



Norwich Highways Agency committee

Date: Thursday, 20 July 2017

Time: 10:00

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

Members:

**County
Councillors:**

Fisher (chair)*
Vincent *
Bills
Jones (C)
Thomson

City Councillors:

Stonard (vice chair)*
Bremner*
Carlo
Lubbock
Peek

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Agenda

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1 Apologies

To receive apologies for absence

2 Public questions/petitions

To receive questions / petitions from the public (notice to be given to committee officer in advance of the meeting in accordance with appendix 1 of the council's constitution which is 10:00 on Monday, 17 July 2017)

3 Declarations of interest

(Please note that it is the responsibility of individual members to declare an interest prior to the item if they arrive late for the meeting)

4 Minutes

5 - 20

To approve the accuracy of the minutes of meeting held on 16 March 2017

5 Potential changes to the operational hours of Permit Parking Zones W, X, Y and Z

21 - 42

Purpose - To advise members of the responses to the recent consultation in the parking permit zones W, X, Y and Z and recommends implementation of a change to 24 hour operation of the permit scheme in some streets.

6 Lakenham Area Permit Parking Consultation

43 - 66

Purpose - To advise members of the responses to the recent consultation in the Lakenham area to extend the existing permit parking areas and recommends the implementation of permit parking in part of the area.

7 Miscellaneous Waiting Restrictions for Implementation 67 - 88

Purpose - To consider representations received in respect of a number of minor waiting restriction proposals and to recommend appropriate action in each case.

8 Dereham Road; East of Outer Ring Road Pedestrian Assessment 89 - 100

Purpose - To consider the assessment findings on the need for pedestrian facilities on Dereham Road to the east of the Outer Ring Road and note the recommendations.

9 Transport for Norwich – Transport improvements in Eaton 101 - 114

Purpose - To consider an alternative option for improving facilities for cyclists, pedestrians, public transport and general traffic in Eaton and to agree to implement the scheme. This alternative option has been developed when it became clear following detailed costing and project delivery planning that the original traffic proposals for Eaton, approved by this committee in November 2016, were not affordable using allocated budgets.

10 Annual Report of the Highways Agency Agreement 2016-17 115 - 144

Purpose - This report details the performance during 2016-17 of the Highways Agency Agreement between Norwich City Council and Norfolk County Council.

Date of publication: **Wednesday, 12 July 2017**

Norwich Highways Agency committee

10:00 to 11:55

16 March 2017

Present: **County Councillors:** **City Councillors:**
 Adams (chair) (V) Bremner (vice chair) (V)
 Morphew (V) Stonard (V)
 Agnew Carlo
 Sands (M) Jones (B) (substitute for Councillor Peek)
 Spratt (substitute for Lubbock
 Councillor Shaw)

*(V) voting member

Apologies: County Councillor Shaw and City Councillor Peek

1. Transport for Norwich – Newmarket Road – Outer Ring Road Roundabout Upgrade

RESOLVED, unanimously, with all 4 voting members voting in favour, to defer consideration of this item to a future meeting to allow for further consultation on the scheme.

2. Transport for Norwich – Angel Road – Waterloo Road Cycling Improvements

RESOLVED, unanimously with all 4 voting members voting in favour, to defer consideration of this item to a future meeting to allow for further consultation on the scheme.

3. Public questions/petitions

Agenda items: 5 – Guidance on the Use of 20mph Speed Restrictions and item 6 – Response to the petition by the Mount Pleasant residents

Question 1 - Ms Annelise Saville, Mount Pleasant, asked the following question:

“The Highways Team has produced a policy for implementing physical restrictions (page 24). The summary policy four points do not reflect the points in previous sections ‘Issues to consider (including DfT (Department for Transport) policy)’ or ‘current situation’. This means the ‘Policy’ does not cover factors such as: safety record, vulnerable areas, schools, current design etc.

In addition the new policy does not including a 'weighting' element which allows transparency of decision-making when viewing the frequently complex interaction of issues. Policy on physical restrictions is clearly not just about speed.

The fact that the new policy is failing is exemplified in the first case: how it is applied to Mount Pleasant. *The question we have is 'why has the policy and its specific application to Mount Pleasant not taken into account key DfT policies and indeed the council's own 'Issues to Consider' (Point 17):'* The paper addresses average speed alone. Missing considerations are as follows

- (a) The council's own assessment of 'significant risk';
- (b) There is no consideration given to the vulnerable people or schoolchildren in the area (high DfT priority).
- (c) There is no reflection of the council's own data that speeds of 40mph are recorded down this road and that the 85th percentile of speed is 27mph. DfT notes that this disparity shows severe design issues which requires remedies. Council's own data in this report shows Mount Pleasant is the only road where excessive speeds have increased. It also shows signage only has failed to achieve any change in driving behaviour.
- (d) No consideration to the fact that MP is a designated cycle route and these cyclists are having accidents on Mount Pleasant. (high DfT priority).
- (e) The report insists that there is only 1 relevant accident where in fact there have been 5: 3 on Mount Pleasant, 2 at the entrances and 3 involving bicycles (and this road is a designated cycle route!)
- (f) The local community preference for chicanes has not been considered
- (g) The fact that external funding is available now for remedial action. A unique opportunity that won't be repeated

Will the council review the Mount Pleasant proposal in a full and balanced way that reflects full DfT policy requirements?"

Councillor Adams, chair, replied on behalf of the committee, as follows:

"I consider that the policy before us regarding when physical traffic calming measures should be used to help enforce 20mph speed restrictions is fair and equitable. It is based on the DfT advice in their document Setting Local Speed Limits.

Any policy needs to be manageable and reasonable. Adopting a weighting approach as suggested would further complicate the process and would mean that more of the limited available funding would be spent on carrying out formal assessments, resulting in less funding being available to actually implement the restrictions. Given that it is a corporate policy of the city council that all residential areas benefit from a 20mph restriction the widespread use of traffic calming is clearly unaffordable, both from an implementation perspective and a maintenance one.

By making 20mph restrictions more visible through the use of additional signing and roundels on the carriageway it sends a clear message to drivers of what the speed restriction in the street is and as these become more common place both in Norwich and nationally, more drivers will start to assume that 20mph is the default speed in residential streets

I believe that the policy has been fairly applied to Mount Pleasant. The safety analysis team at County Hall has confirmed that there has been a single injury accident along the length of Mount Pleasant in the last five years. This is not in itself a cause for concern and nor does it make the street any more unsafe than the vast majority of streets in the city. As you can see from the table on page 22 of the agenda papers, the 85th percentile speed in Mount Pleasant is very similar to other residential streets including Watling Road which also has a number of pedestrian generators along it such as a playing field and shop as well as being a route to the local schools.

The £600k that is available to fund 20mph restrictions may sound a lot, but looking at the maps on pages 29 and 30 of the agenda papers, you'll see it has to cover a vast area. This will only be achievable if the use of physical traffic calming is limited in the way the policy describes."

By way of a supplementary question, Annelise Saville referred to DfT policy and asked that an assessment was made of the vulnerable people, school children and cycle ways using Mount Pleasant and that it was taken into consideration before any decisions were made. The transportation and network manager, Norwich City Council, said that the policies were applied by professional transport planners. Limited resources were prioritised to areas where speeds were much higher and where more accidents could be prevented as a result.

Question 2 - Councillor Raby, Town Close Ward, asked the following question:

"Mount Pleasant residents have a long-standing concern regarding traffic hazards and ineffectiveness of the 20 mph speed limit on their street. They prepared an extremely well-documented petition demonstrating the need for effective traffic-calming measures and the various aspects of Department of Transport guidelines which do not seem to have been taken into account by the Council or by NHAC. At its January meeting the chair of this committee indicated that the Mount Pleasant petition would be given serious consideration, but this does not seem to have happened and once again the residents are being ignored. I will not go into all the details of the case which Ms Annelise Savill has admirably presented, but as councillor I wish to register my full support for the residents and to urge the committee to reconsider and to take the opportunity (with the availability of funds from the Pedalways scheme) to authorise the implementation of chicanes on Mount Pleasant as requested."

Councillor Adams, chair, replied on behalf of the committee, as follows:

"I fully note your support but as I stated in my reply to Ms Savill, I believe the policy has been fairly applied to Mount Pleasant and I see no reason why this street should be treated as an exceptional case."

Agenda item 7 - Transport for Norwich – A11 Newmarket Road Cycleway Improvements Projects (Daniels Road to Hanover Road)

Councillor Adams, chair, made the following statement on behalf of the committee:

“I appreciate that there is significant interest in the proposals for the Newmarket Road / Lime Tree Road / Christchurch Road junction which are being promoted here as part of the cycle route for Newmarket Road. However the removal of the signals has primarily been suggested to ease congestion at the Newmarket Road / Daniels Road roundabout. I therefore propose that we defer consideration of removal of the signalled junction. I have asked officers to revisit this issue and look at alternatives to removing the signals. If that option ultimately transpires to be the most appropriate they must provide robust arguments as to how this will work safely.

Given that the removal of the signals is inextricably linked to the capacity improvement scheme that is currently being developed for the Newmarket Road / Daniels Road Roundabout, I would suggest that we receive a comprehensive report to a future meeting that covers potential improvements at the roundabout and the Lime Tree Road junction. That report should also include the Leopold Road / Eaton Road junction which is due to be considered under the next report on this agenda, but which I am minded to suggest we also defer.

However I would like committee to consider the stepped cycle track further into the city. Officers tell me that the works between from just south of Albemarle Road to the new Toucan crossing at Hanover Road can be implemented independent of the work at the Lime Tree Road junction, and given the time pressures on available funding it would be expeditious if this part of the scheme is considered for approval today”

Councillor Bremner, vice chair, spoke in favour of this approach and said that consultation on these issues would give an opportunity to see what possibilities there were available.

(A number of members of the public had withdrawn their questions in the light of this statement and the deferral of items earlier on in the meeting.)

Petition - Dr Barbara Goodwin, Lime Tree Road, presented the following petition:

“We the undersigned strongly object to the removal of the traffic signals at the Newmarket Road/Lime Tree Road/Christchurch Road junction. The removal of traffic lights is a disproportionate measure in terms of improving the cycle route. At busy/rush hour times it will be impossible and dangerous to exit from the side roads into Newmarket Road without traffic lights. These `side roads' are in constant use as rat runs and the three local schools generate a good deal of traffic.

In view of the fact that the uncontrolled crossroads will create an accident black spot (as it was before the traffic lights were installed circa 1995), with serious risks and danger to pedestrians, including schoolchildren, cyclists and motor vehicles, and will cause even longer rush-hour traffic queues

creating further pollution in Lime Tree Road and Christchurch Road and will lead to the creation of new rat runs such as Fairfield Road, a single-track private road, we request the Norwich Highways Agency Committee to revise the Cycle Improvements Phase 2 Plan (PE4120-2/HT/HP3/DAG) so that the traffic signals at the Newmarket Road/Lime Tree Road/Christchurch Road junction remain in place and operational.”

Dr Goodwin as a supplementary question said that the removal of the traffic signals at the Newmarket Road/Lime Tree Road/Christchurch Road junction was not integral to the cycle path. The chair thanked Dr Goodwin for the petition and said that this point had been made and was the reason for the committee’s agreement to defer consideration of the proposals for Newmarket/Lime Tree Road/Christchurch Road junction to a future meeting to allow for wider consultation.

Agenda item 9 - Transport for Norwich – Magdalen Road Cycling Improvements

Question 3 - Mr Martin Booth, Norfolk Clinic Magdalen Road, asked the following question:

“Given the comment about businesses and parking in paragraph 15 of the report, does the council now have a policy that, in matters of parking, city businesses have to be able to see into the future? When I opened the Norfolk Clinic in 1982, there was ample parking as there were no resident parking areas so patients could park in the side streets if necessary. Since then things have been getting more and more restricted and the loss of these spaces will make things very difficult for the patients of the clinic some of whom have temporary restricted mobility due to acute back pain and other problems.”

Councillor Bremner, vice-chair, replied on behalf of the committee, as follows:

“I fully understand Mr Booth’s concerns and when I first saw this report I did closely quiz the officers about the removal of this parking as I know how much on street parking is valued by small businesses.

We have a situation here where the only way that cycling can be provided for safely on Magdalen Road is by removing the parking. This section of Magdalen Road is an A class road and as such it is a key link in the city’s road network. It has been identified as the route of the blue pedalway. I understand that when the pedalway network was developed officers tried hard to find an alternative route as they appreciated the difficulties involved in providing for cyclists on Magdalen Road. However no route was suitable that did not involve cyclists taking significant detours, and cyclists are always inclined to take the most direct route. We do need to be mindful that encouraging more people to cycle is a key part of the Transport for Norwich strategy, and by encouraging those people who can cycle to do so is one way we can ensure that there is enough capacity in the road network to cater for those who have no choice but to drive.

Investment has already been made in the adjoining sections of the blue pedalway; a couple of years ago the contra flow cycle lane was provided in Magdalen Street and last autumn improvements took place in the northern end of Magdalen Road and St Clements Hill. If the works before us today do not go ahead we are faced with a gap in the blue pedalway that cannot be bridged. As a voting member I have to decide whether this is acceptable for the sake of six parking spaces.”

Mr Booth asked whether members considered that cycling was more important than parking near businesses and referred to the closure of streets and only buses, taxis and lorries were allowed in the city centre. The vice chair said that this was not the case at all and there were positive benefits for businesses. The city centre was still viable and was bucking retail trends.

The committee noted the following letter received from Councillor Julie Brociek-Coulton, local member for Sewell Ward/Division:

“Firstly I would like the members to know that several of the businesses came to me to ask for help with the parking bays being taken out on Magdalen Road. The petition was held outside Tesco’s store and highlighted to people who didn’t even realise that the bays might be taken out. At no time did we say that Tesco’s would close if the bays were taken out just to clear that rumour up.

The bays there not only help people with disabilities to use and be nearer to the shop but are really convenient for people passing to park. The bays also slow down the traffic because they block the flow through which in turn makes sure that the traffic is not fast. Our concern if you move the bays is not only will the spaces be lost but also it will become a rat run to get up Sprowston Road and Magdalen Road. We already experience this when the bays are empty.

There were 224 people who signed the petition. This is a very small part of the road that is vital if we want our businesses to be used. This includes Goodman’s Pet shop, the clinic, bespoke shop and of course Tesco’s store. Already when the bays are full the shops are losing customers and to take away the bays is just another way of taking away small businesses when Norwich is trying to promote more to come in.

We have already had many changes in Sewell for the Pedalways and we really welcome a raised table on Magdalen Road and 20mph but not the parking spaces taken away, we welcome the signalled crossing being changed to have it on a raised bed but would hope that comments from NNAB be taken on board.

Our question would be: Have any surveys been done to see how the speed is limited when the bays are in use, and how effective this is as a deterrent to people speeding down that part of the road as I can see that the bays have been monitored but not the amount of times people haven’t been allowed to speed along Magdalen Street because of the parked cars?”

(The chair pointed out that the details of the surveys were contained in the committee report.)

Essex Street - cycleway

Question 4 - County Councillor Emma Corlett, Town Close division, asked the following question on behalf of residents:

“The cycle ways scheme in Town Close has been in place for some time now. Residents have given it a good go to try and make it work. The current arrangements on Essex Street are not working well, and are compromising both cyclist and pedestrian safety. Essex Street is one way for vehicles, and two-way for cyclists. As the road is narrow there is not sufficient space for a bicycle and car to safely pass each other. There are not enough 'pull in' places for vehicles as the parking spaces are full pretty much all of the time, day and night. As a result cyclists are moving up on to the (narrow) pavement.

The problem is particularly hazardous at the Vauxhall Street end of Essex Street, where the road is two way to vehicles (entering and exiting Suffolk Square), and to cyclists. There are also a large number of delivery lorries, vans and taxis who use the pull-in space adjoining Rupert Street (beside the barbers shop) to turn around. The two way cycle way on Essex Street adds to the dangerous situation. Parents who walk their children to Bignold Primary School along Essex Street have raised their concerns about pedestrian safety with me.

Please will the committee agree to re-visit this aspect of the cycle way, and evaluate the safety issues that I have raised? Please will the committee also give consideration to recommending that the cycle way is slightly re-routed; for Essex Street to return to one way for cycles, in-line with vehicle use and for the cycle way to link to Unthank Road from Vauxhall Street via use of the cycle lane along Rupert Street, exiting right in to Trinity Street, in-line with the one way vehicle use?”

Councillor Adams, chair, replied on behalf of the committee, as follows:

“Members will recall that the routing for this cycle way, which forms part of the pink pedalway, was subject to much debate in this committee back in 2014. While it may sound simple to reroute the pedalway along Trinity Street, there are significant problems in getting the cyclists safely from Trinity Street to Park Lane.

In December 2015 a stage 3, post implementation, safety audit was carried out. The audit team noted that the available width was narrow and asked that the compliance with the 20mph restriction was checked. A week long automatic count was carried out and this showed that the average speed was 18.7mph. The safety audit team considered that was acceptable.

Now that the scheme has been embedded for 18 months officers tell me that the stage 4 safety audit is due. They will arrange for this to be carried out and share the outcome with Councillor Corlett.”

Councillor Corlett said that she welcomed the news that a safety audit would be carried out and suggested that there needed to be a clear demarcation of the cycle way and signage at the Vauxhall Street end of Essex Street. The transportation and network manager confirmed that the results of the safety audit would be shared with members of committee as well as local members. She would ensure that the issues that Councillor Corlett had raised were passed on to the safety audit team for consideration.

4. Declarations of interest

There were no declarations of interest.

5. Minutes

RESOLVED to approve the accuracy of the minutes of the meeting held on 19 January 2017.

6. Guidance on the use of 20mph Speed Restrictions

Discussion ensued in which the transportation and network manager and the head of citywide development services answered members' questions. Members of the committee generally welcomed the report which was considered a positive response to achieving the city council's objective of implementing 20mph speed restrictions in residential areas. Members also considered that there would be a change in public behaviour and driving at higher speeds in residential areas would become socially unacceptable.

During discussion there were suggestions that the guidelines could have included other physical measures as set out by Sustrans, consideration of new technology (motion to the city council's full council on 24 January 2017 on low emission vehicles) and working in partnership with the police, 20's Plenty for Us, health providers and other organisations. Members were also advised that this was a guidance note on the mechanism for rolling out 20mph speed restrictions in residential areas, rather than the policy benefits of promoting exercise through walking and cycling. Officers worked closely with the Casualty Reduction Partnership.

A county council member commended the city council for implementing 20mph speed restrictions in its residential streets and was the envy of other parts of the county, and that cyclists and pedestrians had to be safe. However, he cautioned that the city would not become closed to traffic in the future. The vice chair referred to the maps appended to the report and noted that the city council's influence was demonstrated with the proposed 20mph speed limit in Cringleford, South Norfolk. He said that he was pleased with the progress that had been made and praised the city and county council officers for their work.

RESOLVED, unanimously with all 4 voting members voting in favour, to approve the following policy for implementing 20mph restrictions in residential areas:

- (1) 20mph should be considered the default speed restriction for all residential C and U class roads and these should be rolled out as and when funding is available;
- (2) in areas, where the existing average speeds are 23mph or less, then a signed only speed restriction with repeater signs at 200m intervals should be implemented. 20mph roundels may be used at the entry points from a 30mph road;
- (3) in areas where the existing average speeds are between 23mph and 26 mph a 20mph speed restriction with repeater signs at 100m intervals should be implemented. 20mph roundels should be used at the entry points from a 30mph road and may be repeated at appropriate intervals across the area;
- (4) in areas where existing average speeds are between over 26mph consideration can be given to also using physical traffic calming and / or interactive signs, if it is considered necessary to augment widespread static signing and the use of roundels.

7. Response to the petition by the Mount Pleasant residents

(Councillor Bremner left the meeting during this item.)

During discussion two members considered that Mount Pleasant was suitable for physical road traffic calming to prevent “rat-running” between Newmarket Road and Unthank Road. One member suggested that the Sustrans DIY streets toolkit would be useful here as residents could install low cost traffic calming measures such as chicanes made out of concrete piping and planted. In reply to a question, the head of city development services explained that other priorities had meant that the committee had not received a report on DIY streets as agreed in May 2011. Whilst not wanting to prejudge any future report to the committee, he said that there were concerns about cost and who would be responsible for the maintenance of any traffic calming measures.

