

Report to Norwich Highways Agency Committee
16 March 2017

Item

Report of Head of city development services

7

Subject Transport for Norwich - A11 Newmarket Road Cycleway
Improvements Project (Daniels Road to Hanover Road)

Purpose

To agree proposals for a segregated inbound cycleway facility and associated highway alterations on Newmarket Road between the Daniels Road roundabout and the footpath link to Hanover Road.

Recommendation

To:

(1) approve the changes required to implement the scheme, including:

- (a) Provision of a segregated one-way cycle lane on the northern side of Newmarket Road (city bound) between the Daniels Road roundabout and the footway link to Hanover Road.
- (b) Removal of the existing signalised junction at the Christchurch Road/Lime Tree Road junction and provision of a new Toucan crossing.
- (c) Provision of a new signalised Toucan crossing on Newmarket Road at the Hanover Road link to provide a route across the carriageway for cyclists.
- (d) Conversion of the footway on the southern (outbound) side of Newmarket Road into a shared use footway/cycleway from the Hanover Road link to Lime Tree Road.
- (e) Installation of raised table crossings (road humps) on Lime Tree Road, Town Close Road, Christchurch Road, Albemarle Road and Mount Pleasant at their junctions with Newmarket Road.

(2) ask the head of city development services to carry out the necessary statutory processes to confirm the Traffic Regulation Orders and notices required in relation to provision of the new cycle lane, conversion of the southern footway into a shared-use footway/cycleway, Toucan crossings and road humps required to implement the changes detailed in (1) above.

Corporate and service priorities

The report helps to meet the corporate priority a safe, clean and low carbon city and the service plan priority to implement the Local Transport Plan and Norwich Area Transportation Strategy.

Financial implications

The scheme has been allocated funding of £800,000 from the Department for Transport Cycle City Ambition Grant.

Ward/s: Eaton, Town Close

Cabinet member: Councillor Bremner - Environment and Sustainable Development

Contact officers

Bruce Bentley , Principal transportation planner 01603 212445
brucebentley@norwich.gov.uk

Nick Woodruff – project engineer 01603 638085
nick.woodruff@norfolk.gov.uk

Background documents

None

Report

Background

1. Approval was granted by the Norwich Highways Agency Committee (NHAC) on 24 November 2016 to consult on the following proposals;
 - (a) Provision of a segregated one-way cycle lane on the northern side of Newmarket Road (city bound) between the Daniels Road roundabout and the footway link to Hanover Road.
 - (b) Removal of the existing signalised junction at the Christchurch Road/Lime Tree Road junction and provision of a new Toucan crossing.
 - (c) Provision of a new signalised Toucan crossing on Newmarket Road at the Hanover Road link to provide a route across the carriageway for cyclists.
 - (d) Conversion of the footway on the southern (outbound) side of Newmarket Road into a shared use footway/cycleway from the Hanover Road link to Lime Tree Road.
 - (e) Installation of raised table crossings (road humps) on Lime Tree Road, Town Close Road, Christchurch Road, Albemarle Road and Mount Pleasant at their junctions with Newmarket Road.
2. This report summarises the comments received and makes recommendations following the consultation. A detailed background to this scheme was included within the previous report which was submitted to NHAC on 24 November 2016.

Public Consultation

3. The written public consultation and statutory advertisement commenced on 13 January 2017, ran for 26 days, and finished on 7 February 2017. The advert was placed in the local paper and notices were positioned at appropriate locations on site.
4. A letter and associated plans with details of the consultation were sent out to affected properties, businesses, outside organisations and to other relevant stakeholders across the Eaton ward. In excess of **600** letters were sent out. The project also has a dedicated web page at www.norfolk.gov.uk/newmarketroad which has been set up to help publicity. Copies of the plans used for the consultation process are shown in Appendices 2, 3 and 4.
5. A total of 63 responses have been received from residents, associations and businesses. The table below shows the overall stated responses to the main areas of the consultation. A detailed summary of each of the responses and officer comments are shown in Appendix 1. This includes responses received after the consultation closing date.

Table 1: Overall response to main areas of consultation

	In favour	Against
Cycleway Improvements	12	6
Removal of traffic lights at Lime Tree Road/Christchurch Road Junction	1	37
Raised Junction Table Crossings at Lime Tree Road/Christchurch Road	2	0
Raised Junction Table Crossings at Mount Pleasant/Town Close Road	3	0
General provision of new pedestrian crossing facilities	2	0
Floating Bus Stop Bypass Facilities	3	0

The main issues raised through the consultation are discussed in the following sections.

Cycleway Improvements

6. Of the 63 responses received; 12 were in favour and 6 against the general cycleway improvements. A number of specific comments were made, which are summarised in Appendix 1, however the main issues raised are discussed below.
7. Some concern was expressed regarding conflict between cyclists and vehicles accessing properties over the proposed cycleway facilities on either side of the carriageway. There are many locations throughout Norwich where a cycleway facility passes in front of a vehicular access and in these situations vehicles are required to give way to cyclists.
8. It was requested that consideration be given to the provision of more cyclist warning signs and improved street lighting along this length of Newmarket Road. It is proposed that appropriate traffic signs will be installed along the inbound cycleway on the north side of the carriageway and the shared use facility on the south side. The street lighting along this length of Newmarket Road was replaced in 2011 and the road is currently lit to almost the highest level possible.

9. The Norfolk and Norwich Association for the Blind (NNAB) have expressed concerns regarding potential conflict between Visually Impaired Persons (VIPs) and cyclists on the sections of shared use footway/cycleway facility (a letter from the NNAB is in Appendix 5). It is necessary to install short lengths of shared use facility either side of Toucan crossings as Toucan crossings are for use by both pedestrians and cyclists, and sharing the space is inevitable. Further consideration will be given to reducing the proposed length on the north side of the carriageway between Christchurch Road and the new Toucan crossing as part of the detailed design process to the minimum length practically possible. However, this length of shared use facility has been proposed to provide an off carriageway route for cyclists travelling north from Lime Tree Road to Christchurch Road via the new Toucan Crossing. If this is removed, cyclists will need to dismount and walk from the new Toucan Crossing to join the carriageway at Christchurch Road.
10. Concern was also expressed regarding the visual contrast of the footway and cycleway surfacing materials. It is currently proposed that asphalt with a golden gravel chipping will be used on the cycleway, black asphalt on the footway and that asphalt with red chippings will be used on the raised junction table crossings.
11. The Norwich Cycling Campaign (NCC) supports the proposals for the improvements for cycling along the stretch of Newmarket Road between Daniels Roundabout and Hanover Road. They welcome the separate cycle path into the city which they believe will benefit all users of the carriageway and footway by eliminating conflict between users. It was stated that this will greatly increase the attractiveness of the route to a wider range of cyclists, many of whom currently avoid sharing a narrow bus lane. NCC also welcomes the improvements for walking and cycling to the junctions and the extension of and improvements to the shared path on the west side of Newmarket Road although a separate cycle path would be preferred.

Removal of traffic lights at Lime Tree Road/Christchurch Road Junction

12. Of the 63 responses received; 1 was in favour and 37 were against the proposals to remove the traffic lights at the Lime Tree Road/Christchurch Road Junction and to relocate the pedestrian crossing further northeast. Most of these responses received were from residents of Lime Tree Road, Christchurch Road and nearby areas.
13. The main issues raised related to difficulties in joining traffic or crossing Newmarket Road when exiting from Lime Tree Road or Christchurch Road and a general perception that removal of the traffic lights will lead to increased accidents.
14. Concerns were also expressed that Fairfield Road would become a 'rat run' if the traffic signals are removed at this junction. Fairfield Road is a private road that runs parallel to Newmarket Road and is very unlikely to offer any benefit to drivers as an alternative route.
15. It is proposed to remove the existing signalised junction at the Christchurch Road/Lime Tree Road junction and relocate the pedestrian crossing further northeast. This is intended to discourage the use of this junction with Newmarket Road for the reasons explained below.

