

Report to	Norwich Highways Agency committee	Item
	16 March 2017	
Report of	Head of city development services	9
Subject	Transport for Norwich – Magdalen Road cycling improvements	

Purpose

To consider responses from consultation and approve installation of the Magdalen Road cycling improvements scheme

Recommendation

- (1) To approve the installation of the scheme as shown on Plans CCAG 35-04A, 05A and 06A including:
 - (a) a separate cycle track on Magdalen Road,
 - (b) Raised footpath crossings on some side streets;
 - (c) amendment to the layout of the signalised junction of Magdalen Road with Sprowston Road;
 - (d) a 20mph zone with associated traffic calming;
- (2) ask the head of city development services to carry out the necessary statutory legal procedures to:
 - (a) finalise the traffic regulation order to remove the limited waiting bay on Magdalen Road outside property numbers 38 to 48 and replace with double yellow lines,
 - (b) confirm the Magdalen Road cycle order
 - (c) Finalise the speed restriction order for a 20mph zone in the Magdalen Road area as shown on Plan CCAG-35-06A.
- (3) ask the head of city development services to carry out the necessary statutory legal procedures to extend the proposed 20mph speed restriction to Silver Road, the Violet Road area and the Crome Road/Mousehold Avenue area as shown on Plan Number CCAG35-15
- (4) delegate to the head of city development services the determination of any objections to the proposed further extension of the 20mph area in consultation with the chair and vice chair.

Corporate and service priorities

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

Financial implications

£250,000 to be funded from the City Cycling Ambition Grant.

Ward/s: Mile Cross and Sewell

Cabinet member: Councillor Bremner - Environment and sustainable development

Contact officers

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Background documents

None

Report

Background

1. This cycle improvement scheme covers part of the blue pedalway on Magdalen Road from its junction with Guernsey Road to its junction with Lawson Road. The area from Magdalen gates to its junction with Guernsey Road will be considered as a separate scheme. To assist cyclists on this heavily trafficked road it is proposed to install a separate outbound cycle track on the west side of Magdalen Road and a wide area of 20mph zone with associated traffic calming. For the signalised junction of Magdalen Road and Sprowston Road it is proposed a new layout including a southbound cycle lane with independent signal phasing. Further information can be seen on the consultation plans CCAG35-04A, 05A and 06A, attached as appendix 2, 3 and 4.

Public consultation

2. In December 2016, the head of city development services, following consultation with ward councillors and the chair and vice chair of this committee, gave permission to advertise and consult on the Magdalen Road scheme. The consultation was held from 20 January to 20 February 2017.
3. Details of the proposal were advertised in the local press, road notices were erected, statutory consultees and transportation consultees were directly informed. 126 local residents and businesses were written to and details were posted on the web sites of Norwich City Council and Norfolk County Council.

Magdalen Road proposals

4. Nineteen responses to the consultation on proposals for Magdalen Road were received. Thirteen from residents and six from stake holders and businesses. A summary of all responses and officer comments can be seen attached as appendix 1.
5. Residents were concerned that the proposals could cause more traffic congestion and may encourage drivers to rat run. Nine respondents objected to the removal of the limited waiting area outside Nos 38 to 48 Magdalen Road as they said this was important for local businesses and valuable residents' parking space which is very limited. Two residents requested the limited waiting area was changed to residents parking areas.
6. Representations were received from Goodson Bros pet store and Norfolk Clinic concerning the proposed removal of the limited waiting area outside house nos. 38 to 48 Magdalen Road. It was felt the parking area is vital for their businesses because at times the other nearby limited waiting areas are completely full. Norfolk Clinic explained that many of their customers have short term mobility problems and find it essential to drive. A petition of 17 signatures from the Norfolk Clinic was received with a statement of "We, the undersigned, are staff and therapists at the Norfolk Clinic at 38-40 Magdalen Road, NR3 4AG. We strongly object to the possible removal of the 30 minute parking bay on Magdalen Road as it will have a severe effect on our patients who need to be able to park near to the clinic due to health problems.

7. A petition with 224 signatures was received from Councillor Brociek-Coulton on behalf of Sewell ward councillors. The petition statement says "We the undersigned believe that the 30 minute waiting bay on Magdalen Road close to Clarke, Shipstone and Knowsley Road should be left as it is at present. We believe that the proposal to remove the waiting bay and insert double yellow lines would make parking for residents using the shops very difficult and inconvenient."
8. First bus was concerned that the road would be wide enough for two large vehicles to pass.
9. Norwich Cycling Campaign agreed with the extension to the 20mph zone with associated traffic calming and cycle track. Concern was given for the design as the cycle track joins the junction with Sprowston Road, especially for cyclists who are travelling north into Sprowston Road. There were also concerns expressed for cyclists travelling south at this junction and the likelihood of conflicts with vehicles. Their comment that the problems at the Magdalen Gates junction will be addressed as part of a separate scheme that is currently being designed for that junction.
10. The Norfolk and Norwich Association for the Blind (NNAB) welcomed the separate cycle lane on Magdalen Road, but would like to see a full kerb upstand between the footpath and cycle lane to help visibly impaired people (VIPs) to negotiate the footpath. The NNAB objects to the proposed raised footpath crossings on the side roads as VIPs will find these difficult to navigate. As these changes are only proposed for some side roads, their journeys will be less consistent. It was stated that this approach to side roads has been often proposed in recent schemes and they again question their benefit to all road users. From a VIP perspective, they are losing a kerb and a large open space is created where they could drift into the road without knowing. It was also pointed out that a road hump is more costly to maintain.

