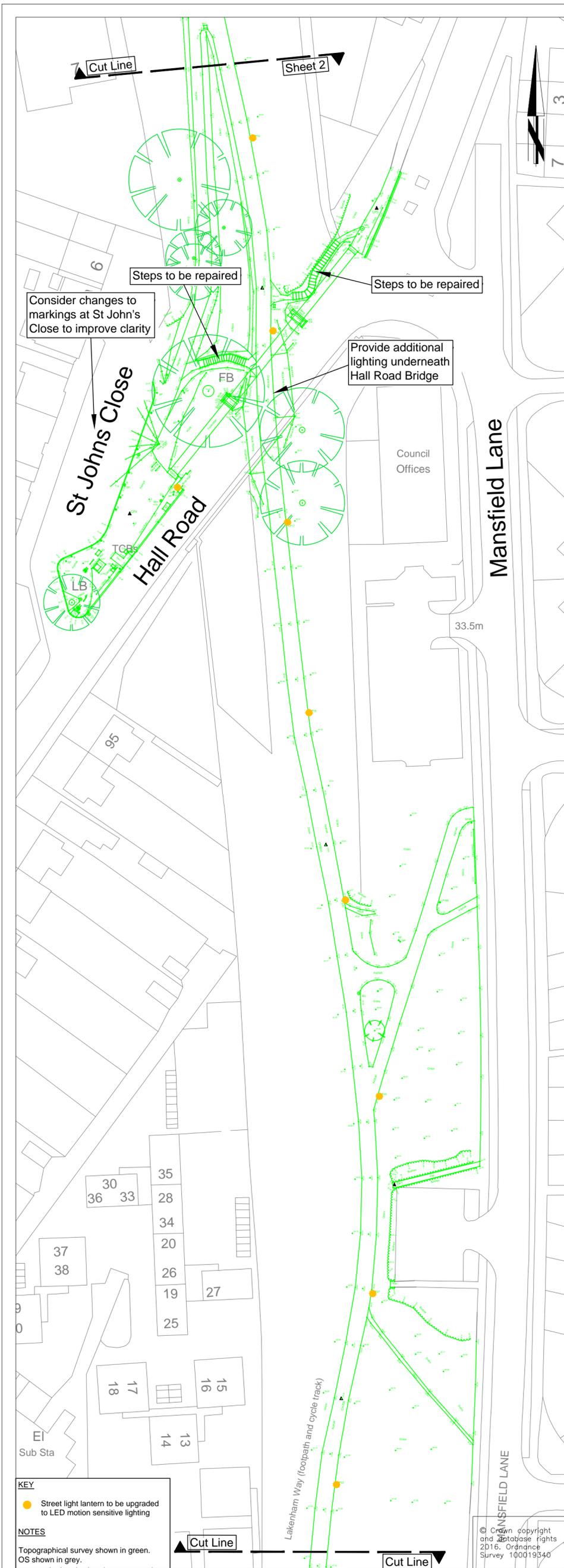

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DRAWING TITLE
 Transport For Norwich
 Lakenham Way
 Preliminary Design (Sheet 1 of 3)

REV.	DESCRIPTION	CHECKED	DATE

SURVEYED BY	INITIALS	DATE	DRAWING No.
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DESIGNED BY	AJCLO	06/16	PROJECT TITLE
DRAWN BY	AJCLO	06/16	Transport For Norwich
CHECKED BY	AJC	06/16	Lakenham Way
			SCALE
			1:500 @ A2
			FILE No.
			PE4124




 Transport for Norwich
 Funded by:

 Department for Transport

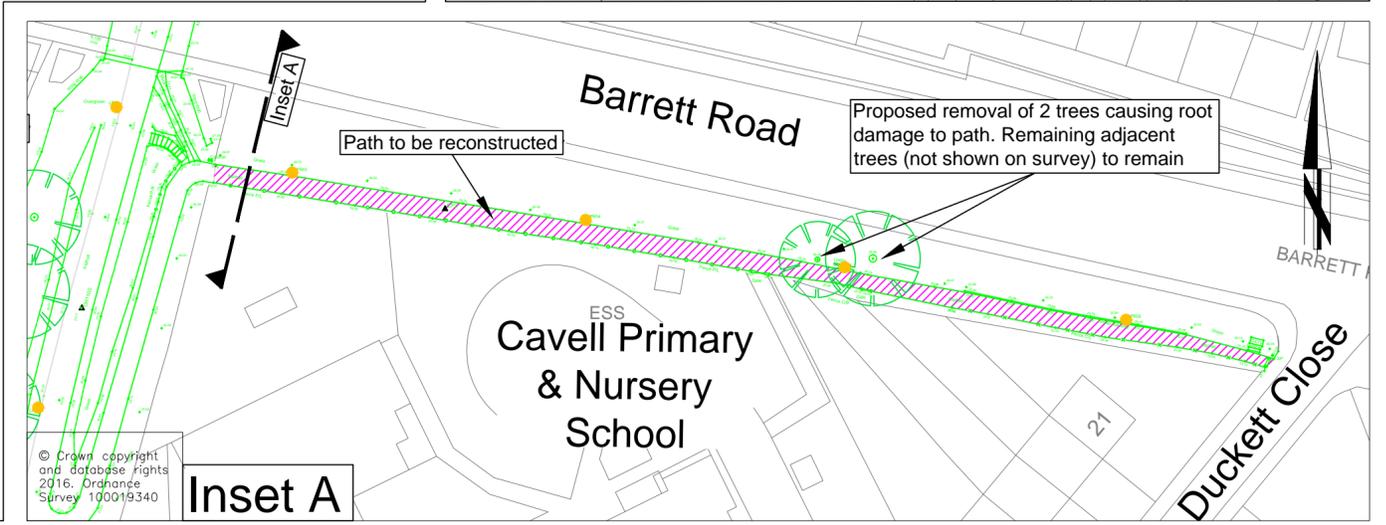
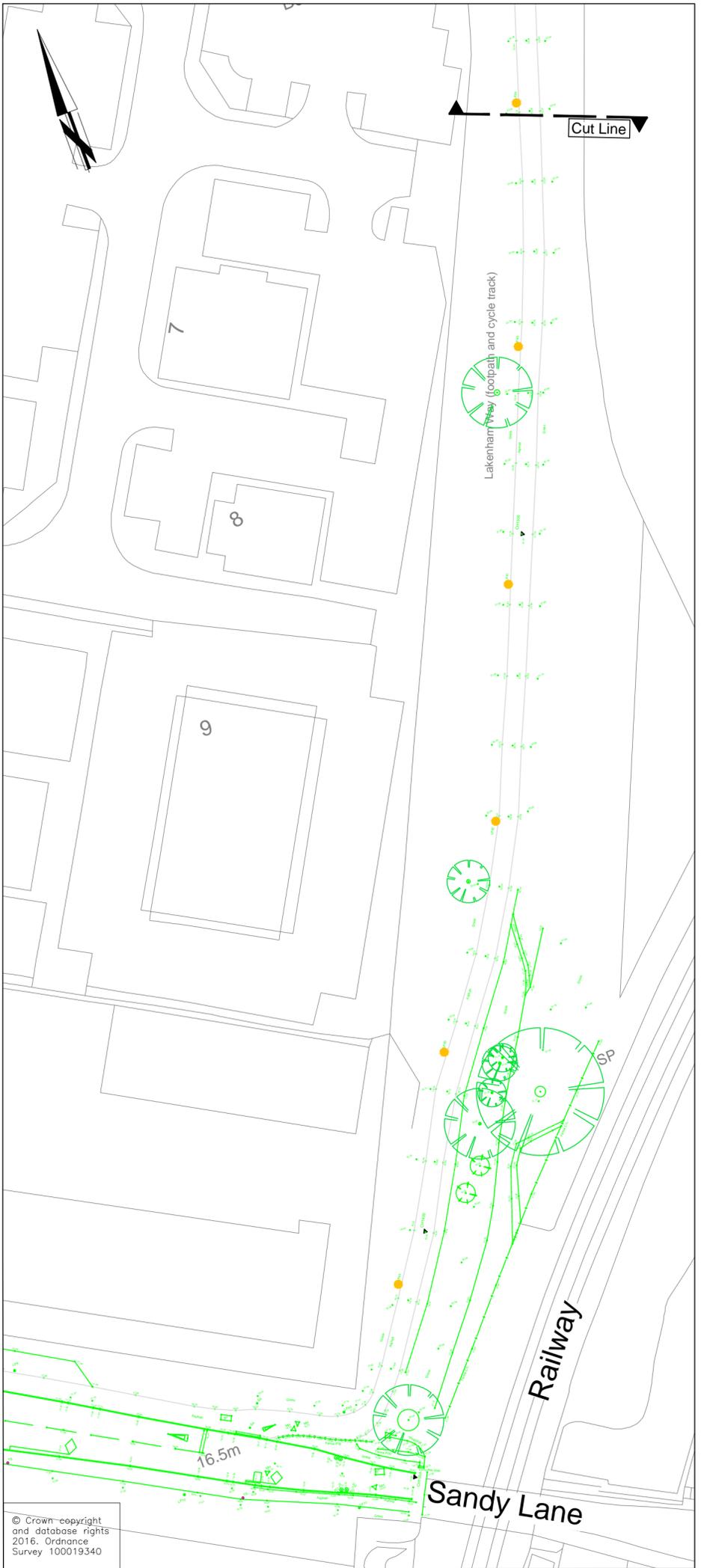
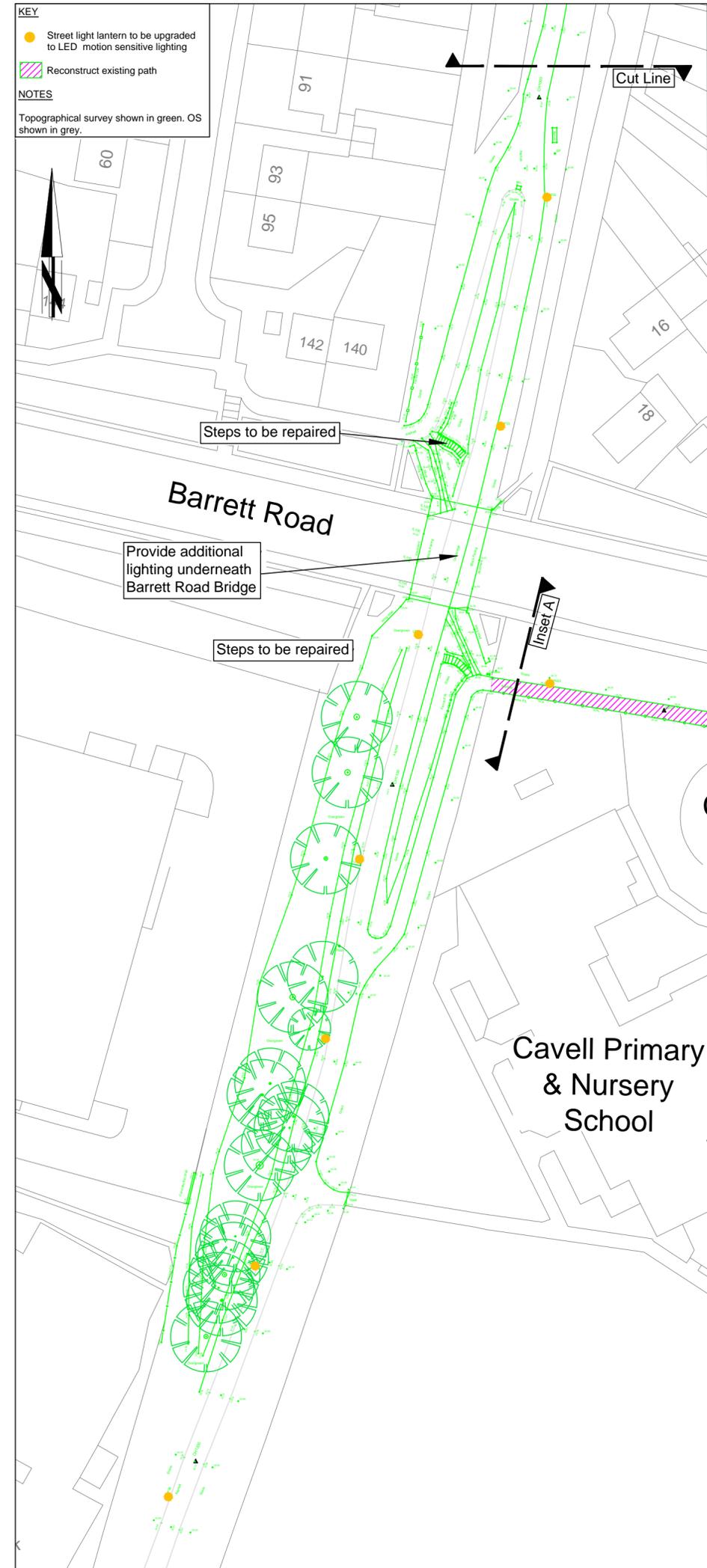
 NEW ANGLIA
 Local Enterprise Partnership
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DRAWING TITLE
 Transport For Norwich
 Lakenham Way
 Preliminary Design (Sheet 2 of 3)