Discussion ensued in which the vice chair pointed out that resources had to be shared across the city and on a priority basis. Another member said that it was important that traffic could be kept flowing in the city.

The head of city development services did not consider that physical traffic calming measures were necessary in Mount Pleasant and that the use of signage and 20mph roundels would be sufficient.

RESOLVED, with 3 voting members voting in favour (Councillor Bremner abstaining from voting because he was out of the room at the time) that the committee asks the head of city development services to consider improved 20mph signing and the use of 20mph roundels in Mount Pleasant as part of the 20mph project that is funded by the Cycle Ambition Grant and due for implementation by March 2018.

(Councillor Bremner returned to the meeting at this point.)

8. Transport for Norwich – A11 Newmarket Road Cycleway Improvements Project (Daniels Road to Hanover Road)

The chair having made a statement about elements of the scheme to allow for further consultation moved the amended recommendations which related to the cycle improvements just south of Albemarle Road to the new Toucan at Hanover Road, and independent of the proposals for the Lime Tree Road junction.

Councillor Corlett, local member for Town Close Division, said that one of the issues raised at a local meeting was the concern for pedestrian and cyclist safety from vehicles pulling out of entrances with poor visibility on to the cycleway, particularly in Albert Terrace, and asked that mirrors were provided to improve visibility of concealed entrances. The transportation and network manager said she would ensure that the design team was aware of this concern but said that mirrors were not used on the highways because of vandalism. Residents could put up mirrors on their own property but mirrors, even unbreakable ones, were not allowed on the highway.

During discussion a member said that Norwich High School for Girls was in the process of introducing a one way system for vehicles entering its site and that this should be taken into account. Discussion ensued on the necessity to share space with the bus lane and the concerns of the Norfolk and Norwich Association for the Blind about the sharing the pavement with cyclists. A member pointed out that Ipswich Road was a gateway to the city and that it was important that the road was not made any narrower than it was with the current bus lane.

In reply to a question, the major projects manager, Norfolk County Council, said that traffic modelling demonstrated that Northern Distributor Road would reduce less traffic in the south of the city, which was already served by the southern by-pass, than it would in the north of the city.

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

- (1) defer consideration of the removal of the existing signalised junction at the Christchurch Road/Lime Tree Road junction and provision of a new Toucan crossing to a future meeting to allow for further consultation;
- (2) approve the changes required to implement the scheme, subject to including:
 - (a) provision of a segregated one-way cycle lane on the northern side of Newmarket Road (city bound) from a point south of Albemarle and the footway link to Hanover Road;
 - (b) provision of a new signalised Toucan crossing on Newmarket Road at the Hanover Road link to provide a route across the carriageway for cyclists;
 - (c) 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;

- (d) installation of raised table crossings (road humps) on Town Close Road, Albemarle Road and Mount Pleasant at their junctions with Newmarket Road.
- (3) 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.

9. Transport for Norwich – Magdalen Road Cycling Improvements

Councillor Morphew said that whilst he was supportive of the proposed cycling improvements scheme, given the concerns of residents and businesses, he needed assurance that all other options had been considered. The transportation and network manager referred to the report and confirmed that all alternatives had been considered. The route from the north of Magdalen Road was the only alternative. Spencer Street had been considered but there were too many parked cars, and Bull Close Road through to Magdalen Street had been considered unacceptable. The scheme included the extension of 20mph for a large residential area of the city. The cycling improvements would benefit cyclists using the Blue Pedalway. There was no intention to link the Yellow Pedalway.

The vice chair said that his comments had been made in his response on behalf of the committee to Mr Booth earlier in the meeting.

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

- (1) approve the installation of the scheme as shown on Plans CCAG 35-04A, 05A and 06A including:
 - (a) a separate cycle track on Magdalen Road;
 - (b) raised footpath crossings on some side streets;
 - (c) amendment to the layout of the signalised junction of Magdalen Road with Sprowston Road;
 - (d) a 20mph zone with associated traffic calming;
- (a) ask the head of city development services to carry out the necessary statutory legal procedures to:-
 - (b) finalise the traffic regulation order to remove the limited waiting bay on Magdalen Road outside property numbers 38 to 48 and replace with double yellow lines;
 - (c) confirm the Magdalen Road cycle order;
 - (d) finalise the speed restriction order for a 20mph zone in the Magdalen Road area as shown on Plan CCAG-35-06;.

- (2) ask the head of city development services to carry out the necessary statutory legal procedures to extend the proposed 20mph speed restriction to Silver Road, the Violet Road area and the Crome Road/Mousehold Avenue area as shown on Plan Number CCAG35-15;
- (3) delegate to the head of city development services the determination of any objections to the proposed further extension of the 20mph area in consultation with the chair and vice chair.

10. Transport for Norwich – St Crispins Shared Use Crossing

During discussion the vice chair said that he welcomed the proposed scheme and considered that the wider central reservation would look attractive when planted.

A member said that he was disappointed with the comments from the Norfolk and Norwich Association for the Blind, which included objections to the “dog-leg” and the removal of the subway. There was no option to retain the subway and it would be replaced with a more user friendly crossing. The principal transport planner, Norwich City Council, said that the “dog-leg” arrangement was a temporary stopgap before the Anglia Square development came forward and would therefore be reviewed.

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

- (1) agree to approve the design and implementation of the scheme to improve the existing cycling facilities, and improve the provision for cyclists & pedestrians across St Crispins Road as shown on Plan Nos. PE4112-HP-7000-001 PR GENERAL ARRANGEMENT attached in Appendix 1.
- (2) approve the installation of a signal controlled crossing required as part of the scheme.
- (3) note that the subway, which was stopped up (highway rights removed) in 2009 as part of redevelopment proposals will be filled in.

11. Transport for Norwich – Mile Cross Lane (Fiddlewood to Catton Grove Road) Cycling Improvements

Councillor Morphew, local member for Mile Cross Division, and Councillor Stonard, local member for Catton Grove Ward, welcomed the scheme.

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

- (1) approve the following changes required to implement the scheme:
 - (a) widen and convert footways to shared use on the north side of Mile Cross Lane and the north-west of Catton Grove Road heading west into Mile Cross Lane and the footpaths between Mile Cross Lane and Blackthorn Close;

- (b) transfer strips of land from Norwich City Council ownership to adopted highway to facilitate the above;
 - (c) reconfigure the existing traffic island on Mile Cross Lane to allow use by pedestrians and cyclists.
- (2) ask the head of city development services at Norwich City Council to carry out the necessary statutory procedures to confirm the Traffic Regulation Order to convert the abovementioned footways and footpaths to shared use.

12. Transport for Norwich – Bluebell Road Cycling Improvements

During discussion a member welcomed the improved cycling facilities on Bluebell Road and said that drivers should be aware that experienced cyclists will want to use the road rather than the cycleway. All road users should be more respectful of other road users, especially when using shared facilities.

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

- (1) approve the installation of the measures shown on plan Nos CCAG2-28-PH2-007 and 008, including:
 - (a) a zebra with cycle crossing facilities on a raised table on Bluebell Road just north of the slip road to Newmarket Road;
 - (b) widening of the existing cycle path / footpath on the west side of Bluebell Road from its junction with South Park Avenue to the slip road to Newmarket Road;
 - (c) provide mitigation planting to the tree / hedge line on the west side of Bluebell Road;
 - (d) widening and conversion of the north side footpath on the Bluebell Road slip road to Newmarket Road to a shared cycle path / footpath.
- (2) ask the head of city development services to carry out the necessary statutory legal procedures to confirm the Bluebell Road slip road cycle order.

13. Transport for Norwich – City Centre Access Strategy – Contraflow Cycle Lanes

During discussion members welcomed the scheme and noted the benefits of contraflow cycle lanes for cyclists.

In reply to a member's question, the principal transport planner explained that St Giles Street was not suitable for contraflow cycling because the cost outweighed the benefits.

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

- (1) ask the head of city development services to commence the necessary statutory process for all traffic regulation orders and notices required to:
 - (a) allow contraflow cycling on:
 - (i) St Swithins Road;
 - (ii) Ten Bell Lane;
 - (iii) Cow Hill;
 - (iv) Willow Lane;
 - (v) Westwick Street (Charing Cross to Coslany Street);
 - (vi) Muspole Street;
 - (vii) Lobster Lane;
 - (viii) Little London Street;
 - (ix) Redwell Street;
 - (x) Bedding Lane;
 - (xi) Crooks Place (St Stephens Square to Wessex Street);
 - (xii) St Stephens Square;
 - (xiii) Timberhill;
 - (b) make associated changes to waiting and loading restrictions as outlined in the report.
- (2) approve for consultation the proposals for the City Centre Access project that relate to contraflow cycling on all of the above streets.
- (3) note that all responses will be considered at a future meeting of the committee.

14. Transport for Norwich – Brazengate to All Saints Green Cycling Improvements

A member asked whether the junction from Grove Road into Grove Walk could be included in the scheme. The transportation and network manager said that this was outside the remit of the scheme and undertook to liaise with the member outside the meeting.

During discussion a member said that he considered that the removal of cars from the city centre was going too far. Councillor Morphew said that he welcomed the scheme and pointed out that the city was already benefiting from the closure of Westlegate, with increased footfall benefiting retailers and businesses, and also reducing traffic queue on the surrounding streets

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

- (1) approve for consultation the proposals for the Brazengate project, including:
 - (a) provision of mandatory and advisory cycle lanes on Brazengate;
 - (b) removal of a pedestrian refuge on Brazengate and installation of a zebra crossing in its' place;

- (c) installation of early release traffic signals with camera detection for cyclists at the Brazengate and All Saints Green junctions with Queens Road;
 - (d) changes to the All Saints Green / Surrey Street junction to remove existing traffic signals and controlled pedestrian crossings and install a new raised table across the junction with informal crossing points;
 - (e) review the existing bus gate at Grove Road to allow use by buses only during the existing operational times of 0730-0930 Monday to Friday and provide camera enforcement;
 - (f) provision of an advisory cycle lane on the east side of All Saints Green;
- (2) ask the head of city development services to carry out the necessary statutory procedures associated with advertising any Traffic Regulation Orders (TROs) and Notices that may be required for the implementation of the scheme as described in this report;
- (3) agree that the outcome of the proposed consultation will be reported to a future meeting of the committee.

15. Committee Members and Officers

The chair took the opportunity to thank members of the committee and officers as it was the last committee of the civic year.

The committee also welcomed Jeremy Wiggin in his new role as NATS manager, Norfolk County Council.

RESOLVED to note.

CHAIR

Report to Norwich highways agency committee
20 July 2017
Report of Head of city development services
Subject Potential changes to the operational hours of Permit
Parking Zones W, X, Y and Z

Item

5

Purpose

To advise members of the responses to the recent consultation in the parking permit zones W,X,Y and Z and recommends implementation of a change to 24 hour operation of the permit scheme in some streets.

Recommendation

That members:

- (1) note the responses to the permit parking consultation;
- (2) note that no changes are recommended in Zones W and X;
- (3) agree to change the existing permit parking bays to 24 hour, seven day a week operation in the following locations;
 - (a) Zone Y - City Road (from the ring road to just south of the junction with Cricket Ground Road), Doman Road, Kensington Place, Cricket Ground Road (as far as, but not including Geoffrey Road), Carshalton Road, Carlisle Road and Corton Road (part);
 - (b) Zone Z – Corton Road (remaining part) Carrow Hill and Southgate Lane;
- (4) agree to the following changes to the parking arrangements in Corton Road
 - (a) A slight extension to the existing permit bay to accommodate a further two cars (Zone Z);
 - (b) The conversion of the section of single yellow line opposite the existing permit parking to permit parking (approx. 9 spaces – Zone Z);
 - (c) The retention of some of the single yellow line (approx. four spaces).
- (5) ask the head of city development services to complete the statutory processes to implement these proposals shown on Plan No. PL/TR/3584/428.3 in Appendix 3

Corporate and service priorities

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

Financial implications

The operational and installation costs of the scheme will be funded through income from the permit parking scheme. Implementation costs are estimated at £20,000

Ward/s: Multiple Wards

Cabinet member: Councillor Stonard – Environment and sustainable development

Contact officers:

Bruce Bentley, Principal transportation planner

01603 212445

Background documents

None

Background

1. The city council operates and enforces controlled parking zones (CPZs) throughout the city centre, the inner suburbs of the city and around the university. These permit schemes operate either 24 hours a day, seven days a week in and around the city centre, whilst the more suburban ones operate between 8.00am and 6.30pm Monday to Saturday. Some parts of the 'University' scheme only operate between 10.00am and 4.00pm Monday to Friday.
2. Following representations from local residents and members, consultation was undertaken across the existing parking zones W,X,Y and Z asking residents whether they wished to have the operational hours of the zone extended from the current 8.00am to 6.30pm Monday to Saturday, to operating 24 hours a day, seven days a week. A map showing all the permit parking zones is contained in Appendix 1.

Response rate

3. As is the usual practice, an area wider than that which was understood to want to change to 24/7 permit parking was consulted. This is to ensure that sufficient responses are received to determine the final extent of any change. It was agreed with local members that to ensure this coverage every resident and business across all four existing parking zones (W,X,Y and Z) would be consulted.
4. The overall response rate was not particularly high (27% in Zone W, 9% in Zone X [12% if those areas already operating 24/7 were excluded as none responded]), 24% in Zone Y and 21% in Zone Z.
5. A breakdown of responses by zone and street is included at Appendix 2.

Discussion of proposed extent of scheme

6. A response rate of 50% with a majority in support of change was achieved in only a handful of streets. This is the desired response level to implement changes. Those roads are (in Zone Y) City Road (part), Cricket Ground Road (as far as, but not including Geoffrey Road), Carshalton Road, Carlisle Road (in Zone Z) Corton Road and Carrow Hill. These locations form the hub of the proposed changes to operational hours.
7. Other streets do, however, need to be included to ensure that they do not suffer the knock-on impacts of displaced parking, and these are Kensington Place and Doman Road. The response rate in Kensington Place was low at 17% but a majority did support change. Doman Road and the part of Corton Road in Zone Y did not support change. However, it is the officers view that to leave these two streets out of the 24 hour area but surrounded by it would cause significant issues for residents there. Consequently, it is recommended that these streets are included.

8. There was no response from residents of Southgate Lane, but there are very few houses here, and all have off-street parking. Consequently, the spaces appear to be used mostly by residents of other streets. Leaving these few spaces out of the 24 hour zone, does not make any sense as all the surrounding area would be operating 24 hours a day seven days a week.
9. There was also no response from the residents of Belleville Crescent. However, this is a private road and is not included in the permit parking scheme.
10. Consequently, it is recommended to amend the hours of operation of the permit parking as shown on Plan No. PL/TR/3584/428.3 in Appendix 3 to operate 24 hours a day, seven days a week.

Responses to the detailed proposals

11. A table detailing the detailed comments made on the proposals is included in Appendices 4 and 5, together with an officer response. Within the comments, some amendments were proposed to the scheme and these are discussed below. Many of the comments (such as the operation of the parking scheme itself) are outside the scope of this proposal, and in most cases issues were raised by just one or two residents, and as the response rate was low, it is difficult to justify any further changes other than those mentioned below.

Amendments to the originally proposed scheme

12. As a result of the responses received and following agreement from local members and the chair and vice chair of NHAC, three amendments to the proposed scheme were advertised in the press and by street notice on Friday 23 June, with a closing date for response of Wednesday 19 July. These amendments are all in the section of Corton Road currently within Zone Z and include:
 - (a) A slight extension to the existing permit bay to accommodate a further two cars (Zone Z)
 - (b) The conversion of the section of single yellow line opposite the existing permit parking to permit parking (4 approx.. 9 spaces – Zone Z)
 - (c) The retention of some of the single yellow line (4 approx.. four spaces)
 - (d) The retention of the existing short stay parking spaces
13. These proposals are shown on the plans contained in Appendix 3
14. Responses to these subsequent proposals are contained in Appendix 5 together with an officer response. Any responses received after this report is published will be reported verbally to the committee.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	20 July 2017
Director / Head of service	Andy Watt
Report subject:	Lakenham CPZ Extension
Date assessed:	30 June 2017
Description:	

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"/>	Permit parking schemes cover their own operational costs
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Uses existing processes.
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Uses existing software
Economic development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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"/>	
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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"/>	

Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The permit scheme has been designed to take account of the needs of protected groups affected
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The implementation of permit parking supports NATS by discouraging commute parking in the urban area
Natural and built environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will help to promote sustainable transport forms by discouraging commuting by car
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will improve facilities for cycling, walking and public transport in the longer term
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Recommendations from impact assessment	
Positive	
	The proposal will reduce parking congestion in this part of the City and support NATS
Negative	
	N/A
Neutral	
Issues	
	N/A

At any time

**Monday - Saturday
8.00am - 6.30pm**

**Monday - Friday
10.00am - 4.00pm**

CPZ Zones

CPZ Zones

CPZ Zones

A, B, BB, BZ, C, FP, GP, S, V, X

C, D, ER, G, H, J,

BB, WE

City Centre -

L, M, N, P, R, T, U,

W, X, Y, Z

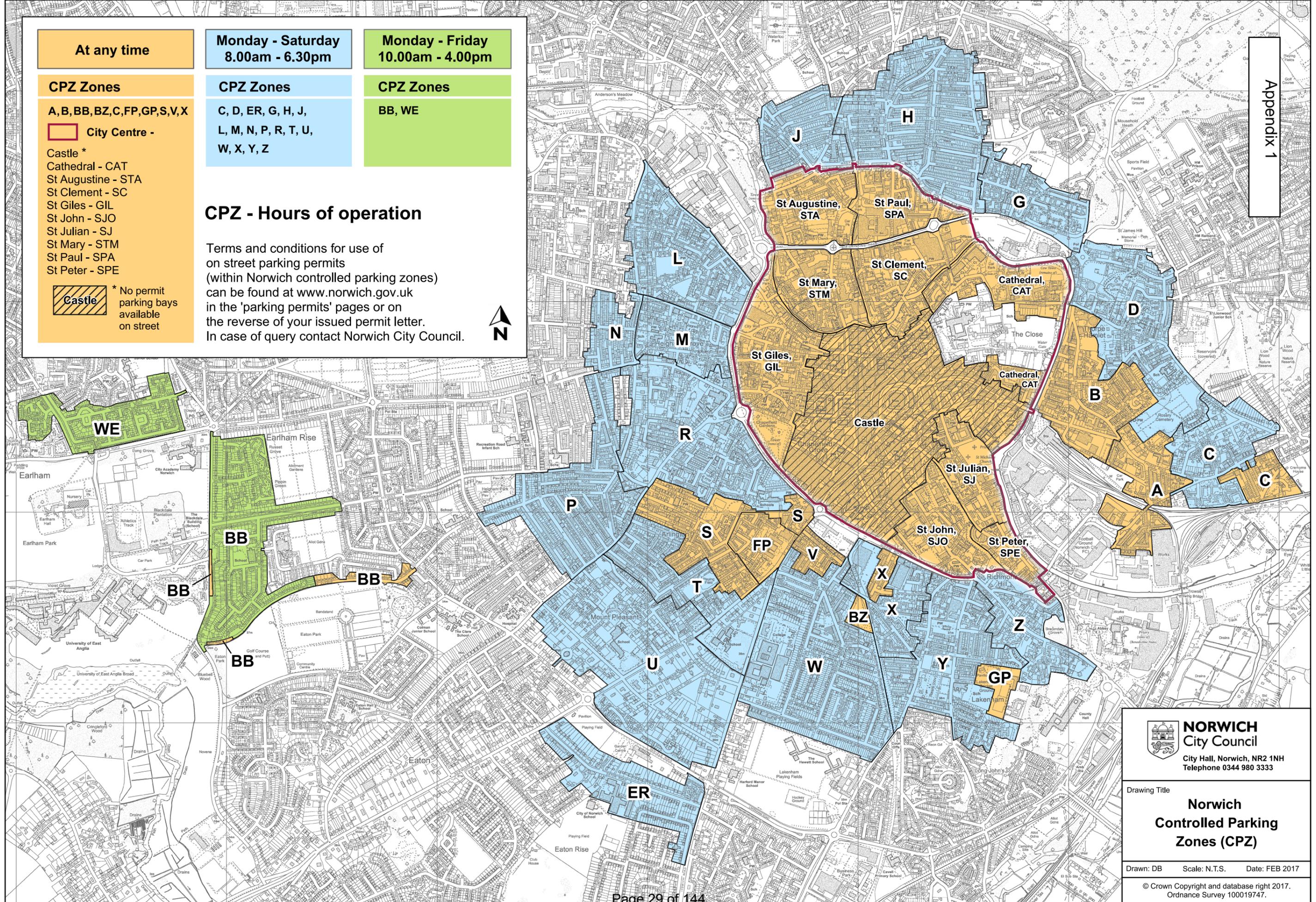
- Castle *
- Cathedral - CAT
- St Augustine - STA
- St Clement - SC
- St Giles - GIL
- St John - SJO
- St Julian - SJ
- St Mary - STM
- St Paul - SPA
- St Peter - SPE

CPZ - Hours of operation

Terms and conditions for use of on street parking permits (within Norwich controlled parking zones) can be found at www.norwich.gov.uk in the 'parking permits' pages or on the reverse of your issued permit letter. In case of query contact Norwich City Council.