20mph zone extension proposals

11. Twelve responses were received concerning the proposed 20mph zone. Ten were in favour of the new restriction; two thought it would make no difference as traffic could not speed on the congested roads. Three requested the 20mph zone was extended further into Silver Road and Sprowston Road.
12. Norwich Cycling Campaign welcomed the extension to the 20mph area and associated traffic calming.

Considerations

13. The main aim of this scheme is to improve the road environment for all levels of cycling and walking. This scheme is funded by a cycling initiative from the government to promote healthy forms of transport, mainly cycling. It is accepted that if better cycling facilities are provided and the number of cyclists increase, the level of unnecessary motorised vehicle journeys will lower and therefore the number of vehicles on the road will decrease. This should help with the current problem of congestion on the road.
14. The cycle lane is considered a vital part of this scheme and will provide a safe and more pleasant cycling experience on this road. If vehicles park in a cycle lane/track, they cause the cyclist to emerge into the main traffic to overtake. This manoeuvre puts the cyclist in a dangerous position and takes away any benefit of the cycle

track. To enable the cycle track to be installed it is necessary to remove the existing limited waiting bay outside house Nos 38 to 48. This bay has a maximum stay of 30minutes, operates 8am to 6:30pm Monday to Saturday and is used by motorists accessing local retail facilities but is also used as a parking space for a nearby taxi firm. The restriction is free for anyone to park in the evenings and on Sundays. As it is necessary to ensure there are sufficient parking spaces for passing trade for local shops, a survey was conducted to establish how many free places were available in the surrounding area. All the side streets nearby have an area of limited waiting, most of which is under used. It was found that on average all spaces were 52% filled during the day. The survey is attached as appendix 5. As the limited waiting space to be removed has an average of 2 cars parked during the day, it is proposed that these drivers would be able to find alternative places to park.

15. A number of local businesses have said that they rely on the availability of on street parking on Magdalen Road. However on street parking is never guaranteed and it is the responsibility of the business to ensure that if parking is essential then they should choose premises with off street parking. It should also be noted that blue badge holders can park in the permit parking areas for up to 3 hours using their badge, and therefore those who have mobility problems have significantly more choice in where they can park.
16. A further advantage of removing the on street parking is that it does create a pinch point on the street. Motorists often park with wheels on the footpath and block the pavement for those requiring more width such as wheelchair users and buggy pushers. It is also difficult for buses to pass the parked cars. The new proposals allow for a minimum clear width of road of 6.2m which is wide enough for 2 buses to pass.
17. Consideration was given to extending the limited waiting area on Clarke Road to mitigate the removal of short term parking on Magdalen Road. However the response from residents demonstrates that residents parking is very limited at the moment, it is felt inappropriate to limit this further.
18. While it is acknowledged that there are concerns over the removal of the parking on Magdalen Road there is no other way that cycling can be provided for in the street. Consideration was given at an early stage to finding an alternative route for the blue pedalway, avoiding Magdalen Road. However there are no viable options that will tie in with the contra-flow cycle lane on Magdalen Street that was provided as part of the original tranche of cycle ambition funding. It should be remembered that the primary function of any highway is to enable the movement of people and goods, not to provide parking opportunities. On balance it is believed that the benefits achieved by providing a decent cycle route far outweigh the loss of approx. 6 parking spaces. This approach is consistent with the Transport for Norwich policies.
19. It was not possible to provide all the construction details on the consultation drawings as this would make the small scale plans difficult to read. Since the consultation, further talks with the NNAB have enabled a better picture of their concerns. The upstand kerb between cycle track and footpath is limited by existing road levels and drainage. The advertised proposals were for this kerb to be 25mm, but further design has enabled the measurement to be raised to 32mm generally with some areas of higher kerb edge. The proposed raised footpath crossings will have textured paving to direct VIPs to cross. The space between the kerbs where pedestrians will need to walk with no navigation aid is comparable with the existing

situation. The footpath treatment to side roads could be installed on other side roads on Magdalen Road and this will be considered as part of the Magdalen Gates scheme. It is considered important to provide these footpath crossovers at the side roads as it helps the traffic calming effect of the area and gives a priority to pedestrians in this area used by many vulnerable road users.

20. Norwich Cycling Campaign expressed concern for details of provision for cyclists at the Magdalen Road / Sprowston Road junction. As discussed above, it was not possible to give full details on the consultation drawings, but all comments have been considered. The scheme is to improve cycling facilities for cyclists following the Blue Pedalway, other routes cyclists choose to ride are enhanced where possible, but cannot be the main concern of this scheme. The Magdalen Gates section of the blue pedalway will be considered with a separate scheme.
21. The consultation has highlighted the fact that if the 20mph proposals are implemented as advertised it leaves a small gap in the coverage of 20mph speed restrictions in the north of the city east of this Magdalen Road area. It is therefore proposed to advertise a further extension to include Silver Road, Crome Road / Mousehold Avenue and the Violet Road area, as shown on plan no. CCAG35-15 attached as appendix 6.

Conclusion

22. It is recommended that the Magdalen Road scheme and 20mph zone is installed as advertised, and a further extension to the 20mph zone is consulted on.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	16 March 2017
Director / Head of service	Andy Watt
Report subject:	Transport for Norwich – Magdalen Road cycling improvements
Date assessed:	08/02/17
Description:	To consider consultation responses to the Magdalen Road cycling improvement project and agree to implement the scheme.

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	With a budget of £250,000, this scheme is viewed as value for money
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme helps to encourage sustainable travel to benefit the city and everyone who lives and works here.
Financial inclusion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme promotes cycling and walking which are inclusive and low cost forms of transport
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This scheme promotes road safety for all users, but may cause concern for some visibly impaired people due to the raised tables at side road junctions
S17 crime and disorder act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposed facilities will help to encourage more walking and cycling which has been shown to benefit health. If more drivers are encouraged to walk or cycle, air pollution will decrease.