REV.	DESCRIPTION	CHECKED	DATE

SURVEYED BY	INITIALS	DATE	DRAWING No.
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DESIGNED BY	AJCLO	06/16	PROJECT TITLE
DRAWN BY	AJCLO	06/16	Transport For Norwich
CHECKED BY	AJC	06/16	Lakenham Way
			SCALE
			1:500 @ A2
			FILE No.
			PE4124



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Transport for Norwich

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DRAWING TITLE

Transport For Norwich
Lakenham Way
Preliminary Design (Sheet 3 of 3)

REV.	DESCRIPTION	CHECKED	DATE

SURVEYED BY	INITIALS	DATE	DRAWING No.
PC	PC	04/16	PE4124-MP-009
DESIGNED BY	AJCLO	06/16	PROJECT TITLE
DRAWN BY	AJCLO	06/16	Transport For Norwich
CHECKED BY	AJC	06/16	Lakenham Way
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			FILE No.
			PE4124

Report

Background

1. At the March 2016 meeting of the Norwich Highways Agency Committee traffic and parking management proposals for the Britannia Road area were agreed for statutory consultation.
2. The consultation was carried out between Friday 20th May to Friday 14th June 2016, and details of the representations received, together with officer responses are provided in Appendix 1.
3. An officer also attended the meeting of the Mousehold Conservators on Friday 17th June 2016 to hear member views from this committee; these are also included in Appendix 1.
4. As a result of the consultation it is recommended that some amendments are made to the proposed waiting restrictions to accommodate more on-street parking in the evening. An amended plan is included in Appendix 2.
5. The Council has had legal advice that if the Committee agrees to implement waiting restrictions that are of lessor impact than were originally advertised , this does not require re-advertisement, and may proceed directly to 2nd advert for implementation.

Consultation

6. 193 letters were sent to residents of the consultation area that included the entire length of Britannia Road, Vincent Road and Mons Avenue. Letters were also sent to the Britannia Café, Governor of HMP Norwich and emails to all registered sports groups that use the Heath playing fields.
7. 35 representations were received within the consultation period , these are summarised in Appendix 1
8. Overall there was consensus in support for traffic calming but concerns about loss of on-street parking for residents particularly in the evening when residents return home.
9. Members of Mousehold Conservators expressed their views by email, see Appendix 1. There is support in principle to the proposals, but concerned about growing parking pressures in the Heath car park.. It is feasible that a short stay time limit could be applied to the Heath car park, but that the cost of civil parking enforcement would need to be funded. As members of the Mousehold Conservators did not wish to charge for parking on the Heath, parking enforcement could not be funded and therefore the car park will remain free of charge. Overnight parking will continue to be discouraged.

Discussion

10. The Britannia Road area has a number of activities that generate traffic and parking issues. These include residents' parking, visitors to the Heath and its playing fields, visitors to the popular Britannia Café and some commuter and football parking.

11. The trigger for funding for Community Infrastructure Levy (CIL) was anti-social driving and noise associated with parking on the Heath car park.
12. Traffic calming has been proposed to improve compliance with the existing 20mph speed limit, as a result it is hoped that anti-social driving will be deterred including visits by drivers with modified vehicles who tend to have loud sound systems who congregate on the Heath car park evenings and overnight. A safety audit has confirmed that the provision and spacing of traffic calming is acceptable and fit for purpose. Objections to the specific locations of road humps are not considered substantive to warrant amendments to be made to their siting or number.
13. Waiting restrictions have been proposed to compliment the proposed traffic calming to achieve improved road safety and traffic flow. In response to the consultation two sections of double yellow line are proposed to be amended as single yellow lines (no waiting 9am to 5pm on any day; no restriction at other times) and a 'no waiting at any time' restriction on the grass verges adjacent to the Britannia Barracks building.
14. Should funds allow in the future a footway could be constructed on the grass verge, or if a new pedestrian access is provided to the Britannia Café this can be accommodated without having to make further changes to the scheme as proposed.

Proposed waiting restrictions and recommended amendments

Location/description	Reason for proposals and recommended amendments
Parking bay: 7 car spaces Britannia Road Adjacent to HMP Norwich (opposite Heath car park)	The parking bay will be available for anyone to use at any time, for any length of time. Useful for visitors to the Heath, café or by residents. This parking bay will be marked out on the carriageway to deter parking on the grass verge. This should act as a traffic calming feature by narrowing the road.
Bus parking bay (bus parking for up to 30mins 9am to 5pm on any day except Christmas Day) & double yellow lines Britannia Road (Adjacent to Britannia Café) (3 car spaces evenings)	The bus parking bay will enable the tourist bus (or any other bus wishing to layover) to park for up to 30minutes. The provision of a bus parking bay and adjacent double yellow line will enable the tourist bus to pull in and turn in safety without obstruction by parked vehicles. The bus bay will be operational 9am to 5pm on any day, with no restriction at other times. This will enable parking evenings and overnight. The adjacent double yellow lines are necessary to allow the

Location/description	Reason for proposals and recommended amendments
and overnight)	bus to reverse, and also acts as a passing place for general traffic at any time.
<p>Single yellow lines (No waiting 9am to 5pm on any day except Christmas Day)</p> <p>Britannia Road (Two lengths i)approx 20 metres adjacent to the Britannia café and ii)approx 20 metres Britannia Barracks)</p> <p>8 car spaces evenings and overnight.</p>	<p>These two sections of single yellow lines will ensure that pedestrians have space to walk in greater safety during the day,. Should future resources be made available there would be space on the grass verge for a footway, that previously has been obstructed by parked vehicles.</p> <p>This is an amendment to the original proposals that previously was double yellow lines.</p> <p>Parking will be allowed evenings and overnight, of benefit to visitors to the café and local residents</p>
<p>Double yellow lines</p> <p>Britannia Road Adjacent to Playing fields and Heath</p>	<p>To ensure adequate width of carriageway for safe passage of two way traffic and provision of space for pedestrians.</p> <p>Where the double yellow lines are located adjacent to Britannia Café this will enable space to be provided for any new entrance to the café and the provision for any hardstanding footway should this be delivered in the future.</p>
No parking on the verge at any time	To ensure that the grass verge is not obstructed by parked vehicles, to allocate space for pedestrians.

Recommendations

15. Given that there was majority support from the consultation for the proposed traffic calming it is proposed to be implemented as advertised; this includes the road hump notice and proposed amendment of the extent of the 20mph zone on the Britannia Road slip road.
16. In response to consultation representations regarding the loss of on-street parking it is proposed to replace two sections of double yellow lines with single yellow lines (no waiting 9am to 5pm on any day except Christmas Day), as detailed in Plan XXX in Appendix 2.
17. Members are now asked to approve these proposals for implementation.

Appendix 1

Consultation representations and officer response

Issue summary	Number of instances cited	Officer response
Concern about loss of on-street parking space on Britannia Road near Heath	28	<p>Noted; proposals amended to accommodate 11 car parking spaces evenings and overnight from 5pm to 9am daily</p> <p>The provision of waiting restrictions is considered necessary to achieve overall scheme objectives of safer movement of traffic and reduced traffic speed. The grass verge is intended to be reserved for pedestrian use most of the daytime.</p> <p>The scheme as proposed already has a dedicated parking bay for 8 car spaces at any time.</p>
Support for traffic calming	9	Support noted
Concern about amount of parking pressure associated with Britannia Cafe residents suggested that the car park to the rear of the café should be given to the customers of the café.	11	<p>Noted: outside of scope of project</p> <p>The Britannia Café is a social enterprise run in partnership with HMP Norwich. Planning permission was not required for the Cafe</p> <p>It is understood that the Governor of HMP Norwich does not wish to encourage public use of the Knox Road car parks as these are used by staff and visitors to HMP Norwich.</p> <p>A controlled parking zone for the residential parts of Britannia Road and Vincent Road would be the most effective means of preventing parking associated with the Heath or commuters. This is not included in this proposal, but could be considered again in the future should resources allow and local opinion is supportive. The current proposals seek to manage parking in the vicinity of the prison</p>

Issue summary	Number of instances cited	Officer response
Concern that grass verge is not suitable for pedestrians (gradient/muddy)	3	<p>Noted; ideally a footway would be constructed to enable pedestrians to walk on an asphalt surface, but there is insufficient budget for this. However, removing parking from the verge would enable this to be done in the future.</p> <p>If we have any budget available after the substantive work is complete it may be possible to regrade the grass verge to enable it to be used more easily by pedestrians as part of the project</p>
<p>Objection against traffic calming humps on the residential section of Britannia Road</p> <p>(noise/vibration/danger/loss of parking)</p>	8	<p>Noted; no change proposed to scheme as advertised</p> <p>The road humps that will be used in most of the locations are standard designs used across Norwich and Norfolk. These achieve reduced traffic speed with a gentle humped profile and do not result in adverse effects. Parking will be possible on all of the humps except for the flat top hump near Number 1 Britannia Road.</p> <p>As a scheme package the overall effect will be less traffic noise and pollution as vehicles will drive at a steady 20mph. Overall traffic levels should decrease as some drivers over time will choose to avoid using a traffic calmed route and will choose the primary road network instead.</p> <p>Several respondents objected to the road narrowing at the proposed crossing near Number 1 Britannia Road as there is a length of double yellow line required to protect a passing place. The flat top hump in this location is highly desirable as the footway ends at this point and the entrance to the Britannia café gate is located here. It will enable pedestrians to cross to and from the Heath in greater safety and act as a gateway feature to the residential part of Britannia Road that should further deter vehicles entering this part of the street. (especially visiting coaches or boy-racers who may attempt to do laps of the area at night)</p>

Issue summary	Number of instances cited	Officer response
Concern about parking capacity of the Heath car park	3	<p>Mousehold Heath is owned by the city council and managed by the Mousehold Conservators which was formed by an Act of Parliament as an independent governing body for the Heath in 1884 Consequently all decisions about the layout and usage of the Car park lie with the Conservators</p> <p>At present the car park is informally laid out with no parking bays or any restriction on length of stay other than a prohibition on overnight parking that is not subject to enforcement or access control. The car park is used by visitors to the Heath, but its anti-social use triggered this project and increasingly is used by customers of the Britannia Café and some commuters to the city centre and football supporters on matchdays.</p> <p>The view of Mousehold Conservators that the car parks on the Heath should not urbanise the appearance of the Heath and should be free of charge for users. Mousehold Conservators do see the benefit of having a time limit on parking in the car park, but to enable the cost of civil parking enforcement would require a revenue cost to be funded. Without a charge on parking, there is no available budget for civil parking enforcement and there can be no enforceable time limit on parking</p>
Lack of traffic calming on Vincent Road	3	<p>Vincent Road is of such a short length that traffic calming on this section of road is not essential and that the 90 degree bend in the road is sufficient. DfT requirements for adequately spaced traffic calming measures. Resources have been focussed on the entire length of Britannia Road, including the residential and non residential sections. The non residential section of Britannia Road does not have a footway, and so traffic calming here is of high priority.</p>
Request for barrier control or gate on Heath car park	1	<p>The provision of a parking barrier or gate would be the responsibility of the Mousehold Heath Conservators and would require a gatekeeper to control access every night of the year and there is no revenue budget to do this</p>

Issue summary	Number of instances cited	Officer response
Request for more policing of anti-social behaviour on Heath car park at night	1	Noted: a police matter Norfolk Constabulary are aware of the issues associated with the Heath car park and carry out patrols when resources allow them to do so.
Concern about the enforcement of the 20mph speed limit	1	Noted; 20mph speed limits are designed to be self-enforcing. The use of traffic calming measure installed according to Dept for Transport 20mph zone guidance will support compliance with the extant 20mph speed limit.
Bollards are necessary to prevent joy riding of vehicles onto the Heath	1	The design of the proposed crossing point near 1 Britannia Road will be reviewed to ensure that vehicles may not drive over onto the Heath.
Suggestion for relocated / additional road hump near Number 59 Britannia Road	1	There is not available budget for an additional hump and relocating th nearest hump towards Number 59 Britannia Road this would mean that the spacing of the humps No longer met DfT guidelines
Promotion of better parking by residents (to maximise space available for on-street parking)	1	The Council does not mark out individual spaces as this would reduce the total amount of parking and be a maintenance liability. Articles have been published in 'Citizen' magazine urging residents to park efficiently
Permit parking is required for the residential parts of Britannia Road and Vincent Road to tackle commuter parking and houses in multiple occupation with multiple cars per household	3	Noted; outside of scope of project Currently, there are no plans to extend the CPZ into this area, but will consider again in future. Permit parking was offered to residents within the past 5 years but there was not majority support for it.

