

Report to Norwich highways agency committee
21 January 2016

Report of Head of city development services

Subject Transport for Norwich CCAG 1 - Project 19 – traffic calming for 20mph in the city centre

Item

14

Purpose

To consider the responses to the proposed city centre traffic calming statutory consultation and approve the proposals for implementation.

Recommendation

To:

- (1) acknowledge the response to the consultation;
- (2) ask the head of city development services to complete the necessary statutory processes associated with the installation of the traffic calming as below
 - (a) Ber Street – Plan No. CCAG-CON-202a;
 - (b) Duke Street – Plan No. CCAG-CON-502;
 - (c) Rouen Road / King Street – Plan Nos. CCAG19-CON-402a and 403;
 - (d) Westwick Street – Plan No. CCAG-CON-302a.

Corporate and service priorities

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

Financial implications

The city centre traffic calming measures are estimated to cost £300k. This will be funded by the Cycle Ambition Grant awarded by the Department for Transport.

Ward/s: Crome, Mancroft and Thorpe Hamlet

Cabinet member: Cllr Bert Bremner, Environment and sustainable development

Contact officers

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Background documents

None

Policy background

1. Norwich and its surrounding area is becoming an increasingly popular area to live, work and visit. It is the number one shopping destination in the Eastern Region and becoming one of the nation's premier cultural centres. To ensure the Greater Norwich Area continues to be popular and grow, the transport systems need to be able to cope with the increased demand.
2. Norwich is a medieval city with a narrow road system; incorporating a 21st century transport system to cope with the increased demand without sacrificing highway space for a particular transport mode or at the expense of green space and historic buildings is challenging.
3. The Norwich Area Transportation Strategy (NATS) now more widely known as Transport for Norwich (TfN), is the adopted strategy which will deliver the transport improvements needed over the next 15 plus years. The strategy recognises everybody's journeys are different and does not look to force people to use one particular mode. It does look to give people viable options on how they choose to travel and actively promote sustainable transport. To do this in some areas of the network there needs to be a re-balance of the highway space available.
4. The strategy details the plan for future delivery of improvements in order to develop sustainable transport, reduce congestion and improve air quality within the Greater Norwich area. The strategy has already delivered key improvements such as the award winning Norwich Bus Station, St Augustines Gyrotory, a network of Park & Ride facilities, St Stephens and Chapel Field North and various Bus Rapid Transit (BRT) improvements. It also includes the recently completed Postwick hub and the Northern Distributor Road which is due for completion late 2017.
5. The implementation plan for the Norwich Area Transportation Strategy (NATSIP) was agreed by Norfolk County Council in April 2010 and updated in November 2013 ([see link for updated implementation plan http://www.norfolk.gov.uk/view/NCC158241](http://www.norfolk.gov.uk/view/NCC158241)) The plan sets out the range of transport measures, together with their general intended phasing, for delivery over the short to medium term. The plan has now been updated to take account of what has been delivered since 2010, and to reflect the latest position on future scheme delivery, given progress with implementation, and now that the growth plans for the area are more clear ([see joint core strategy document: http://www.greaternorwichgrowth.org.uk/dmsdocument/1953](http://www.greaternorwichgrowth.org.uk/dmsdocument/1953)).
6. Cycling is on the increase for both recreation and commuting nationally and the area has a thriving cycling community. The implementation of a citywide cycling network (see link to cycle map <http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Documents/CyclingMapFront.pdf>) is a key part of the Transport for Norwich Strategy as by delivering a comprehensive city network this reduces a number of short distance car journeys removing pressure on the network, as well as offering improving quality of life and the health benefits that have been well documented.
7. The Greater Norwich area is one of 8 urban areas across the country that has been successful in bidding for Cycle Ambition funding from the Department for Transport to comprehensively improve the quality of cycling infrastructure across the Norwich cycle network a copy of the application documents can be found here

<http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Pages/CycleCityAmbitionGrant2015.aspx>. The introduction of 20mph restrictions is a cycle element in delivering the overall cycle network. .