	Impact			
Equality and diversity (please add an 'x' as appropriate)				
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme aims to improve travel facilities for pedestrians and cyclists, making the roads safer for all users.
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme helps to meet the corporate priority of a safe, clean and low carbon city
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme will not have any adverse effects on the environment, but by encouraging non motorised travel will help improve air quality.
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme will help improve air quality
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme contributes to the corporate priority 'a safe, clean and low carbon city' by encouraging cycle use, reducing car use and CO2 emissions

Recommendations from impact assessment				
Positive				
The scheme should be installed as designed to give better facilities to the cyclist and pedestrian.				
Negative				
Neutral				
Issues				

There are concerns from the Norfolk and Norwich association for the Blind as discussed in the report, but these will be considered and design adjusted where possible to help independent travel by Visually Impaired People.

Responder	Comments	Officers response
Resident	Agrees with removal of parking bay on Magdalen Road as this causes congestion. Cycle path would be better on east side to get cyclists to Magdalen Gates signals, need to improve traffic flow to reduce congestion and air pollution. Also many traffic management suggestions given to ease flow of traffic.	The south section of Magdalen Road and the Magdalen Gates junction will be considered as part of a separate scheme. This scheme is to aid cyclists and provide better facilities to encourage more people to cycle. This will help reduce air pollution and traffic congestion.
Resident	Agrees with cycle lane, but concerned with cyclists travelling north into Sprowston Road at junction. Concerned with vehicle access to own property near the junction.	The design allows for cyclists travelling in all directions. Due to the width of the road it was not possible to take the cycle lane further south into the junction. All accesses to properties have been allowed for.
Resident	Objects to cycle scheme as concerned that access to driveway will be blocked. Considers the scheme a waste of council tax payers money.	As above all residential accesses will still be accessible. As this access is on a junction, exit and egress will need to be done with caution as existing. The works will not make the manoeuvre more unsafe than it is now. This scheme has been funded by a grant from the Government and has no effect on council tax.
First Bus	Would like confirmation there is sufficient road width on Magdalen Road for two large vehicles to pass.	The minimum width on Magdalen Road will be 6.2m. This is sufficient for two large vehicles to pass.
Norwich Cycling Campaign	Welcome the extension to the 20mph area, speed hump o/s 108 Magdalen Road, flush footpath crossings at side roads and changes to waiting restrictions. Welcomed the mandatory cycle lane but were concerned with the details as the lane joins the junction with Sprowston Road for cyclists travelling north. Also concerned with cycle / vehicle conflicts at the junction when travelling south. Alternative layout given. Concerned improvements to Magdalen Gates junction have not been included.	Support welcomed. Magdalen Gates junction will be considered under another CCAG2 scheme. The cycle lane at the junction has been designed taking into account all directions of travel, the road junction layout is considered by officers the best solution when all limitations given from other forms of transport, network capacity and private drives are considered.
Resident	Objects to further traffic flow restrictions as this causes more drivers to rat run through side streets. Recent works have caused greater tailbacks on Magdalen Road but has seen no increase in cyclists. Residents will lose valuable parking spaces.	This scheme will not restrict traffic flow. The existing 30 minutes limited waiting area on Magdalen Road does allow residents to park there at night and on Sundays but it is essential for this area to be removed to allow room for the cycle lane.

Responder	Comments	Officers response
NNAB	Agree with the separate cycle lane on Magdalen Road, but expects a full kerb upstand between the footpath and cycle lane to help visibly impaired people (VIPs) to negotiate the footpath. Object to the proposed raised footpath crossings on the side roads as VIPs will find these difficult to navigate. As these changes are only proposed for some side roads, it will also make their journey less consistent.	The upstand kerb between cycle track and footpath is limited by existing road levels. The proposals were for this kerb to be 25mm, but further design has enabled the measurement to be raised to 32mm generally with some areas of higher kerb edge. The proposed raised footpath crossings will have textured paving to direct VIPs to cross. The space between the kerbs where pedestrians will need to walk with no navigation aids is comparable with the existing situation. The footpath treatment to side roads could be installed on other side roads on Magdalen Road, however this would need to be considered as part of the Magdalen Gates scheme.
Resident	Supports removal of parking area on Magdalen Road	Support welcomed.
Resident	Parked cars on Sprowston Road (between Churchill Road and Bell Road) do not leave enough room for two large vehicles to pass.	Sprowston Road is outside this project. Traffic flow is important and parking is essential for residents, the existing arrangement is thought to be the best compromise.
Resident	Design is poor, concerned with no parking for the disabled and deliveries.	Parking will not be possible on the west side of Magdalen Road where the cycle lane will be. However it will still be possible to park on the east side on the double yellow lines when delivering. Disabled drivers may park in the residents parking areas.
Resident	Objects to removal of 30 minutes limited waiting area. It is in constant use by the Norfolk Clinic and would have a detrimental impact on local businesses. Considers the cycle lane is not needed, would be better on the east side of Magdalen Road and suggests more residents parking is needed. Parked cars slow traffic down.	The use of this parking area is discussed in the main report. It is agreed that parked cars do slow traffic down, but in the wrong location they can cause disruption and congestion on main roads. A cycle lane on the east side will be considered in a future Magdalen Gates scheme.
Resident	The limited waiting area should be removed and replaced with residents parking spaces. The cycle lane is a waste of money and would not be used. Residents need parking spaces.	This scheme is aimed at providing better facilities to encourage more people to cycle. There are no plans to increase residents parking.