Castle * No permit parking bays available on street



NORWICH
City Council
City Hall, Norwich, NR2 1NH
Telephone 0344 980 3333

Drawing Title
**Norwich
Controlled Parking
Zones (CPZ)**

Drawn: DB Scale: N.T.S. Date: FEB 2017

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Ordnance Survey 100019747.

Appendix 2 – Breakdown of responses by zone

Zone W

Street	No of homes in street	For 24/7 permits	Against 24/7 permits	Response Rate	Percentage in favour of 24/7 permits
Aurania Av	29	0	11	38%	0%
Brian Av	90	1	49	56%	1%
Cecil Rd	124	3	48	41%	2%
Christopher Cl	36	0	7	19%	0%
Cranworth Gardens	24	1	3	17%	4%
Eleanor Rd	106	5	5	9%	5%
Grove Av	88	2	6	9%	2%
Grove Rd	123	6	6	10%	5%
Grove Walk	87	10	27	43%	11%
Ipswich Gr	22	4	2	27%	18%
Ipswich Rd	36	2	1	8%	6%
Josephine Cl	36	1	6	19%	3%
Lady Betty Rd	19	1	2	16%	5%
Lady Mary Rd	33	0	4	12%	0%
Patricia Rd	46	2	8	22%	4%
Rowington Rd	40	10	2	30%	25%
Sandringham Ct	12	1	1	17%	8%
Sigismund Rd	48	8	10	38%	17%
St Albans Rd	50	3	16	38%	6%
St Stephens Rd	43	1	1	5%	2%
Trafford Rd	120	13	35	40%	11%

Zone X

Street	No of homes in street	For 24/7 permits	Against 24/7 permits	Response Rate	Percentage in favour of 24/7 permits
Ashby Ct	33	0	1	3%	0%
Goldwell Rd	51	3	0	6%	6%
Hols Ln	44	1	0	2%	2%
Milton Close	42	3	6	21%	7%
Queens Rd	31	2	6	26%	6%
Rowland Ct	29	2	0	7%	7%
Southwell Rd	158	13	3	10%	8%
Trafalgar St	91	9	7	18%	10%

Appendix 2 – Breakdown of responses by zone

Zone Y

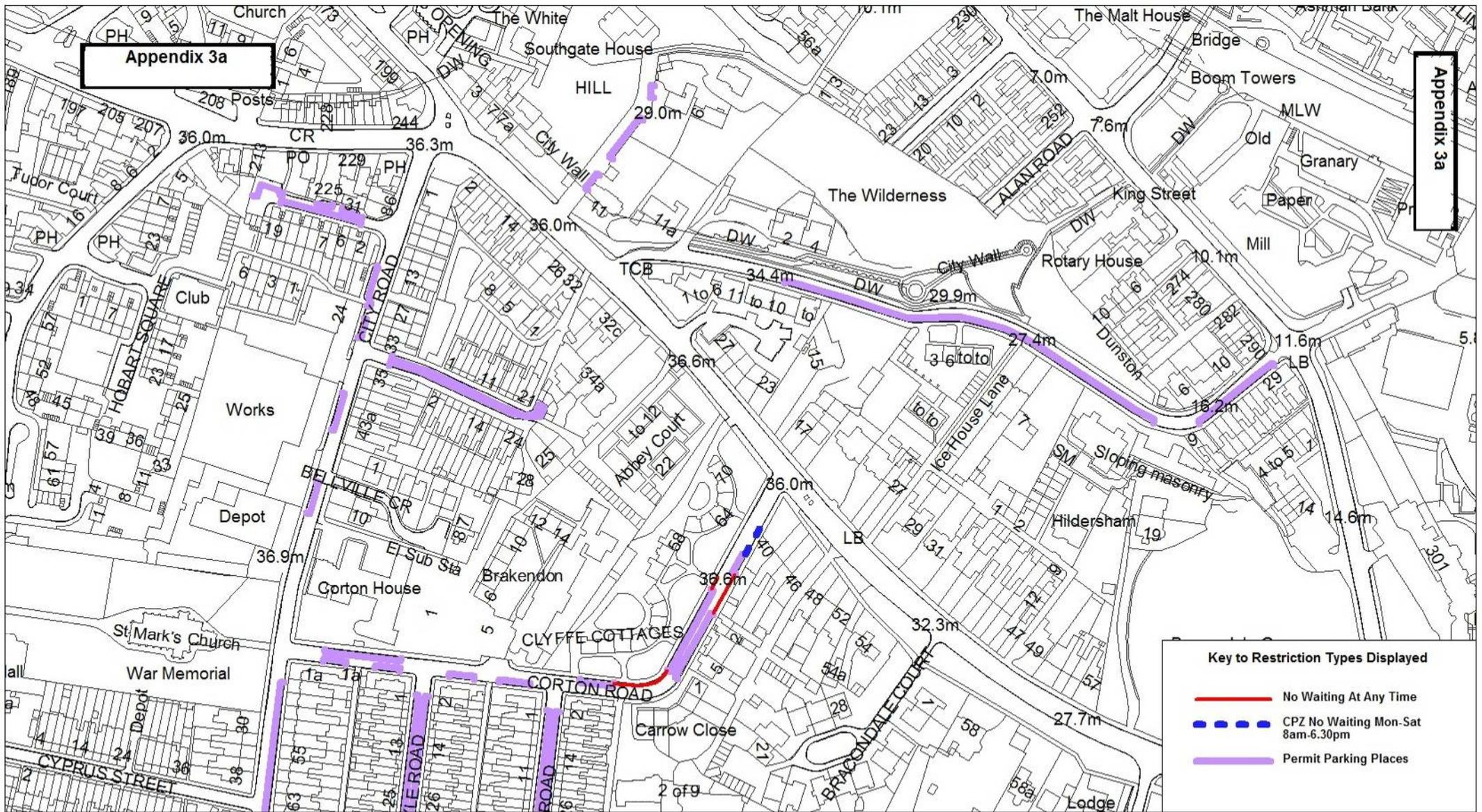
Street	No of homes in street	For 24/7 permits	Against 24/7 permits	Response Rate	Percentage in favour of 24/7 permits
Bracondale Green	5	3	0	60%	60%
Brakendon Close	55	2	2	7%	4%
Carlyle Rd	49	12	7	39%	24%
Carshalton Rd	56	9	3	21%	16%
Cherry Cl	41	3	2	12%	7%
City Rd - total	52	22	17	75%	42%
City Rd - Area to be included	42	15	9	57%	36%
Corton Rd	5	1	2	60%	20%
Cricket Ground Rd - Total	59	11	14	42%	19%
Cricket Ground Rd - Area to be included	26	11	4	58%	42%
Cyprus St	34	7	5	35%	21%
Doman Rd	27	2	7	33%	7%
Geoffrey Rd	45	2	9	24%	4%
Gordon Square	34	2	1	9%	6%
Hall Rd	144	6	11	12%	4%
Harford St	42	9	9	43%	21%
Hatton Rd	28	2	5	25%	7%
Hobart Square	58	6	3	16%	10%
Hughenden Rd	64	7	12	30%	11%
Jubilee Terrace	31	2	3	16%	6%
Kensington Pl	23	3	1	17%	13%
Lakenfields	83	3	1	5%	4%
Lindley St	125	8	17	20%	6%
Meadowbrook Cl	33	5	10	45%	15%
Queens Rd	33	0	1	3%	0%
Smithfield Rd	15	5	3	53%	33%
Stratford Dr/Close	43	3	10	30%	7%
Sunny Hill	2	0	1	50%	0%
Terrace Walk	7	1	1	29%	14%
Walton Rd	17	1	6	41%	6%

Appendix 2 – Breakdown of responses by zone

Zone Z

Street	No of homes in street	For 24/7 permits	Against 24/7 permits	Response Rate	Percentage in favour of 24/7 permits
Bracondale	125	11	14	20%	9%
Bracondale Ct	29	1	0	3%	3%
Carrow Cl	10	5	0	50%	50%
Carrow HI	20	9	4	65%	45%
Churston Cl	7	2	4	86%	29%
Conesford Dr	22	4	7	50%	18%
Corton Rd*	18	2	0	11%	11%
King St	6	1	0	17%	17%
Milverton Rd	5	0	2	40%	0%
Nightingale Cottages	8	1	0	13%	13%
Old School Ct	27	4	0	15%	15%

*Corton Road has a complex of 18 elderly persons units

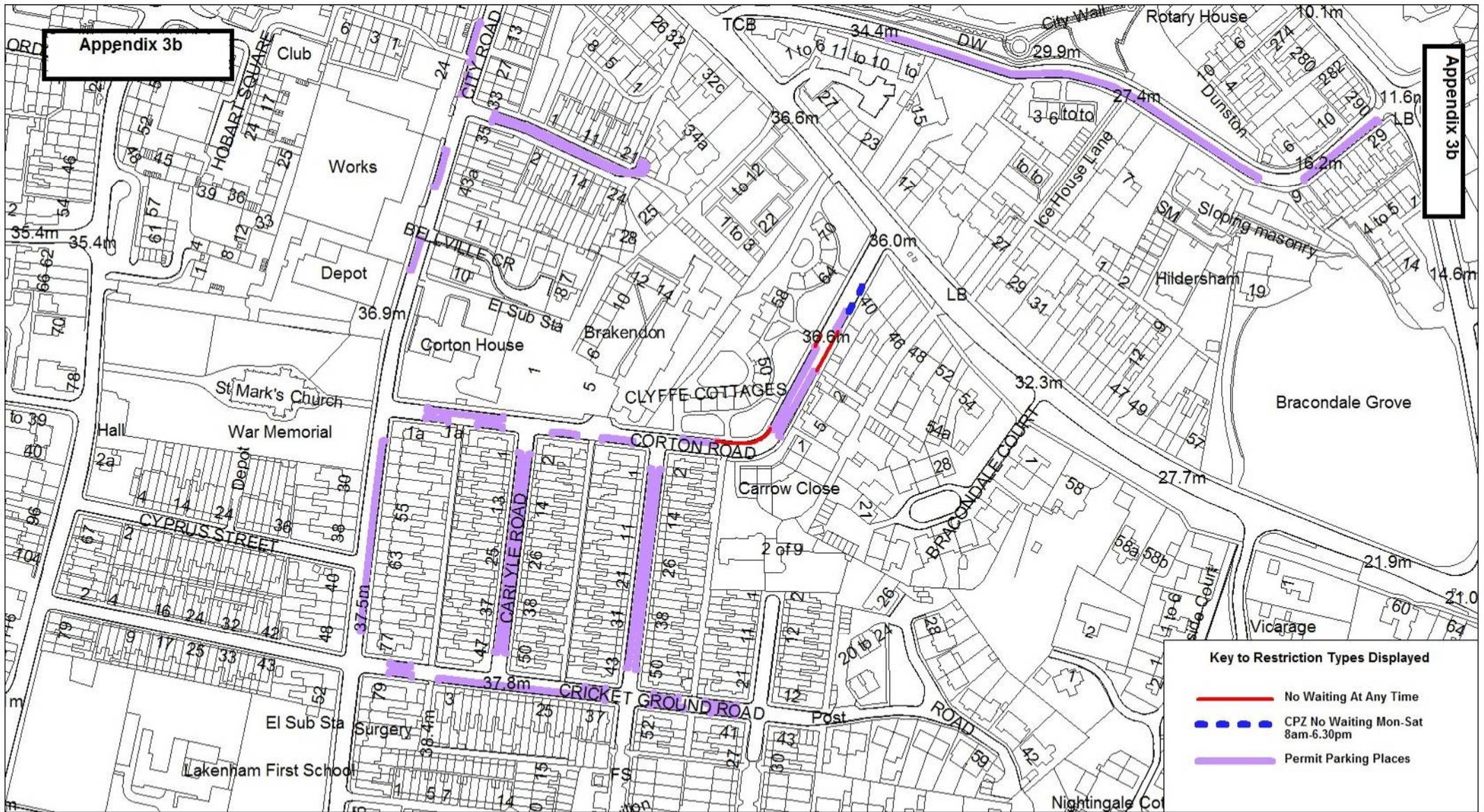


NORWICH
City Council

2017 Lakenham area CPZ - North

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SCALE	1 : 2500
DATE	27/06/2017
DRAWING No.	
DRAWN BY	



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2017 Lakenham area CPZ - North

SCALE	1 : 2500
DATE	27/06/2017
DRAWING No.	
DRAWN BY	

Appendix 4 – Comments made by respondents within the area recommended for change

Issue raised	Times raised	Officer Response
Will make it harder for visitors	10	The visitor permit scheme allows for unlimited 4-hour visits and up to sixty longer visits per year. Very few people use the full entitlement. The scheme reduces permit abuse; thereby ensuring spaces are available for genuine users. The arrangement is potentially more restrictive, however, in a 24-7 zone
Visitor permit scheme inconvenient /inadequate	6	The previous scheme was unenforceable, and was widely abused meaning genuine users could not find a parking space. Complaints about general visitor permit abuse has fallen dramatically since the changes were brought in
Football parking is a problem	5	Noted
Current arrangements work well. No real problem after 6.30 or at weekends	4	Noted, but a majority of residents in this area have requested an extension of the operational hours because of evening and weekend parking issues
Permit bays should be extended into areas where Yellow lines are not needed	3	This is proposed on Corton Road, but in other locations, the yellow lines are needed
New development will add to parking pressure	3	This is unlikely as the development will have its own parking permit zone
Disagree that single yellow should become double	3	None are proposed
Can never park in the evening	3	Noted
Need to keep 2 hour parking areas	3	We are not recommending the removal of any short stay parking
Short stay parking on Corton Road should be converted to permits	3	We have proposed additional permit parking in lieu of single yellow lines instead
It's more cost for residents	1	Potentially, yes. There may be a need to purchase more 1-day scratchcards
More enforcement needed	1	Enforcement will be carried out over the extended hours
Just a revenue making exercise	1	Permits are priced to cover the operational and maintenance costs of the permit schemes only
Would prefer single street scheme	1	This is much less flexible, as larger areas are more likely to have space available, even if at some distance.
The issue with football parking is limited	1	Noted, but concern about this issue is high in this area
With only a 4 hour visitor permit we could not have overnight visitors	1	This is a misunderstanding. Day scratchcards (valid until 10.00 am the following morning) provide for overnight stays

Appendix 5 – Comments made by respondents within the area where no change is recommended

Responses from residents in the areas where no change is proposed

Issue raised	Times raised	Officer response
Will make it harder for visitors	47	The visitor permit scheme allows for unlimited 4-hour visits and up to sixty longer visits per year. Very few people use the full entitlement. The scheme reduces permit abuse; thereby ensuring spaces are available for genuine users. No change is proposed for these residents
Visitor scheme not suitable/ ineffective	20	The previous scheme was unenforceable, and was widely abused meaning genuine users could not find a parking space. Complaints about general visitor permit abuse has fallen dramatically since the changes were brought in
Just a revenue making exercise	15	Permits are priced to cover the operational and maintenance costs of the permit schemes only
It's more cost for residents	11	No change is proposed for these residents
More enforcement needed	11	We balance the level of enforcement to achieve cost effective compliance. Increased enforcement would require an increase in permit costs
Need to keep 2 hour parking areas/ more 2 hour parking needed	6	The needs for short stay parking need to be balanced against the reduction of residents' permit spaces this would create
Not enough spaces on match days	6	Only extending the permit operating times would resolve this
This will result in residents digging up their front gardens	5	This is a very expensive option to avoid paying for a parking permit
No issue with current scheme. 24 hour would be overly restrictive in terms of visitors	5	No change is proposed
Waste of money / Council need to save money	4	The permit parking scheme covers its own costs
Overnight can't be monitored	4	We have enforcement staff on-street all day and until the early hours of the morning
Permits are being loaned/sold to non-residents / misused	4	Any scheme can be abused, but the current scheme is much less open to abuse than the old one
cars are destroying verges	4	Dealing with this issue is beyond the scope of this project
Would like more enforcement / needs patrolling in the extended hours	4	In order to keep permit costs reasonable we have to use enforcement staff resources carefully.
60x visitor day permits is not enough / will get more if scheme 24 hour	4	The allowance was based around 24 hour schemes

Appendix 5 – Comments made by respondents within the area where no change is recommended

Issue raised	Times raised	Officer response
Existing single yellow lines should be retained	5	We are not proposing any change
Permit parking hours should be changed, but not to 24/7	4	We try to keep operational times straightforward to minimise confusion. We already have three different sets of operational hours
Parking issues created by meetings at local church / cars over hanging the footway	4	Provided vehicles are not parked in contravention of the waiting restrictions, we cannot take any action against them
We need more information on the problems	3	The consultation was intended to get residents response based on their experience of the issues faced and not to tell them what we thought the issues were
Scheme is designed to make money / we pay enough	3	The scheme is designed to cover its operational costs and to cover permit administration and the cost of enforcement
Too many cars owned by resident and visitor	3	We restrict residents to two vehicles plus the visitor scheme.
Single yellow lines should be permit in the evening	3	There is greater pressure for them to be retained as they are
Will make it <u>easier</u> for visitors	2	No change is proposed
Money being used to pay for cycle tracks	2	The permit scheme does not make any money. Permit fees are set to cover the operational costs of the scheme
Parked cars slow speed and make it safer	2	To some extent this is true. There is always a balance, though, between parking provision and highway capacity
Money should be spent on cutting the verges instead	2	The permit scheme is cost neutral. There is no money to spend on other things
Problem with Hewitt school parking	2	Noted
Parking issues around Tesco on Grove Road	2	Noted
This will stop houses parking 3 or more cars outside the permit hours	2	Yes it would, but no change is proposed
Visitor scratch cards should have longer than 1 year expiry	2	This would significantly increase the costs of scratchcard permit production as we can currently use standard non-dated stationery that is ordered in bulk. We would have to pass this on as we only cover our issuing costs for this permit type
We have a new build / property to flats and cannot get a permit	2	Permits are not issued to any property built or converted after 2004 (unless it is built with its own permit scheme)
Permits should be all day / only allowed one visitor permit	2	This is a misunderstanding. The visitor scheme includes the four hour permit and 60 one-day scratchcards per year

Appendix 5 – Comments made by respondents within the area where no change is recommended