Background

8. Members will be aware that the city council has received £3.7M of Cycle City Ambition grant funding from the Department for Transport to fund the Push the Pedalways programme of cycling infrastructure improvements. These are concentrated on the pink pedalway between the Norfolk and Norwich Hospital / University of East Anglia and Heartsease / Salhouse Road. This funding is supplemented by £2M of local funding contributions.
9. The programme consists of a range of individual projects and this report is about project 19, 20mph areas. This project seeks to improve cycling provision by ensuring that all residential streets within a 400m corridor surrounding the pink pedalway are covered by a 20mph speed restriction
10. In July 2015, this committee agreed to the introduction of a 20mph zone in the historic city centre of Norwich and to carry out further statutory consultation on amended proposals for the necessary traffic calming in Ber Street, Duke Street, King Street, Rouen Road and Westwick Street.

City Centre Consultation

11. The statutory consultation for the proposed traffic calming was advertised in the local press on 18 November 2015. Street notices were placed on site, transportation consultation groups were contacted and all responders to the first consultation were written to. Consultation plans were available for inspection at the main reception and also on the city council web site.
12. Eleven responses were received from the consultation, mostly in agreement with the schemes but some requesting further amendments. One general response from a resident explained that they did not agree with speed humps in Norwich. Another resident from Aspland Road explained they consider slow traffic queues make it difficult for pedestrians to cross roads, 20mphs do not reduce traffic casualties and road humps damage vehicles, cause pain to drivers and are a hazard to emergency vehicles.

Ber Street

13. The Norfolk and Norwich Association for the Blind (NNAB) supports the reduction in traffic speeds as this makes it safer for visually impaired persons. They acknowledge replacement of the signalised crossing with a zebra on Ber Street would be acceptable but requested the crossing is monitored. They also commented on the proposed crossing on Rouen Road, but this is now part of the Golden Ball Scheme and they are under discussions with that design team.
14. One other comment was received from a business in Ber Street. They were concerned with parking for disabled customers outside their property but were informed that the scope of this scheme did not affect the highway directly outside their premises.

Duke Street

15. Three comments were received about the proposals for Duke Street. All generally supported the scheme, but one requested the access road between Duke Street and Colegate is severed and another requested a contraflow cycle lane for the full length of Duke Street with widening of the pavement between Colegate and Muspole Street. The other was concerned with the safety effects of queuing traffic from St Andrews car park and confusion for drivers choosing which lane to use at the north junction with St Crispins Roundabout.
16. The access road between Duke Street and Colegate was referred to in the last report. This is a private access road so it is not possible to make changes at the moment. However it is hoped this will be addressed in the future when the area is redeveloped.
17. The capacity of Duke Street to hold traffic for the signals at the Duke Street / St Crispins Road roundabout is essential. If the capacity was reduced to allow a cycle contraflow it would greatly extend traffic queues to as far as the St Andrews Street and add significantly to congestion at peak periods. The widening of the footpath on the east side of Duke Street between Colegate and Muspole Street has been considered. This would have a benefit to pedestrians, local residents and help reduce traffic speeds. However, there is insufficient budget to progress on this scheme, but it will be considered in the future when resources allow.
18. The queuing of traffic for St Andrews car park is a concern, but is outside the scope of this scheme. The suggestion of changing the southern junction arrangements to accommodate stacking is not possible due to effects of capacity at this signal junction. At the north junction the proposed layout and road markings have been designed to give forward information to the driver on which lane to take.

Rouen Road / King Street

19. Three comments were received from the consultation on Rouen Road and King Street. One from the King Street Neighbours which supported the council's proposals in general but requested more speed tables on King Street and Rouen Road to slow traffic and also widening of the east side footpath between Rouen House (NHS walk-in centre) and the junction with King Street to be used as a shared footway/cycleway. One response from a resident of Normandie Towers, requested residents parking areas are not reduced and one from a resident of Morgan house who opposed traffic calming as he considers it will disrupt traffic causing congestion whilst not helping pedestrians. He also considers that the area of bus parking will reduce visibility at the junctions with St Julian's Alley and Kilderkin Way; speed cushions are not needed and will distract drivers attention and the raised table outside the NHS walk-in centre could make the road slippery. It was also suggested this crossing point should be a zebra crossing.
20. The areas where traffic calming has been proposed are in accordance with DfT recommendations for introduction of a 20mph speed restriction area. Further physical installations are not considered necessary. The cost of widening the footpath for almost the entire length of Rouen Road would not be feasible on our budget. It is also not thought necessary to encourage cyclists to ride off the highway in a traffic calmed area. Many vulnerable pedestrians do not like cyclists sharing

footways and so this approach is only used in areas where the benefits outweigh the disadvantages, in this case it will be appropriate for cyclists to stay on the road.