Responder	Comments	Officers response
Councillor Brociek-Coulton	Produced a Petition with 224 signatures objecting to the removal of the 30 minute parking bay on Magdalen Road. Considers the parking bay is vital to local businesses. Considers the parking bay slows traffic down. Agrees with the raised table on the crossing.	The petition is discussed in the main report. Support welcome for the raised tables at the side road crossings.
Resident	Not against improving facilities for cyclists on Magdalen Road.	Support welcome.
Resident	Agrees with raised tables at the side roads and traffic calming, but the proposal for the junction of Magdalen Road with Sprowston Road is not very helpful to cyclists. Concerned with removing the limited waiting bay because of local businesses.	Support welcome for raised tables and traffic calming. Other concerns noted, objection to removal of parking area discussed in main report.
Resident	The cycle lane will increase congestion and cycles would not use the lane. The limited waiting spaces should be changed to residents parking. Widening the footpaths creates hazards, the cycle signals are a waste of money, The 20mph proposal is not needed.	The cycle lane will not increase congestion, with no parked cars the traffic flow will be smoother. It is understood there are limited residents parking areas, but it has been observed there are spaces left vacant during the CPZ operation hours. The cycle advance signals will make cycling safer at this busy junction. A 20mph zone is a 24 hour restriction. When traffic is heavy the speeds are slower, but they increase when there is less traffic.
Goodson Bros, pet shop	The limited waiting area is needed by the five local businesses in the area. The cycle lane is not needed.	Objection noted, limited waiting area discussed in report.

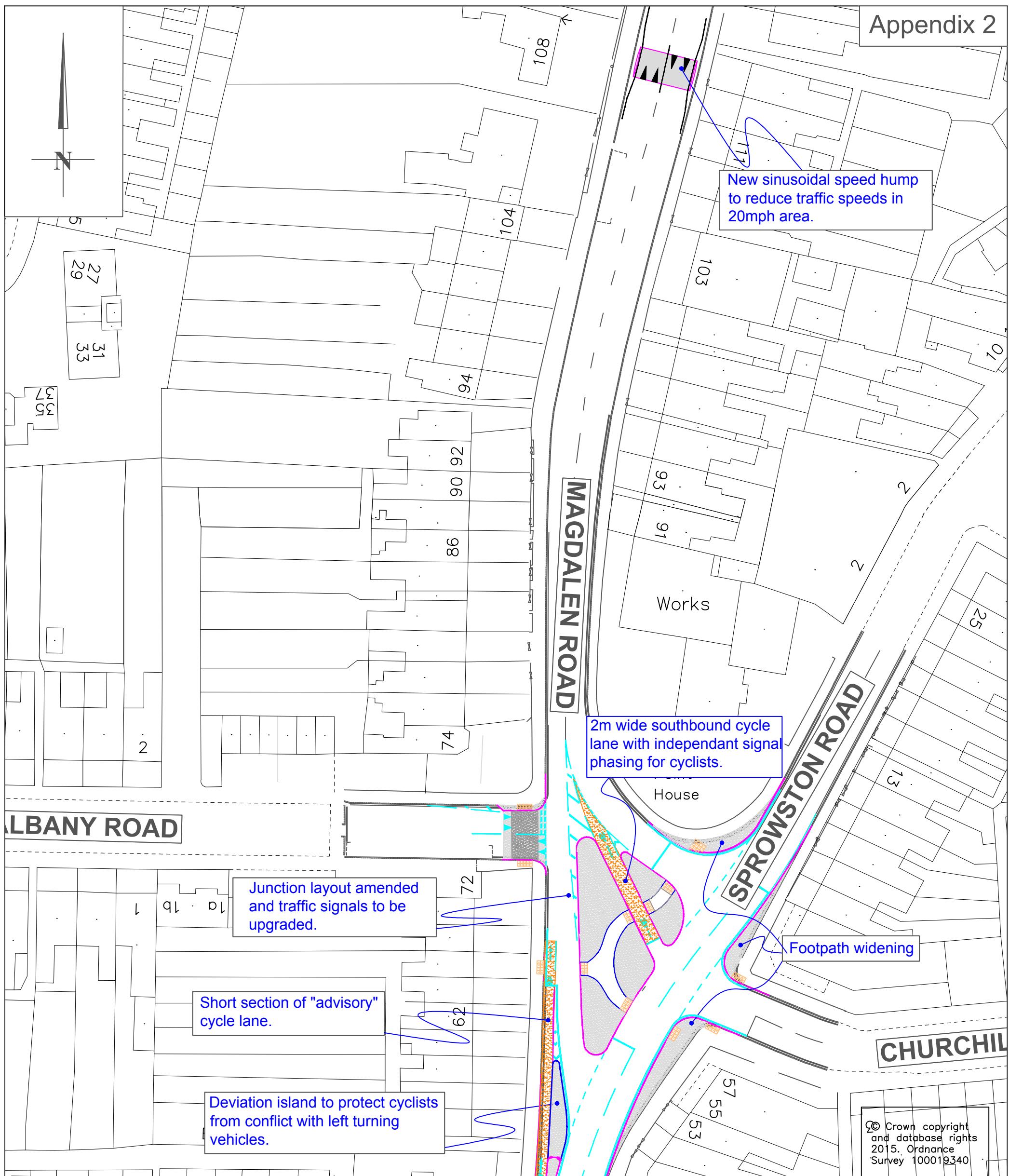
Responder	Comments	Officers response
The Norfolk Clinic	Requests cycle lane and removal of limited waiting bay are not proceeded with. (Petition with 17 signatures given in support from Staff and therapists). This will severely affect patients, some of whom have mobility problems short term and have to use cars for transport. Bestway taxis and Tesco customers and deliveries sometimes take up all parking spaces available. Also traffic speeds will increase if there are no parked cars. There seems little point of a cycle lane that is not connected to another.	Objection noted, limited waiting area discussed in report. The area will be a 20mph zone with associated traffic calming where appropriate. Cycle lanes do not always need to be connected to other cycle lanes; they can be used to assist in specific difficult locations. The cycle lane will assist cyclist on this heavily trafficked area of highway.
The Norfolk Clinic owner	In support of above	As above.