16. The current operation of the junction consists of 3 stages, Newmarket Road, staggered pedestrian crossings and then the side roads (Christchurch Road & Lime Tree Road). The traffic signals were originally installed in 1996 as part of a previous Norwich City cycle route scheme, providing advanced cycle stop lines on Christchurch Road and Lime Tree Road. The recent traffic survey for this junction suggests that this route has not been adopted by cyclists as their numbers are low.
17. The signals have however attracted more use by motorised traffic as an alternative orbital route to the outer ring road. This effect has been encouraged by increases made to signal maximums set for side road green periods. On site observations have shown that queuing often reaches back into the outer ring road roundabout during the AM peak period as a result of the amount of time given to releasing traffic from the side roads.
18. The service to pedestrians wishing to cross Newmarket Road is currently poor due to the maximum wait time of almost 2 minutes due to the cycle time of the signal junction.
19. Removing the signalisation of Christchurch Road and Lime Tree Road and replacing the existing junction with a mid-block straight across Toucan crossing would provide significant benefits for the Newmarket Road / Daniels Road roundabout as the queuing back from the signalled junction frequently blocks circulation around the roundabout. Funding has been secured through the Local Growth Fund to improve capacity at the roundabout, and initial design work is underway, ahead of consultation later this year and implementation in 2018/19 and 2019/20. The design team has already identified that the queuing back from the junctions on the A11 immediately adjacent to the roundabout contribute significantly to the congestion at the roundabout. A separate report on this agenda considers the Leopold Road / Eaton Road junction and a full report will be presented to this committee later this year with the full package of proposals for the roundabout. However a decision is needed on the Lime Tree Road / Christchurch Road junction now, to avoid the need for abortive work on the cycle track scheme which for funding reasons needs to be completed in advance of the roundabout works.
20. Additionally the removal of the signals provides multiple other benefits:
 - (a) Better service for pedestrians/cyclists wishing to cross Newmarket Road by reducing the maximum wait time and providing a single crossing movement.
 - (b) A reduction in the level of rat-running traffic on Christchurch Road & Lime Tree Road, providing a better environment for residents and for cyclists by discouraging the use of this junction.
 - (c) An improvement in safety for cyclists, lowering the risk of further cycling accidents.
21. In order to provide the additional space for a segregated cycle facility it will be necessary to remove the existing refuge island at the pedestrian crossing at the

junction of Lime Tree Road. The crossing would be relocated further northeast and would be improved to a signalised straight across Toucan crossing.

22. It is also proposed to provide a new signalised Toucan crossing on Newmarket Road at the Hanover Road link to provide a route across the carriageway for outbound cyclists.

Raised Junction Table Crossings

23. It is proposed to install raised junction table crossings at the Newmarket Road junctions with Lime Tree Road, Town Close Road, Christchurch Road, Albemarle Road and Mount Pleasant. These will improve the pedestrian crossing points at these locations.
24. There is general support for the proposed raised junction table crossings at the Lime Tree Road/Christchurch Road and Mount Pleasant/Town Close Road junctions. The NNAB have raised some concerns about the design of these and every effort will be made during the detailed design process to accommodate the up stand that they have asked for.

General provision of new pedestrian crossing facilities

25. There is general support for the new straight across Toucan crossing northeast of the junction with Lime Tree Road and Christchurch Road and at the Hanover Road Link. The existing pedestrian crossing just east of the junction with Mount Pleasant/Town Close Road will also remain.
26. Some requests were made for the provision of additional crossing facilities. However, the proposed crossing facilities are considered to be a sufficient provision for pedestrians and cyclists crossing this length of Newmarket Road.

Floating Bus Stop Bypass Facilities

27. There is general support for the new floating bus stop facilities. However, the Norfolk and Norwich Association for the Blind have expressed concerns regarding the width of the bus boarding areas.
28. It is currently proposed that the bus boarding areas will have a minimum width of 2.00m. The cycleway will be tapered on the approach to the bus stop to reduce cycle speeds and potential conflict with pedestrians. It is not possible to increase the width of the bus boarding area, footway or cycleway at this location due to the available space within the highway. The bus boarding areas could potentially be widened if the adjacent segregated footway and cycleway was made into a shared use facility along the length of the boarding area. However, this is not desirable and is not recommended. Further consideration will be given to the comments received from the Norfolk and Norwich Association for the Blind as part of the detailed design process.

Reduced carriageway width

29. In order to construct the proposed off carriageway, one-way, kerb segregated stepped cycle facility on the north side of Newmarket Road it will be necessary to slightly reduce the width of the existing carriageway lanes to 3.00m wide.

30. Some comments were received which expressed concern that the reduced carriageway width may lead to disruption caused by queuing traffic at peak times in proximity to the entrance to Town Close School. Concern was also expressed that this may cause potential collision with the existing pedestrian refuge at Mount Pleasant and prohibit stopping to vehicles other than public transport. However, it should be noted that there are currently waiting restrictions on either side of Newmarket Road and that vehicles should not park on the existing or proposed cycleway facilities.

Traffic Impacts

31. Traffic management will be required during the works and delays to traffic are likely. It is intended to issue a press release for information closer to the start of construction. Work will be programmed to minimise impact on the road network where possible.

32. Works to construct phase 1 of the Newmarket Road cycleway improvements between Unthank Road and Daniels Road are now nearing completion. A great deal of consideration was given to the traffic management required to construct this stage of the project which included detailed discussions with bus operators. The feedback from bus operators to date has been very positive and the impact on public transport services has been minimal. A similar level of consultation will be conducted with the bus operators regarding the construction of this scheme to prepare an effective traffic management strategy to minimise disruption as much as possible.

Environment

33. The city council's design, conservation and landscape manager has offered advice and guidance in relation to the proposed design. A landscape architect is on the design team.

Accident Reduction

34. There have been 17 accidents in the vicinity of the proposed scheme in the last 5 years - 5 of these involved a cyclist. By providing an off carriageway route for cyclists this scheme will reduce the potential for conflict with vehicles and resulting accidents.

Timescales

35. Subject to legal processes and approval this scheme is provisionally planned to commence construction in summer 2017, following completion of stage 1 of the cycleway which is currently being constructed between Unthank Road and Daniels Road.

Discussion

36. Consideration has been given to the general principle of providing alternative designs for the proposed in-bound cycleway on the north side of the carriageway.

37. Initial indicative construction budget estimates have been prepared for 3 potential options as shown below;

(a) Stepped segregated cycleway facility (recommended option): £767,000

(b) Widened footway/cycleway separated with white line: £684,000

(c) On carriageway segregated cycle lane: £749,000

A number of assumptions have been made when preparing the initial indicative budget estimates. Based on these, the option to provide a stepped segregated cycleway facility is more expensive than the other options. However, there is not a significant difference between the cost of this option and the on carriageway segregated cycle lane. The option to widen the footway/cycleway separated by a white line is not considered to be of sufficient improvement to meet the needs of the scheme objectives. Further work needs to be conducted to prepare an accurate cost estimate with input from the works contractor. However, it is anticipated that similar levels of traffic management will be required for each option and this is a significant contributory factor to the overall cost and disruption caused by the construction process.

38. As part of the design process, utility companies with apparatus along Newmarket Road have been consulted on the proposals to enable them to determine whether their respective apparatus is likely to be affected by the works. This correspondence included indicative details of the potential excavation depths for a stepped segregated cycleway facility and an on carriageway segregated cycle lane - of which the latter would require significantly greater depth of excavation to widen the carriageway.

39. It is anticipated that the option to provide an on carriageway segregated cycle lane would be unachievable without significant impact on the gas apparatus due to the excavation depths required.

40. A further disadvantage with the option to provide an on carriageway segregated cycle lane is that it would be necessary to construct localised footway 'build-outs' into the carriageway on the north side of Newmarket Road at the locations of the two proposed signalised pedestrian crossings. These are located just passed the Christchurch Road/Lime Tree Road junction and at the Hanover Road link. These would be required to create an adequately wide shared space for pedestrians and cyclists to wait to cross the carriageway when the pedestrian crossing is activated. This would cause a localised obstruction in the segregated cycle lane at these locations which would contribute to a reduction in the quality of the overall cycleway facility.

41. All comments relating to the removal of the traffic lights at the Lime Tree Road/Christchurch Road Junction have been taken into consideration. However, with reference to the discussion in points 12 to 21 it is recommended that they are removed as part of this scheme.