Issue summary	Number of instances cited	Officer response
Concern that proposals will urbanise the rural appearance of Britannia Road near the Heath	6	Noted; the proposals will not lead to excessive use of highway signage. the double yellow lines alongside the Heath car park on Britannia Road will open up vistas of the Heath at all times and all the parking and signage will be adjacent to the built edge of the road alongside the café. There will no additional signage for the 20mph speed limit, nor any signs on the flat top road hump. No hump signs are needed as this is designed as a 20mph zone that negates the need to use such signage.
Request for footway along Britannia Road near HMP Norwich.	1	Project funding cannot included footway costs but feasible in future. The scheme is future proofed in that if a budget is available that a footway could be constructed without any further changes required to the waiting restrictions.
Request for gate to café to be closed and new entrance constructed further along.	2	Noted; outside of scope of project The City Council as Planning Authority has been dialogue with the Britannia Café and HMP Norwich with regard to creating a new pedestrian access to the café.
Concern about tourist bus use of Britannia Road.	2	Noted; no amendment to scheme as advertised It is entirely appropriate for the tourist bus to access the major viewpoint of the City, and is an important part of the growing visitor economy of the It is preferable that the bus turns around in the road rather than proceeds along the narrower residential parts of Britannia Road. We have worked closely with the operator of the Norwich Sightseeing bus to ensure that that their requirements for a bus stop/layover bay to be provided for and a safe turning facility is provided using waiting restrictions.

Issue summary	Number of instances cited	Officer response
Taxis pick up and dropping off staff to the café cause noise and pollution	1	<p>Noted; the objector was concerned that the proposed scheme will make this issue worse as it will displace taxis from near the café gate and be near his house affecting his quality of life with taxi engines left running at 7am and 11pm daily.</p> <p>There are lengths of double yellow line near the café gate and parking spaces and taxis can use these to pick up and set down passengers.</p>
Lack of parking for users of sports pitches	1	<p>Noted: the scheme proposes a double yellow line on the entire length of Britannia Road adjacent to the playing fields.</p> <p>The rationale for this is two fold, to give space for pedestrians to walk along the road where there is no footway, and to enable two way traffic to pass by when there are sports pitches in use.</p> <p>The opposite side of the road will not have any new waiting restrictions and this should provide sufficient parking for users of the playing fields.</p>
Proposals will not stop anti social driving in the Heath car park (e.g. handbrake turns).	1	<p>Noted; this is outside of the scope of this project and cannot be funded.</p> <p>However the traffic calming has been designed to make Britannia Road and the Heath car park less attractive for boyracers to do laps of the area at night</p>

Comments from Mousehold Heath Conservators

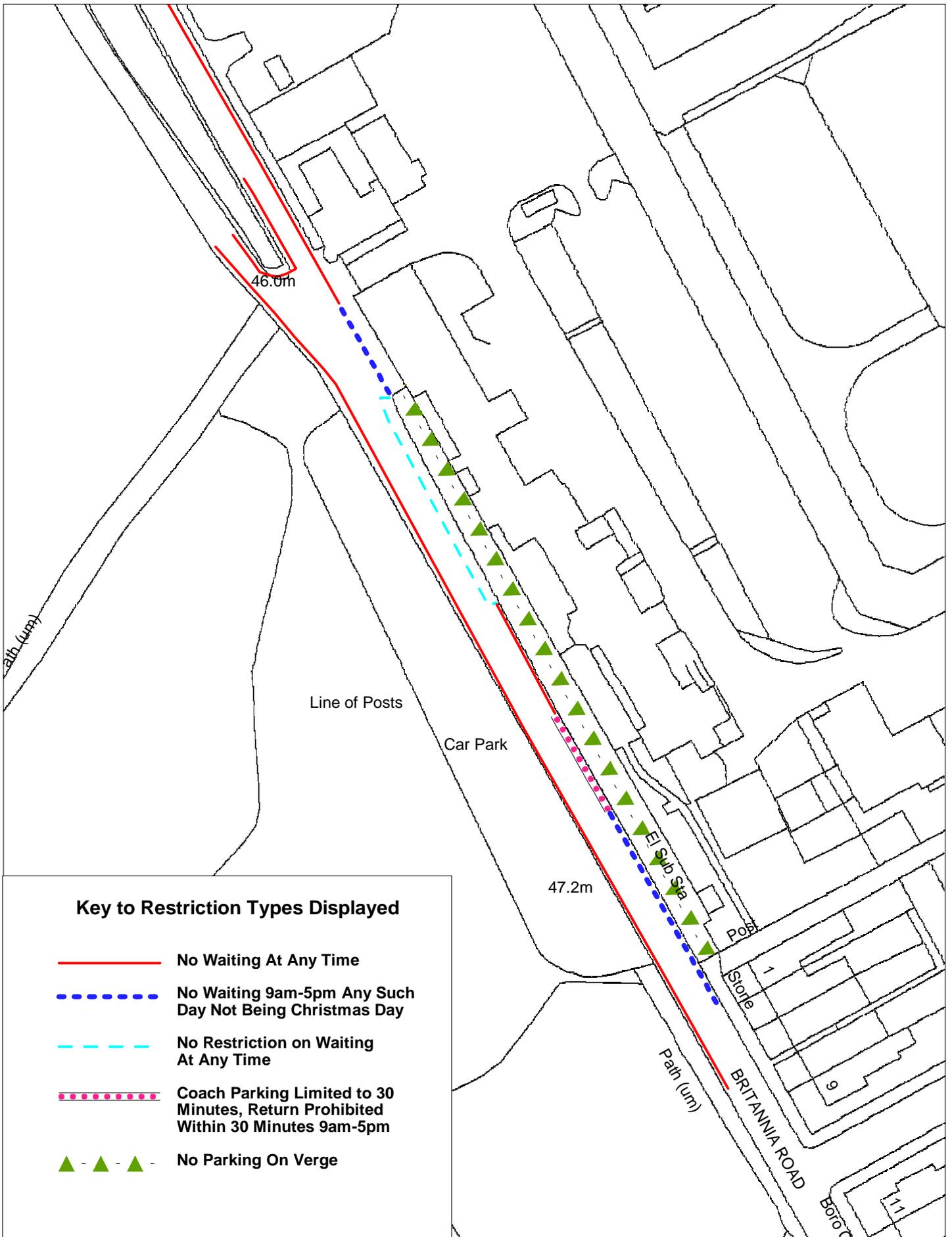
Mousehold Heath Conservators considered the proposed highway scheme for traffic and parking management in the Britannia Road area at its meeting on 18 March 2016.

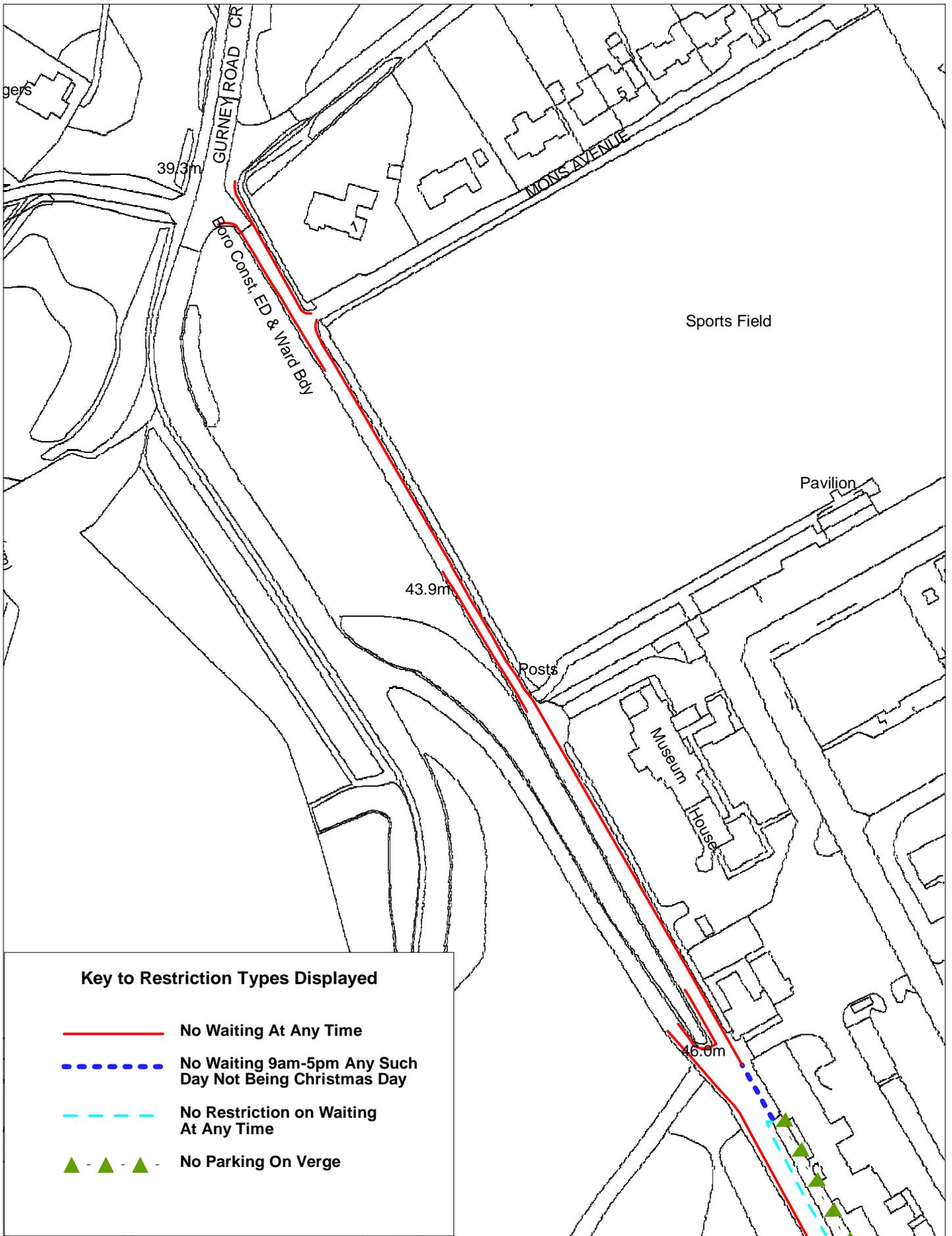
The proposals seek to achieve better compliance with the 20mph speed limit; reduction in anti-social use of the Britannia Road car park; improved safety for pedestrians; protection of verges from parking and new crossing point; better provision for the tourist bus.