21. The comment from a resident of Normandie Towers reflects comments received from the previous consultation. For this consultation, amendments were made and only one residents parking space in the St Peter zone will be lost. This is on King Street.
22. Department for Transport has shown traffic moving at a slower speed does not cause congestion, it has been shown that traffic moving at a more even speed without bursts of acceleration and braking can help congestion problems. The visibility at the junctions with St Julian's Alley and Kilderkin Way will be improved by the footpath buildouts and moving the giveway markings forward. Traffic cushions do require the drivers to be more aware of the road, but by reducing their speed gives time for drivers to react to situations. The proposed pedestrian crossing outside the NHS walk-in centre is under consideration with the Golden Ball Street scheme. Discussions with the designers have led to this section of Rouen Road being incorporated into the Golden Ball Street scheme to ensure the design is compatible.

Westwick Street

23. One comment was received from a cycling instructor concerning the location of one of the speed reduction cushions on Westwick Street west of its junction with Coslany Street. He considered the cushion was positioned too close to the Coslany Street junction which would prevent a cyclist from taking the appropriate position whilst turning left into Coslany Street. It was also commented that the plans for Rouen Road should take into account the existing cycle link between the Novi Sad Bridge and Rouen Road. One other comment from a resident of Coslany Square supported the traffic calming but was concerned with the lack of cycle contraflow on the south section of Westwick Street and motorbikes using Coslany Bridge as a cut through.
24. It is necessary for the speed cushion to be placed close to the existing pedestrian refuge just west of the junction with Coslany Street, to ensure motorists do not try to drive round the cushion. However, the traffic cushion could be moved further west by 1.5m. This will allow cyclists slightly more room for manoeuvre but will not reduce the effect of the speed cushion. The Rouen Road / King Street plans were considered with the direct link to Novi Sad Bridge and found no disadvantage to the cyclist accessing the link path.
25. It is acknowledged that it would be beneficial to have a cycle contraflow from the junction with Charing Cross. Future housing development near the junction of Westwick Street with Charing Cross will involve changes to the road layout in this area and it is hoped an extension of the contraflow can be incorporated into that design. The issue of motorbikes cutting through pedestrian areas is very difficult to stop without blocking the areas to cyclists. Officers will ensure the correct road signs are present on Coslany Bridge and request suitable enforcement from the police.

Conclusion

26. The consultation has had only 11 responses, most of which do not object to the traffic calming proposed but have expressed concerns with details. Above, each concern has been considered and a small amendment to the position of the traffic