Conclusions

42. It is recommended to progress the proposals to provide a stepped segregated cycleway facility and associated highway works including the removal of the traffic lights at the Lime Tree Road/Christchurch Road Junction.
43. This will meet the requirements of the brief by providing benefit to both cyclists and pedestrians and will contribute to the objectives of the cycling ambition programme. The proposals as presented will provide the next phase of improvement on the blue pedalway and will represent significant improvements to the existing cycling infrastructure on Newmarket Road that will make it safer, more coherent and easier to use.
44. It is especially important that this inner section of the blue pedalway is designed to a high standard because a poor quality link would undermine the value of the investment that is being made further out (e.g. Wymondham - Hethersett, Eaton & Cringleford).
45. Detailed design work will formalise the proposals, resolve any outstanding issues and establish the cost and level of construction disruption taking into account responses received from the consultation.

Resource Implications

46. Finance: The TfN programme forms an integral part of strategic infrastructure as set out in the Joint Core Strategy. The delivery of this works is funded by government grants by way of the City Cycle Ambition programme.
47. Staff: The project will be delivered through joint team working involving both county council and city council officers.
48. Property: The proposals can be delivered within the existing highway boundary so there is no requirement for land acquisition.

Other Implications

49. Legal Implications: None.
50. Human Rights: None.
51. Communications: The Communications Project Manager for Transport for Norwich schemes will manage publicity and enquiries.
52. An Integrated Impact Assessment has been conducted which amongst other factors has considered the impact of these proposals on equality and diversity for all users of the proposed highway improvements. The overall assessment has determined the impact of this scheme to be neutral in this regard. However, it is considered that the overall proposals will make the existing cycling infrastructure safer, more coherent and easier to use.

Section 17 – Crime & Disorder Act

53. The scheme will be designed to ensure it has a positive effect on crime and disorder where possible. Particular attention will be given to ensure that lighting levels are adequate and foliage trimmed back along both sides of Newmarket Road where appropriate. 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

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

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	16 March 2017
Director / Head of service	Head of City Development Services
Report subject:	A11 Newmarket Road - Provision of a new stepped segregated footway/cycleway and associated highway alterations between the Daniels Road roundabout and Hanover Road to improve facilities for cyclists along this length of Newmarket Road
Date assessed:	30 January 2017
Description:	Approval was granted at NHAC on 24 November 2016 to conduct a consultation for these proposals. This report contains a summary of the outcome of the consultation and is to be presented to NHAC on 16 March 2017 to request approval to construct this cycleway improvement scheme

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The TfN programme forms an integral part of strategic infrastructure as set out in the Joint Core Strategy. The delivery of this project is funded by government grants by way of the City Cycle Ambition programme
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project will be delivered through joint team working involving both County Council and City Council officers
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments.
Economic development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments.
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments.
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"/>	No further comments.
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This scheme will be designed to ensure it has a positive effect on crime and disorder where possible. Particular attention will be given to ensure that lighting levels are adequate and foliage trimmed back along Newmarket Road where appropriate. Care will be taken during construction to minimise opportunities for crime and disorder, for instance the secure storage of construction equipment and materials
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments

	Impact			
Health and well being	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	These proposals are for the provision of a new stepped segregated footway/cycleway and associated highway alterations between the Daniels Road roundabout and Hanover Road to improve facilities for cyclists along this length of Newmarket Road and to encourage more journeys to be made by cycle
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments.
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments.
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments.
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	One of the main objectives derived from the TfN strategy is to increase walking and cycling and the strategy follows a mode hierarchy principal where walking, cycling and public transport are, where appropriate, prioritised above use of the car. These proposals form part of that overall package as it provides a priority cycle route into the city centre, promoting the use of sustainable travel methods.
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Provision of a new stepped segregated footway/cycleway and associated highway alterations between the Daniels Road roundabout and Hanover Road to improve facilities for cyclists along this length of Newmarket Road.

	Impact			
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The provision of these footway/cycleway improvements helps to promote the use of sustainable forms of transport such as walking and cycling.
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The provision of these footway/cycleway improvements helps to promote the use of sustainable forms of transport such as walking and cycling.
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A risk assessment has been undertaken for the development of the NATS Implementation Plan (TfN). The key risks for delivering this are around funding, planning and timescales. These risks are being managed through active project management and ongoing engagement with stakeholders

Recommendations from impact assessment

Positive

The proposals in this NHAC Report meet the requirements of the project brief by providing benefit to both cyclists and pedestrians and will contribute to the objectives of Push the Pedalways. The proposals as presented will provide the next phase of improvement on the blue pedalway and will represent significant improvements to the existing cycling infrastructure on Newmarket Road that will make it safer, more coherent and easier to use. Detailed design work will formalise the proposals and resolve any outstanding issues, taking into account responses received as a result of the consultation.

Negative

No negative issues identified.

Neutral

Issues

Appendix 1: Issues Raised from Consultation			NOTE: Responses received up to 10/02/17
			Consultation closed on 08/02/17
<i>Issue Ref.</i>	<i>Times Raised</i>	<i>Issue</i>	<i>Officers Comments</i>
		General Comments	
0a	1	Are there any proposals to extend the cycling facility beyond the Hanover Road link going towards Norwich?	This scheme extends as far as Hanover Road because Newmarket Road narrows north of Hanover Road to the extent that it is not possible to continue a segregated cycle track or lane beyond this point without seriously reducing traffic capacity on the approach to the junction with Ipswich Road. It is planned that following the completion of the project the blue pedalway will be rerouted to access the city centre via Hanover Road and Fellowes Plain rather than via Grove Road.
0b	1	This improvement will create a relatively safe and attractive means of cycling between Eaton Village and the City Centre for families, young people and others who wish to avoid mixing with busy traffic.	Agreed.
0c	1	New keep left bollards at the junction with Albemarle Road/Newmarket Road block visibility of on coming traffic	These bollards are a standard design which are used across Norwich.
0d	1	Consideration to trees and general natural environment	This scheme will have no impact on the existing mature trees along Newmarket Road.
0e	1	Proposals do not consider the roundabouts at the Newmarket Road junctions with Daniels Road and St Stephens	It is currently proposed that future projects will be conducted to give further consideration into improving congestion at the Daniels Road roundabout. However, it is proposed that the removal of the traffic signal controlled junction at Christchurch Road and Lime Tree Road will contribute to reducing congestion on Daniels Road roundabout. The St Stephens roundabout is outside of the scope of this scheme.
0f	3	Provision of a 'No Right Turn' sign into Town Close School for traffic entering the city from the ring road	This would require a central barrier to be effective and there is insufficient space to allow this.
		Cycleway Improvements	
1a	12	Generally in favour of the proposed cycleway improvements	Support noted.
1b	6	Generally against the proposed cycleway improvements	No further comment.

1c	3	Mixing pedestrians and cyclists on the shared use footway/cycleway facility on the south side of Newmarket Road will cause increased risk of conflict and discourage usage	This section of existing footway is very wide and can easily accommodate a shared use footway/cycleway facility. It will provide an alternative outbound route for cyclists not wishing to travel on the carriageway and provide a continuous shared use facility between Daniels Road and the proposed pedestrian crossing opposite the Hanover Road link. There is insufficient space to build a segregated cycle facility for outbound cyclists without removing the bus lane. New road signs will be provided to indicate that this is a shared use facility. The level of pedestrian use is low.
1d	4	Conflict with cyclists and vehicles accessing properties over the shared use footway/cycleway on south side of carriageway	Vehicles are required to give way to cyclists at vehicular accesses to properties.
1e	6	Conflict with cyclists and vehicles accessing properties over the proposed segregated footway/cycleway facility on the north side of the carriageway	As above in item 1d; it is intended for vehicles to give way to cyclists at vehicular accesses to properties. Cyclists can still choose to give way to motorists if they desire.
1f	3	Queuing and parked vehicles causing obstruction to cycling facilities and hazards to cyclists	There are currently waiting restrictions on either side of Newmarket Road. Vehicles should not park on the existing or proposed cycleway facilities.
1g	1	The remaining footway on north side of Newmarket Road is too narrow for pushchairs etc. to comfortably pass in opposite directions and is currently used more by pedestrians rather than cyclists	The general principle is that the width of the footway will be approximately 2.00m and the cycleway will be 2.20m. However, it is acknowledged that both the footway and cycleway will be decreased to approximately 1.50m each at the bus boarding areas. It is proposed that the bus boarding area itself will be on average 2.00m wide. There will also be a very localised reduction in the available footway width where there is existing street furniture such as utility apparatus, poles and cabinets etc. Although the footway is currently used by pedestrians - it will be necessary for the current width to be reduced to provide a segregated cycleway to enable cyclists to travel safely off of the carriageway.
1h	3	Proposals give unfair priority to cyclists over pedestrians	These proposals give equal priority to both pedestrians and cyclists. It is proposed that a segregated footway/cycleway facility will be provided on the north side of Newmarket Road which will provide a separate space for both pedestrians and cyclists. The existing length of footway on the south side of Newmarket Road is currently wide enough to adequately accommodate both pedestrians and cyclists in a shared environment.