Due to budget limitations it has not been possible to undertake any works directly to the heath car park to control anti-social use.

The comments made by Conservators on the proposed scheme were as follows:

- It was considered that work in the vicinity of the car park, should initially focus on the changes to the road layout and that the Conservators consider any future changes to the car park once this was complete so as to understand what impact these may have on the car park.
- Concern was expressed regarding the (consequence of implementation and) enforcement of the proposed double yellow lines, with one member suggesting that it may simply 'move the problem on', and could result in greater wear and tear on the car park.
- Members discussed future options to control parking in the car park including charges and introducing a time limit for parking. The introduction of charges was not favoured.
- Members also discussed measures to tackle anti-social behaviour including the use of speed humps and CCTV





Key to Restriction Types Displayed

- No Waiting At Any Time
- - - - No Waiting 9am-5pm Any Such Day Not Being Christmas Day
- - - - No Restriction on Waiting At Any Time
- ▲ - ▲ - ▲ No Parking On Verge



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Proposed waiting restrictions: Britannia Road area

SCALE	1 : 1360
DATE	07/07/2016
DRAWING No.	
DRAWN BY	

Report to Norwich highways agency committee
21 July 2016

Report of Head of City Development Services and Executive Director
of Community and Environmental Services

Subject Annual report of the Norwich City Highways Agency
2015/16

Item
9

Purpose

This report details the performance during 2015/16 of the Highways Agency Agreement between Norwich City Council and Norfolk County Council

Recommendation

To approve the Norwich highways agency annual report for 15/16

Corporate and service priorities

The report helps to meet the corporate priority a safe and clean city and the service plan priority of delivering the Norwich highways agency agreement

Financial implications

The financial implications of the on-street parking service are described in the report.

Ward/s: All wards

Contact officers

City: Joanne Deverick, Transportation & Network Manager 01603 212461

County: Jon Barnard, NATS/NDR Manager 01603 224410

Background documents

None

Report

Report

Background

1. Since 1996, the County Council and City Council have jointly overseen the operation of the highways function within the City administrative boundary through the Norwich Highways Agency Committee. This is a formally constituted committee under the auspices of the Agency Agreement which was renewed on the 1 April 2014. The new agreement is for five years to tie-in with new contract break clauses with Norfolk County Councils Contractor and Professional Services Contract.
2. The Agency Agreement, and therefore the activities of the Committee, includes delegated functions to the City Council covering highway maintenance work, management of on-street parking, design and construction of highway schemes, traffic management, improvements to safety, highways development control, the development and coordination of programmes and works on the city highway network and specific areas of wider policy development.
3. There are two principal programmes of work – the revenue funded programme of routine and winter maintenance, traffic and highway schemes. These works form a key element of Norwich Area Transportation Strategy implementation (known as Transport for Norwich) delivering sustainable travel choices in the city.
4. A revised NATS strategy was adopted in 2004 and this is supported by the NATS implementation plan, adopted in 2010 and most recently updated in 2013. Work has progressed on a number of elements of the Strategy. The strategy had been designed to help address issues such as congestion, better access for public transport, and improvement to walking and cycling networks and to deliver projected growth in the Norwich area. The councils have been successful in submitting joint bids to central government which have enabled the delivery of Grapes Hill bus lane, removal of general traffic from St Stephens and other NATS measure. This has been further supplemented by the first and second phase of Cycle City Ambition grant funding and £11m of investment of Local Growth Funding (LGF) from the regional Local Enterprise Partnership (LEP). Both Norwich City and Norfolk County Council officers will continue to seek and submit government bids to fund further implementation of NATS measures.
5. Details of performance data, any targets, and progress during 2015/16 are summarised under the headings below. Details of key projects delivered during the year are also provided.

Work of the committee

6. The work of the committee can be summarised as follows

Task	09/10	10/11	11/12	12/13	13/14	14/15	15/16
Reports received – decisions	29	25	21	16	15	25	25
Reports received – for information	20	28	18	8	7	8	10
Petitions received	5	5	4	3	3	5	1
Public questions	19	10	15	15	13	10	9

7. The increased investment in transport improvements in Norwich has resulted in the sustained increase in the number of reports for decision that NHAC has considered in 2015 / 16. This trend is likely to continue through over the next 3 years with the cycle ambition and local growth fund investment that the City is currently enjoying.

Delivery of programmes to targets and budget / financial controls

8. Highway projects continue to be delivered in the city by using the County Councils main contractor Lafarge Tarmac this includes, surface dressing and resurfacing programmes. The majority of the routine maintenance work in the city is undertaken by the County Council's in house Operations Team, with the lining, patching and gulley cleaning being delivered by Lafarge Tarmac's supply chain.

Capital improvement schemes:

9. 2015/16 has seen significant investment in transport improvements across the city. The conclusion of the Push the pedal way scheme investment saw the completion of a number of schemes which has had a good impact in increasing cyclist accessibility in the city.
10. Significant funding has been committed to the delivery of infrastructure in the greater Norwich area over the next four years. Notable schemes completed and under way in Opie Street improvements and Golden Ball Street /Westlegate traffic improvements.

Highways maintenance:

11. By the end of March the expenditure on the Highways maintenance funding which funds all the routine maintenance works such as patching; grass cutting, gulley emptying etc. was £1.474m compared to a budget of £1.519m. This represents an 3% underspend which was partly due to the mild winter leading to lower winter service costs.
12. There were 21 schemes in the maintenance capital programme, this compares to last year's 24.

Quality of Work

13. The City has completed 100% of scheduled audits, which compares to the overall County figure of 89%. The audits cover health and safety, quality, finance and environmental issues and are showing good contractor performance.

Compliance with standards, codes and procedures

Data are collected monthly for a number of agreed indicators:

Number of days with temporary traffic controls or road closure on traffic sensitive roads caused by local authority road works per km of traffic sensitive road

14. The value was 1.62 for the year 2015/16 compared to a City maximum target of 2.80. This is higher than last year and significantly higher than in previous years. This is due to the volume of work that is taking place across the city as part of the cycle ambition funded projects and the major LEP funded works in the city centre. It would have been impossible to implement any of these schemes without using positive traffic management on the highway. In addition as part of the new permit system for road works that was implemented in May 2014 the extent of the traffic sensitive network in the city has increased as have the durations when some streets are traffic sensitive (for example previously there are many roads that were not traffic sensitive at weekends which now are.)
15. With the significant investment in the city with the Local Growth Fund measures in the city centre and along the A11 corridor and the continued Cycle Ambition investment it is anticipated that this figure will remain static or even increase over the next 3 years. While every opportunity is explored and exploited to minimise the disruption to the travelling public it is impossible to deliver the current levels of investment with causing disruption. .

Number of Days of Temporary Traffic Controls or Road Closures on Traffic Sensitive Roads Caused by Highway Authority Streetworks per Km of Traffic Sensitive Roads

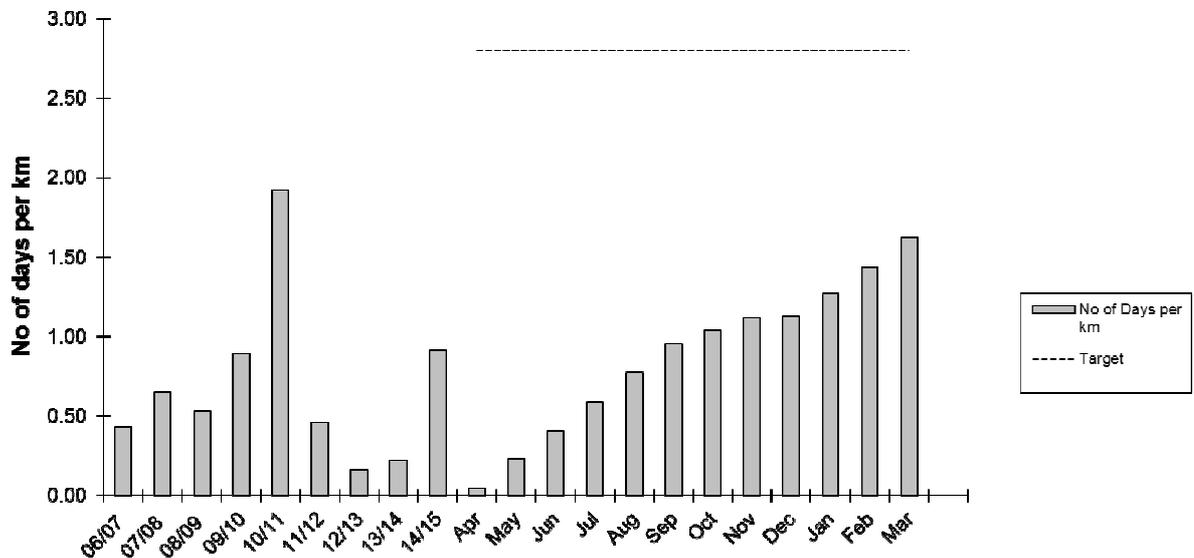


Chart shows annual figures for previous years and monthly for 2015/16

Ex BV 165 – Percentage of pedestrian crossings with facilities for disabled people

- 16. The City figure remains at 100% following achievement of the 100% target for the first time in 2007/08.
- 17. £26,000 was spent providing dropped kerbs in residential areas to improve accessibility for older and disabled people and those with prams and pushchairs.

Road and Footway condition assessments 2015/16

- 18. Overall the condition of the carriageway has improved in the City, compared to previous years, with the exception of the B roads that have seen a very small increase on a very small network (see table 1 below)
- 19. It can be seen from the 'Percentage of Roads in need of attention' in Table 1, that the condition of the City's roads are generally better than those in the County with the exception of the 'A' class. This is possibly due to the more formal construction allied with edges being held by kerb lines within the wholly urban environment of the City. The rest of the County, with the exception of 'A' class roads, has a rather more evolved construction lacking the strength of a formal design.
- 20. The following table 1 summarises the City position as well as the overall County position. It should be noted that a more accurate method of rut

detection has been employed for the last 2 years and this has led to a

Percentage of Roads in need of attention (Lower is better)						
Road Type	City		County only		County (All)	
	14-15	15-16	14-15	15-16	14-15	15-16
A roads	3.8%	3.2%	3.4%	2.5%	3.4%	2.6%
B & C roads (combined)	3.5%	2.9%	10.4%	6.5%	10.7%	6.5%
B roads	3.5%	3.7%	8.0%	5.4%	7.9%	5.4%
C roads	3.5%	2.8%	11.3%	6.7%	11.2%	6.7%
U roads	19.0%	13.0%	21.9%	17.0%	21.7%	17.0%
U roads (Urban roads only)	19.0%	13.0%	20.7%	14.0%	20.4%	14.0%
Footway Network Survey – total from Table 2	37.1%	39.8%	27.2%	27.1%	28.8%	29.1%

general reduction in the survey results on the classified network.

Table 1

21. The condition data will be used to apportion the budget for the structural maintenance in 2017-18. The City's share of the pot will be based upon this along with the network length of each asset type.

22. The following table (table 2) summarises the City and County positions with regard to Footway condition. The table shows, for each Hierarchy, where the surface and structure of a footway is defective – this is shown as a length and percentage of length.