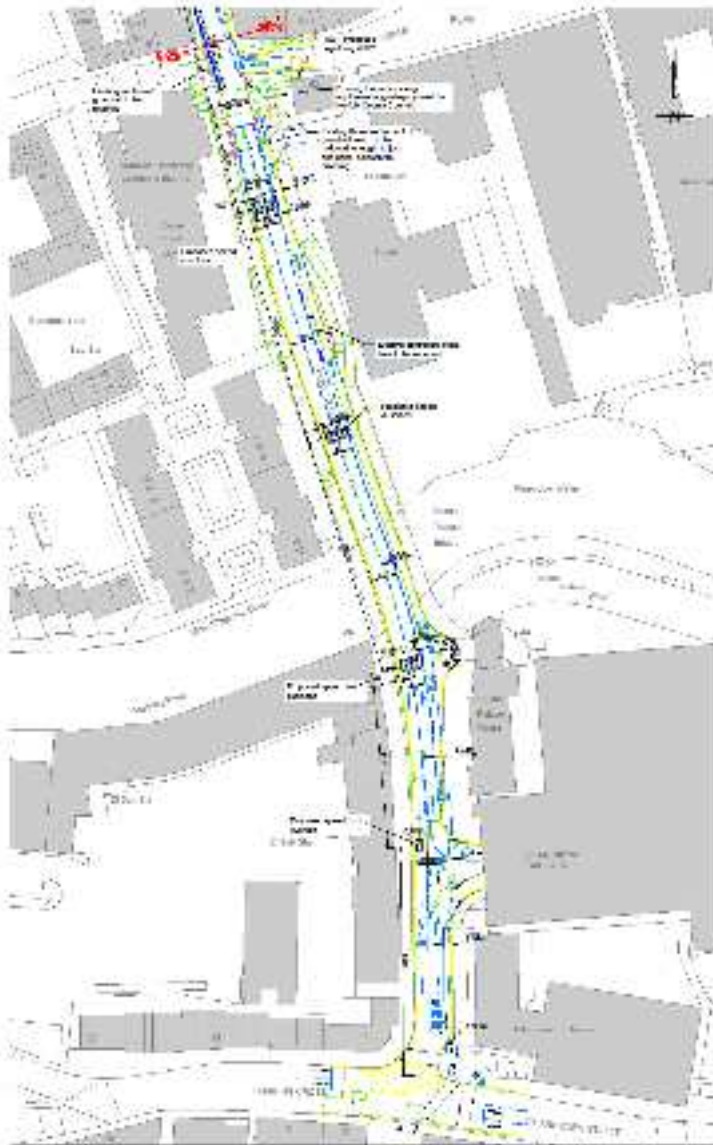
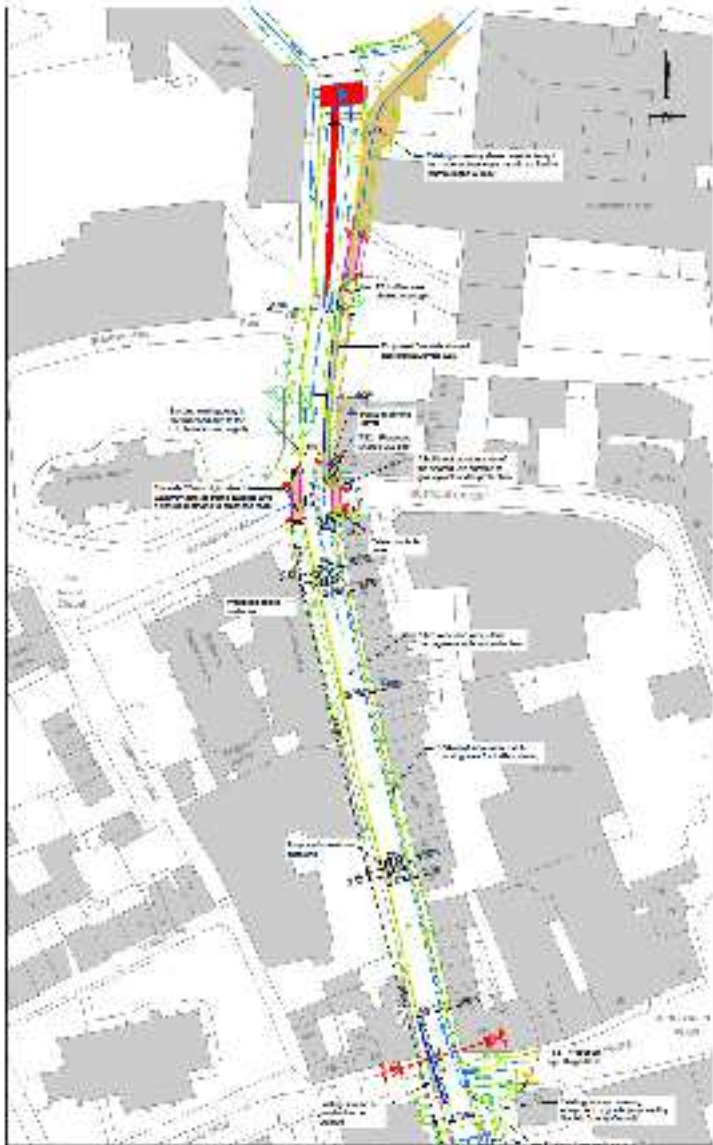
cushion on Westwick Street is proposed. It is considered appropriate to install the traffic calming as advertised with the small amendment to the position of one speed cushion on Westwick Street as detailed on plan No. CCAG19-CON-302a.

27. Members are recommended to agree the introduction of the advertised traffic calming for the city centre as shown on plans CCAG19-CON-202a, 302a, 402a, 403 and 502. These plans are appended to the report.
28. The city centre 20mph scheme is programmed for implementation during the 2015-16 and 2016-17 financial years. Works in Ber Street and Rouen Road / King Street will be co-ordinated with the Golden Ball Street scheme to minimise disruption to the travelling public.