Proposed 20mph zone responses

Responder	Agree / Disagree	Comments	Officers response
Resident	Agree but extend	20mph should be extended into Sprowston Road.	Sprowston Road is an A road. A 20mph limit should only be installed in an area of high pedestrian crossing activity like near schools or shops. This southern section of Sprowston Road has parked cars to slow traffic down and does not have a significant number of pedestrians crossing.
Resident	Agree	Supports the proposals for 20mph zone	Support welcome
Resident	Agree but extend	20mph should be extended into Silver Road and because of parked cars on Sprowston Road (between Churchill Road and Bell Road) there is not enough width for two large vehicles to pass.	As in report, it is proposed to further extend the 20mph zone into Silver Road. Further consultation will be needed.
Resident	Agree	The 20mph zone and traffic calming is something we have wanted for a long time.	Support welcome

Proposed 20mph zone responses			
Responder	Agree / Disagree	Comments	Officers response
Resident	Agree	The proposals will enhance road safety and make it safer for all.	Support welcome
Resident	Disagree	The 20mph does not make much difference, parked cars slow traffic. Some traffic calming would be a good idea.	There are stretches of road where the traffic does go above 20mph. It is necessary to provide a uniform approach to speed restriction.
Resident	Agree but extend	Concerned about traffic flows if Magdalen Road is included in the 20mph zone. The 20mph zone should be extended to include Silver Road as this is a residential street with a school.	As in report, it is proposed to further extend the 20mph zone into Silver Road. Further consultation will be needed.
Resident	Agree		Support welcome
Resident	Disagree	The 20mph zone is not needed, traffic already is slow.	There are stretches of road where the traffic does go above 20mph. It is necessary to provide a uniform approach to speed restriction.
Norwich Cycling Campaign	Agree	Welcome the extension to the 20mph zones in this area; it should help to lessen any confusion about the speed limit.	Support welcome
Resident	Agree		Support welcome
Resident	Agree		Support welcome

Appendix 2



Funded by:



Department for Transport

NEWANGlia
Local Enterprise Partnership
for Norfolk and Suffolk

DRAWING TITLE

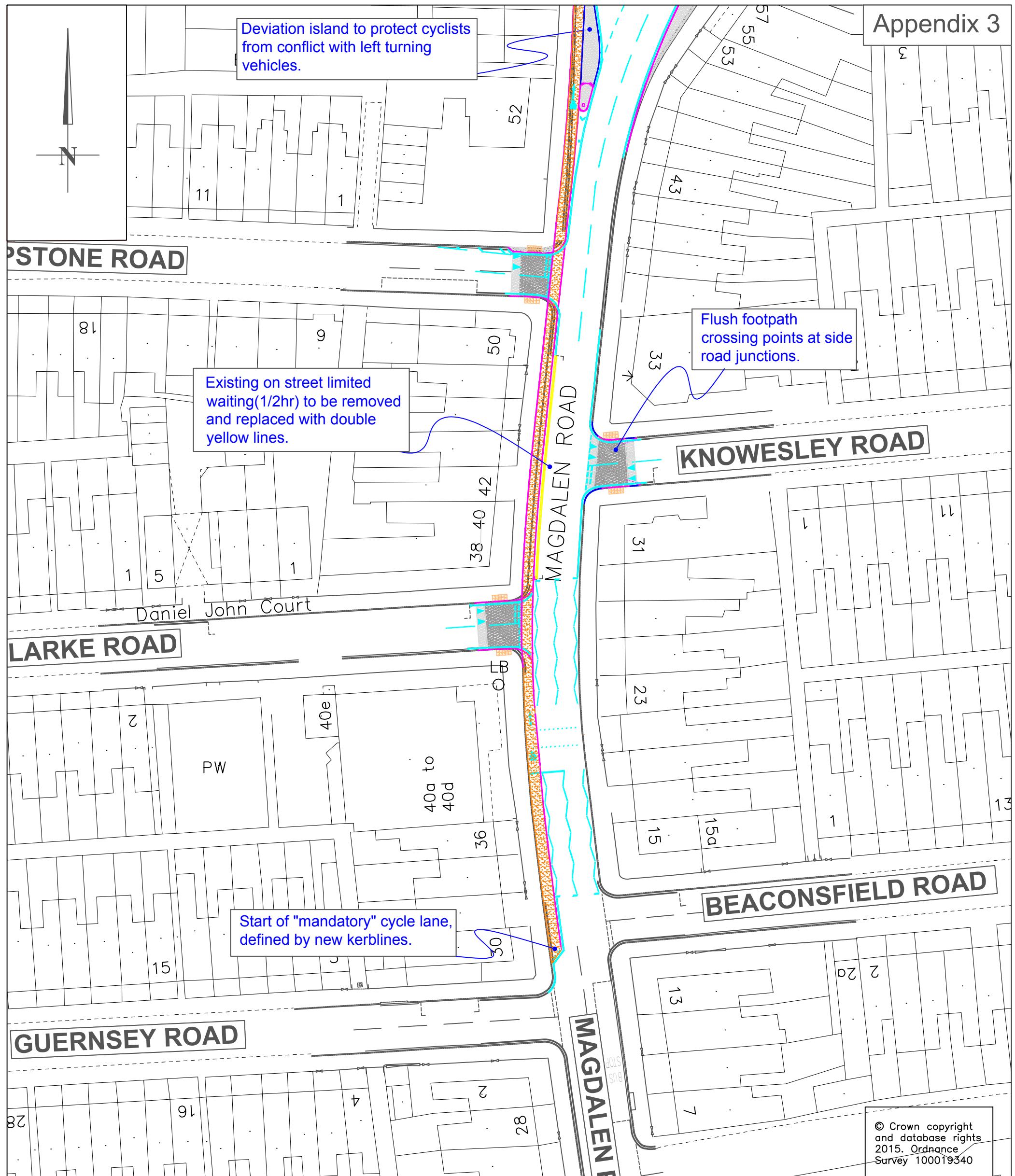
North area detail

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

REV.	DESCRIPTION	CHECKED	DATE
A	Minor layout amendments	LJA	Jan. '17

	INIT.	DATE	DRAWING No.
SURVEYED BY			CCAG35-04 revA
DESIGNED BY	AJE		PROJECT TITLE
DRAWN BY	AJE		MAGDALEN ROAD, Norwich
CHECKED BY	LJA		CCAG2 Project 35
			SCALE 1:500 FILE No.

Appendix 3



Funded by:



Department
for Transport

NEWANGlia
Local Enterprise Partnership
for Norfolk and Suffolk

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

DRAWING TITLE

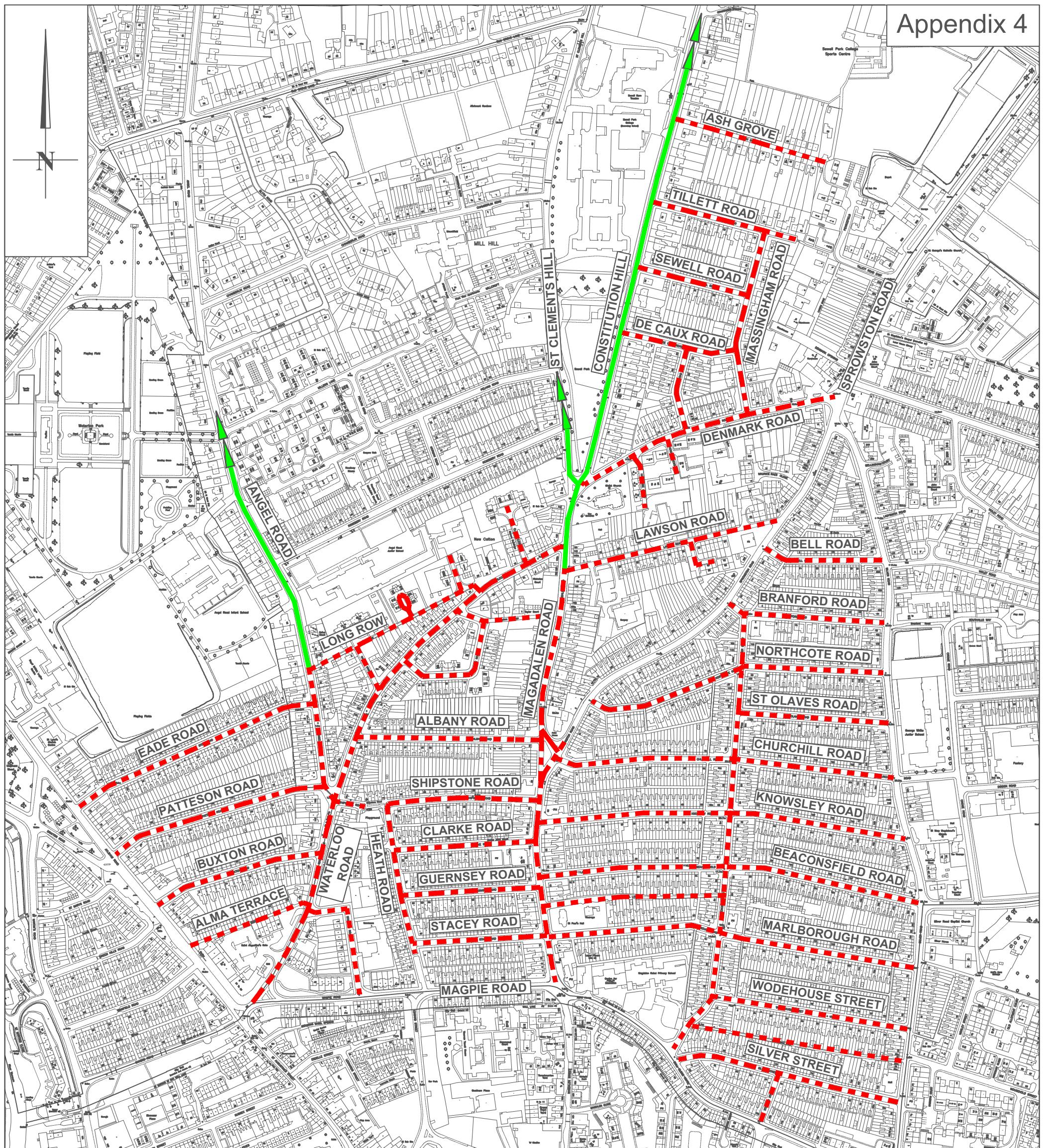
South area detail

REV.	DESCRIPTION	CHECKED	DATE
A	Raised table removed and minor layout amendments	LJA	Jan. '17

	INIT.	DATE	DRAWING No. CCAG35-05 revA
SURVEYED BY	AJE		PROJECT TITLE
DESIGNED BY	AJE		CCAG2 Project 35
DRAWN BY	LJA		SCALE
CHECKED BY			1:500 FILE No.