23. Table 2, as stated, shows only defect 4, Structurally Unsound which is defined as "Cracked and/or uneven flags, Major fretting and potholing, Major cracking & Poor shape" in the UKPMS Manual

Footway Network Survey (Only Defect 4 - Structurally Unsound presented)			
Footway Hierarchy	City	County (Exc City)	County+City
Cat 1	6366m (18%)	8529m (11.2%)	14895m (13.4%)
Cat 2	48459m (39.9%)	71747m (22%)	120205m (26.9%)
Cat 3	175559m (37.3%)	704028m (27.8%)	879587m (29.3%)

Cat 4	31632m (39.8%)	232738m (29%)	264370m (30%)
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Table 2

24. Table 3 below shows the lengths of carriageway and footway split between Norwich and the rest of the county; to help enable the above condition results to be compared

Highway class/type	City (Km/%)	County only (Km/%)	County incl. City (Km)
A roads	50.0 (6.5)	724.0 (93.5)	774.0
B roads	6.8 (1.1)	639.9 (98.9)	646.8
C roads	43.7 (1.3)	3390.1 (98.7)	3433.8
U roads	295.5 (6.6)	4176.5 (93.4)	4472.0
Footways	690.6 (15.4)	3786.7 (84.6)	4477.3

Table 3

Winter service gritting actions within Norwich City forecast domain

25. This season there were 39 actions completed within the Norwich City forecast domain compared to 56 (full route equivalent) in the County forecast domains. The fixed time treatment of the brine treated route at 19:00 through the city centre works well in addressing safety issues surrounding vehicle and pedestrian interface together with loading/unloading of commercial vehicles on the route.

26. The two highway routes within the outer ring road completed their treatment within the 3 hour target window (gate to gate).

27. Engineers from Norwich City's Highways Team were included in the county wide Winter Service "Wash-up" meeting in May. There are no issues specific to Norwich City to raise with Members.

Barn Road Weather station performance

Norfolk County Council are awaiting the end of season report for the performance of the inner ring road weather station.

Preparations for 2016-2017

28. The brine spraying vehicle has been stored at the Highways Depot at Ketteringham. This is in response to storage and supervisory issues and the delivery of winter service has not been affected.

29. Norwich City Council's Highways Team have received current bus routes in the city area so that required priority gritting treatment can be arranged.

Road Casualty Reduction

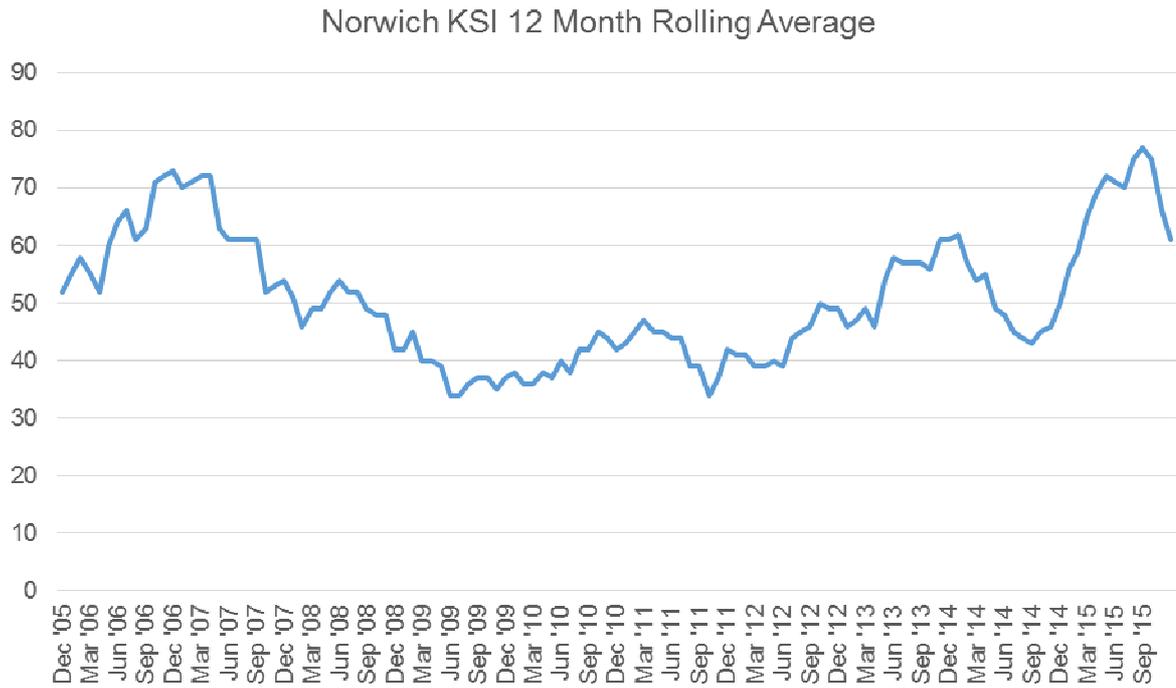
30. The tables and graphs below summarised the latest available statistics (year end 2015).

	2005-2009 First Baseline Average	2014	2015	2015 Change Against 2014	2015 Change from Baseline
All KSI	52	50	61	22%	18%
Child (0-15) KSI	5	3	5	67%	0%
P2W KSI	15	17	24	41%	64%
Pedestrian KSI	17	10	13	30%	-24%
Cyclist KSI	8	15	16	7%	100%
Slight Casualties	420	420	384	-9%	-9%

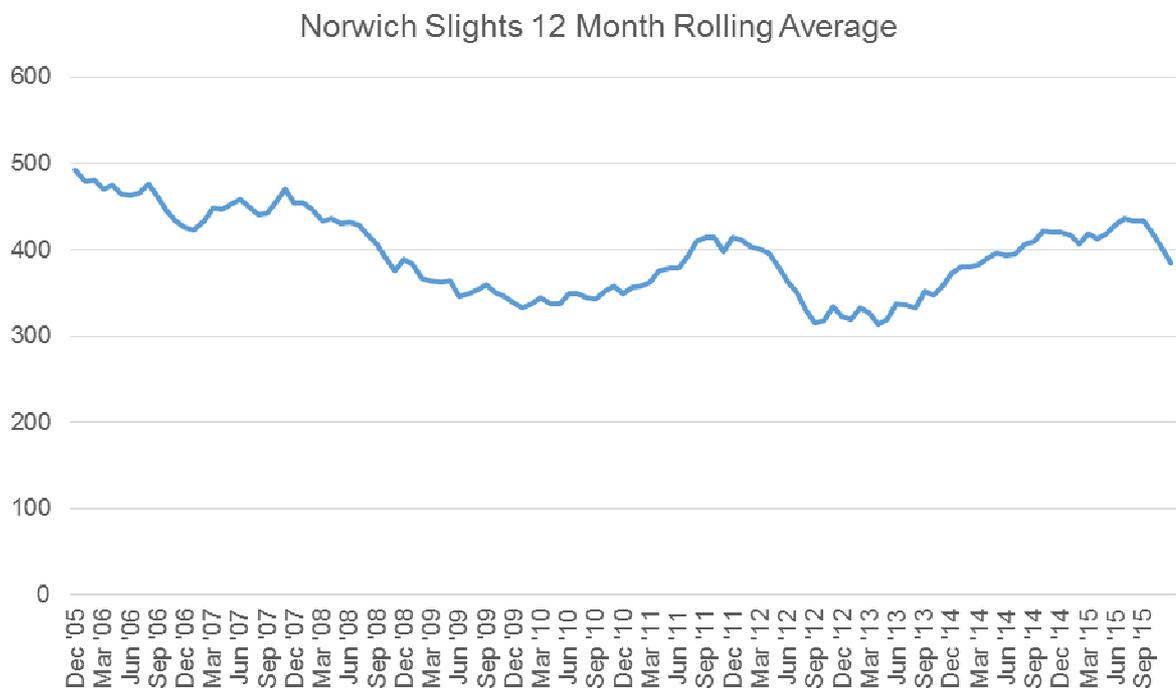
31. All KSI's equate to 61 this figure includes car drivers/passengers. You will note these are not reported separately in the table above.

32. 61 KSI casualties were recorded within the Norwich City Council authority area in the 2015 calendar, which represents 18% increase against the baseline average of 52 KSI casualties per year. It also represents an increase of 22% on the number recorded in the 2014 calendar year.

33. The 12 month rolling average of KSI saw a significant increase in recorded KSI in late 2014 which fell away in late 2015. This was strongly influenced by the patterns of powered-two-wheeler and pedal cyclist casualties over this period.

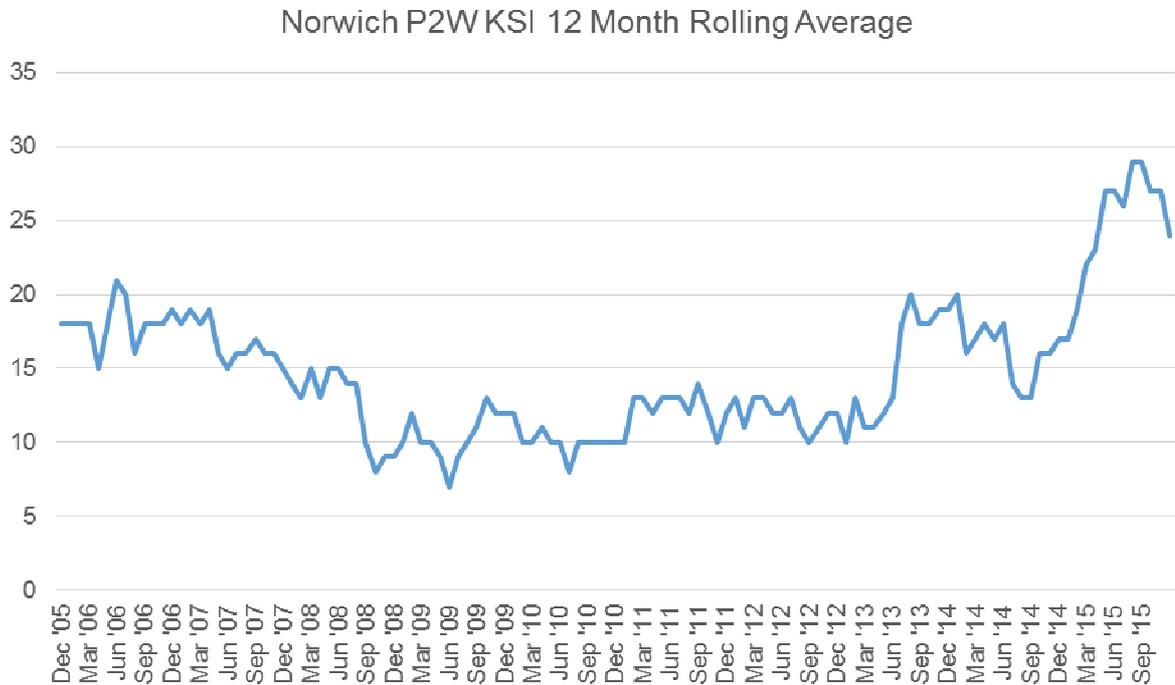


34. Slight casualties increased slightly during 2015, but showed potential for improvement towards year end, with the number of recorded slight casualties beginning to reduce from October 2015.

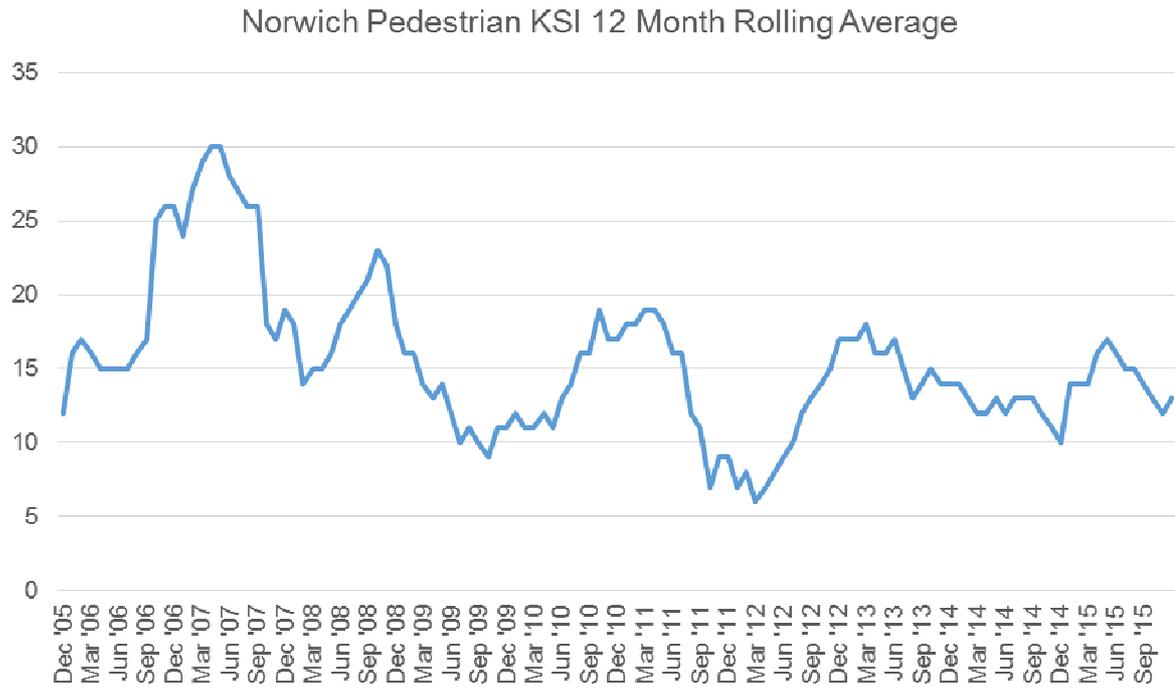


35. The Road Casualty Reduction Partnership continues to monitor and target reductions in the number of high- and at-risk road user casualties through its four subgroups – Vulnerable Road Users (Pedal Cyclists and Pedestrians), Powered Two Wheelers, Older Drivers and Younger Drivers.