References

Norwich Highways Agency Committee reports 24/07/2014 and 23/07/2015

Consultation responses



WTC



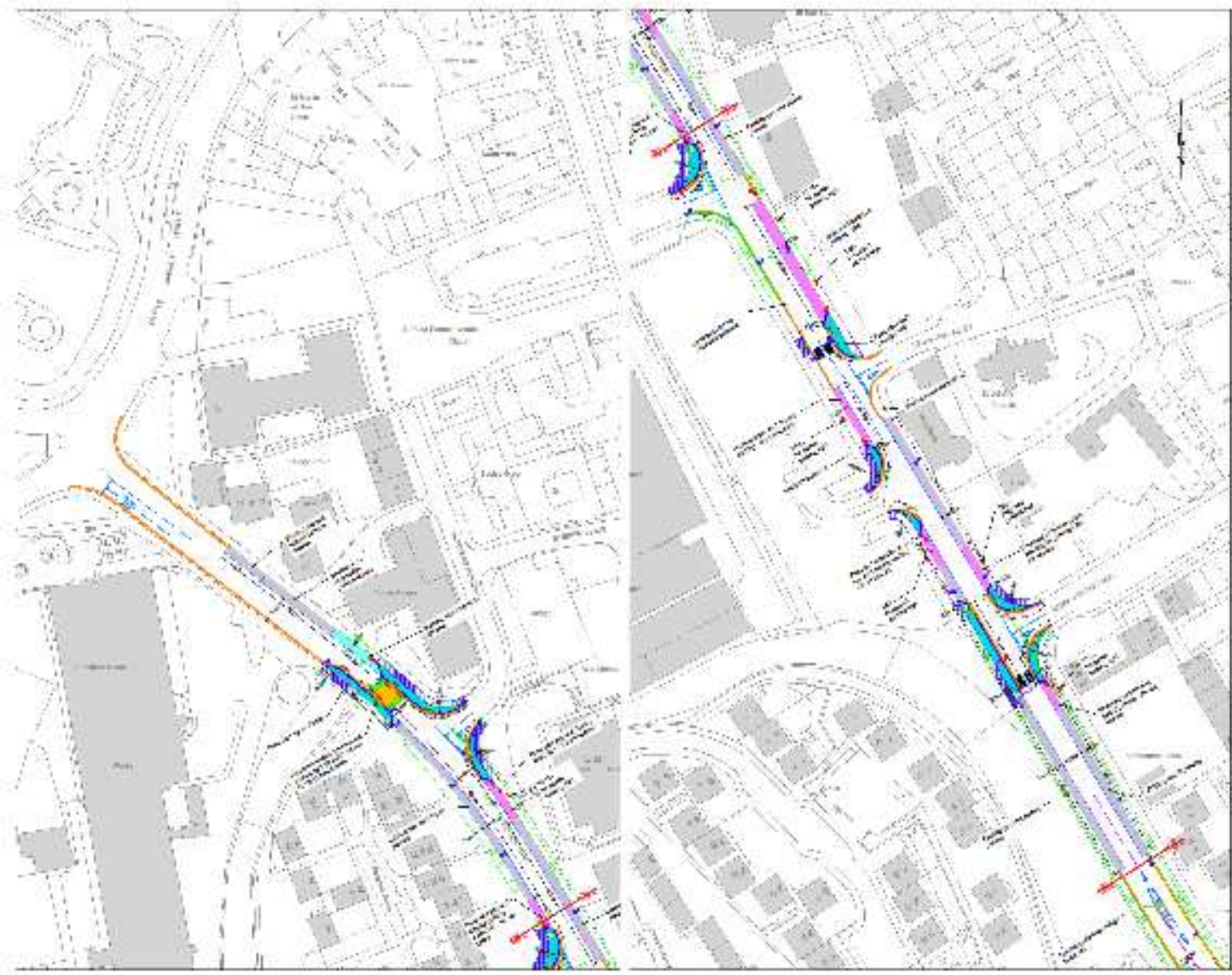
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Date: 15/11/2011

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REVISIONS
No. Description
1. Initial Issue

CCG/18
2011 City Centre
Traffic Calming
Consultation

Scale: 1:10,000
Date: 15/11/2011
Author: CCG/18
Project: 2011 City Centre
Traffic Calming
Consultation



Site location on Norwich City Council map

-  Existing Footway
-  Proposed Footway
-  Proposed Cycleway
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CONTRACT
 50 West Quay Centre
 Traffic Management
 (2018-2019)