Issue raised	Times raised	Officer response
24 hour permit parking will need regular enforcement	2	We do enforce 24 hour zones, but no change is proposed here
Spend the money on green space or children's play area	1	The permit scheme is cost neutral. If it did make a surplus, we are required to spend that on transport projects
The issue with football parking is limited	1	Noted
Delivery lorries ignore parking restrictions	1	Delivery lorries can load and unload from single or double yellow lines at any time
Agree that single yellow should become double	1	Noted, but no change is proposed
Church parking an issue but they have tried to reduce the impact on residents	1	Noted
Make the area 20mph instead	1	20mph areas are being installed throughout the City under other programmes.
This will create more pollution as cars will need to be moved regularly	1	Overall permit parking limits car and commuters avoid driving through residential streets to find free parking.
Rowington Road should have its own permits	1	We do not implement single street schemes, because the larger areas offer greater parking flexibility
Only allowed one car per household	1	In this area, households are allowed 2 resident permits per household
Noise pollution and disturbance from bus movement	1	This is outside the scope of this project
Signpost area of Sigismund Road to prevent tradesmen parking where vehicles are meant to turn	1	The area is already covered by yellow lines. These do not require additional signing
Low kerbs on Sigismund Road encourage parking on the grass / can we have signs to ask people not to park on the grass	1	We intend to undertake a review of pavement and verge parking when resources allow
Single yellow should be changed to permit spaces on Hollis Lane	1	No change proposed
Single yellow lines should be changed to double yellow lines in Rowland Court	1	No change proposed
More double yellow lines around Tesco on Grove Road	1	No change proposed

Appendix 5 – Comments made by respondents within the area where no change is recommended

Issue raised	Times raised	Officer response
Make the derestricted bay on Southwell Road either short stay or residents permit parking	1	There is no unrestricted bay on Southwell Road
Ashby Court has 5 permits for all 31 flats	1	Ashby Court has no permit entitlement. These have been provided as a good will gesture
Current visitor scheme only allows visitors for 2 hours	1	The short stay visitor permit is valid for up to four hours. Only trade permits are limited to two hours
Areas of Milton Close are soft and muddy and parking bays are needed	1	We intend to undertake a review of pavement and verge parking when resources allow
Visitor permits should longer than 4 hours / Double the time of the visitor permit from 4 to 8 hours	1	8 hour permits with no vehicle registration details would be very open to abuse. This would make worse the issue raised in same response citing football parking as making life very difficult
Visitor permits being abused	1	Any permit scheme will be abused. The current scheme has been st up to make it more difficult for that to happen, and easier to enforce
Conversion of building into bedsits is causing all the problems	1	Households have the same permit entitlement whether they are converted to bedsits or not.
People park here on a Sunday for free to do shopping	1	This is permissible with the current parking arrangements. No change is proposed
Concerned about private parking area being under pressure if system is altered	1	No change is proposed
Would support 24/7 operation if more visitor permits were available	1	Noted
late night shopping causes problems	1	It is permissible for anyone to park in permit areas outside the operational hours
Double Yellow lines make loading and unloading difficult	1	Loading is permitted on single and double yellow lines
Suggest changes in the garage court area off Cherry Close	1	This area is not public highway and is not affected by these proposals
Single yellow lines (City Road) should be converted to doubles to stop congestion	1	These lines ensure the road is clear during busy periods, but allow additional parking when most residents are home
Rear alleyways should have DY lines as they get parked up and blocked	1	This is usually difficult due to the nature of the road surfaces
There should be bays for disabled drivers	1	These are only provided in locations where they benefit significant numbers of disabled drivers such as the City centre

Report to Norwich highways agency committee
20 July 2017
Report of Head of city development services
Subject Lakenham Area Permit Parking Consultation

Item

6

Purpose

To advise members of the responses to the recent consultation in the Lakenham area to extend the existing permit parking areas, and recommends the implementation of permit parking in part of the area.

Recommendation

Members are recommended to:

- (1) note the responses to the permit parking consultation;
- (2) agree to implement an 8.00am to 6.30pm Monday to Saturday permit parking scheme in Arnold Miller Close, Arnold Miller Road, Birkbeck Close, Birkbeck Road, Barrett Road (part), Hall Road (part), Huxley Close, Huxley Road, Keyes Close, Keyes Road, Long John Hill (part), Longmead, Mansfield Lane (part), Martineau Lane, Mendham Close, Netherwood Green, Suncroft and Sunny Hill as shown on the plans (nos. PL/TR/3584/428.1, 2, and 3) attached in Appendix 1
- (3) agree to implement the no waiting and limited waiting arrangements associated with the permit parking scheme, including 'No Waiting' along the entire length of Barrett Road (including the service roads) and Martineau Lane from the junction of Hall Road to the junction with Bracondale (except in the designated bays)
- (4) introduce pedestrian zones (access only) to the front of 31-69, 103-133 and 116-138 Barrett Road.
- (5) agree to implement a 1-hour limited waiting period on the east side of the car park outside the Long John Hill shops and 2-hour limited waiting on the west side with three 4-hour spaces on Arnold Miller Road in place of the previously advertised double yellow line adjacent to the pet grooming parlour.
- (6) ask the head of city development services to complete the statutory processes to implement these proposals.

Corporate and service priorities

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

Financial implications

The operational and installation costs of the scheme will be funded through income from the permit parking scheme. Implementation costs are estimated at £40,000.

Ward/s: Lakenham

Cabinet member: Councillor Stonard – Sustainable and inclusive growth

Contact officers:

Bruce Bentley, Principal transportation planner

01603 212445

Background documents

None

Background

1. Members will be aware that there is continuing pressure from some local residents for permit parking to be extended into their areas, due to issues with commuter and other non-local parking taking the already limited parking facilities available. It has not been possible to extend or make any changes to the existing parking zones until recently. Historically, the cost of doing this had to come from county council revenue funding which have been under extreme pressure in recent years, and the schemes themselves did not cover their operating costs, let alone their maintenance and extension. However, the review of the permit parking scheme (between 2012 and 2015), together with a review of the associated charges, now means that the permit schemes are covering their operating costs, and maintenance and alterations of the permit areas.
2. As it has not been possible to make any changes until recently (with extensions in the College Road and Salisbury Road areas having been completed earlier this year) there is a significant demand around the city that has yet to be addressed. Officers and Local members are well aware of this, and receive substantial amounts of correspondence where requests have had to be declined. There have also been petitions to the Norwich Highways Agency Committee (NHAC). Local members have, therefore, been pressing for permit parking in a number of locations around the city.
3. Consequently, there is a commitment to consult in a number of areas, of which this extension in Lakenham is one. We have yet to consult in the West Earlham area (a scheme that will be partially funded by UEA) and Wellesley Avenue which will follow once the Lakenham schemes are implemented. Officers are also aware of other areas, where no commitment has been given, but there is growing pressure from residents.
4. Currently, the city council operate and enforce controlled parking zones (CPZs) throughout the city centre, the inner suburbs of the city and around the university. These permit schemes operate either 24 hours a day, seven days a week, in and around the city centre, whilst the more suburban ones operate between 8.00am and 6:30pm Monday to Saturday. Some parts of the 'University' scheme only operate between 10.00am and 4.00pm Monday to Friday.
5. Following representations from local residents and members, consultation was undertaken in part of Lakenham bordered by existing parking zones, Hall Road and the Outer Ring Road, but also incorporating the sections of Martineau Lane and Long John Hill south of the ring road and Duckett Close area. Residents and businesses were asked whether they wanted permit parking, and if they did, whether they wanted it to operate 8.00am-6.30pm, Monday to Saturday, or 24 hours a day, seven days a week.
6. The letters sent to residents included a plan showing the proposals for their area and an information leaflet explaining how CPZs work, which is included as Appendix 1. Residents were invited to comment on the suggested scheme.

Response rate

7. 1350 households and businesses were consulted on the proposal and we received 450 responses, representing a response rate across the area of 33%. This is lower than is usually hoped for, as a response rate of around 50% is usually preferred. However, this should not affect the decision of this committee.
8. A table showing the breakdown of responses in all the streets in the consulted area is attached as Appendix 2. The table has already been broken down into the areas where permit parking is recommended to be introduced, and areas where it is not.
9. Within the area to the east of and including Long John Hill that it is recommending to include within the permit parking area, the level of support for permit parking is 66% of the total responses. Had only negative responses been received to reach the preferred 50% response rate, those who actually expressed a preference in favour of permit parking would still be in the majority. Consequently, officers are confident that there is good support for the proposals here.
10. In the area to the west of but excluding Long John Hill the picture is mixed. Although the response rate was relatively low at 30%, there was a strong positive response in the northern parts of Mansfield Lane and Hall Road where, although the response rate was not 50%, again had only negative responses been received to reach the preferred 50% response rate, those who actually expressed a preference in favour of permit parking would still be in the majority.

Discussion of proposed extent of scheme

11. Local members have expressed a preference for the area including the northern parts of Mansfield lane and Hall Road to be included in the permit area, which would mean including Mendham Close (low response, but 100% in favour), Keyes Road and Keyes Close (where there is a higher 'no' response on a low response rate, but a high level of off-street parking available) and Birkbeck Road/Close (almost 50/50 split response, again a low response rate). It is the officers' view that not including these streets would have an adverse knock-on effect from the displacement of parking from the main roads.
12. The narrow road surrounding Birkbeck Close (part of Springbank) is not included in the scheme. In itself, it is too narrow for parking and provides access to off-street parking spaces primarily associated with the Springbank development.
13. Overall, in this part of Lakenham, 54 % of respondents requested permit parking.
14. Outside the area that is recommended for permit parking, the response rate was only 25% with 60% opposed to permit parking.

15. Consequent on the consultation, the recommendation is to extend permit parking to the residents of the entire eastern area that was consulted, including Long John Hill as far as its junction with Martineau Lane, Martineau Lane (the southern section off the ring road), Longmead, Huxley Road, Huxley Close, Arnold Miller Road, Arnold Miller Close, Netherwood Green, Suncroft and Sunny Hill.
16. On the western side of the area, permit parking is recommended in the north part of Hall Road (to its junction with Latimer Road), Mansfield Lane (to its junction with Beeching Road), Mendham Close, Keyes Road and Close and Birkbeck Road/Close.
17. All the streets within the area recommended for permit parking had a majority of residents in favour of permit parking, with the exception of Longmead, Keyes Road and Keyes Close, where residents were substantially opposed. However, officers are concerned that if all the rest of the area does become permit parking, there will be significant additional parking pressure as those who currently park on the major roads would migrate to the side streets. In Birkbeck Road/Close, there was a small majority opposing permit parking (6 in favour, 7 against).
18. The Longmead area has around 30 parking spaces between 40 flats. Again, there would be additional parking pressure here as motorists who currently park on Long John Hill move to the side roads, and given the geography of the area it does not make sense to exclude it. Keyes Road/Close and Birkbeck Road/Close both have a significant number of homes with off street parking, and additional parking pressure would be likely to cause obstruction.

Hours of operation

19. Of those who supported permit parking 51.1% preferred the 24/7 option, which reduced to 50.4% if the residents who did not support permit parking, but expressed a preference for operational hours in the event that it was agreed, is taken into account.
20. Both the adjacent permit parking areas to the north and east operate between the hours of 8.00am and 6.30pm Monday to Saturday and from an operational perspective, it would be better if the new zone was consistent with these adjacent zones. This would also deal with almost all the concerns that most residents raised with the exception of football parking for evening matches.
21. Consequently, it is recommended to progress permit parking as shown on plan nos PL/TR/3584/428.1, 2, and 3 in Appendix 1 to operate 8.00am - 6.30pm Monday to Saturday.

Responses to the detailed proposals

22. A table detailing the detailed comments made on the proposals is included in Appendix 3, together with an officer response. The concerns raised by some residents of Barrett Road are discussed below, as are some minor amendments to the overall proposals undertaken as a result of the consultation.

Barrett Road

23. Most of the residents of Barrett Road are accessed via side service road, but one section (between Long John Hill and Arnold Miller Road) has footpath access only via a raised footway, and residents park wholly on the footway adjacent to the road. This completely blocks the pavement, and passing the parked cars requires a reasonable degree of agility. Consequently, many users of the footway are forced to walk in the road.
24. Inside the recommended permit area, residents of these houses would be eligible for permits for use on adjacent streets. This would involve a longer walk to the car than currently, but residents already have to walk some way due to the arrangement of the footway and adjacent elevated path that accesses the houses.
25. The installation of double yellow lines would not prevent stopping to pick up and drop off passengers, or for loading and unloading.

Amendments to the originally proposed scheme

26. As a result of the responses received and following agreement from local members and the chair and vice chair of NHAC, three amendments to the proposed scheme were advertised in the press and by street notice on Friday, 23 June, with a closing date for response of Wednesday 19th July. These amendments were:
 - (a) A short section of double yellow line to protect the vehicular access to nos. 11-29 Long John Hill.
 - (b) The introduction of pedestrian zones (access only) to the front of 31-69, 103-133 and 116-138 Barratt Road. This will prevent parking in these narrow service roads that provides access to residents off street parking without the need to paint double yellow lines (the 'No Waiting' restrictions had already been advertised).
 - (c) An enforceable time restriction on the car park associated with the Long John Hill shops (originally advertised as 1-hour)
 - (d) An enforceable loading restriction on the layby on Barrett Road adjacent to Long John Hill, and the shops.
27. These proposals are included on the plans contained in Appendix 4, which also show the proposals for the areas where there are no amendments.
28. The only responses relating to these advertised changes at the time this report was finalised were from the businesses in the Long John Hill shops. Any further comments will be reported verbally at the meeting
29. Four businesses wanted parking restricted to one hour only, whilst the fifth wanted an absolute minimum of two hours, with the option for some four hour stays as some appointments with clients take that long. It is therefore recommended that the car park is split between 1-hour bays on the east side (immediately outside the shops) and 2-hour bays on the west side. Three 4-hour

bays can be accommodated on Arnold Miller Road adjacent to the end of the row of shops in place of the advertised yellow line.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	20th July 2017
Director / Head of service	Andy Watt
Report subject:	Lakenham CPZ Extension
Date assessed:	June 2017
Description:	

	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"/>	Permit parking schemes cover their own operational costs
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Uses existing processes.
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Uses existing software
Economic development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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"/>	
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
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"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The permit scheme has been designed to take account of the needs of protected groups affected
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The implementation pr permit parking supports NATS by discouraging commute parking in the urban area
Natural and built environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will help to promote sustainable transport forms by discouraging commuting by car
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will improve facilities for cycling, walking and public transport in the longer term

	Impact			
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Recommendations from impact assessment
Positive
The proposal will reduce parking congestion in this part of the City and support NATS
Negative
N/A
Neutral
Issues
N/A



Permit parking and Controlled Parking Zones

When there are parking pressures on streets in Norwich we have Controlled Parking Zones (CPZs) where parking permits are used. CPZs are very effective at preventing commuter parking or local parking pressures as we enforce the restrictions. You can find out more about permit parking and CPZs at www.norwich.gov.uk/permits

How CPZs work

The proposed permit parking zone is dependent on the outcome of this consultation. We are required by law to publish a Traffic Regulation Order which we will do alongside this public consultation so that if residents approve the scheme we can implement it quickly. This streamlines the process and reduces costs.

We are proposing a CPZ in your area that operates during the hours detailed in the letter that accompanies this note.

During these hours you and your visitors will need to use parking permits to park in a permit bay. We might also propose limited waiting bays that offer short stay parking which do not require the use of permits. These tend to be located near to local business premises. Short lengths of double yellow lines will also be implemented on junctions where they are not in place already. Please see the attached plan for the local proposals.

Outside of these hours there is no restriction on parking in any designated parking bay, nor is there any restriction on Christmas Day. However, permits are required during operational hours on all other public holidays.

Number of resident permits allowed

We offer residents up to two parking permits for their own vehicles and a choice of visitor parking permits. Visitor permits are available as a one-day 'scratchcard' (maximum of 60 per year valid on day of validation and until 10.00am the following day) and/or a four-hour permit (this is issued with a clock to confirm the time the permit is used).

Costs

Resident permit charges are based on the length of your vehicle to encourage use of shorter vehicles in CPZs to maximize the amount of parking space available.

Resident's parking permit for 12 months:

- Short vehicle (or Blue Badge holder): £21.60
- Medium vehicle: £34.20
- Long vehicle: £50.40

Appendix 1

- Four-hour visitor permit: £21.60 for 12 months (no charge for those on low incomes).

(please note – we can issue permits for a minimum of 1 month up to 18 months)

- One-day visitor parking permit: 60p per day (but issued as a £12 minimum amount).
- We also issue care permits to people who can demonstrate the need for support relating to health/disability reasons or for childcare.

Business permits and costs

We offer a range of parking permits to suit the needs of businesses situated within a permit parking area.

A business may apply for the following permits:

- Long stay permit; all day stay (two permits with two vehicles per permit) £138 for 12 months
- Short stay permit: two hours stay (one permit with any vehicle per permit) £138 for 12 months

Minimum permit issue is one month, up to a maximum of 18 months.

There are also arrangements in place for hotels and guest houses and other specific business and household needs. Visit www.norwich.gov.uk/permits for more information.

Other things to consider

- Permits are for use on-street only. They are not required for any private off street parking areas or driveways.
- Properties built or converted after the CPZ is in operation will not receive a permit entitlement. This rule aims to ensure that CPZs are not oversubscribed when new residential developments are built.
- If you have a blue badge you can park for up to three hours in a permit bay, but you will need a permit for longer stays.
- If you are actively unloading or loading you don't need a parking permit (for example if you have deliveries from a supermarket to your property).
- CPZs are a tried and tested way of managing high demand to parking and we aim solely to cover the operating costs of enforcement, permit issuance and maintenance from permit charges. If we were to make any surplus, this would be invested in other transport improvements.
- Permit parking does not resolve parking issues if these are caused by residents own vehicles
- Streets just outside permit parking areas can be subject to increased parking pressures.