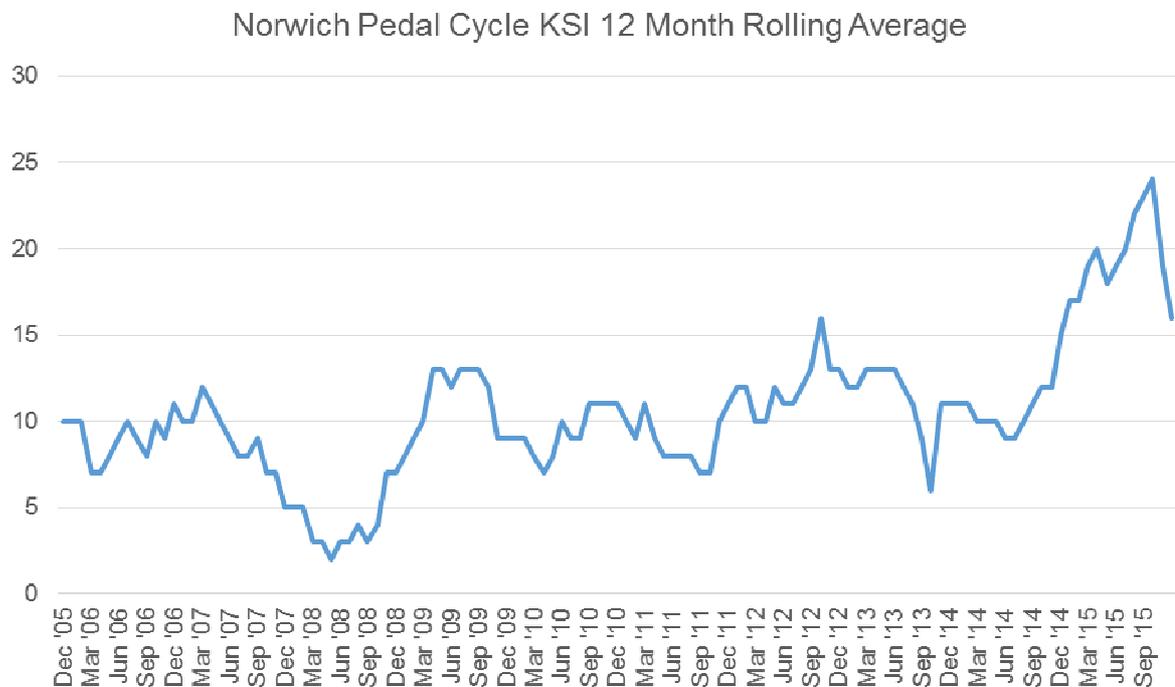
36. Powered Two Wheeler KSI casualties increased significantly in 2015, with the poor performance of late 2014 continuing into early 2015. Numbers began to fall from September 2015 as early poor performance began to fall out of the 12 month figure.



37. Pedestrian KSI casualties increased at the start of 2015, but reduced slightly in the latter half of the year. With fluctuations taken into account, the number of pedestrian KSI casualties appears to be holding at between 10 and 15 per year.



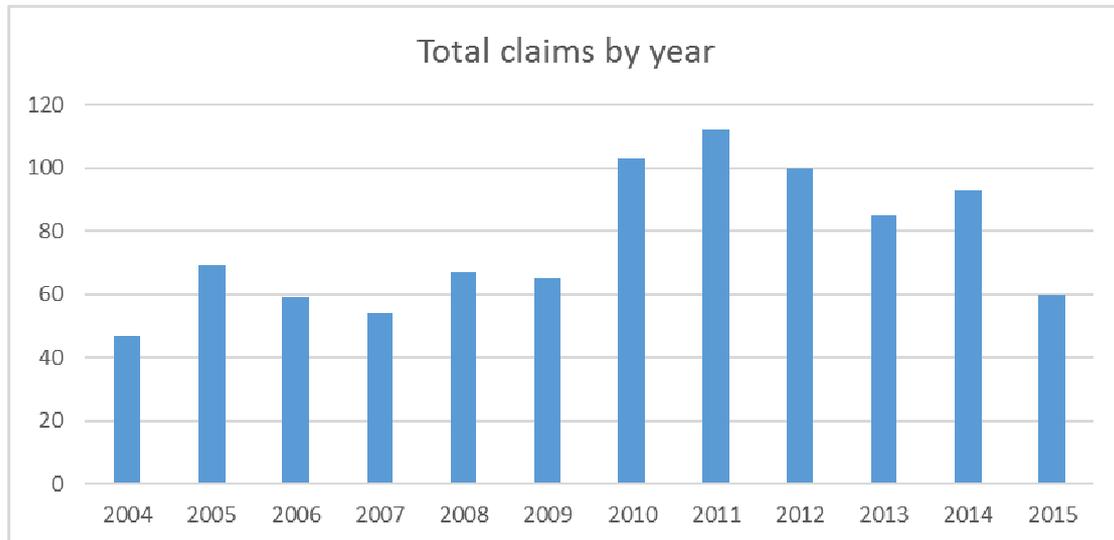
38. Cyclist KSI casualties rose sharply in 2015, continuing the trend from mid-2014. However, significant reductions in the number of KSI casualties from September 2015 supported a strong year end for cyclist KSI casualties. Early indications suggest that volumes of cyclist traffic have substantially increased between 2014 and 2015.



39. Child KSI involvements remain low with numbers in 2015 fluctuating between 3 and 7 over a rolling 12 month period.

Accidents Claims

40. The County Council monitors the number of claims received and the settlement rate of claims for property damage and personal injury claims occurring on the highway, the graph below shows the number of claims received each year (Jan – Dec).

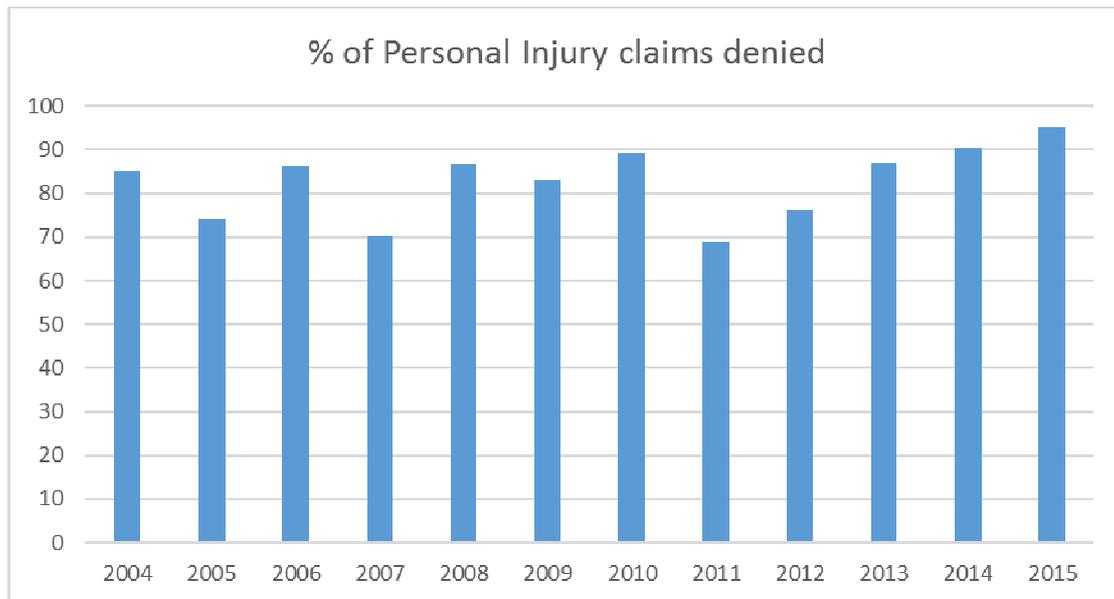


Percentage of accident claims successfully defended

41. A total of 60 claims were received in 2015 which is a decrease on last year's figure of 93, a reduction of some 35%.

42. Of the 60 claims received during 2015, 54 have been denied with no payment made a denial rate of 90%. Of the remaining eight, two have been settled with a total payment to claimants of £2,200. There are a further six open claims where liability has been admitted but settlement has not yet been reached and no payments made.

43. Of the 60 claims received, 41 were injury related, the remainder were for damage to property.



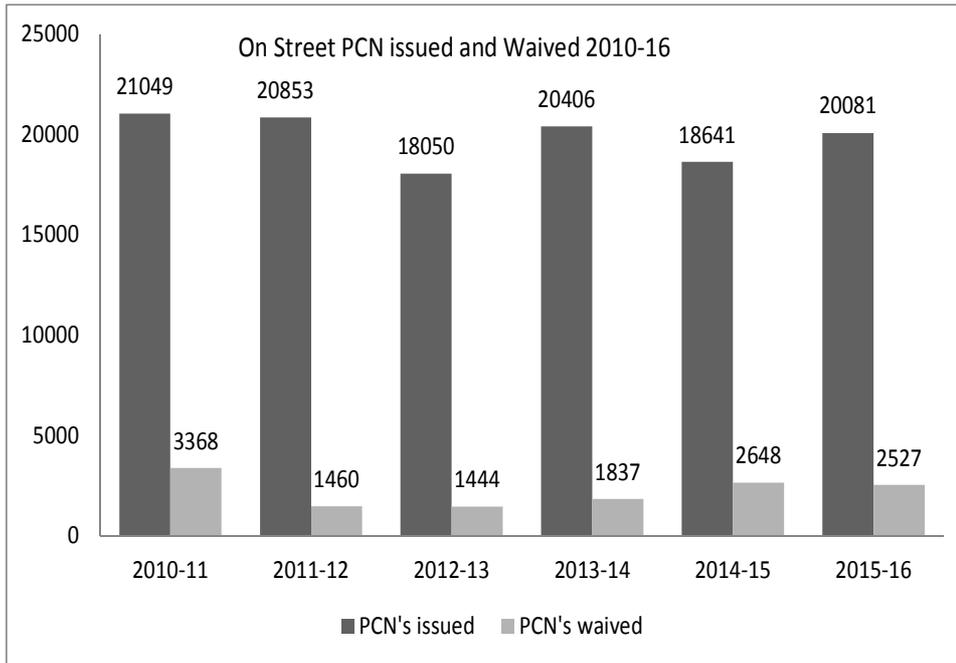
On-street enforcement

44. Norwich has undertaken On Street enforcement since 2002, at first under the Road Traffic Act 1991 and more recently (2008) the Traffic Management Act 2004 section 6.
45. The 2004 TMA brought about a number of major changes, including a two tier charging for offences depending on the severity of the offence. The higher rate of Penalty Charge Notice (PCN) is £70 discounted to £35 if paid within 14 days without challenge and £50 for the lower rate discounted to £25 if paid within 14 days. In October 2012 the boroughs of Kings Lynn and Gt. Yarmouth became the enforcing authorities for the rest of Norfolk. All services are operating under the Norfolk Parking Partnership with common policies. The parking enforcement team is currently a Parking Manager, Appeals and Adjudication officer, 25 Civil Enforcement Officers (CEO) and 3 team leaders.
46. A new three shift system was introduced to provide a greater cover of staff during the operational day (07:00-19:00) (21 CEOs) and a further team (4 CEOs) being deployed for the night time economy (15:00-01:00).
47. The total number of PCNs issued in Norwich for 2016-17 is shown in the table on the next pages:

PCN stats for Norwich City Council

	2014-2015				2015-2016			
	On street	Off street	total	%	On street	Off street	total	%
number of higher level PCN issued	14846	71	14917	65	15679	75	15754	
number of lower level PCN issued	3795	4099	7894	35	4402	3917	8319	
total number issued	18641	4170	22811		20081	3992	24073	
number of PCN paid at discounted rate	12106	2629	14735	83	12041	2574	14615	
number of PCN paid at non -discounted rate	2393	575	2968	17	2157	510	2667	
total number of PCN paid	14499	3204	17703		14198	3084	17282	
unpaid PCN	4142	966	5108		5883	908	6791	
number of registrations to register a debt at TEC	1485	264	1749		1695	336	2031	
number of PCN issued by a CEO subject to challenge(stat- or otherwise)	3160	924	4084		3218	1162	4830	
number of PCN issued by an approved device	0	0	0	0				
Total number of PCN subject to challenges	3160	924	4084		3218	1162	4830	

	2014-2015				2015-2016			
number of PCN cancelled as a result of a successful challenge (PCN correctly issued)	2404	552	2956	13	2242	828	3070	11
number of PCN cancelled as a result of a successful challenge (PCN incorrectly issued)	244	52	296	1	285	61	346	1
Total number of PCN's cancelled as result of a successful challenge	2648	604	3252	14	2527	889	3416	12
number of PCN which resulted in adjudication because of challenge	36	7	43	0	21	5	26	
number of PCN written off for other reasons								
number of vehicles removed	0	0	0	0	0	0	0	0



48. In comparing the PCN data between 2010/11 and 2015/16, the number of PCNs issued annually has averaged 20,500 per annum, with downward fluctuations in 2012/13 and 2014/15. However in 2015/16 we have seen an increase in the number of PCN's issued against the previous year, running just below the average.

49. The PCN's waived in 2015-16 went down to 12% versus 14% in 2014/15. Also the number of PCNs paid at the higher rate has increased year on year.

50. The costs and income attributable to on-street parking during 2015/16 is summarised in the table on the next page:

51. Overall this shows a surplus for 2015/16 of £104,059 with the introduction in 15/16 of the new parking permit process, as well as changes to the visitor and business permit processing, this has led to an increase in both transactions, and transaction time for permit processing, this has impacted on the costs of service delivery, reducing the overall surplus

Income from	2010/11	2011/12	2012/13	2013/14	2014/15	2015/2016
Penalty Charge Notices	(649,659)	(669,028)	(599,108)	(664,049)	(629,570)	(611,411)
On Street Fees	(549,647)	(591,987)	(587,999)	(627,612)	(646,376)	(663,273)
Permits	(367,316)	(401,358)	(412,128)	(511,359)	(584,364)	(631,090)
Dispensations	(52,107)	(56,319)	(65,529)	(67,445)	(87,962)	(91,702)
Total Income	(1,618,729)	(1,718,692)	(1,664,764)	(1,870,465)	(1,240,367)	(1,204,363)
Expenditure	1,585,959	1,580,404	1,535,873	1,821,521	1,185,611	1,100,304
Surplus	(32,770)	(138,288)	(58,580)	(48,944)	(£54,756)	(104,059)

52. Members will be aware that it is not the objective of decriminalised parking to raise revenue; however, the DFT's guidance makes clear that it should be operated on a secure financial footing to:

- Ensure the continued provision of the service; and
- The necessary re-investment over the medium to long term.

53. Officers are taking steps to ensure these provisions are met. Any surplus is paid to the county council to be spent on NATS transport and highway provision as determined by legislation. The city council carry the financial risk should income be less than expenditure.

PROGRAMME/PROJECT RISK REGISTER

Prog/Proj Name:
Prepared By:
Date Prepared:
Version No:

Very High
High
Medium
Low

Not on Target
On Target
Met Target

Risk Ref No	Risk Description	Likelihood	Impact	Risk Score (LxI)	Risk Class	Control Tasks	Progress - Description	Current assessment of Risk Score	Target Risk Score	Target Date	Prospect of reducing risk to aspiration score	Programme / Project Objective	Risk Owner	Target met?
1	Base budget not keeping pace with inflation (or declining in real terms) leads to reduced service capacity and inability to deliver anticipated levels of service	5	4	20	Very High	Monitor departmental Business and asset management Plan, prioritising services and business objectives, review standards	Additional funding secured; effect of new contract being assessed; on-going review	12 (3x4)	8 (2x4)	Annual	On Target	Delivery of agency agreement requirements	Paul Donnachie	No
2	Cost of providing on-street parking service is greater than income	2	4	8	Medium	Audit action plan; lean systems review; savings programme	Continuous monitoring and review of costs and income	4 (1x4)	4 (1x4)	Annual	On Target	On-street parking service level agreement	Jo Day	Yes
3	Loss of highways register information	1	4	4	Low	Digitise plans and place register in deeds safe	Worked stalled but now resumed	4 (4 x 1)	1 (1x1)	March 16	On Target	Highways register modernisation	Andy Ellis	No
4	Funding and/or resource withdrawn from digitizing highway register	1	4	4	Low	Prioritise areas to digitise first. Digitizing highway register delayed. The team has been shuffled and hoping to start work around April	Worked stalled but now resumed	2 (2 x 1)	1 (1x1)	March 16	On Target	Highways register modernisation	Andy Ellis	No
5	Loss of business continuity	3	3	9	Medium	Develop generic working and standardise working practices; timely intervention; sufficient resource to meet work demand	Network management team expanded to increase resilience; recruitment to highways and transportation teams secured	2 (2x1)	2 (2x1)	On-going	On Target	Delivery of agency agreement requirements	Joanne Deverick/ Andy Ellis	Yes

6	Contracts performance	2	3	6	Medium	Project plan	Monthly meetings held with the area team to discuss performance and ongoing costs and issues.	4 (2x2)	4 (2x2)	On-going	On Target	Delivery of contract	Andy Ellis	No
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Report to Norwich highways agency committee

Item

21 July 2016

Report of Executive Director of Environment and Community Services (Norfolk County Council)

10

Subject Transport for Norwich (TfN) and Northern Distributer Road (NDR) update report

Purpose

On 8 July 2016, Norfolk County Council's environmental and development committee considered the attached report which updates members on the progress made so far on NATS since the last update report in July 2015.

Recommendation

This report is for member information only and does not seek any specific approval; however, it should be noted that some of the schemes and proposals contained in this report will be subject to separate reports seeking permission to go forward to consultation and possible future delivery.

Corporate and service priorities

The report helps to meet the Norwich City Council corporate priority to make Norwich a prosperous and vibrant city' and 'to make Norwich a safe, clean and low carbon city" and County Council Service Plan Priority to implement the Local Transport Plan and Norwich Area Transportation Strategy.

Financial implications

This report does not include financial implications as permission to take the schemes mentioned forward is not sought. The financial implications will be addressed and covered in future reports.

Ward/s: All Wards

Cabinet member: Councillor Bremner – Environment and sustainable development

Contact officers

David Alfrey, Major projects manager, County Council 01603 223292

Background documents

None

Environment Development and Transport Committee

Item No.

Report title:	Transport for Norwich (TfN) and Northern Distributer Road (NDR) update report
Date of meeting:	8 July 2016
Responsible Chief Officer:	Tom McCabe, Executive Director of Environment and Community Services
Strategic impact: The Norwich Area Transport Strategy (NATS) Implementation Plan ('Transport for Norwich' - TfN) includes pedestrian enhancements in the city centre, public transport improvements (including some Bus Rapid Transit (BRT) corridors), cycling infrastructure and traffic management in the suburbs as well as delivery of the NDR.	

Executive summary

This report provides an update on progress made so far on NATS since the last update report in July 2015.

Recommendations:

- i) **Committee is asked to comment on the projects set out in this report as part of the ongoing commitment to deliver the Transport for Norwich plan.**
- ii) **Committee is asked to agree the additional works proposed at Postwick junction to improve the operation of one of the existing roundabouts and to provide improved pedestrian and cycle access from the junction to/from the Broadland Business Park.**
- iii) **Committee is asked to note the latest update on progress of the NDR project.**
- iv) **Committee is asked to agree to a review of the Norwich Highways Agreement to ensure it continues to be fit for purpose and efficiencies are realised.**

1. NATS Implementation Plan - City Centre proposals update

1.1. Background

1.2. This report provides an update on key activity since July 2015.

1.3. Cycle City Ambition Grant 2

1.4. The programme of work on the second phase of the Cycle City Ambition programme focusing on the yellow pedalway and blue pedalway are progressing on schedule with the completion of the Colegate/St Georges Street, Newmarket Road Toucan Crossing, Mile Cross – Angel Road via Pointers Field and Opie Street schemes.

1.5. Golden Ball Street

Works started on the improvements in January 2016 and is expected to be complete in May 2017. The projects are funded from the Local Growth Fund and Community Infrastructure Levy (CIL). Improvements will include improved access to car parks in the area, improved and increased disabled parking and better pedestrian facilities in Westlegate and St Stephens. In delivering this work, the opportunity has been taken to carry out some essential highway maintenance in the area to reduce further road

works in future years.

1.6. Local Growth Fund (LGF)

- 1.7. A five year programme of work utilising funding from the Local Enterprise Partnership (LEP) was set out in the July 2015 report to Committee.
- 1.8. Feasibility studies have been completed into Salhouse Road BRT and the Broadland Way cycle link alongside ongoing design work on the Wymondham – Hethersett cycle link, A11 north slip to Cringleford, Roundhouse Way and the Eaton Centre and Interchange schemes.
- 1.9. Two BRT feasibility proposals on the A140 Cromer Road and A1067 Fakenham Road will be taken forward in 2016. The development of these proposals will take into account the delivery of the Norwich Northern Distributor Road and enable the councils to submit bids for additional funding in the future to provide the improvements required.
- 1.10. The final funded city centre measure is the conversion of Rose Lane to two-way and the removal of general traffic from Prince of Wales Road. The feasibility and design development of this project is already planned for 2017/18.

1.11. Review of the Highways Agency Agreement

Officers are proposing to carry out a full review of the Norwich Agency Agreement including the Norwich Joint Highways Agency Committee. It is proposed an in-depth review is carried out over Autumn/Winter 2016 with recommendations being reported back to this Committee in spring 2017. A review is proposed to ensure the structure for delivery is fit for purpose and services are sustained for the future and provide value for money.

1.12. Park and Ride contract

A new park and ride contract between Norfolk County Council and Konectbus started in September 2015 to run all six Park and Ride bus services and the management and running of Norwich bus station.

The contract, worth up to £32m, will last for five years, with an option to extend for a further three. The new contract has saved the council £0.5m in running costs for each year of the contract.

Highlights of the new contract are:

- 18 new buses on the City centre services and refurbished vehicles on the remainder.
- More comfortable cloth seats with headrests. Free on board WiFi.
- Media screens with next stop announcements, promotional messages about the city, and about park and ride. CCTV systems.
- Telematics to improve driving style and so passenger comfort.
- New cross city links to open up access to more parts of the city without changing bus. Routes are Thickthorn to Airport, Sprowston to Harford.
- An improved 10 minutes frequency for Airport-Thickthorn during peak times. Other routes will have improved frequency during the life of the contract.
- New Norwich Railway Station link from Postwick, providing alternative parking for railway users and people who work near the station. This route will also serve Broadland Business Park and County Hall and connect to the Bus Station. Plusbus train and bus tickets will be accepted.