ORIGINAL SIZE: A3

Appendix 4



Existing 20MPH areas



Proposed 20mph extention

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Survey 100019340



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Transport
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NEWANGlia
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DRAWING TITLE

20 MPH EXTENTION AREAS

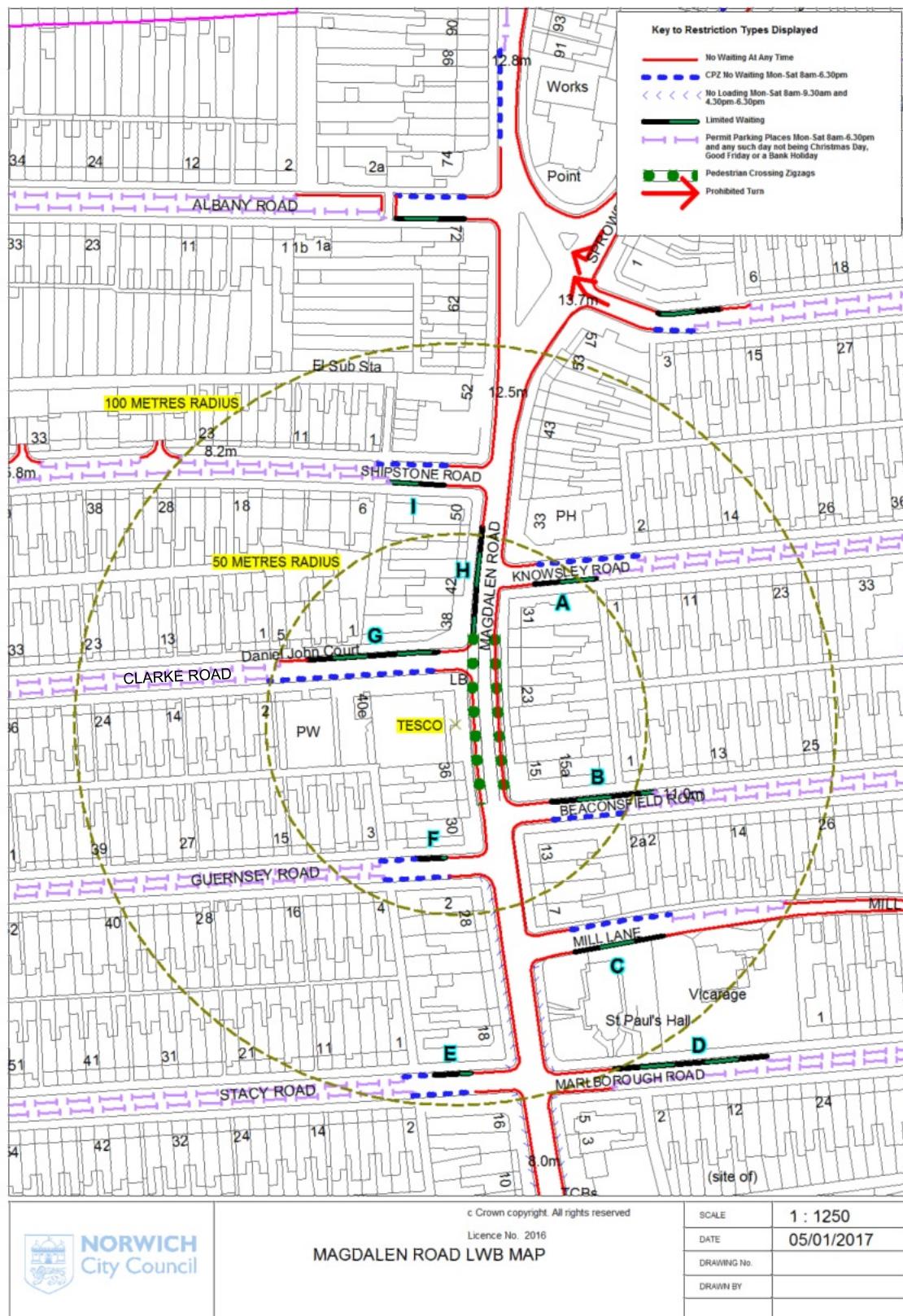
Tom McCabe
Executive Director of
Community and Environmental Services
Norfolk County Council
County Hall
Martineau Lane
Norwich NR1 2SG

REV.	DESCRIPTION	CHECKED	DATE
A	Text corrections and some additional roads highlighted- limit of 20mph extention unchanged.	LJA	Jan. '17

SURVEYED BY	INIT.	DATE	DRAWING No.
DESIGNED BY	AJE		CCAG35-06 revA
DRAWN BY	AJE		PROJECT TITLE
CHECKED BY	LJA		MAGDALEN ROAD, Norwich
			CCAG2 Project 35
			SCALE
			N.T.S.
			FILE No.

ORIGINAL SIZE: A3

Magdalen Road Limited Waiting Bay (LWB) usage survey.
09/01/2017



Appendix 5

Limited waiting bay observed vehicles parked at times recorded
on 05/01/2017

~Time	Bay A	Bay B	Bay C	Bay D	Bay E	Bay F	Bay G	Bay H	Bay I
08:45	0	4	3	5	0	1	3	1	1
12:45	1	4	1	3	2	0	6	4	2
15:45	3	4	3	4	2	1	2	0	0
17:45	2	2	3	4	1	1	6	2	2
Bay length, ~m	16	27	23	40	9	8	34	28	14
Car spaces, @5m	3	5	4	8	2	2	7	5	3

Limited waiting bay observed vehicles parked at times recorded
on 06/01/2017

~Time	Bay A	Bay B	Bay C	Bay D	Bay E	Bay F	Bay G	Bay H	Bay I
08:45	1	2	2	4	0	0	6	1	1
12:45	2	4	2	3	2	1	6	2	1
15:45	1	3	2	3	1	1	4	1	0
17:45	3	2	3	4	2	2	4	2	2
Bay length, ~m	16	27	23	40	9	8	34	28	14
Car spaces, @5m	3	5	4	8	2	2	7	5	3

Car spaces:

Approximate number of cars that could reasonably fit in the bay length based on the length of a Ford Fiesta.