Appendix 2a

Responses from streets that are recommended to be included in the permit parking scheme

Road	Responses against permit parking	Responses for permit parking	Responses in favour of 24/7 scheme
Arnold Miller Road / Close	10	16	10
Barrett Road between Martineau Lane and Long John Hill	6	9	6
Birkbeck Road / Close	7	6	4
Hall Road between Mansfield Lane and Latimer Road	1	7	4
Huxley Road / Close	4	12	4
Keyes Road / Close	13	5	4
Long John Hill	8	21	13
Longmead	23	7	6
Mansfield Lane (north)	2	10	5
Martineau Lane	0	9	7
Mendham Close	0	2	2
Netherwood Green	14	40	18
Suncroft	0	10	0
Sunnyhill	6	13	6
TOTAL	71	137	70

Appendix 2b

Responses from streets that are not recommended to be included in the permit parking scheme

Road	Responses against permit parking	Responses for permit parking	Responses in favour of 24/7 scheme
Abbott Road	0	2	2
Barrett Road between Long John Hill and Hall Road	4	5	0
Beeching Road / Close	15	7	1
Birkbeck Road / Close	7	6	4
Cavell Road	17	3	3
Coke Road	7	1	1
Duckett Close	3	6	2
Elwyn Road	2	0	0
Gamewell Close	4	3	2
Hall Road between Latimer Road and Barrett Road	3	7	4
Ingram Court	17	6	4
Latimer Road	11	17	11
Mansfield Lane (all)	14	14	7
Mendham Close	0	2	2
Randolf Road	13	3	3
Springbank	19	2	2
TOTAL	149	89	52

Appendix 3
Issues raised during consultation

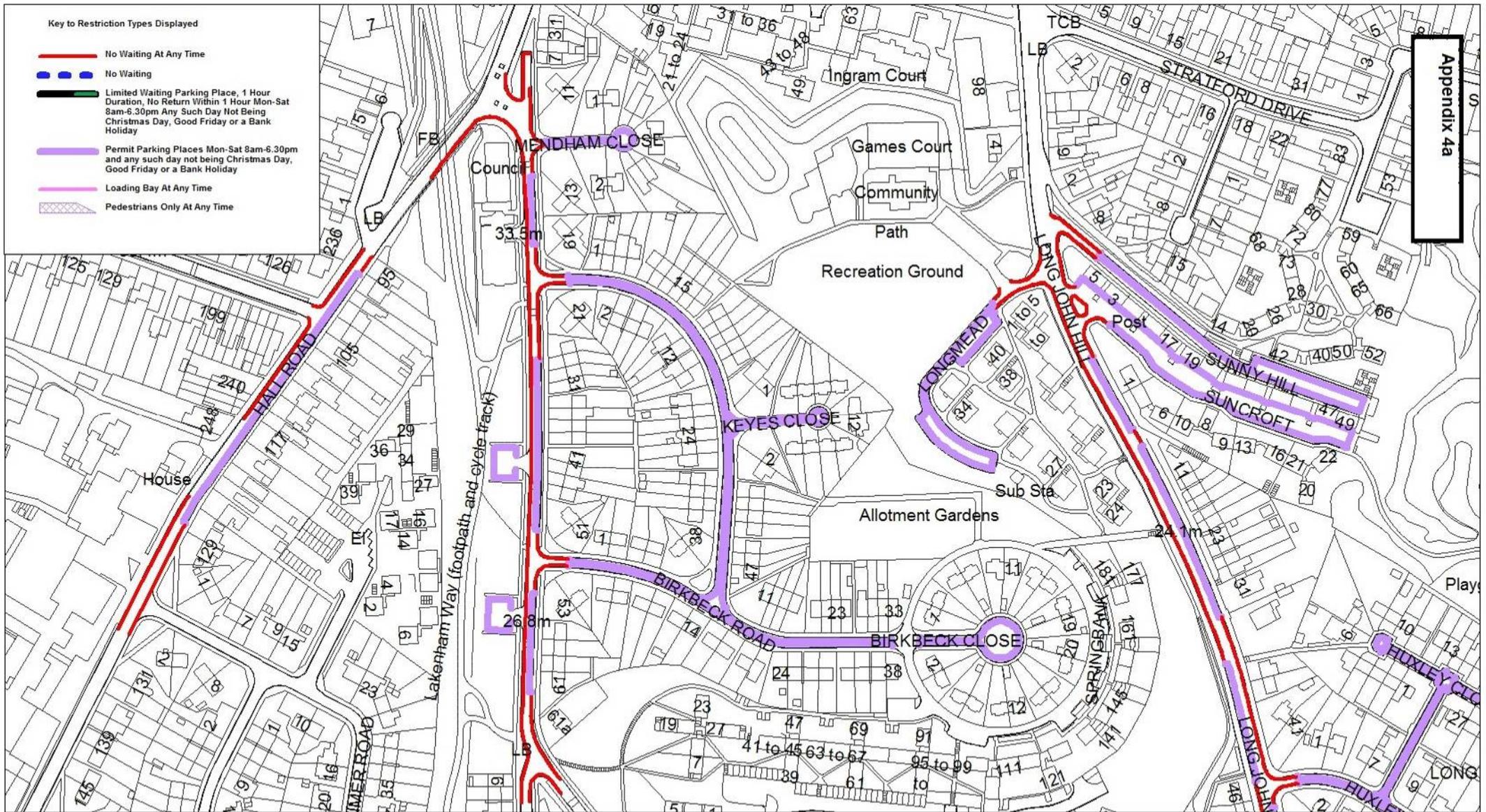
Issue raised	No of times	Officer response
Too expensive/ Money making/ permits should be free	28	Permit charges are set solely to cover the operational costs of the permit parking scheme. Residents were advised of this as part of the consultation
Restricts visitors	7	The visitor permit scheme is quite flexible, but residents with extensive long visits will be affected
The proposals don't include enough parking spaces	1	The proposal includes as much parking as possible, whilst ensuring that more major routes are kept free flowing
Need pick-up drop off on Barrett Road	3	See report para 23-25
Residents from other streets will park in our road	1	There is nothing to stop anyone from parking in the streets currently
Need parking on Barrett Road	4	See report para 23-25
Need No Waiting on access way between 112 and 138 Barrett Road	2	This area is outside the recommended permit area, but similar issues apply to the slip road in front of 103-133 and this is now included in the proposals
Restriction only required on the main road	1	An approach like this would push commuter vehicles into the side streets
Parking issues caused by residents, not commuters	6	Permit schemes do not resolve this problem, but the consultation has confirmed that there are commuter parking issues in the area
Long John Hill is congested by parking	12	The proposals seek to deal with this problem
Didn't support permit parking, but would prefer 8-6.30 if it is implemented	2	See report para 19-21
There should be no parking on the main part of Barrett Road	2	See report para 23-25
Concerned that scheme does not allow for use of varying company vehicles	2	Arrangements are available for people who use multiple vehicles in their line of work
Area should have 20mph speed limit	1	This is beyond the scope of this project, but the entire area is proposed to be a 20mph zone

Appendix 3
Issues raised during consultation

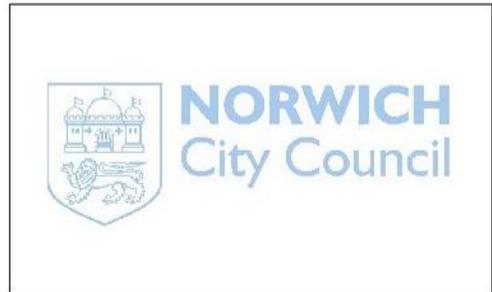
Issue raised	No of times	Officer response
Pavements are obstructed by parked cars	1	The scheme will resolve this to some extent, particularly on more major routes
Access to 11-29 Long John Hill needs protecting by double yellow lines	1	Agreed, now included in proposals
Parking should be on the east side of Long John Hill	1	The parking arrangement proposed is designed to act as a traffic calming measure, as well as providing parking spaces
There is not enough permit parking spaces on Long John Hill	1	Additional parking would require spaces on adjacent sides of the road. This would not resolve the current congestion problem
Double yellow lines would be better than permit parking on Martineau Lane	1	Permit parking will resolve current issues, and allow some flexibility for residents. Double yellow lines need more maintenance
County Hall staff should not get permits	4	The only permits available to County Hall staff would be the 2-hour trader permit which enables care workers to visit clients in their own homes. This permit is available to any organisation that needs to do this
Area outside Nos 116-120 Netherwood Green should be permit parking	2	Agreed, this is now included in the proposals
Car park by shops on long john Hill needs to be included(Short stay parking)	2	Agreed, this is now included in the proposals
Care workers/ doctors etc. will not be able to visit residents	1	Yes, they will. Permits are available to these professions for home visits, and residents can have a visitor permit.
Need to park more vehicles than the permit scheme allows for	1	Private arrangements need to be made if residents wish to park more than two vehicles on-street
Will Lakenham be just one zone, or split into multiple zones?	1	The recommended area will be one zone
Parking on Barrett Road makes it impossible to walk down the pavement	1	See report para 23-25
Parking restrictions in front of garages would be needed if permit parking was introduced	1	Areas in front of garages are private forecourts and not covered by the permit scheme

Appendix 3
Issues raised during consultation

Issue raised	No of times	Officer response
Marked out parking bays would help	1	Marked bays would have to cater for the largest vehicles, thus reducing the overall level of on-street parking



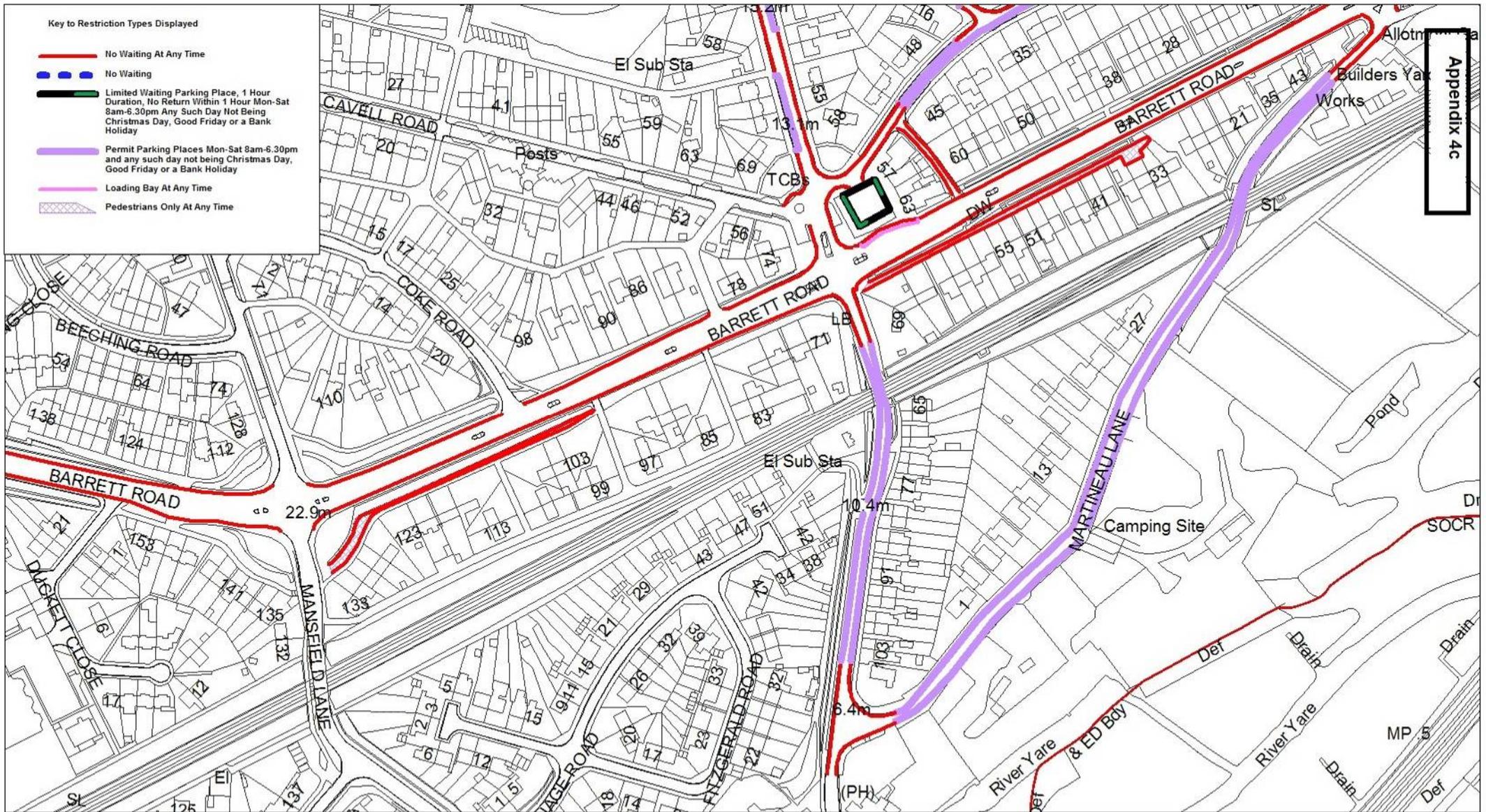
Appendix 4a



2017 Lakenham area CPZ

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SCALE	1 : 2500
DATE	27/06/2017
DRAWING No.	
DRAWN BY	



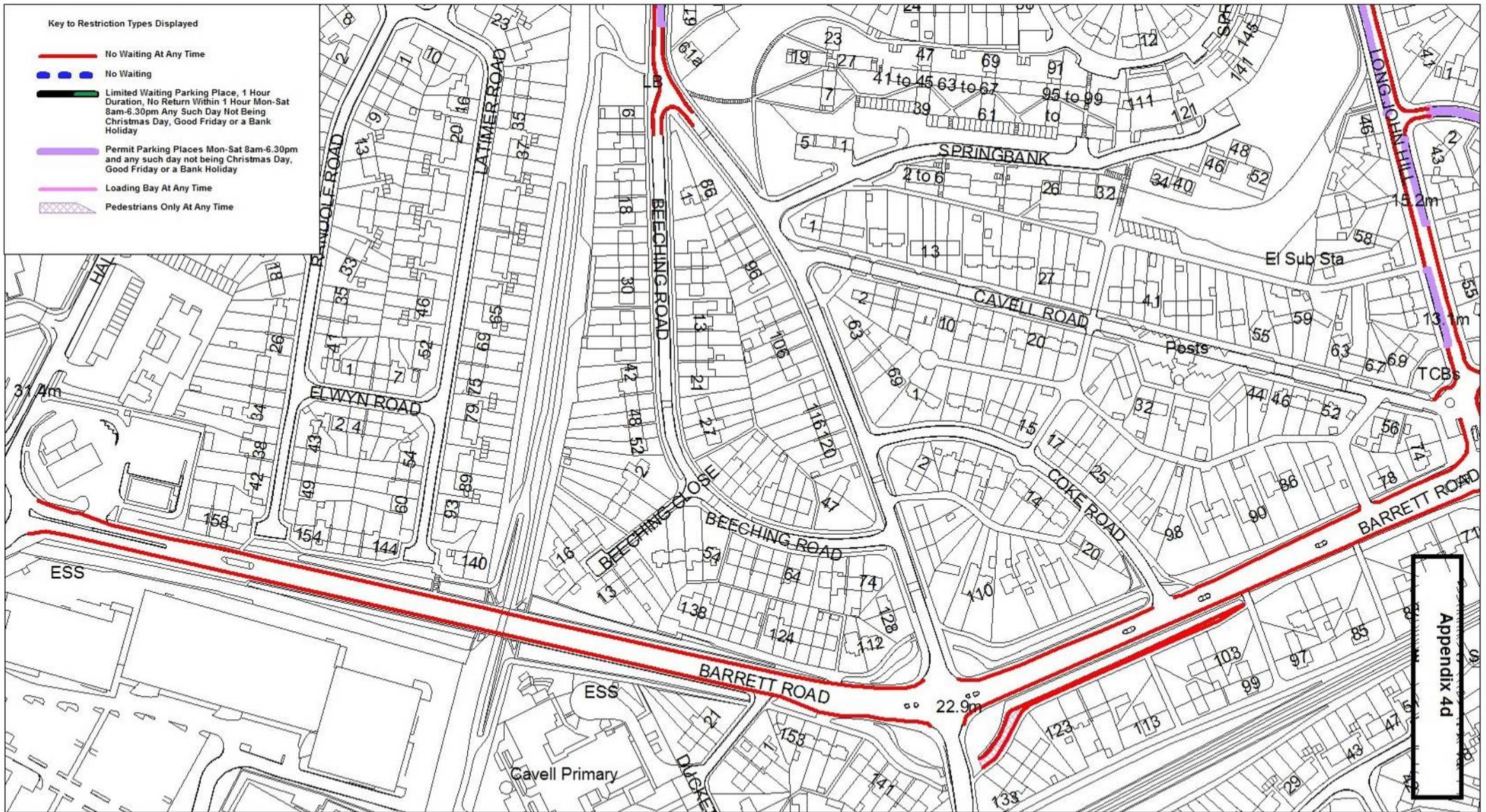
Appendix 4c



2017 Lakenham area CPZ

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SCALE	1 : 2500
DATE	27/06/2017
DRAWING No.	
DRAWN BY	



Appendix 4d



2017 Lakenham area CPZ

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SCALE	1 : 2500
DATE	27/06/2017
DRAWING No.	
DRAWN BY	

Report to Norwich Highways Agency committee
20 July 2017
Report of Head of city development services
Subject Miscellaneous waiting restrictions for implementation

Item

7

Purpose

To consider representations received in respect of a number of minor waiting restriction proposals and to recommend appropriate action in each case.

Recommendation

That the committee approves the proposals as set out in the report and asks the head of city development services to carry out the necessary statutory processes to implement the following waiting restrictions:

(1) as advertised:

Location / Plan number

Belvoir Street PL/TR/3329/770	Heartsease Lane/Plumstead Rd PL/TR/3329/756
Bishopgate PL/TR/3355/806	Mile Cross Road PL/TR/3329/768
Chapel Break area (various) PL/TR/3355/805	Partridge Way PL/TR/3329/757
Colegate PL/TR/3329/772	St Gregorys Back Alley PL/TR/3329/773
Drayton Road (Bignold Rd/Parr Rd) PL/TR/3329/764	Sprowston Road near Gilman Road PL/TR/3329/758
Bowthorpe employment area PL/TR/3329/753	Sprowston Road/ Shipfield PL/TR/3329/759
Carrow Hill PL/TR/3329/754	Sprowston Road/ Wall Road area PL/TR/3329/760
Golden Dog Lane PL/TR/3329/755	White House Court PL/TR/3329/76
Heathgate (cycle way access) PL/TR/3329/767	

(2) as amended:

Location / Plan number

The Avenues
PL/TR/3329/774

Christchurch Road area
PL/TR/3329/771

Corporate and service priorities

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

Financial implications

Fully funded from civil parking enforcement operational surplus

Ward/s: Multiple Wards

Cabinet member: Councillor Stonard – Sustainable and inclusive growth

Contact officers

Kieran Yates, Transport planner

01603 212471

Bruce Bentley, Principal transportation planner

01603 242445

Background documents

None

Background

1. In January 2016 authorisation was given to advertise waiting restrictions across the Norwich City Council area. Subsequently a number of additional proposals were agreed by members and included in the consultation to make this work cost effective to progress. All of these proposals were advertised from mid March to mid April 2017. The delay in carrying out the consultations was due to the volume of traffic regulation order work that has been generated by the Transport for Norwich programme, which is a higher priority for both the transportation team and staff at nplaw who process the orders. Representations are summarised in appendix 1.
2. Proposals that received no objections and are proposed to be implemented as advertised: No written objections were received from the following locations and therefore it is proposed to implement these restrictions as advertised, where additional suggestions were made these are addressed in the appendix:
 - Belvoir Street
 - Chapel Break area (various)
 - Colegate
 - Drayton Road (Bignold Rd/Parr Rd)
 - Carrow Hill
 - Heathgate (cycle way access)
 - Heartsease Lane/Plumstead Rd
 - Mile Cross Road
 - Partridge Way
 - Sprowston Road near Gilman Road
 - Sprowston Road/ Shipfield
 - Sprowston Road/ Wall Road area
 - White House Court
3. Proposals that received written objections, but are proposed to be implemented as advertised as explained in Appendix 1. ;
 - Bishopgate
 - Bowthorpe Employment area
 - Golden Dog Lane
 - St Gregory's Back Alley
4. Proposals where objections were received and amendments are proposed as explained in Appendix 1.
 - The Avenues
 - Christchurch Road area - As the amendments would be lesser restrictions it will not require re-advertisement if members are minded to accept this.