1i	6	Reduced carriageway width may lead to disruption caused by queuing traffic at peak times in proximity to the entrance to Town Close School and potential collision with existing pedestrian refuge at Mount Pleasant - prohibit stopping to vehicles other than public transport	There are currently waiting restrictions on either side of Newmarket Road. Vehicles should not park on the existing or proposed cycleway facilities.
1j	1	How will access be maintained to properties over the shared use footway/cycleway on the north side of the carriageway - in particular at dropped kerb property accesses	The proposed segregated footway/cycleway facility will be ramped down and dropped kerbs will be provided at the locations of existing vehicular accesses to properties on the north side of Newmarket Road.
1k	2	Cycling speeds and enforcement	The proposed segregated footway/cycleway facility on the north side of Newmarket Road is intended to separate pedestrians, cyclists and motorised traffic. This will reduce the risk of conflict between different types of traffic. The formalised footway/cycleway facility on the south side of Newmarket Road is intended to provide an alternative off carriageway cycleway and a more consistent route. However, it is recognised that cycle speed may be an issue and that this situation may be worse once an improved facility is constructed. It is not possible to enforce speed restrictions on the cycleway and no legislation exists to allow enforcement. It is also difficult to ensure cyclists are courteous to other users of the highway. Therefore, it is proposed to provide warning signs along the route in an attempt to reduce cycle speed. In addition the segregated facility will provide separate space for cyclists and pedestrians, potentially lessening the risk of interaction between both parties.
1l	1	General concerns regarding the design of the scheme - it appears to be over engineered and not in keeping with the current environment	This scheme has been designed in accordance with the relevant design standards and careful consideration has been given to ensure that the proposals are appropriate for this length of Newmarket Road.
1m	1	Mixing pedestrians and cyclists on cycleway facility on the north side of the carriageway	Pedestrians and cyclists will be separated by a kerb line on the segregated footway/cycleway facility on the north side of Newmarket Road. The footway and cycleway will be distinct from each other and will reduce the likelihood of mixing and conflict between pedestrians and cyclists.

1n	1	Widen the footway into the grass verge on the south side of Newmarket Road between Hanover Road and the existing cycleway in Eaton to provide segregated footway/cycleway facility	There is insufficient space to widen the footway into the grass verge along this length to provide a segregated facility. In particular, the presence of large mature trees along this length limits widening into the verge. However, conversion of this length of existing wide footway into a shared use footway/cycleway facility will provide a shared cycle route leading towards Eaton.
1o	1	Give consideration to widening the existing bus and cycle lanes by removing the existing grass verge on both sides of Newmarket Road	There is insufficient space to widen the existing bus and cycle lanes into the grass verge along the south side of Newmarket Road. In particular, the presence of large mature trees along this length would mean that this would not be possible.
1p	5	Provide more traffic signs warning of cyclists and improve street lighting	Appropriate traffic signs will be installed along the proposed cycleway. The street lighting along this length of Newmarket Road was replaced in 2011. The road is currently lit to almost the highest level possible.
1q	1	Cycleway should be two way on the north side of the carriageway and cross to the south side passed Town Close School at the existing pedestrian crossing	There is not enough space to provide a two way segregated cycleway along the north side of Newmarket Road. It is also not possible to provide a segregated facility on the south side due to the presence of large mature trees along this length which prevent the facility being widened further. However, it is proposed to convert the existing footway on the south side into a <u>shared use footway/cycleway facility</u> .
1r	1	The existing traffic island on the east side of Mount Pleasant causes a potential hazard to vehicular traffic	Although it is not currently proposed to remove this pedestrian refuge as part of the proposals, this will be given further consideration as part of the detailed design process.
1s	1	Plans do not provide sufficient detail of the impact on the carriageway width	It is proposed that the segregated footway/cycleway facility on the north side of Newmarket Road will be widened into the existing relatively wide carriageway. Minimum lane widths of 3.00m will be retained along the affected length of Newmarket Road.
1t	1	Right turn manoeuvres into side roads and accesses to properties may become difficult	When exiting Newmarket Road it would be assumed that a driver would exercise due care and attention and ensure there is a sufficient gap in oncoming traffic, that no cyclists or pedestrians were crossing the access or side road and that it was clear and safe to proceed. Under the new arrangement it will still be assumed that a motorist would ensure the cycle facility is clear of both cyclists and pedestrians before crossing it into a side road or property access.

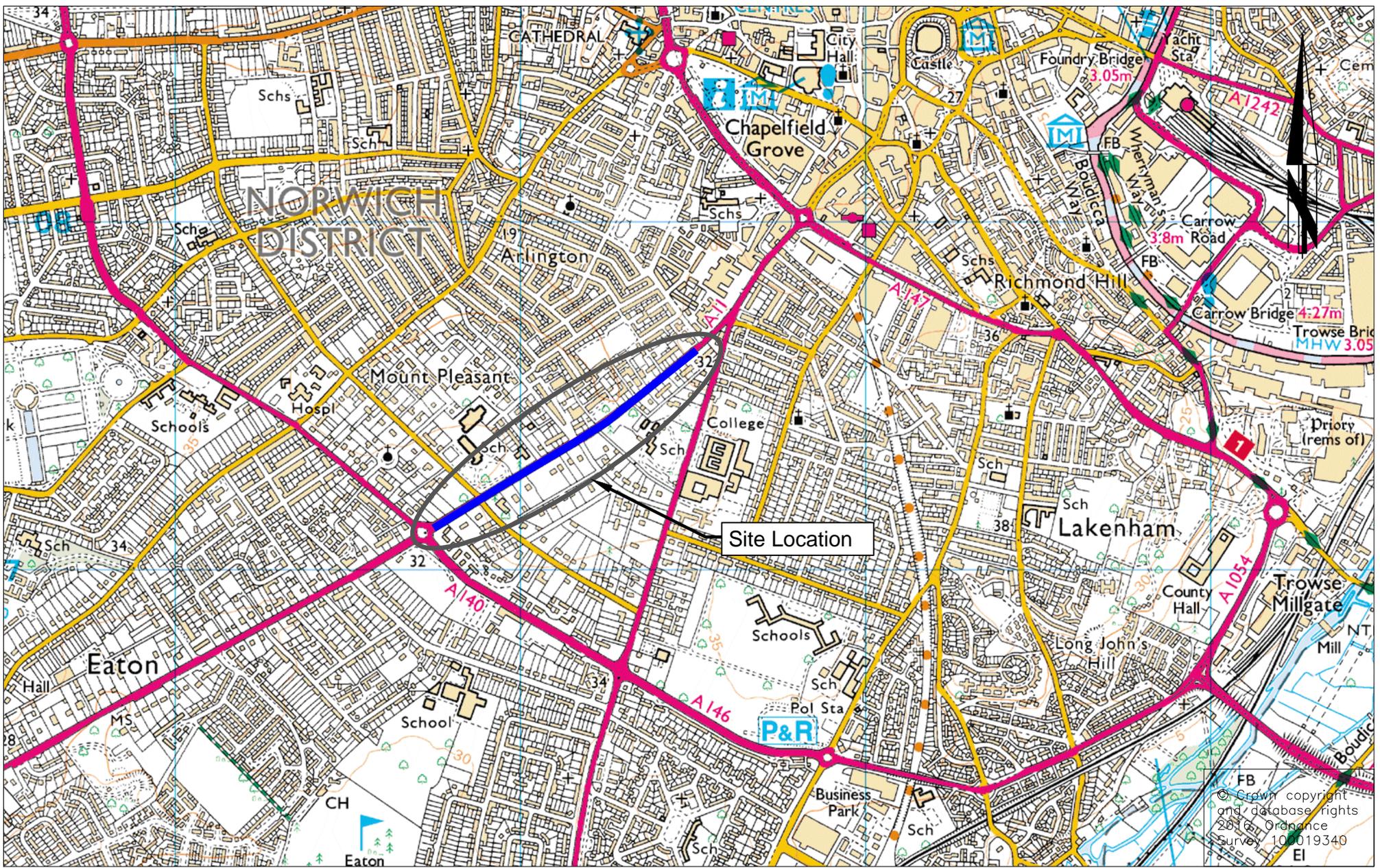
1u	1	Have pedestrian counts been conducted along Newmarket Road?	Traffic counts were taken on Newmarket Road over a 12 hour period (07:00 to 19:00) on 12 April 2016. A summary of the key data is shown in the main report - Table 1: Peak Traffic and Cycle Flows on Newmarket Road. These include data for vehicles and cyclists, however, it was not considered necessary to collect data on pedestrians.
1v	3	Proposed footway and cycleway adjacent to the bus boarding areas appears too narrow at 1.50m wide which may lead to conflict between pedestrians and cyclists	Due to the available existing carriageway space it is not possible to provide a wider footway or cycleway at the bus boarding areas. It is further hoped that at the locations of the bus boarding areas that both pedestrians and cyclists will use common sense and have reasonable consideration for other road users.
1w	4	Proposed footway width will be restricted at bus boarding area between Mount Pleasant and Allens Lane due to existing street furniture i.e. post box, telephone box and utility cabinets	There will be localised narrowing of the footway adjacent to street furniture - including utility cabinets. This should generally be approximately no less than 1.50m. It would incur significant expense to relocate utility cabinets and other street furniture unless it presents a specific hazard.
1x	1	Current provision for cyclists to use the route along Newmarket Road between Daniels Road and the inner ring road appear satisfactory - it is not clear how the proposed changes will improve this route	These proposals will provide an improved and safer segregated footway/cycleway between Daniels Road and Hanover Road and improve the overall level of service for pedestrians and cyclists.
1y	1	Provision of a shared use footway/cycleway on south side of Newmarket Road for journeys out of Norwich will be helpful	No further comment.
1z	3	Concerns regarding conflict between cyclists and vehicles accessing Albert Terrace, Allens Lane and Eagle Lane side roads	As above in item 1d; it is intended for vehicles to give way to cyclists at vehicular accesses to properties and side roads. Cyclists can still choose to give way to motorists if they desire. It is further hoped at all locations that both motorised and non-motorised traffic will use common sense and have reasonable consideration for other road users.
		Removal of traffic lights at Lime Tree Road/Christchurch Road Junction	
2a	1	In favour of traffic signal controlled junction being removed	No further comment.
2b	29	Against the traffic signal controlled junction being removed	No further comment.
2c	24	Difficulties in joining traffic or crossing Newmarket Road when exiting from Lime Tree Road or Christchurch Road	Please see Paragraphs 19-28 of the report.
2d	16	Concerns that removal of traffic lights will lead to increased accidents	Please see Paragraphs 19-28 of the report.