Site: 12/12/2018
 Part: 1
 0001-001-02 WA
 1:1

12/12/2018
 Paul G. [Name]
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 paul.gardner@norwich.gov.uk

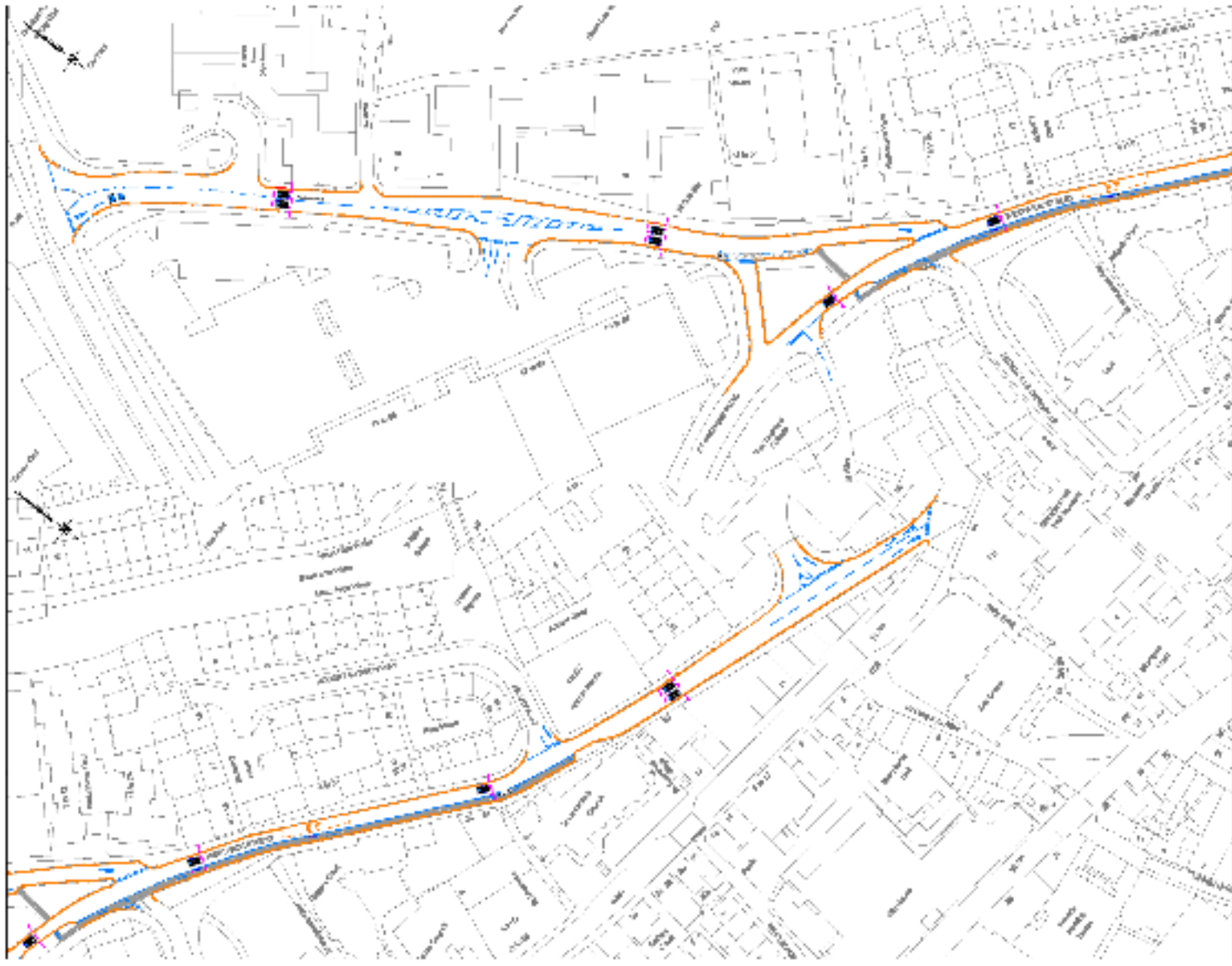


FIG 1
Proposed bus lanes, street layout, bus lane directions and bus lane restrictions.

-  Bus Lane
-  Bus Lane
-  Bus Lane
-  Bus Lane
-  Bus Lane

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