Local Member Views

5. Where local members have responded to the proposals, their comments have been included in Appendix 1.

Timescales

6. Should the proposals be approved for implementation, it is planned to install these waiting restrictions in the 2017-18 financial year.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	20 July 2017
Director / Head of service	Dave Moorcroft/Andy Watt
Report subject:	Annual Waiting Restrictions implementation
Date assessed:	30 June 2017
Description:	Miscellaneous waiting restrictions

	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"/>	
Other departments and services e.g. office facilities, customer contact	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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"/>	
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Waiting restrictions aid road safety with improved visibility and reduced risk of collisions and injury accidents

	Impact			
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"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposed waiting restrictions will assist safe movement of traffic
Natural and built environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Recommendations from impact assessment
Positive
Road safety will be improved by the proposed measures
Negative
Neutral
Issues

Appendix 1 – Results of consultation

Location	Representations	Officer comment and recommendation
<p>The Avenues (near the grass verge traffic island)</p> <p>Double yellow lines were proposed in order to fill in a gap on both sides of the road within the new Controlled Parking Zone (CPZ) that previously had been proposed as permit parking.</p>	<p>Residents (3)</p> <p>Objection to loss of parking provision adjacent and opposite to their home as part of the CPZ measures, and the subsequent infilling of the remaining gaps with double yellow lines.</p> <p>These residents have noted that there is poor compliance with the recently installed double yellow lines by school parental parking on the grass verges.</p> <p>Request for bollards to make the restriction more effective.</p> <p>Resident (1)</p> <p>Supports double yellow lines as this controls verge parking. Resident campaigned with other neighbours for such restrictions to prevent the erosion of the grass verges and to stop the character of the area deteriorating.</p>	<p>Officer comment:</p> <p>There has been numerous emails between the City Council and the main objector explaining why all space in a Controlled Parking Zone must have some form of waiting restriction and may not be left as unrestricted parking.</p> <p>Consequently we devised a compromise.</p> <p>(1) installing double yellow lines on the north side gap only</p> <p>(2) installing permit parking on the south side gap only.</p> <p>As a secondary issue, the main complainant wished to make the point that the recent double yellow lines are ineffective as these are flouted by school parking and there is insufficient civil parking enforcement.</p> <p>This is noted, and it is accepted that patrols cannot be as frequent as wished for outside of the city centre. However overall the waiting restrictions do have a deterrent effect with long stay parking. Also the council does not have resources at present for bollards to control verge parking.</p> <p>Recommendation</p> <p>Implement the double yellow lines on the north side as proposed and permit parking Monday to Saturday 8am to 6.30pm on the south side gap, as shown in appendix 2b</p>

Location	Representations	Officer comment and recommendation
<p>Bishopgate</p> <p>Minor amendments to double yellow lines and permit bay</p> <p>i) to protect the gate and dropped kerb to the Great Hospital</p> <p>ii) extend the permit parking bay to increase parking provision by an additional car space.</p>	<p>Residents (1)</p> <p>Objection to the proposed yellow line amendment as these are not seen as necessary and are to allow Norwich School buses to park in the adjacent permit bay.</p> <p>Resident explained that most resident access is via the rear of the Great Hospital and not via this pedestrian gate.</p> <p>Facilities Manager: Great Hospital</p>	<p>Officer comment:</p> <p>The intention of this proposal was to protect the pedestrian gate to the Great Hospital from obstructive parking in the recently installed permit parking bay.</p> <p>Protecting the dropped kerb would benefit residents in mobility scooters getting in and out of the Great Hospital .</p> <p>The Facilities Manager of the Great Hospital confirmed that they had no objection and agreed that this minor amendment would be of benefit to residents with mobility scooters</p> <p>Recommendation</p> <p>To make the change as advertised.</p>

Location	Representations	Officer comment and recommendation
<p>Bowthorpe Employment area</p> <p>Double yellow lines on the main estate road and side junctions to facilitate safe traffic movement by HGVs and pedestrian crossing via footpaths.</p>	<p>Redpack Ltd; Barnard Rd</p> <p>Migsolv Ltd; Barnard Rd</p> <p>No objection to proposals except that the new yellow lines might displace parking near their premises. Requests for double yellow lines adjacent and opposite to both their premises to prevent obstructive parking near site access towards the western end of Barnard Rd.</p> <p>Kettle Foods, Barnard Road</p> <p>Supportive in principle of proposed yellow lines. Request for additional double yellow lines adjacent to Kettle Foods near to the water tower to prevent footway parking and into Yarrington Way to assist with access, egress and turning of larger vehicles</p> <p>Gary's Grill (mobile catering van)</p> <p>No objection to proposals.</p> <p>Brandbank</p> <p>Concerns that the yellow lines will make it more difficult for their staff to find parking near their premises. Suggests that yellow</p>	<p>Officer comment:</p> <p>Overall there is support in principle for the proposed yellow lines in the Bowthorpe Employment Area. This area is characterised by large HGVs requiring 24/7 access to adjacent premises, in particular the Fire Service training centre and Kettle Foods.</p> <p>The main concerns about the proposals are from Brandbank. However the majority of requests for yellow lines from other businesses were triggered by concerns about staff parking associated with Brandbank. Our priority as Highway Authority is to protect the highway from obstruction such as from parking, and in our view it is justified to make the proposed changes. We have advised Brandbank that they need to devise a Travel Plan for their staff to encourage sustainable travel such as car sharing, and to consider parking over a more dispersed area to prevent localised parking pressures near their premises.</p> <p>The requests for additional waiting restrictions on Barnard Road are noted. We suggest that we revisit Bowthorpe Employment Area once these proposals are implemented and parking adjusts to the changes. We can add or delete any yellow lines thereafter as required.</p> <p>However the cul de sac end of Barnard Road and the entire length of Yarrington Way are not an adopted road and we cannot install waiting restrictions on private roads without consent of the freeholder (the cul de sac end of Barnard Road</p>

Location	Representations	Officer comment and recommendation
	<p>lines are only installed on one side of Barnard Road leaving the other side available for staff parking.</p> <p>Also need for HGV layover parking due to tacograph restrictions on working time.</p>	<p>is Norwich city council district highway land), Yarrington Way is in unknown private ownership.</p> <p>HGV layover parking is not officially endorsed in this location, but will be still able to continue as space will remain. A new HGV layover facility is planned on the A47 at the Postwick junction that will be more suitable.</p> <p>Recommendation Implement proposals as advertised. Monitor parking issues and if justified proposal additional or amended waiting restrictions in the following year.</p>
<p>Carrow Hill</p> <p>Minor amendment of waiting restrictions to enable emergency access to fire hydrant.</p>	<p>Resident (1)</p> <p>Query about the length of the yellow lines, which was related to confusion interpreting the plan provided, but no objection to the proposed short extent of double yellow lines.</p>	<p>Recommendation Implement proposal as advertised.</p>

Location	Representations	Officer comment and recommendation
<p>Christchurch Road area near St Francis of Assisi School</p> <p>Double yellow lines at junctions of Christchurch Road with Jessop Road and The Avenues to facilitate traffic safety and pedestrian movement.</p> <p>School no stopping zig zag and associated No waiting restriction opposite the side access to the School on Christchurch Road. (Restrictions will now operate Mon to Fri 7am to 7pm only)</p>	<p>Residents (3)</p> <p>No objection to the proposals overall and supportive of yellow lines at the junctions, but wishes to free up parking near the school at weekends when the restrictions are not required.</p> <p>Resident (1)</p> <p>Supportive of proposals</p> <p>St Francis of Assisi Deputy Head</p> <p>Supportive of proposals</p> <p>Resident (4)</p> <p>Concerned that recent CPZ extension on adjacent streets has displaced commuter parking and caused even less space for parental school drop off. More congestion and vehicles mounting footway to pass parked vehicles outside his house, causing road safety risks to his family. Suggestion that a single yellow line for the entire length of this part of</p>	<p>Recommendation</p> <p>Amend the proposals for the school zig zag and no waiting restriction opposite so that they are both operational weekdays daytimes only, as shown in appendix 2a</p> <p>Amended times:</p> <p>No Stopping On School Entrance Markings Mon-Fri 7am-7pm (this is consistent with other part time school parking restrictions in Norwich)</p> <p>Implement the proposed double yellow lines at both junctions of Christchurch road on Jessop Road and The Avenues.</p> <p>In response to concerns about displaced CPZ commuter vehicles, we note these concerns, and will keep this under review. This proposal seeks to protect junctions and crossing points near the St Francis School. Should the CPZ need to be extended or further waiting restrictions required to disrupt commuter parking this will considered in future. However deterring commuter parking was outside the scope of this proposal that was targeted as protecting pedestrian walking routes to and from the school.</p>

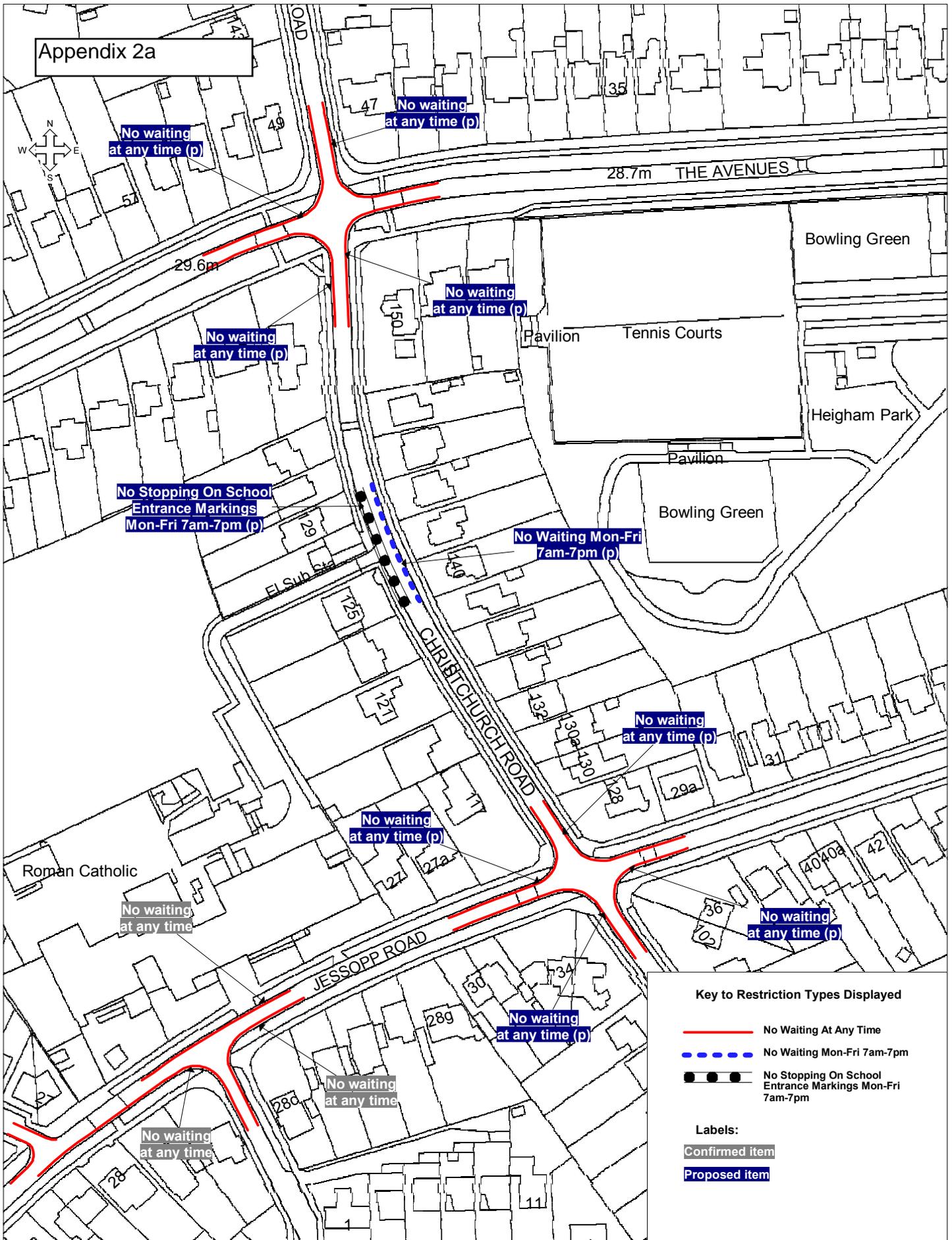
Location	Representations	Officer comment and recommendation
	Christchurch Road is considered e.g. Mon to Fri 10am to 11am & 1 pm to 2pm.	
<p>Golden Dog Lane</p> <p>Minor amendment of waiting restrictions to facilitate emergency access to fire hydrant.</p>	<p>Resident (1)</p> <p>Objection to loss of permit parking.</p> <p>Request for permit parking to be allowed in the Colegate surface car park.</p>	<p>Recommendation</p> <p>Norfolk Fire Service have requested this change to be made to allow better access to a fire hydrant, for this reason we believe it is essential to make this change as proposed.</p> <p>Regrettably it is not possible for permit holders to have free parking in the Colegate car park, but parking is always available on a pay and display basis.</p> <p>The request for replacement and additional permit parking space in this controlled parking zone is noted, and should this be possible will be undertaken in future. However space constraints in the city centre make this challenging.</p>
<p>St Gregorys Back Alley</p> <p>Installation of 'loading only at any time' restriction. Currently there is no enforceable waiting restriction on this adopted</p>	<p>St Gregorys Antiques Centre(2) – on behalf of 60 traders including Father Paul Kinsey representing the Church as landlord.</p> <p>Objection to proposals on grounds of loss of essential loading and long stay parking, and lack of necessity for making changes.</p>	<p>Officer comment:</p> <p>St Gregorys Back Alley is adopted highway, and as such within the City Centre Controlled Parking Zone must have some form of waiting or loading restriction.</p> <p>This alleyway is an important walking route and forms part of the Norwich Lanes where such routes are an intrinsic part of the character of the area. Historically this alleyway may have been used as a processional route around the church and</p>

Location	Representations	Officer comment and recommendation
highway.	<p>Councillor Simeon Jackson</p> <p>Concern about loss of parking for the operation of the Antiques Centre, need for longer stay parking as sometimes vans are used for house clearances and there is a need to go to and from the van for prolonged periods.</p>	<p>beating the parish boundaries each year.</p> <p>Parking of vans and cars associated with the Antiques centre, pub and general fly-parking can be obstructive and make this route unattractive and unavailable to pedestrians, particularly those with disabilities or parents with push chairs.</p> <p>For these reasons it is considered that some form of parking management is legitimate. Firstly preventing all access to vehicles was considered using bollards, but this was not feasible given that there is private parking area behind the adjacent Mash Tun public house.</p> <p>Therefore a waiting restriction was considered, either a double yellow line or a loading only restriction.</p> <p>A double yellow line would allow loading but would be unsightly and be prone to wear off on the cobbled surface.</p> <p>A loading only restriction would continue to enable essential loading for adjacent premises, but prevent parking.</p> <p>We have the option of setting a time of 15minutes loading on the restriction, but no matter what time period we specify so long as loading and unloading is continuously monitored within a 10 minute observation period it is allowed for as long as this activity occurs.</p> <p>Any parking that is necessary for longer periods needs to take place elsewhere e.g. in a surface or multi storey car park</p>

Location	Representations	Officer comment and recommendation
		<p>nearby, or in Pay & Display parking nearby on St Benedicts Street.</p> <p>Recommendation:</p> <p>Loading only restriction on St Gregorys Back Alley is implemented, without a specified time limit, as shown in appendix 2c</p> <p>Parking services have asked that we issue authorisation notes to the Antiques Centre and Pub to assist with enforcement discretion. i.e. four laminated letters, two to each business. Alternatively the Antiques Centre may call the council to register vehicle details each time they have a visit, and CEOs will be informed on patrol.</p>
<p>Sprowston Road near Wall Road</p> <p>Double yellow lines on both sides of Sprowston Road at its junction with Wall Road to facilitate road safety, adjacent to new school.</p>	<p>Resident (1)</p> <p>Supportive of proposals as these gaps are used for commuters to park for long periods and cause a bottleneck in this congested, heavily trafficked part of Sprowston Road.</p> <p>Concerned about speed of vehicles and anti social noise of late night parking nearby.</p>	<p>Recommendation:</p> <p>Implement the proposals as advertised</p> <p>The other issues are noted but are not within the scope of this consultation.</p>

Location	Representations	Officer comment and recommendation
<p>White House Court. Minor amendment of double yellow lines to facilitate essential access to bin store for collections.</p>	<p>No representations received</p>	<p>Recommendation: Implement as advertised.</p>

Appendix 2a

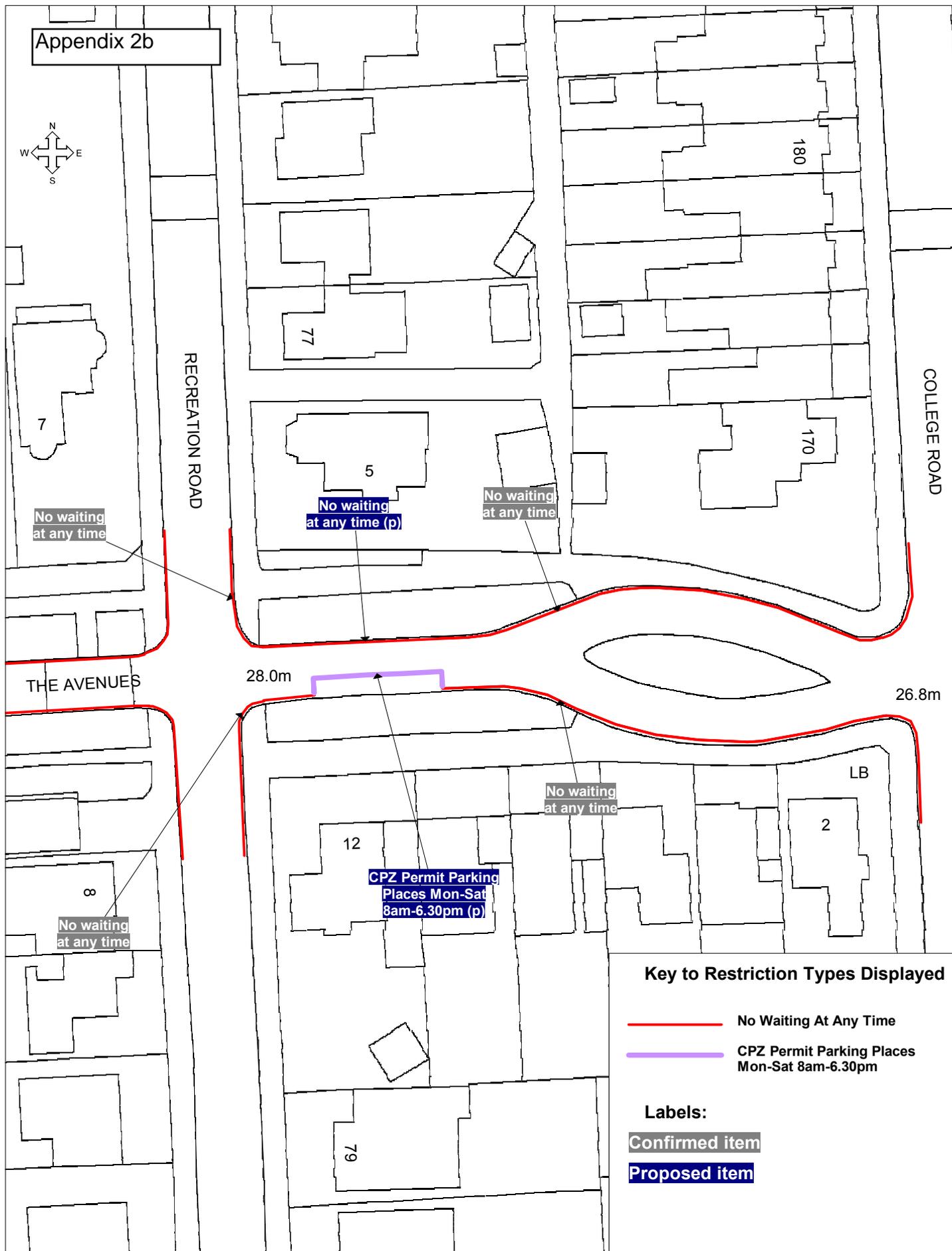
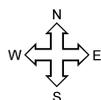


2017 NHAC Christchurch Road Waiting Restrictions

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SCALE	1 : 1500
DATE	11/07/2017
DRAWING No.	PLTR3578/798/2
DRAWN BY	JG

Appendix 2b



Key to Restriction Types Displayed

- No Waiting At Any Time
- CPZ Permit Parking Places Mon-Sat 8am-6.30pm

Labels:

- Confirmed item
- Proposed item

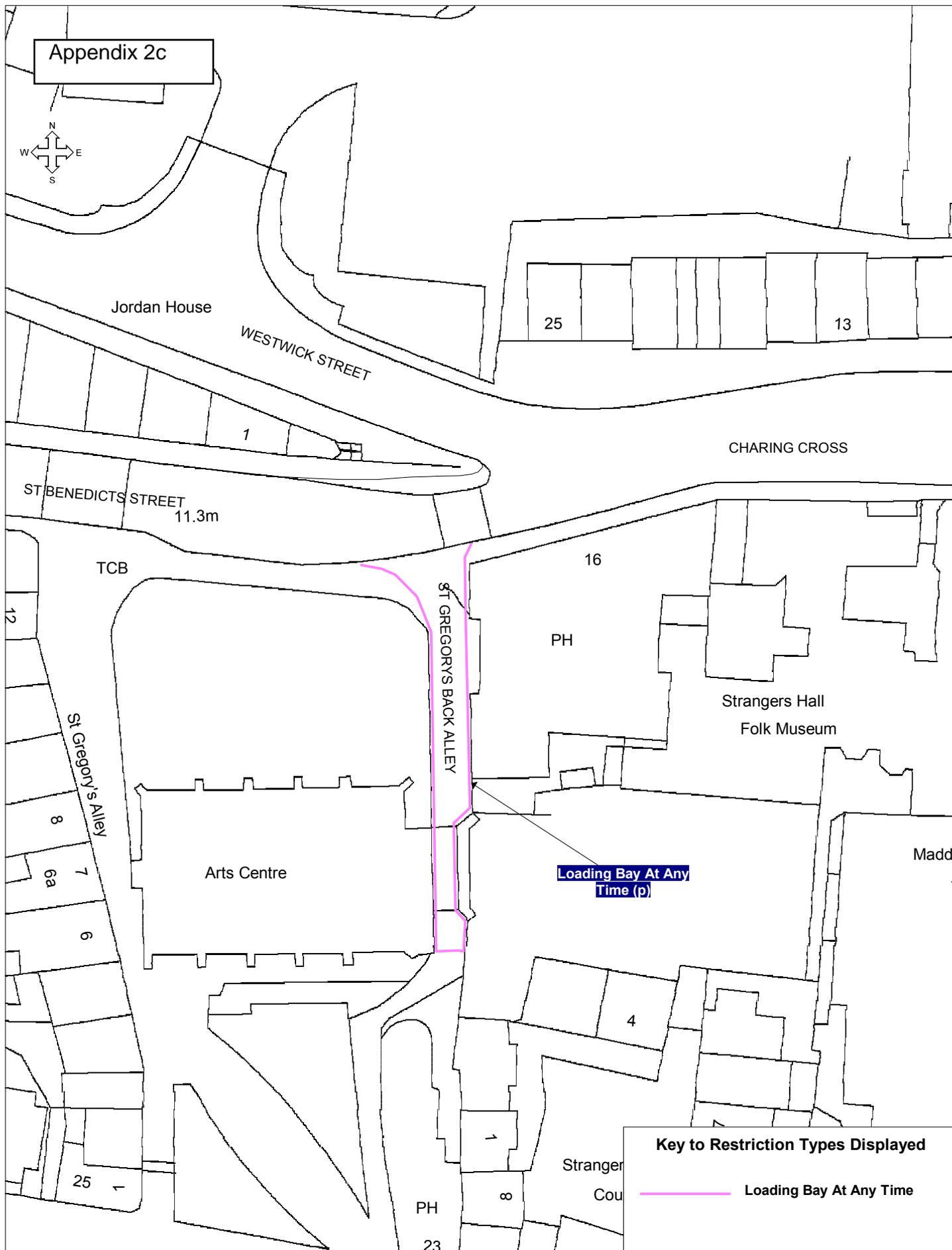
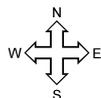


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2017 NHAC The Avenues Waiting Restrictions

SCALE	1 : 500
DATE	11/07/2017
DRAWING No.	PLTR3578/798/5
DRAWN BY	JG

Appendix 2c



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City Council

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2017 NHAC St Gregory's Back Alley Loading Bay

SCALE	1 : 500
DATE	11/07/2017
DRAWING No.	PLTR3578/798/4
DRAWN BY	JG

Report to Norwich Highways Agency committee
20 July 2017

Report of Head of city development services

Subject Dereham Road; East of Outer Ring Road Pedestrian Assessment

Item

8

Purpose

To consider the assessment findings on the need for pedestrian facilities on Dereham Road to the east of the Outer Ring Road and note the recommendations.