2e	2	Plans are unclear regarding proposals at Lime Tree Road/Christchurch Road junction	The proposals are to remove the existing traffic signals from this junction giving priority to traffic on Newmarket Road. The existing staggered pedestrian crossing will be removed and a new straight across Toucan crossing will be installed slightly further northeast of the junction. Raised table crossings will be installed at the junctions of Lime Tree and Christchurch Road.
2f	1	Restrict access on Lime Tree Road to residents only with consideration to existing and proposed usage	Restricting access on Lime Tree Road to residents only is not being considered as part of this proposal. However, removal of the traffic signal controlled junction will discourage 'rat running' through Lime Tree Road which will provide a better environment for residents and cyclists.
2g	1	Provide a 20mph speed restriction and traffic calming measures on Lime Tree Road	It is proposed to install a raised table crossing at the junction of Lime Tree Road. The provision of a 20mph speed restriction and more extensive traffic calming will be considered as part of the CCAG2 20mph project.
2h	3	Removal of traffic signals and relocation of pedestrian crossing will make crossing Newmarket Road more difficult for cyclists and pedestrians	Removing the signalisation of Christchurch Road and Lime Tree Road and replacing the existing junction with a straight across Toucan crossing will provide a better service for pedestrians/cyclists wishing to cross Newmarket Road by reducing the maximum wait time and providing a single crossing movement. Reducing the level of 'rat-running' traffic on Christchurch Road and Lime Tree Road will create a better environment for cyclists and lower the risk of further cycling accidents.
2i	1	Removal of traffic signals and relocation of pedestrian crossing will have a negative effect on the nearby junctions with Albemarle Road, Mount Pleasant and Town Close	It is proposed that removing the signalisation of Christchurch Road and Lime Tree Road will encourage traffic to use Daniels Road and the outer ring road rather than smaller adjoining roads.
2j	2	Negative impact on traffic flow and residents living on Lime Tree Road and Christchurch Road will make it difficult for pedestrians to cross the side roads especially during peak times	The purpose of removing the signalised junction is to discourage the use of this route to reduce the level of 'rat-running' traffic on Christchurch Road and Lime Tree Road providing a better environment for residents and for cyclists. Removal of this traffic signal controlled junction will also contribute to reducing congestion on the Daniels Road roundabout.
2k	5	Concerns that Fairfield Road would become a 'rat run' if the traffic signals are removed at the junction with Christchurch Road and Lime Tree Road	Fairfield Road runs parallel to Newmarket Road. It is a private road and is very unlikely to offer any benefit to drivers.

Raised Junction Table Crossings at Lime Tree Road/Christchurch Road			
3a	1	In favour of proposed junction table crossing on Lime Tree Road	No further comment.
3b	0	Against the proposed junction table crossing on Lime Tree Road	No further comment.
3c	1	Provide signalised shared use pedestrian/cyclist crossings on the proposed raised table crossings at lime Tree Road/Christchurch Road	The raised junction table crossings will give pedestrians and cyclists priority rendering signalled crossings unnecessary.
3d	1	Provision of a raised table crossing at the junction of Lime Tree Road will lead to increased noise and air pollution when buses use this route	The height of the proposed raised table crossing will be no more than 75mm. It is not anticipated that this will affect buses using this route. Buses currently using this route need to reduce speed as they approach the junction with Newmarket Road.
Raised Junction Table Crossings at Mount Pleasant/Town Close Road			
4a	3	In favour of proposed junction table crossing on Mount Pleasant/Town Close Road	No further comment.
4b	0	Against the proposed junction table crossing on Mount Pleasant/Town Close Road	No further comment.
4c	1	Provide traffic lights at Mount Pleasant/Town Close Road junctions with Newmarket Road	There are no proposals to provide traffic lights at this junction as this would encourage 'rat running' on the side roads and contribute to traffic congestion on New Market Road.
4d	1	Additional 20 mph signs along Mount Pleasant	This will be considered as part of the CCAG2 20mph project.
4e	1	Requested no right turn into Town Close School	This issue will be given further consideration by officers from Norwich City Council and is beyond the scope of the current scheme.
4f	2	Provide traffic calming or vehicular restrictions along Mount Pleasant, Town Close and Lime Tree Road	Traffic calming will be considered as part of the CCAG2 20mph project.
General provision of new pedestrian crossing facilities			
5a	2	Generally in favour of proposed pedestrian crossing facilities	No further comment.
5b	0	Generally against the proposed pedestrian crossing facilities	No further comment.
5c	1	Install a traffic signal controlled Toucan crossing at the location of the bus boarding area just passed the Daniels Road roundabout	This is not considered to be a suitable location to install a pedestrian crossing. However, it is proposed to install a new straight across Toucan crossing northeast of the junction with Lime Tree Road and Christchurch Road.