- A dedicated service to University of East Anglia, Norwich and Norfolk University Hospital and Norwich Research Park. Longer hours of operations during term time

1.13. **Network Management performance and Christmas parking review**

Norfolk County Council is aiming to improve co-ordination and collaboration with partner organisations to help relieve traffic congestion. Aside from day-to-day network reliability there are key times e.g. the Christmas shopping period and events like the Lord Mayor's procession, cycle and road races that can impact on journey times. The events provide welcome economic benefits for the area and we would wish to manage these proactively to minimise disruption. Partners working together to improve co-ordination include:

Norwich City Council
 Norwich Business Improvement District (BID)
 Norfolk Constabulary
 Bus Operators
 Chaplefield Shopping Centre(INTU)
 The Forum Trust
 Castle Mall

2. **NDR update**

2.1. **Background**

2.2. The main construction contract formally commenced on 4 January 2016. This report provides an update on the progress made so far.

2.3. **Programme**

2.4. Construction works are progressing well with significant earthworks ongoing. Preliminary environmental works are mostly completed and works have commenced on drainage and the new Buxton Road and Plumstead Road bridges. The current practical completion date is forecast to be 19 February 2018, which is one week behind the original completion date, albeit the entire delivery team are targeting an opening date late in December 2017.

2.5. A presentation will be made to Committee highlighting the work completed to date.

2.6. **Department for Transport (DfT) funding**

2.7. A quarterly report was issued to DfT on 15 April 2016.

2.8. Funding from DfT amounting to £16.7m for the period 15/16 has been received. An up-dated funding profile for 16/17 amounting to £31.3m has been submitted to DfT. This funding allocation is expected to be released by DfT in two instalments the first in August 2016 and the second in November 2016.

2.9. **Progress with discharge of Development Consent Order Requirements**

2.10. The Development Consent Order for the NDR included a number of Requirements to be discharged during various stages of its construction. All pre-commencement Requirements have been discharged prior to the work starting on site.

The following table is an update on progress with the off-line traffic management schemes.

Requirement and Timescale for discharge	Details of Requirement	Progress to Date
26 (Pre-opening of the NDR)	Development and implementation of a scheme for the routing of vehicles to and from the A47 (to the west of Norwich) to International Airport and Cromer.	Work on-going to develop a strategy for public consultation. The public consultation is currently planned for later in 2016.
27 (Pre-opening of the NDR)	Development of a scheme and timetable for implementation for traffic calming measures in Weston Longville and Hockering.	<p><u>Weston Longville</u> Work currently on-going, in conjunction with parish representatives, to finalise traffic calming proposals that can be taken forward for public consultation is planned for later in 2016.</p> <p><u>Hockering</u> Officers have started working with representatives of Hockering Parish Council to develop a proposal or proposals that can be taken forward for public consultation later in 2016.</p>
28 (Pre-opening of the NDR)	<p>Development and timetable for implementation of:</p> <ul style="list-style-type: none"> • enhanced traffic calming measures in Costessey West End, including the feasibility of using average speed cameras, • a scheme for the enforcement of the existing weight restrictions (including the potential for camera enforcement) on roads over the River Wensum, namely Ringland Road, Taverham Lane and Costessey Lane, • a 30mph speed limit based on a speed limit assessment on Ringland Road through Ringland, • a scheme for traffic calming on Hall Lane (north and south), Drayton. 	<p><u>Costessey West End</u> A key element of using average speed cameras is gaining agreement from those responsible for camera enforcement. Agreement in principle for an average speed camera scheme is therefore being sought from the Norfolk Safety Camera Partnership. If no agreement is reached, then a scheme of more traditional calming measures would need to be developed. Any proposed scheme is currently planned for implementation in 2017.</p> <p><u>Weight Restriction Enforcement</u> Preliminary work into the feasibility of options to improve enforcement currently on-going. Any proposed enforcement measures are currently planned for implementation in 2017.</p> <p><u>Ringland</u> Preliminary consultations for the proposed 30mph speed limit have been undertaken. Comments from this consultation are being reviewed prior to finalising the proposals for planned implementation in late 2016/early 2017.</p> <p><u>Drayton Hall Lane</u> A scheme has been developed following public consultation and is planned for implementation in early 2017.</p>

- 2.11. It is worth reminding Committee that a condition of the DfT funding is for NCC to “commit to a funded and timetabled package of sustainable transport in the city centre, on the basis of the Norwich Area Transportation Strategy”. This is all part of the integrated approach of delivering these proposals as part of the NATS Implementation Plan (‘Transport for Norwich’), which were updated and agreed by Cabinet in November 2013.

3. Postwick Hub update

3.1. Background

- 3.2. The junction was fully opened to traffic in December 2015 and all works were completed in February 2016. Initially, during January and early February, the junction was monitored and temporary traffic signals were used at key locations in peak periods to manage the flows of traffic as drivers got used to the new junction layout. This initial additional traffic management was not required after early February and the junction has been operating in its normal state since that time.

3.3. Additional works

- 3.4. In line with good practice, the junction operation has continued to be monitored and some minor works have been identified to improve operational performance. The provision of a segregated left turn lane which can be used for traffic as it crosses the original bridge heading towards Norwich is being considered. This is being proposed to resolve an unusual effect whereby drivers are currently delaying entry onto the roundabout due to uncertainty whether approaching traffic circulating the roundabout is exiting onto the bridge (as there is a two lane exit).
- 3.5. This change is intended to improve the traffic flow at that junction, particularly during the peak period, and it is considered that this will improve movement through the traffic signal junction and reduce the queues on the slip road approach from Oaks Lane. These queues are only observed during the morning peak period. The works are estimated to cost circa £100k. The cost will be met from the 2016/17 highways capital programme if Members agree to this.
- 3.6. In addition to the segregated left turn lane, a request was received from existing businesses on Broadland Business Park for the provision of a footway improvement to the business park from the existing bridge. This link is proposed as part of the delivery of the new Broadland Gate Business Park. In view of the existing demand for use by pedestrians (and potentially cyclists) it is considered appropriate to deliver this new Footway/Cycle facility ahead of the new Business Park. This can be funded by NCC with a repayment of the costs from the Section 106 agreement when the site is first developed.
- 3.7. A Stage 3 Safety Audit has been undertaken on the Postwick Hub junction following it opening to traffic in December 2015. The Stage 3 Safety Audit process identified a number of suggested improvements primarily to roadmarkings and traffic signs following observation of the operation of the junction since opening. These modifications are currently planned to be undertaken during the summer holidays.
- 3.8. Further changes will be necessary to the Postwick Hub junction layout following the start of construction work on the NDR earlier this year. These works formed part of the confirmed Development Consent Order for the NDR.

4. Transport for Norwich - Norwich Area Transportation Strategy (NATS) Update

- 4.1. In order to support both the development of a Western Link and revision of the Greater Norwich Local Plan (GNLP) it is proposed to review the NATS strategy. The current strategy was adopted in 2004. A NATS Implementation Plan, setting out how

the strategy would be implemented on the ground, was adopted in 2010 and rolled forward in 2013.

- 4.2. The review of the strategy is proposed to be undertaken in tandem with the local plan review, which will allow activities to be co-ordinated and – where possible and appropriate – tasks to be undertaken for both the local plan and NATS review together, rather than separately. The timetable for the NATS review envisages consultation on NATS Strategy Options in late spring / early summer 2017, and full public consultation on a preferred strategy towards the end of 2017 alongside full public consultation on the local plan. The NATS strategy could then be adopted in 2018. There will also be an overlap with the timetable for the development of any preferred scheme for the Western Link Project (there is a separate report to Committee on this project).
- 4.3. A number of pieces of technical work to support the review of NATS, the review of the local plan, and development of the Norwich Western Link are likely to be required including strategic traffic / transport assessment and assessment of public transport / bus data. Currently work is ongoing to identify the full scope of such work and how these might be funded.

5. Resource Implications

- 5.1. **Finance:** Funding for the Transport for Norwich (NATS) Implementation Plan will come from a variety of sources, including a Local Transport Plan allocation, funding from developers, or through the Local Growth Fund and other opportunities such as ad-hoc government funding bids. Implementation is therefore phased over 10-15 years as funding becomes available.
- 5.2. **Staff:** Staff across CES and from Mouchel and colleagues in Norwich City Council will be involved in delivering the NATS Implementation Plan. The NDR project continues to be staffed from NCC, Mott MacDonald and Balfour Beatty Civils Ltd. For specific schemes, the feasibility, consultation and scheme delivery will be met from existing resources.

6. Conclusion

- 6.1. The NDR is an essential element of Transport for Norwich and forms a key part of the Joint Core Strategy (JCS) for the Norwich Policy Area. The full delivery of the NATS implementation plan, including the NDR is essential to be able to realise the full benefits of the Plan and the growth associated with the JCS.

Officer Contact

If you have any questions about matters contained in this paper please get in touch with:

Name	Telephone Number	Email address
David Allfrey	01603 223292	david.allfrey@norfolk.gov.uk



If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.

Report to Norwich highways agency committee
21 July 2016
Report of Head of city development services
Subject Major road works – regular monitoring

Item

11

Purpose

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

Recommendation

To note the report.

Corporate and service priorities

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

Financial implications

There are no direct financial consequences from this report

Ward/s: All wards

Cabinet member: Cllr Bert Bremner – Environment development and transport

Contact officers

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

01603 212073

Background documents

None

Report

Background

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

City Centre remodelling scheme

5. The introduction of two-way traffic on Farmers Avenue and Golden Ball Street has been completed, with the remodelling of the junction at Rouen Road. Works will take place in September to remove final piece of existing island and installation of tactile paving
6. Works are soon to commence at Finkelgate, Ber Street and Queens Road to remodel the junctions to allow a smoother flow of traffic, including the introduction of a mini roundabout on Ber Street and the widening of the bell mouth on Finkelgate. The final section of this junction remodelling will be on the junction of Hall Road and will take place during autumn half term. Thorn Lane has now been permanently closed as part of this scheme.

City Centre 20mph scheme

7. Works on Ber Street and Westwick Street are about to commence to allow installation of build outs and speed cushions in various locations

Push the Pedalways schemes

8. Works are about to commence on the remodelling of the Fifers Lane/Ives Road junction.
9. Works are ongoing at the Catton Grove Road/Woodcock Road roundabout

National Grid upgrades

9. National Grid Gas main upgrades within the city are as follows for august: Westwick St, Sandy Lane, Bessemer Road, Bluebell Road area

Works in progress

Location	Lead Authority	Type of scheme	Traffic management	Due for completion	Remarks
Woodcock Road and Catton Grove Road	Norwich City Council (PtP)	Cycling Scheme	Intermittent closures with traffic lights at other times	Late July 2016	Works to incorporate essential City Council tree works
Westlegate/ Golden Ball Street	Norfolk County Council	Remodelling scheme	Permanent closures of Westlegate and Thorn Lane, all other works done under traffic lights	Early 2017	The programming of these works has been largely excellent, with no major issues caused by the works

Planned future works

Location	Lead Authority	Type of scheme	Traffic management	Anticipated dates	Remarks
Finkelgate/Ber Street/Queens Road	County	Push the Pedalway	One way closure of Finkelgate with lights and priority working	TBC (but completed before end of summer holidays)	These works will also incorporate essential resurfacing of Ber Street
Fifers Lane	City	Push the Pedalway	Closure of Heywood Road and lights and priority working	08/08-02/09	

Location	Lead Authority	Type of scheme	Traffic management	Anticipated dates	Remarks
Hall Road	National Grid then County	Replacement of Gas mains followed by County resurfacing scheme	Closures of sections of each road	11/07-15/09	Works will cover Bessemer Road, Sandy Lane, Hall Road and will cease for august bank holiday weekend for railway bridge works
Long John Hill	Network Rail	Replacement of entire bridge over Long John Hill	Road closure	To end of Sept 2016	Rail bridge will be replaced over the August bank holiday weekend and the road will be open when remedial works are complete
Westwick St	City	City Centre 20mph	Closure	08/08 to 19/08	These works were rescheduled to allow National Grid to install new mains