Recommendation

The committee is recommended to:

- (1) note the findings of the assessment as described in the report.
- (2) request that a further pedestrian count and crossing assessment is carried out 6-9 months after the completion of the Dereham Road roundabout works to understand if pedestrian movements approaching the new crossings have changed in number or routing.

Financial implications

None

Ward/s: Wensum

Cabinet member: Councillor Stonard – Sustainable and inclusive growth

Contact officers

Kieran Yates, Transport Planner 01603 212471

Bruce Bentley, Principal Transportation Planner 01603 242445

Background documents

None

Background

1. In January 2017 the meeting of the Norwich Highways Agency Committee (NHAC) approved a report summarising consultation findings and recommendations to implement works to improve the Dereham Road/Outer Ring Road roundabout.
2. The report noted that 18 representations asked for a signal controlled crossing for pedestrians and potentially for cyclists to be provided to the east of the roundabout on Dereham Road. However it was considered that there was insufficient demand for such a facility to be justified.
3. Representations made by local residents and ward councillors at the NHAC meeting asked that further assessment work be undertaken. This report summarises these findings and makes further recommendations.

Summary of assessment area

4. The section of Dereham Road (A1074) considered in this assessment extends from the Outer Ring Road roundabout junction towards the Hotblack Road/Bowthorpe Road junction; approximately 730 metres in length. This area is identified on the plan attached as appendix 1, which also shows existing waiting restrictions in the area.
5. The speed limit for this section of Dereham Road is 30mph, the national default speed limit for urban roads, whilst the Outer Ring Road has a speed limit of 40mph. As part of the design proposals for the roundabout the Outer Ring Road speed limit in this location will reduce to 30mph.
6. Existing pedestrian facilities include the splitter island (a small pedestrian refuge) at the Outer Ring Road roundabout, and pedestrian refuge islands at the Waterworks Road / Dereham Road junction. There is no pedestrian phase at the Dereham Road/Hotblack Road/Bowthorpe Road signalised junction, however dropped kerbs and tactile paving are provided on all arms of the junction.
7. There are several bus stops located on Dereham Road used by high frequency buses to and from the city centre that serve adjacent residential areas.
8. Most of the road junctions in the study area are protected with waiting restrictions (double yellow lines), these intend to help road safety, keep pedestrian crossing points clear of obstructive parking and inter-visibility between vehicles.
9. Other significant roads that bisect the area are:
 - (a) Waterworks Road that has a priority junction (Give Way) with Dereham Road
 - (b) Hotblack Road that has a signalised junction with Dereham Road
 - (c) Bowthorpe Road that has the same signalised junction as above.
10. A number of residential roads also connect with Dereham Road, a footpath connects the Norwich Community Hospital to Dereham Road, and a foot/cycle path connects to Mile Cross / Marriott's Way via Maple Close / Sycamore Crescent.

11. The neighbourhoods either side of Dereham Road are predominantly residential, comprising a mix of suburban style housing near the ring road and become progressively more urban and terraced in nature towards the city.
12. There are three areas of green space; the woodland area on the south of Dereham Road to the rear of the hospital site, a recreation ground on the north side and the Earlham Cemetery that borders both Bowthorpe Road and Dereham Road. These attract dog walkers, parents with children and youths.
13. Other non-residential premises in the area include:
 - (a) Wensum Junior School on Waterworks Road/Turner Road
 - (b) Norwich Islamic Centre on Dereham Road/Bond Street
 - (c) Norwich Community Hospital on Bowthorpe Road
 - (d) Allotments either side of the Outer Ring Road accessed via Dereham Road.
 - (e) The former Earl of Leicester PH site remains undeveloped.

Observations

14. A city council officer attended the assessment area on a weekday afternoon around the time when the Wensum Junior School day and other schools ended and parents were collecting children, then on a separate occasion around the early evening rush hour.
15. It was noted that pedestrian movements were very dispersed around the area, and that there was no discernible overall pattern of movement. Pedestrians were observed walking along most streets and crossing predominantly near to junctions.
16. The geography and road network of the local area means that most vehicular traffic movement is radial along Dereham Road/Waterworks Road/Bowthorpe Road and orbital on the Outer Ring Road. The river valley and the cemetery causes severance of pedestrian movement, and so cross town pedestrian routes are limited to available streets and paths such as via Sycamore Crescent to Mile Cross across the river valley, Waterworks Road to Winchomb Road and vice versa. For this reason most pedestrian crossing movement across this section of Dereham Road is limited to the following points (not in any order of priority):
 - (a) Hotblack Road/Bowthorpe Road junction
 - (b) Waterworks Road junction
 - (c) Winchcomb Road junction
 - (d) Outer Ring Road roundabout.
17. Overall traffic volumes were highest on Dereham Road, with queuing of outbound traffic back from the Outer Ring Road roundabout tailing back at time towards

Waterworks Road. Although the local area felt dominated by traffic, actual traffic speeds appeared to be well within the 30mph speed limit due to traffic congestion.

Road safety summary

18. Road safety specialists at Norfolk County Council were tasked to assess the collision history for this section of Dereham Road, summary as follows:

Five year recorded injury accidents; to end of February 2017

- (a) 12 recorded collisions
- (b) None involved a pedestrian
- (c) Four collisions occurred at the Dereham Road/Hotblack Road junction
- (d) Four involved tail end collisions with slowing or stationary vehicles
- (e) Three collisions occurred to the west of Waterworks Road including tail end collisions and vehicle turning right from Winchcomb Road into the path of a motorcyclists passing queuing traffic, and an eastbound car overtaking a parked bus that collided with its offside rear.
- (f) One incident involved a bus braking sharply and passengers being injured.

Overall:

- (g) The accident rate over this section of Dereham Road (65) is roughly 1.3 times the national urban A-Class road figure of 50 collisions/100MVKM.
- (h) However this is a very short section and this can skew rate calculations somewhat.
- (i) There is no discernible pattern of accidents in terms of their location, circumstances or road users
- (j) It is unlikely that a local safety scheme study would be undertaken here as there don't appear to be any significant apparent highway factors implicated in the collisions which could be easily treated. If further information becomes available then we could certainly revisit this opinion.

19. It is important to note that none of the recorded accidents involved a pedestrian in this section of Dereham Road.

Pedestrian counts

20. For this assessment, pedestrian counts and waiting times to cross Dereham Road were undertaken on a weekday morning (approx 8am to 9am) and afternoon (4pm to 5pm)

- (a) west of Waterworks Road
- (b) west of the Hotblack Road/Bowthorpe Road on Dereham Road.
- (c) at the Dereham Road signalised junction with Hotblack Road and Bowthorpe Road

21. West of the signalised junction pedestrian crossing numbers were very low – in the region of 5 persons per survey period in each location, although wait times experienced by pedestrians could vary significantly depending on traffic volumes and speed.

22. Pedestrian crossing activity was greatest at the signalised junction, the busiest arm of the junction was east of the traffic signals, from near the bus stop to and from the cemetery (pedestrians crossing to and from Hotblack Road to Bowthorpe Road).

Assessment and recommendations

23. Overall assessment and recommendations follow:

- (a) The very low numbers of pedestrians surveyed as detailed in the Appendix, and five year safety record of nil pedestrian involvement does not justify spending on further pedestrian crossing facilities in this location.
- (b) The planned 20 year replacement of traffic signals in the year 2024 at the Dereham Road/Hotblack Road/Bowthorpe Road junction will provide an opportunity to review whether pedestrian crossing facilities should be provided. Should other funding arise prior to this date, this junction upgrade could be considered sooner.
- (c) The provision of a signalised crossing on Guardian Road near Winchomb Road is likely to encourage more pedestrians to cross there than at the roundabout itself. This in turn could lead to changes in pedestrian behaviour on this section of Dereham Road to the East of the Outer Ring Road. Whilst it is unlikely that a pedestrian crossing facility will be justified in future it is recommended that a further pedestrian crossing assessment is carried out 6-9 months after the completion of the roundabout works. This will ensure that the scheme is fully bedded in with new desire lines established.
- (d) Should the development of the Earl of Leicester public house site come forward a pedestrian refuge island on Dereham Road could be explored as part of the developers obligations.

Integrated impact assessment



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City Council

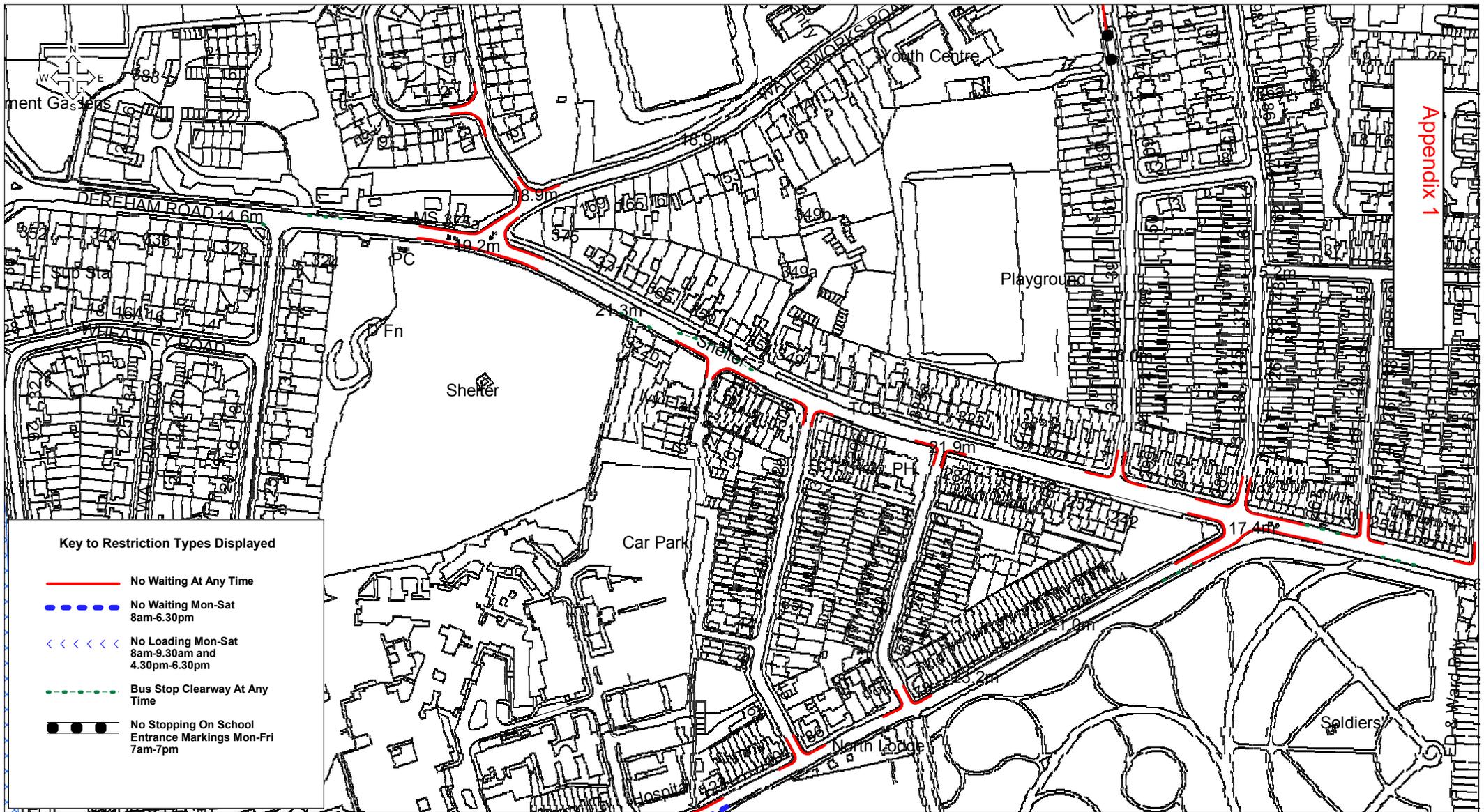
Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	July 2017
Director / Head of service	Dave Moorcroft/Andy Watt
Report subject:	Dereham Road East of Outer Ring Road pedestrian issues
Date assessed:	June 2017
Description:	

	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"/>	
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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"/>	
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
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"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Natural and built environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Recommendations from impact assessment
Positive
Negative
Neutral
Issues



Appendix 1



2017 NHAC Dereham Road Location Plan (with existing restrictions)

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SCALE	1 : 3000
DATE	11/07/2017
DRAWING No.	PLTR3578/798/6
DRAWN BY	JG

Report to Norwich Highways Agency Committee

Item

20 July 2017

9

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

Subject Transport for Norwich – Transport improvements in Eaton

Purpose

To consider an alternative option for improving facilities for cyclists, pedestrians, public transport and general traffic in Eaton and to agree to implement the scheme. This alternative option has been developed when it became clear following detailed costing and project delivery planning that the original traffic proposals for Eaton, approved by this committee in November 2016, were not affordable using allocated budgets.

Recommendation

To approve the changes required to implement the scheme within the city boundary, including:

- (1) Reducing traffic speeds by the introduction of traffic calming and the implementation of a 20mph restriction. Gateway signs to be introduced on the entry to Eaton from both the slip road and Eaton side of the Cringleford bridge.
- (2) Enabling cyclists heading towards the city to reach the recently installed signal controlled toucan crossing and off-carriageway cycle track on Newmarket Road (A11) directly along Eaton Street, rather than crossing traffic lanes under the flyover and up the slip lane. This would be achieved by:
 - (a) Providing an on-carriageway feeder lane / Advance Stop Line (ASL) for cyclists on Eaton Street (west) approaching the crossroads heading towards the uphill slip road to enable cyclists to get a prominent head start at the traffic lights.
 - (b) New cycle traffic signal for ahead cycles to be introduced on Eaton Street (west) approach, to allow cycles to be given a green traffic signal in advance of general traffic to give them a head start heading straight on towards the uphill slip road.
 - (c) Widening the cycle track that leads up the hill from the Cellar House Public House to Newmarket Road from 1.5m to a 3.0m facility to allow for two way cycle flows.
- (3) Simplifying pedestrian crossings in the centre of Eaton, with central islands being removed.

- (4) Moving the stop line back in Bluebell Road so buses and other large vehicles can turn left from Eaton Street into Bluebell Road more easily.
- (5) Realigning / smoothing the radius of the kerblineline to improve the turning movement for buses and other large vehicles turning from Eaton Street into Bluebell Road minimising delays to all road users. As a result, the left turn lane will be slightly widened to allow extra room for larger vehicles turning left.
- (6) Resurface the carriageway and upgrade the junction with new traffic signal equipment.

Corporate and service priorities

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

Financial implications

Cringleford Phase 1 Estimated Cost: £300,000. Currently being constructed.

Eaton Phase 2 Budget Cost: £600,000. Subject of this report.

The scheme was successful in receiving a contribution from the Local Growth Fund as the area along with the A11 corridor into the city has been highlighted as a priority for the Greater Norwich Growth Board.

The development and implementation costs of the scheme will be refined as the detailed design is progressed.

Ward/s: Eaton

Cabinet member: Councillor Stonard – Sustainable and inclusive growth

Contact Officers

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Background documents

None

Report

Background

1. In November 2016, this committee approved the delivery of a transport scheme covering both Cringleford and Eaton, which aimed to improve facilities for cyclists, pedestrians, public transport and general traffic in this area. However, during detailed costing and project delivery planning, it became clear that the original proposal was not affordable using allocated budgets. The majority of this cost increase came from significant traffic management that would be required, particularly in Eaton, the details of which could only be identified following intensive planning of how the scheme would be built on the ground.
2. The decision was made to continue with delivery of approved works in Cringleford and at the bridge between Cringleford and Eaton, as these were affordable and considered to be value for money. However it was decided to review proposals for Eaton centre, where the bulk of the unforeseen costs were, to achieve a scheme that would be deliverable within the allocated budget whilst at the same time bringing much needed benefits to cyclists, pedestrians, public transport and general traffic.

The amended proposals for Eaton centre

3. Officers have reviewed a range of options for the Eaton centre, but there are space constraints which mean that it is not possible to provide both adequate capacity for motorised vehicular movement and fully segregated facilities for both pedestrians and cyclists. The amended proposals as presented in this report are recommended as the best balance within the constraints of the area, and provide improved facilities for all users.
4. The revised scheme is shown on the plan attached as appendix 1 and can be summarised as follows

Measures in the original scheme that have been retained

- (a) Reducing traffic speeds by the introduction of traffic calming and the implementation of a 20mph restriction.
- (b) Retaining the existing parking area on Eaton Street outside the old Post Office, increasing the maximum stay to two hours.
- (c) Installing double yellow lines on the remainder of the slip road and extend these further into Eaton Street.
- (d) Moving the stop line back in Bluebell Road so buses can turn left from Eaton Street more easily, whilst improving the left turn radius from Eaton Street into Bluebell Road.
- (e) Simplifying pedestrian crossings in the centre of Eaton, removing centre islands and
- (f) Resurfacing the carriageway and upgrading the junction with new traffic signal equipment.