5d	1	Install an additional Toucan Crossing between Albemarle Road and Mount Pleasant	It is not necessary to install a Toucan crossing at this location as there will be sufficient provision for pedestrian/cyclist crossing along this length of Newmarket Road. It is proposed to install a new straight across Toucan crossing northeast of the junction with Lime Tree Road and Christchurch Road and at the Hanover Road Link. The existing pedestrian crossing just east of the junction with Mount Pleasant/Town Close Road will also remain.
5e	1	Move the proposed pedestrian crossing at the Hannover Road link towards the doctors surgery	The currently proposed location provides a link to both Hanover Road and the proposed cycleway facilities on each side of Newmarket Road. The location of the pedestrian crossing is dictated by the spacing of vehicular accesses to properties on either side of the carriageway and to some extent by the location of the existing trees on the south side of Newmarket Road. The currently proposed location takes these constraints into consideration.
5f	1	Incorporate proposed Toucan crossing into existing traffic signal controlled junction	It is required to remove the existing staggered pedestrian crossing to provide adequate space to construct the proposed footway/cycleway facility and to enable priority to be given to a continuous cycleway across the junction of Christchurch Road. The proposed Toucan crossing will provide a better service for pedestrians/cyclists wishing to cross Newmarket Road by reducing the maximum wait time and providing a single crossing movement.
		Floating Bus Stop Bypass Facilities	
6a	3	Generally in favour of the proposed floating bus stop facilities	No further comment.
6b	0	Generally against the proposed floating bus stop facilities	No further comment.

6c	1	Bus boarding area between Daniels Road and Christchurch Road junction will narrow carriageway and lead to delays on Newmarket Road while buses are waiting	It is general practice now to provide waiting areas for public transport within the carriageway rather than to provide an off carriageway layby. This gives priority to buses over other vehicular traffic and reduces delays to public transport which can be caused by a bus waiting for a gap in the general traffic. It is acknowledged that there may be times when other traffic is delayed by buses as passengers board at this location. However, this is a key public transport route into the city centre and part of the schemes objectives are to encourage the use of more sustainable forms of transport. It is currently proposed that future projects will be conducted to give further consideration into improving congestion at the Daniels Road roundabout.
6d	1	Provide bus shelter at the proposed boarding area near to Albemarle Road	It is not currently proposed to provide a bus shelter at this boarding area as part of this scheme.




Transport for Norwich

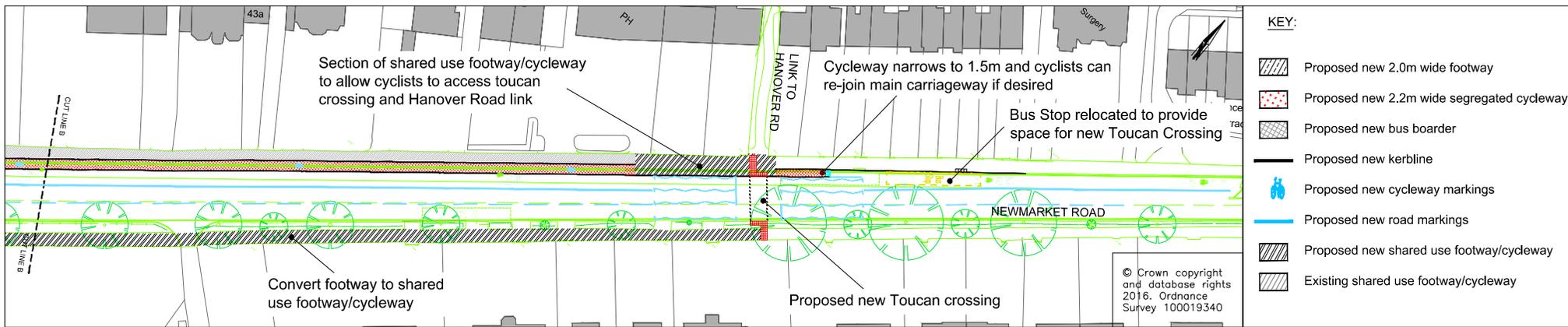
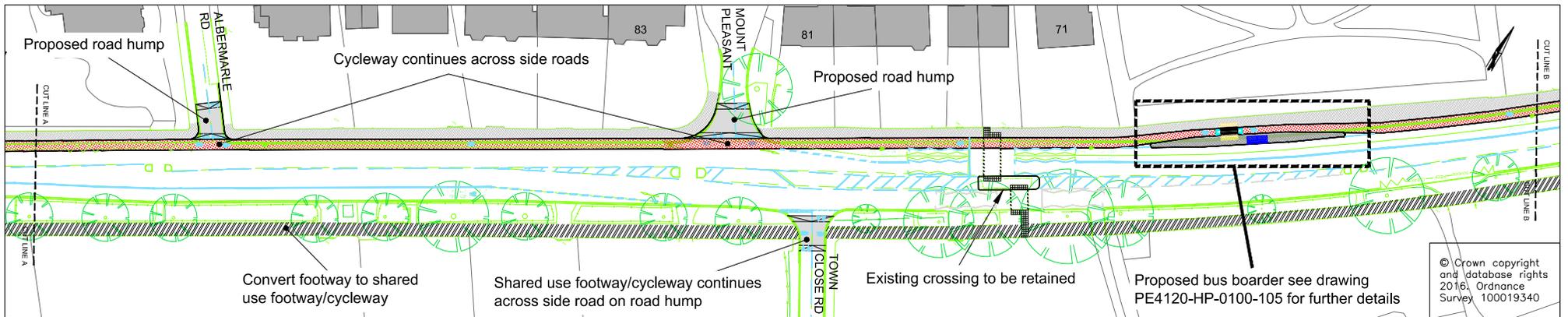
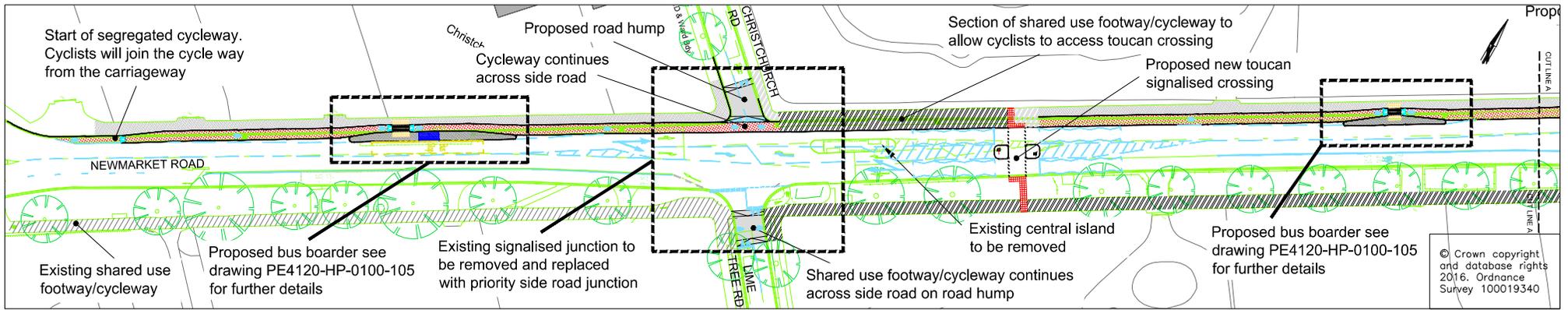
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Tom McCabe
 Executive Director of Community and Environmental Services
 Norfolk County Council
 County Hall
 Martineau Lane
 Norwich NR1 2SG

DRAWING TITLE
 A11 Newmarket Road Project 31 & 33-Phase 2
 Cycleway Improvement Scheme
 Site Location Plan

REV.	DESCRIPTION	CHECKED	DATE

SURVEYED BY	INIT.	DATE	DRAWING No.
	-	-	PE4120-HP-0100-115
DESIGNED BY	DAG	10/16	PROJECT TITLE
DRAWN BY	DAG	10/16	A11 Newmarket Rd Project 31 & 33 Cycling Improvement Scheme
CHECKED BY	NRW	10/16	SCALE
			FILE No.
			NTS
			PE4120



KEY:

- Proposed new 2.0m wide footway
- Proposed new 2.2m wide segregated cycleway
- Proposed new bus boarder
- Proposed new kerblines
- Proposed new cycleway markings
- Proposed new road markings
- Proposed new shared use footway/cycleway
- Existing shared use footway/cycleway

