

Norwich Highways Agency committee**10am to 11.10am****12 June 2014**

Present:	County Councillors:	City Councillors:
	Adams (V)	Stonard (vice chair) (V) (in the chair)
	Bremner (V)	Gayton (acting V for Councillor Harris)
	Sands (M)	Button (substitute for Councillor Harris)
	Shaw	Carlo
		Grahame

*(V) voting member

Apologies: County Councillor Hebborn (other council business) and City Councillor Harris

1. Governance arrangements

The senior committee officer advised the committee that Norfolk County Council would be electing the chair of the committee at its meeting of full council in July 2014. She also pointed out that she had also received confirmation that morning that the county council's voting members on the committee would be Councillors Adams and Bremner, and not Councillor Shaw as previously advised.

Norwich City Council's annual council had elected Councillor Stonard as vice chair of the committee. The committee agreed that in the absence of a chair being elected, the vice chair would therefore act as chair for the purpose of the meeting. Members were advised that Councillor Gayton would be acting as the city council's second voting member in the absence of Councillor Harris.

2. Petition

Mr Frederick Agombar, a local tour guide, presented the following petition:

"Has the transportation management of Norwich City Council properly thought through the consequences of closing the Chapelfield North and the resulting chaos/deadlock of traffic that will effectively block three through routes from Rose Lane through to Grapes Hill? All the already heavily congested traffic going through Westlegate, Rampant Horse Street, Theatre Street and Chapelfield North: all the heavily congested traffic going through Castle Meadow, Red Lion Street and St Stephens Street; and all the heavily

congested traffic using Cattle Market Hill, All Saints Green and Queens Road will be forced to use Chapel Field Road and my prediction is it will queue right back to Rose Lane. I am asking the transportation management to postpone the start of this work at the busiest time of the year in the tourist industry and look to find ways to keep the road open and carry out the work in stages, off-peak working and doing one side at a time leaving one lane open during the day, and perhaps working at weekends. The railways don't shut their main lines down for five months but they do close lines at weekends and work 24 hours."

The principal planner (transport), Norwich City Council, responded on behalf of the committee:

"The Chapelfield North scheme is programmed to commence on 7 July 2014 for a period of twelve to fourteen weeks because it has been significantly delayed as a consequence of a legal challenge to the project, which the High Court dismissed. The scheme has been extensively tested and will provide significant benefits, particularly for public transport users, walkers and cyclists who are trying to access the city centre. There are wider and longer term plans to continue to deliver significant improvements to the city centre as part of the Norwich Area Transportation Strategy Implementation Plan, which has already been agreed and endorsed by the committee.

Looking to the construction of the scheme, from a transport perspective the summer months are the best time to undertake work such as this, because traffic levels are at their lowest level at this time of year and work should be complete well before the Christmas period, when the city is at its busiest. Temporary traffic management whilst the work is in progress will provide appropriate diversions and signing for traffic. The full closure of Chapel Field North temporarily to enable the construction work will substantially reduce the duration of the works and significantly reduce costs. For safety reasons it is also very difficult to maintain a lane open for traffic at all times. There are also a number of residents on Chapel Field North and it would not be reasonable to expect them to experience disruption for an extended period, or 24 hour working."

By way of a supplementary question, Mr Agombar said that he expected that in a month's time his prediction would have been realised.

3. Declarations of interest

There were no declarations of interest.

4. Minutes

RESOLVED to approve the accuracy of the minutes of the meeting held on 20 March 2014.

5. Push the pedalways – Tombland and Palace Street

The transportation and network manager, Norwich City Council, introduced the report and said that that appendix 2 showed the signalled crossing on Tombland being relocated to a position immediately north of the junction with Princes Street. Following the publication of the report however, the plans have been revised and the crossing would now be placed immediately south of that junction to provide more space for both pedestrians and cyclists to wait.

Discussion ensued in which the transportation and network manager and the principal planner (transport) referred to the report and answered members' questions. It was noted that parents dropping off children at the Norwich School could use other locations around the school. Members also sought clarification on accident statistics for the area and it was noted that the current crossing, opposite the Erpingham Gate, was not on a natural desire line. Members welcomed the proposal which sought to improve the safety of all road users, including drivers, cyclists and pedestrians; increase access to local businesses and improve the appearance of the street scene in a historically and aesthetically important part of the city. Members also noted that there would be further work on the landscaping and the details of the materials to be used. The scheme would be funded from external funding.

RESOLVED, unanimously, with all 4 voting members voting in favour, to:

- (1) approve in principle the proposals for the enhancement of facilities for cycling and walking in Tombland and Palace Street which include:
 - (a) Replacing the roundabout in front of the Maids Head Hotel with a priority junction;
 - (b) Removing the central island on Tombland in front of the Erpingham Gate;
 - (c) Removing the signalled crossing on Tombland by the Edith Cavell Statue and replacing it with a toucan crossing to the south of the Princes Street junction;
 - (d) Providing a two-way cycle track on the eastern side of Tombland and the southern side of Palace Street from just south of the new toucan crossing at the junction of Princes Street and Tombland to the junction of Palace Street with St Martin at Palace Plain;
 - (e) Widening the footpaths in the northern part of Tombland;
 - (f) Amending the waiting, loading and parking restrictions in the area;
 - (g) Introduce contra flow cycling in the area known as the Tombland Triangle;
 - (h) Removing unnecessary street clutter such as guard railing and signage;
- (2) ask the head of city development services to progress statutory procedures associated with advertising legal orders and notices that are necessary for implementation of the scheme as shown on Drawings 301739CA-13-PE4082-PRE-004B and PRE-005A and which include:

- (a) Providing a two-way cycle track on the eastern side of Tombland and the southern side of Palace Street from the new toucan crossing at the junction of Princes Street and Tombland to the junction of Palace Street with St Martin at Palace Plain;
- (b) Introduce a no waiting no loading restriction on Tombland and Palace Street between Princes Street and St Martin at Palace Plain;
- (c) Introduce a loading bay on Tombland outside the Samson and Hercules House;
- (d) Amend the loading bay outside the Maids Head Hotel;
- (e) Shorten the coach bay on Palace Street by St Martin at Palace Plain;
- (f) Amend the position of the bus stops on the western side of Tombland;
- (g) Allow contra flow cycling on the one way sections of the Tombland Triangle.