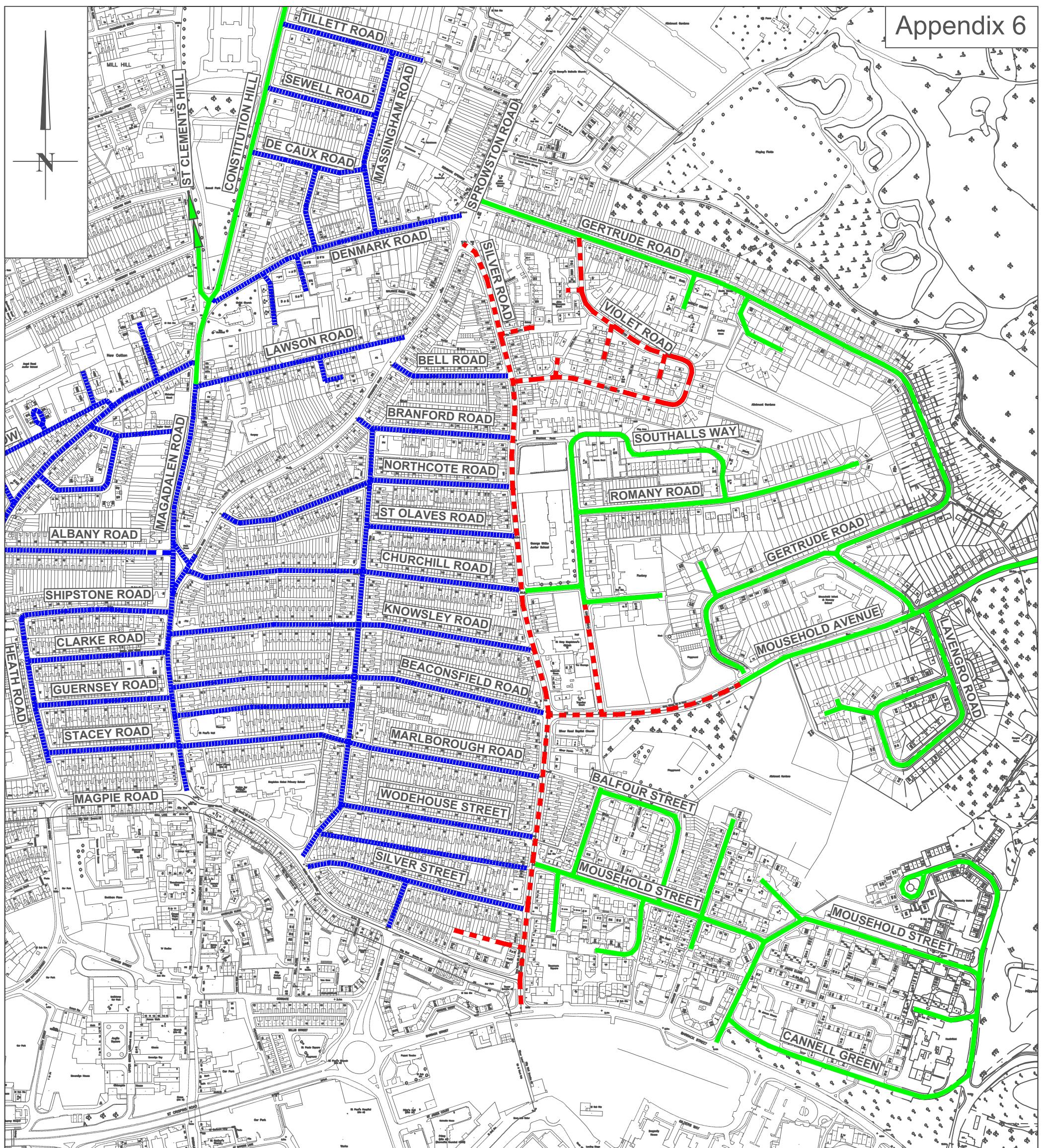
Ordered by Bay reference, A to I (highlighting under 50% capacity in red, over 50% capacity in green)

Road where the bay exists	Bay ref	Min capacity.	Max capacity.	Ave. capacity.
Knowsley Road	A	0%	100%	54%
Beaconsfield Road	B	40%	80%	63%
Mill Lane	C	25%	75%	59%
Marlborough Road	D	38%	63%	47%
Stacy Road	E	0%	100%	63%
Gurnsey Road	F	0%	100%	44%
Clarke Road	G	29%	86%	66%
Magdalen Road	H	0%	80%	33%
Shipstone Road	I	0%	67%	38%

Capacity %age:

Based on the number of cars on four occasions over two days of data collection, the %age of the capacity observed being utilised.

Appendix 6



Existing 20mph areas



20mph extention to be implemented



Proposed 20mph extention

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DRAWING TITLE

PROPOSED 20 MPH EXTENTION - Silver Rd area



Funded by:



NEWANGlia
Local Enterprise Partnership
for Norfolk and Suffolk

Tom McCabe
Executive Director of
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