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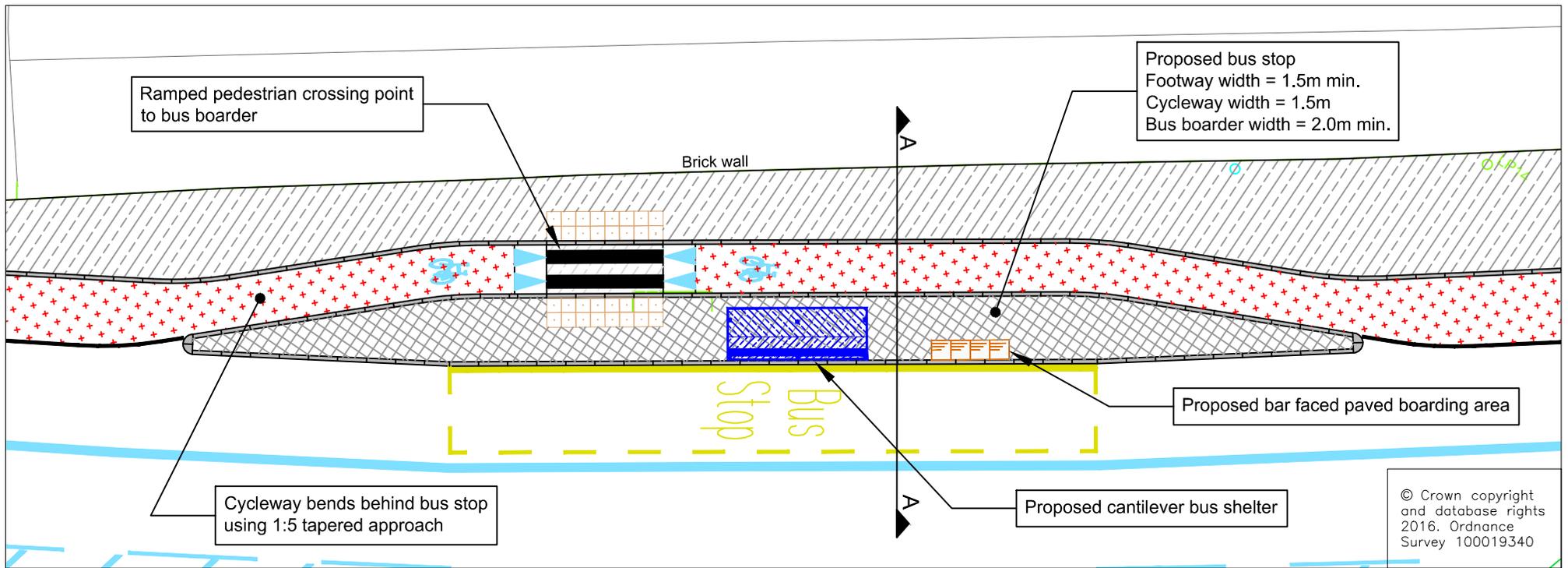
Funded by:

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

DRAWING TITLE
A11 Newmarket Road Project 31 & 33-Phase 2
Cycling Improvement Scheme
Consultation Plan

REV.	DESCRIPTION	CHECKED	DATE

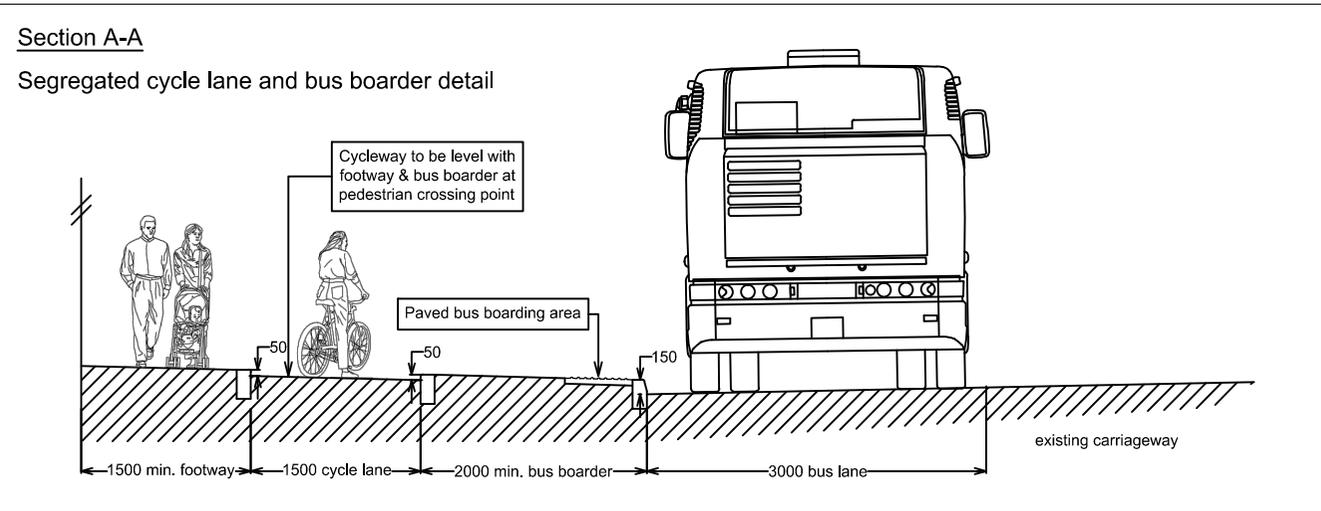
INIT.	DATE	DRAWING No.
PC	2016	PE4120-0100-110
DAG	12/16	PROJECT TITLE
DAG	12/16	A11 Newmarket Rd Project 31 & 33 Cycling Improvement Scheme
NRW	12/16	SCALE
		FILE No.
		1:1250 @ A4
		PE4120



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KEY

- Proposed new footway
- Proposed new segregated cycleway
- Proposed new bus boarder
- Proposed uncontrolled tactile paved crossing point
- Proposed bar-faced paving
- Proposed new kerbline
- Proposed new cycleway markings
- Proposed new road markings



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DRAWING TITLE
A11 Newmarket Road Project 31 & 33-Phase 2
Cycling Improvement Scheme
Bus Stop Bypass Typical Detail

REV.	DESCRIPTION	CHECKED	DATE
A	Key amended	NRW	12/16

INIT.	DATE	DRAWING No.
-	-	PE4120-HP-0100-105-A
DESIGNED BY		PROJECT TITLE
DAG	10/16	A11 Newmarket Rd Project 31 & 33 Cycling Improvement Scheme
DRAWN BY		SCALE
DAG	10/16	FILE No.
CHECKED BY		NTS
NRW	10/16	PE4120



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Director: Mr. M. Talbot
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Magpie Road
Norwich
Norfolk
NR3 1JH

T: 01603 629 558
F: 01603 766 682
E: office@nnab.org.uk
www.nnab.org.uk

6 February 2017

Newmarket Road, Phase 2

The Norfolk & Norwich Association for the Blind (NNAB) have received plans regarding Newmarket Road, Phase 2 and submit the below report in response.

Key to Abbreviations used in the report:

VIP(s) = Visually Impaired Person(s)

NNAB = The Norfolk & Norwich Association for the Blind

Summary

We are encouraged that a segregated cycle lane is to be installed at certain places, as well as 2 new signalled pedestrian crossings, but since our pre-consultation meeting with planners, along with the documents presented to NHAC, a number of substantive changes have been made to the designs which are not for the better.

Our main concerns and issues are:

- Changes to the designs mean that the cycle lane is no longer fully segregated and larger sections of shared space have been introduced causing areas of conflict at the two new signalled crossings (by Christchurch Road and Hanover Road). The NNAB appeal to the planners to re-instate the fully segregated cycle lane (as per original designs shown to NNAB 13.10.16 and submitted to NHAC 24.11.16).
- The consequence of these changes mean cyclists are being treated differently at signalled crossings and at the floating bus stops, which means their behaviour will be different and more erratic. Visually impaired users need consistency and along this stretch of road we would request that cyclists are treated as road users the whole time and that the designs reflect this.
- We have serious concerns over floating bus stops. They are a new concept and as result there is no definitive design that makes them easy for VIPs to use. They have not been received well by the visually impaired community, particularly in London. We are concerned over the current widths proposed for the bus boarders and a colour contrast must be installed on the surface of the cycle lane.
- The proposed road humps at Christchurch Road and Lime Tree Road are another change which will have serious implications for VIPs. The removal of full kerbs and creating a larger open flat space could cause confusion and uncertainty for many VIPs. We would request the humps are not installed – again to reflect the original design (as seen by NNAB 13.10.16 and presented to NHAC 24.11.16).