6. End of life signalled crossings – options for 3 sites

The transportation and network manager referred to the report and answered members' questions.

Councillor Adams moved, seconded by the chair, that there should be a separate vote for each of the three sites, and with all voting members voting in favour the motion was carried.

During discussion a member expressed concern about the speed of vehicles using Bowthorpe Road and that the replacement of the pelican crossing with a zebra crossing might not be practical solution. Another member pointed out that the average speed in Bowthorpe Road was around 30mph and that a zebra crossing provided a good solution. It was also noted that the cost of a zebra crossing was around £20k less than a signalled crossing.

Members considered that the number of people using the pelican crossing on Ber Street, as stated in the report, was low. Members noted that the survey had been carried out in January on a school day. In response to a member's concern about the associated kerb build out, members were advised that road safety engineers had proposed the scheme. Councillor Adams moved, seconded by Councillor Shaw, that consideration of the crossing should be deferred to a future meeting to enable a further survey and consultation with Notre Dame High School. However, Councillor Adams withdrew this motion following advice that the recommendation was for consultation on the proposals and that this would allow a further survey to be carried out, and not jeopardise the opportunity to implement the scheme this year.

RESOLVED to:

- (1) approves in principle the proposals:
 - (a) with all 4 voting members voting in favour, to upgrade the Earlham Green Lane pelican crossing to a toucan crossing;
 - (b) with all 4 voting members voting in favour, to remove the pelican crossing on Bowthorpe Road and replace it with a zebra crossing;

- (c) with all 4 voting members voting in favour, to remove the pelican crossing on Ber Street and replace it with a pedestrian refuge and associated kerb build out.
- (2) ask the head of city development services to carry out public consultation on the proposals and to progress the statutory procedures associated with advertising legal orders and notices that are necessary for implementation of the proposals.

7. Experimental late night road closure of Cathedral Street, St Faiths Lane and Recorder Road between 11pm and 6am on Fridays and Saturdays

The head of city development services, Norwich City Council, introduced the report and explained that the proposal for the experimental late night road closure was one of the actions identified in a report approved by the city council's cabinet in March 2014.

Councillor Stonard said that the twelve measures identified to mitigate the negative impact of the night time economy were mutually supportive. He explained that although he lived in one of the streets affected by the road closures he was not affected by the noise disturbance from people waiting for private hire vehicles but it was a problem for residents who lived a further 100m up the road.

Discussion ensued in which the head of city development services explained that the success of the experimental late night road closure was dependent on the police enforcing the traffic restrictions. There was a high police presence in the Prince of Wales Road area on Fridays and Saturdays and it was unlikely that additional resources would be required. The police would probably use a vehicle to block the roads at the junction with Prince of Wales Road.

Councillor Grahame, Thorpe Hamlet Ward, said that local residents were delighted with the proposed road closures and asked whether it could be extended to include Thursday nights as well. The head of city development services pointed out that it was an experimental closure for the two nights in question and that at a future meeting the committee would consider whether the experiment had realised its targets and was adequately resourced. Therefore the committee would have greater clarity on the issues and could consider whether the road closures should be extended to other times.

RESOLVED, unanimously, with all 4 voting members voting in favour, to:

- (1) approve the introduction of an experimental traffic regulation order that will operate between 11pm. and 6am. on Fridays and Saturdays and will have the effect of:
 - (a) preventing access to Cathedral Street, St Faiths Lane and Recorder Road from Prince of Wales Road by motor vehicles except those accessing residential or business properties on these roads;

- (b) allowing private hire vehicles to wait in identified bus stop clearways on Castle Meadow and Bank Plain;
- (2) delegate powers to the head of city development services to vary the order in consultation with the chair and vice-chair of the committee;
- (3) note that a report to review the experimental order will be brought to a future meeting.

8. Camera enforcement of bus lanes – Chapel Feld and St Stephens Street scheme

The principal planner (transport) introduced the report and explained that the bus lanes needed to operate successfully for the implementation of the scheme.

Councillor Adams said that although he had reservations about the overall scheme he would support the recommendations in the report.

RESOLVED unanimously, with all 4 voting members voting in favour, to:

- (1) agree to progress use of camera enforcement for the bus priority measures associated with the forthcoming St Stephens Street/ Chapel Field scheme for the bus gates at Rampant Horse Street and the 'bus only' measures in St Stephen's Street
- (2) ask the head of city development services to undertake consultation and publicity the introduction of camera enforcement in the City, and St Stephens Street and Rampant Horse Street in particular
- (3) delegate the implementation of a camera enforcement scheme for these sites to the head of city development services in consultation with the chair and vice-chair of the committee.

9. Major road works – regular monitoring

RESOLVED to note the report.

CHAIR