Also at:

3 North Lynn Business Village, Bergen Way, King's Lynn, Norfolk. PE30 2JG T: 01553 660 808
14/15 Willimet House, Victoria Arcade, Row 70, Regent Street, Great Yarmouth, Norfolk. NR10 1RR T: 01493 745 973



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Norfolk
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- Removing the traffic signals at Christchurch Road and Lime Tree Road junctions will make it harder and potentially more dangerous for any pedestrian wishing to cross there.
- Shared space has now been introduced on the southern footway. The NNAB's concerns over shared space and the problems it causes the visually impaired have been highlighted numerous times to planners and NHAC over the last couple of years.

Issues with current cycle lane designs & lack of consistency

In the NHAC document 24.11.16 it states that 'cyclists should not be sharing space with pedestrians' (Point 18). This is a view the NNAB completely endorse and agree with. Why then have the design changes seemingly gone back on this and created large sections of shared space at the new signalled crossings? Rather than having the cyclists wait on the road if the lights are red (as per original designs) planners are now allowing cyclists to mount the footway and weave behind or through any pedestrians waiting to cross in order for them to jump the red light and access the cycle lane on the other side. This will potentially cause dangerous conflicts and will be intimidating for VIPs.

For any cyclist that needs to access the crossing surely there is another option than can be explored that allows a minimal 'feed-in' on to the pavement where they should dismount immediately and then wait with pedestrians.

At the floating bus stops cyclists are being instructed to give way to pedestrians so why can the same principle not be applied at the two new crossings? Confusingly at the existing crossing near Mount Pleasant the plans show that the cycle lane remains fully segregated and the crossing point for pedestrians is kept separate on the footway. So in this instance when the lights change the cyclists will have to wait.

This lack of consistency is a real problem as any VIPs navigating along this stretch of road need to know that regardless of whether they are at a crossing or a floating bus stop the behaviour of cyclists will be the same. The NNAB would urge planners to keep the cycle lane fully segregated and treat the cyclists as road users first and foremost.

Floating bus stops

Floating bus stops – also sometimes known as bus bypasses – are a new design that started to appear in major cities a couple of years ago. Unfortunately the NNAB do not know of any one design formula that definitively works for the visually impaired but we are aware that on the whole they are unpopular for those who are visually impaired, particularly in London where the issues have even been highlighted to the London Mayor.

'I am conscious of the concerns raised by older and disabled people about bus stop bypasses and I will ensure that TfL fully addresses them. TfL wants both bus users and cyclists to be safe and feel safe using bus stop bypasses'

Sadiq Khan, London Mayor - June 2016

(source: <http://www.london-se1.co.uk/news/view/8803>)

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A working group has been established by TfL with different stakeholders, including RNIB and Guide Dogs, to address these safety concerns. We would recommend the planners engage with TfL to learn more about their findings and how to solve the safety issues before adopting a definitive design and rolling it out across the city.

The proposed floating bus stops will be intimidating especially for those with severe sight loss to navigate as they will have to find the crossing point from the footway, cross over to the bus boarder, locate the bus shelter (if there is one) and then find the point to board the bus. Meanwhile, standing on a narrow refuge with cyclists behind them and traffic ahead of them could lead to disorientation and anxiety to such an extent that a VIP would actively avoid using them and it becoming another no-go area.

If the Council is insistent on implementing these floating bus stops, and eventually adding others around the City, then we must urge a consistent approach is taken on the design from day one. We do welcome the fact the Council are planning to install bus shelters on these floating bus stops whenever possible as this could assist some VIPs as a reference point.

Cycle Ambition Grant Cities lessons omitted from plans

We note that the NHAC documents (24.11.16) quote key lessons from the Cycle Ambition Grant Cities. What is unclear from the feedback they obtained is how much specifically came from those with sight loss or other disability groups? Were they consulted?

- **Size of Bus Border:** Cycle Ambition Grant Cities state a bus stop island width of 2.7m to be sufficient. The Newmarket Road proposals are below that of 2m for two of the stops and only 1.7m for one other. The NNAB have serious concerns that the widths are inadequate and dangerous for the one only at 1.7m. How will the boarders accommodate all users including those in wheelchairs, mothers with prams etc all at the same time without compromising safety? For a VIP to navigate on a crowded and narrow refuge could be impossible.
- **Visual Colour Contrast:** We agree with the Cycle Ambition Grant Cities that coloured surfacing would clearly demark the cycle track. Not only would it help the visually impaired but we believe it would be a clear indicator to cyclists that they are entering an area that requires caution and that pedestrians have priority. We would urge the Council to add a colour surface (orange / red / blue / green) to the cycle lane section through the floating bus stops. We do not believe the current plan to have the same colour as the footway would have the same affect. Instead we think this will give cyclists the same perception as if they were using shared space – which it is clearly not in this instance.
- **Signage:** We would ask the Council to have a clear sign alerting cyclists to stop and give way for pedestrians as they approach the floating bus stop.

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Road humps at Christchurch Road & Lime Tree Road junctions

The NNAB are becoming increasingly concerned of the new design fad appearing in road scheme proposals where road humps are being installed at the end of roads where they meet junctions. Again this is another change to have appeared since our original discussions or presented to NHAC.

We question their benefit to all users. A driver approaching this junction will not be speeding. In order to exit onto Newmarket Road they have to slow down, and most of the time have to come to a complete stop. From a VIP perspective by introducing the road hump they are losing full kerbs and a large open space is created instead. With no delineation between road and pavement – as the full kerb used to indicate this – a VIP could find it disorientating as to where the pavement ends and road starts and potentially drift into the road without knowing. Because it is not a formal crossing any tactile is only at the very edge, isolated and a small amount, so trying to locate it is difficult and easily missed.

However Nick Woodruff, Project Engineer, confirms that at present it is not been determined if tactile paving will be at this junction. We feel unqualified to advise on this, we are not road engineers, but we do believe there is a serious conflict between the message blister tactile paving sends as it will not mean a safe crossing point. The problem is there is no national tactile paving to indicate a road edge in lieu of a missing kerb but some kind of tactile delineator needs to be there.

Why is there such an emphasis on these road humps being introduced at end of road locations? Surely they add to the overall cost of the scheme but long term the maintenance costs are higher too as the road surface is proven to deteriorate more frequently on road/speed humps.

We would urge the scheme does not proceed with these road humps and that they are removed in order to keep as much of the full kerb upstand in place.

Removal of traffic signals at Christchurch Road & Lime Tree Road junctions

Removing the traffic signals will make it significantly harder and more unsafe for anyone wishing to cross at Christchurch Road and Lime Tree Road. Currently the traffic signals do give pedestrians reassurance of driver behaviour at least on one side of the road - that they are being held by a red light - and they will only need to negotiate the other side of moving traffic.

Not only will VIPs now have to contend with the road humps creating a large space all on one level with no delineation, but they have also lost the assistance the traffic signals brought for a much more dangerous crossing experience.

We do not believe removing the traffic signals is of benefit and will make these junctions more dangerous for pedestrians but especially the visually impaired.

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Southern footway

It is disappointing that the plan changes also include the southern footway to be converted to a shared space, particularly as the amount is significant. The use of shared space is now widespread across the city and the consequence of this is that it is encouraging a culture of it being acceptable to cycle on the pavement, wherever the cyclists may be. The NNAB have reinforced time and time again the issues faced by the visually impaired using shared spaces but our concerns have not been heeded and they continue to appear in every scheme we are now consulted upon.

Equality Impact Assessment

We will expect the Equality Impact Assessment for this scheme to address the concerns the NNAB have raised and how they are to be mitigated against. Please supply a copy of it once completed as well as publishing them as part of the approval documents presented to NHAC. Previously we have not had sight of any Equality Impact Assessment (bar the Goldenball & Westlegate Scheme) and have had to trust they have been completed and thoroughly address the impact on the visually impaired.

Conclusion

The NNAB are satisfied that a segregated cycle lane is to be partially installed, however the changes the planners have introduced are diminishing its effectiveness and creating areas of risk and conflict.

We ask the Council to proceed with caution regarding the floating bus stops and do more research on how the safety concerns have been rectified that were raised by all disability groups and the elderly in other cities where they have been installed. A contrasting colour must be installed to the cycle lane surface on the sections by the floating bus stops.

The road humps add further problems and should be removed from the scheme altogether and we believe the removal of the traffic signals are going to have a dangerous and negative impact to all pedestrians.

We hope our comments will be taken into account when the final plans are analysed and appropriate changes are made before seeking approval at NHAC.

The Norfolk & Norwich Association for the Blind

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