New measures that are now proposed

- (a) Providing an on-carriageway feeder lane / Advance Stop Line (ASL) for cyclists on Eaton Street (west) approaching the crossroads heading towards the uphill slip road to enable cyclists to get a prominent head start at the traffic lights.
- (b) New cycle traffic signal for ahead cycles to be introduced on Eaton Street (west) approach, to allow cycles to be given a green traffic signal in advance of general traffic to give them a head start heading straight on towards the uphill slip road.
- (c) Widening the cycle track that leads up the hill from the Cellar House Public House to Newmarket Road from 1.5m to a 3.0m facility to allow for two way cycle flows.
- (d) Installation of 'Gateway signs' on the main route into Eaton village centre to be sited at the Cringleford Bridge and Eaton Street Slip Road.

Previously agreed measures that will no longer be progressed

- (a) Narrowing the entrance to Waitrose car park and putting an informal crossing for cyclists and pedestrians on a raised table.
- (b) Widening pavements in the centre of Eaton with more attractive surfaces, planting and the removal of redundant street furniture to improve the look of the conservation areas.
- (c) Providing a toucan crossing on Church Lane to give a crossing point for pedestrians and cyclists.
- (d) Providing four new parking bays opposite to Barclays Bank on Church Lane as alternative parking to the parking bays removed from Eaton Street.
- (e) Providing short sections of mandatory cycle lanes centrally in the carriageway to enable right turning and ahead movements by cyclists travelling east and an on-carriageway cycle lane for cyclists travelling west towards Cringleford Bridge.

Consultation with stakeholders

5. The amended proposals have been discussed with a number of key stakeholders. A meeting was held with Norwich Cycling Campaign on 20/06/2017 and Norfolk and Norwich Association for the Blind (NNAB) on 21/06/2017 where the revised scheme proposals were presented. The feedback from the meetings were that the NNAB were happy to support the proposals as drafted and the Norwich Cycling Campaign had the following comments:

- (a) From a cycling point of view, we are not convinced that the position of the westbound Feeder Lane is safe provision for cycling and similar lanes have proved unpopular in other places such as Cambridge. Although there is a problem with the bus stop, we feel that a left hand feeder lane would be possible with some modifications to the bus stop.
- (b) We are disappointed that improvements for cycling could not be provided across the whole junction with ASLs and advanced green lights for

cycling.

- (c) As the Post Office is now operating in the pub, we do not support the car parking outside the old post office as this causes a significant problem for cyclists wanting to access the cycle path onto Newmarket Road. Unless a safer access to the cycle path is found for travelling uphill into oncoming cars coming down the slip road from Newmarket Road, then this is not an improvement for cycling.

Post meeting, the following information was feedback to the Norwich Cycling Group via email in relation to the points made above:-

- (a) Feeder Lane on Eaton Street (westbound): The positioning of this lane was discussed, the current plans and our preferred option show the feeder lane between two traffic lanes in order to get cycles into a prominent position and upto the ASL. The question was raised as to whether the feeder lane could be incorporated on the nearside, however further safety considerations where raised in relation to the bus stop adjacent to the Red Lion pub.
 - (b) ASL's on all approaches: The proposals brought to the meeting showed ASL's on both approaches on Eaton street where suitable width could be obtained to provide a feeder lane. However ASL's where not shown on the Church Lane and Bluebell Road approaches due to space constraints whereby a suitable width feeder lane could not be provided. There where various discussions held around the table as to whether all 4 approaches should have ASL's or not, it was mentioned that providing this facility without a feeder lane could encourage cyclists to attempt to get to the front of the signals without appropriate width which could in effect create a risk of collision, rather than a cyclist waiting within the live traffic.
 - (c) Retaining parking outside the old Post Office: As explained at the meeting, this matter has been considered extensively via consultation with the local businesses and residents to which there remains resilient support to retain the parking in this location. Whilst this section of parking will remain, the parking outside Adrian Rowe's Hair Salon will be removed in the latest proposals, improving the corridor for cycles and vehicles heading towards the slip road connecting to Newmarket Road.
6. The local ward and divisional members were presented the proposals at a meeting on 7 July. There was a positive discussion and general agreement that the proposals represent a good balance between meeting the needs of all users, taking into account the comments received during the original consultation..
7. Discussions have been held with First, the bus operator in the area, who has concerns over delays to the bus service over other highway users. It was noted that the proposed layout provides benefits to left turning buses from Eaton Street into Bluebell Road. First were supportive of the revised scheme.

8. As the revised proposals do not require any new traffic regulation orders there is no requirement for a formal consultation on the revised proposals. As a courtesy everyone who responded to the original consultation will be notified of the amended scheme, as well as publicity being given to it in the local residents newsletter.
9. A significant number of respondents raised concerns during the original consultation about the proposed conversion of the existing footpath to a shared use facility outside the shops on Eaton Street. This revised proposal removes this facility, and therefore is likely to be welcomed.

Timescales

10. Subject to Committee approval, construction would start in October 2017, and is anticipated to be completed by November 2017. The exact scope of the works will be identified during detailed design which will determine the overall length of the programme.
11. Although the detailed programme of works is yet to be finalised, construction would be carried out using a phased approach. This would be managed collectively with city and county officers working collaboratively with the contractor and street works coordinators to mitigate impacts on the local network to avoid key embargo times with common aims to minimise disruption where possible.

Resource Implications

12. Finance: The TfN programme forms an integral part of strategic infrastructure as set out in the Joint Core Strategy. The delivery of this work is funded through a number of sources including additional government grants e.g. City Cycle ambition, Community Infrastructure Levy, and mainstream capital funding LTP and allocated funding from the Local Enterprise Partnership (LEP). The overall funding of the programme has been agreed through the Greater Norwich Growth Board.
13. Staff: The project will be delivered through joint team working involving both County Council and City Council officers.
14. Property: The proposals can be provided within the existing highway boundary. Subject to a small proportion of the works which will need to be carried out within the Waitrose carpark to amend their access which falls outside of the highway boundary. Ongoing discussions to agree the exact extent and phasing of the works will take place with Waitrose to agree this.
15. IT: None.

Other implications

16. Legal Implications: None.

17. Human Rights: None.

18. Equality Impact Assessment (EqIA): An EqIA has been completed for the NATS Implementation Plan (TfN). An Equality Impact Assessment for this scheme has been carried out as part of the detailed development, after discussions with the appropriate groups.

19. Communications: None.

Section 17 - Crime and Disorder Act

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

Risk Implications/Assessment

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

Integrated impact assessment



NORWICH
City Council

Report author to complete

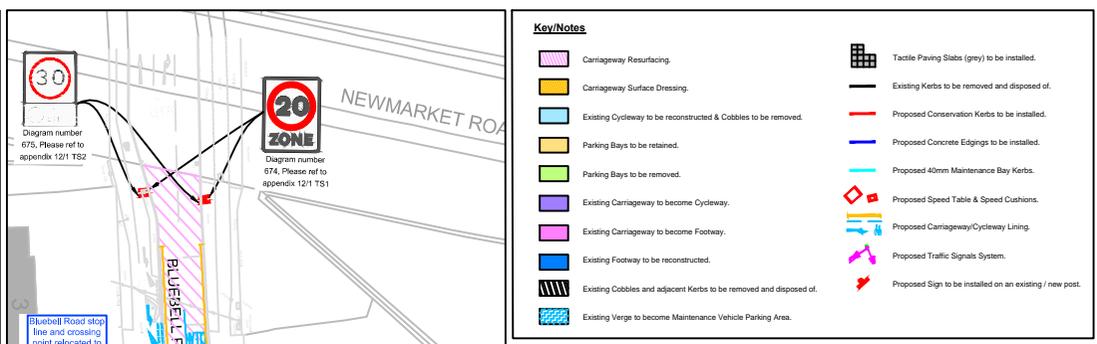
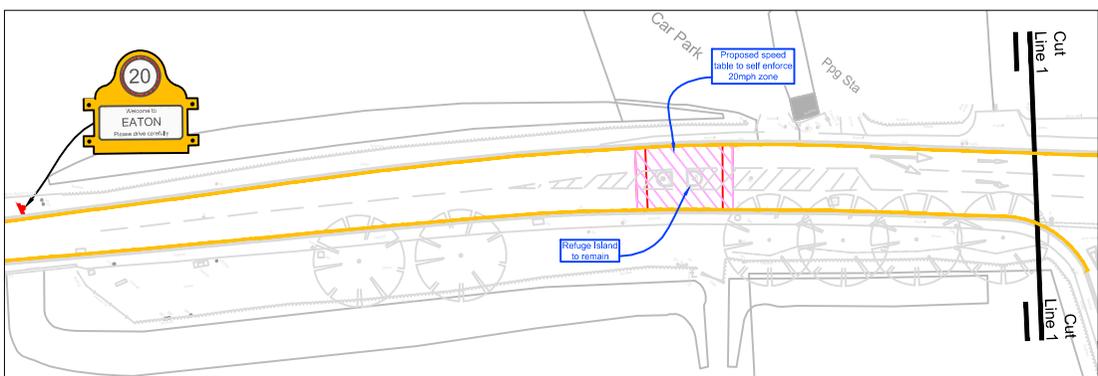
Committee:	Norwich Area Highways Committee
Committee date:	20 July 2017
Director / Head of service	
Report subject:	Transport for Norwich – Transport improvements in Eaton
Date assessed:	29 June 2017
Description:	Description of revised proposals for Eaton.

	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"/>	
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme aims to improve the safety of pedestrians and cyclists using this busy area of Eaton.
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme aims to improve the safety of pedestrians and cyclists using this busy area of Eaton.

	Impact			
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"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The amended proposals as presented in this report are recommended as the best balance within the constraints of the area, and provide improved facilities for all users
Natural and built environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The design of this scheme is sympathetic to the surroundings.
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme aims to improve pollution locally through encouraging greater use of sustainable transport modes and reducing local congestion.
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

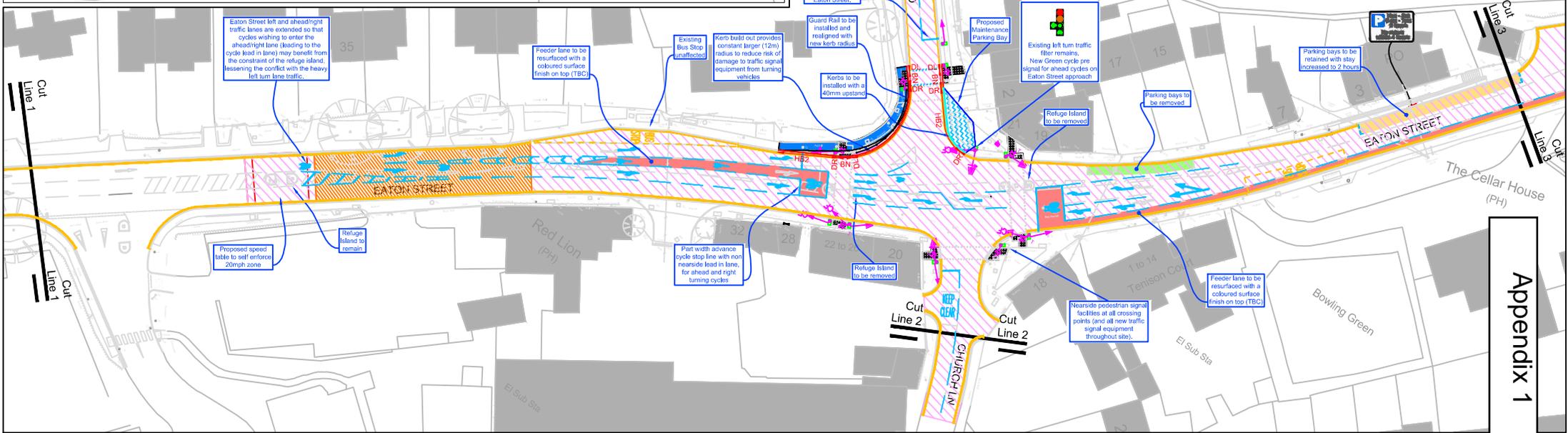
	Impact			
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Recommendations from impact assessment
Positive
This scheme aims to improve pollution locally through encouraging greater use of sustainable transport modes and reducing local congestion.
Negative
Neutral
Issues

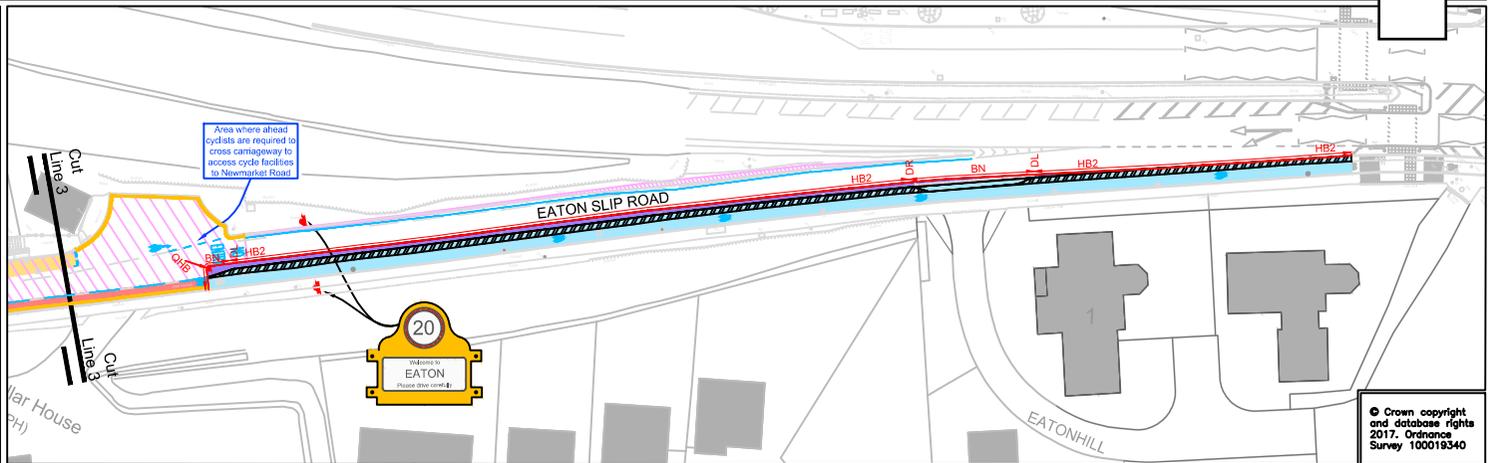
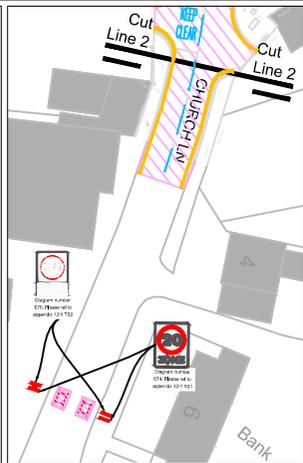
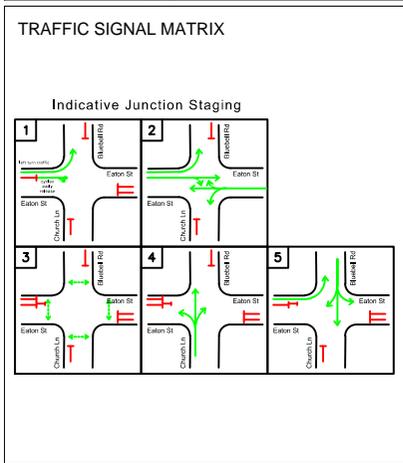


Key/Notes

- Carriageway Resurfacing
- Carriageway Surface Dressing
- Existing Cycleway to be reconstructed & Cobble to be removed.
- Parking Bays to be retained.
- Parking Bays to be removed.
- Existing Carriageway to become Cycleway.
- Existing Carriageway to become Footway.
- Existing Footway to be reconstructed.
- Existing Cobble and adjacent Kerbs to be removed and disposed of.
- Existing Verge to become Maintenance Vehicle Parking Area.
- Tactile Paving Slabs (grey) to be installed.
- Existing Kerbs to be removed and disposed of.
- Proposed Conservation Kerbs to be installed.
- Proposed Concrete Edgings to be installed.
- Proposed 40mm Maintenance Bay Kerbs.
- Proposed Speed Table & Speed Cushions.
- Proposed Carriageway/Cycleway Lining.
- Proposed Traffic Signals System.
- Proposed Sign to be installed on an existing / new post.



Appendix 1



REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

SURVEYED BY	INITIALS	DATE	DRAWING No.
OS	OS	11/16	PE4118-HP3-009
DESIGNED BY	AW	05/17	PROJECT TITLE
DRAWN BY	JM	06/17	PE4118 Eaton & Cringleford TTN Consultation Plan
CHECKED BY	BF	06/17	SCALE FILE No.
			1:250 @A0 PE4118

Report to Norwich Highways Agency committee
20 July 2017

Report of Head of city development services and Executive Director
of Community and Environmental Services

Subject Annual report of the Highways Agency Agreement 2016/17

Item

10

Purpose

This report details the performance during 2016-17 of the Highways Agency Agreement between Norwich City Council and Norfolk County Council.

Recommendation

To approve the Norwich Highways Agency Annual Report for 2016-17.

Corporate and service priorities

The report helps to meet the corporate priority a safe, clean and low carbon city and the service plan priority of delivering the Norwich Highways Agency Agreement.

Financial implications

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

Ward/s: All Wards

Cabinet member: Councillor Bremner - Environment and sustainable development

Contact officers

City: Joanne Deverick, Transportation & Network Manager 01603 212461

County: Jeremy Wiggin, NATS / City Agency Manager 01603 223117

Background documents

None

Report

Background

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

Work of the committee

6. The work of the committee is summarised in **Table 1**.

Table 1 Work of NHAC Committee

Task	10/11	11/12	12/13	13/14	14/15	15/16	16/17
Reports received – decisions	25	21	16	15	25	25	30
Reports received – for information	28	18	8	7	8	10	5
Petitions received	5	4	3	3	5	1	3
Public questions	10	15	15	13	10	9	24

7. The committee continues to consider a significant number of reports for decision as a result of the Cycle City Ambition Grant funding and the Local Growth Fund investment in the City. The increased number of consultations that have been carried out have contributed to the increase in the number of public questions received.
8. The number of reports for information is decreasing. This is largely due to the fact that the roadworks monitoring report is no longer presented to committee. Members are now encouraged to self-serve information about roadworks in the city using the website www.roadworks.org.

Delivery of programmes to targets and budget / financial controls

9. Highway projects continue to be delivered in the city by using the County Council's main contractor, Tarmac, which includes surface dressing and resurfacing programmes. Routine maintenance work in the city is shared between the County Council's in house Operations Team and Tarmac, with the lining, patching and gulley cleaning being delivered by Tarmac's supply chain.

Capital improvement schemes:

10. 2016/17 has seen significant investment in transport improvements across the city. Phase one of the CCAG funding saw the completion of the pink pedalway. Using the second tranche of CCAG funding, good progress has been made on the implementation of the blue and yellow pedalways. This investment in cycling has seen a rise in the number of cyclists in Norwich of around 40% from 2013-2016.
11. Aside from cycling, the Westlegate / Golden Ball Street scheme, including the improvements at Finkelgate / Queens Road, has recently been completed using a variety of funding sources including LGF, Community infrastructure levy (CIL) and S106 development funds.
12. Given the current restrictions on the local transport plan budget across the County and allocated to Norwich, only 1 local safety scheme was delivered in 2016/17 through this funding stream. There is an expectation that the majority of capital improvement schemes will be externally funded.

Highways maintenance

13. By the end of March the expenditure on highways maintenance, which includes all the routine maintenance works such as patching; grass cutting, gulley emptying etc. was £1.451m compared to a budget of £1.489m. This represents a 2.5% underspend which was partly due to the mild winter leading to lower winter service costs.
14. There were 10 schemes in the maintenance capital programme, this compares to last year's 21.

Quality of Work

15. The City has completed 100% of scheduled audits, which compares to the overall County figure of 74.9%. The audits cover health and safety, quality, finance and environmental issues and are showing good contractor performance.

Compliance with standards, codes and procedures

16. Data are collected monthly for a number of agreed indicators:

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

17. Given the level of investment in the city, there was positive traffic management on at least one traffic sensitive road every day in 16/17 aside from during the Christmas embargo period (mid-November to early-January). Everything possible is done to minimise the disruption this causes to the travelling public, however delays are inevitable.

Figure 1 Temporary Traffic Controls or Road Closures

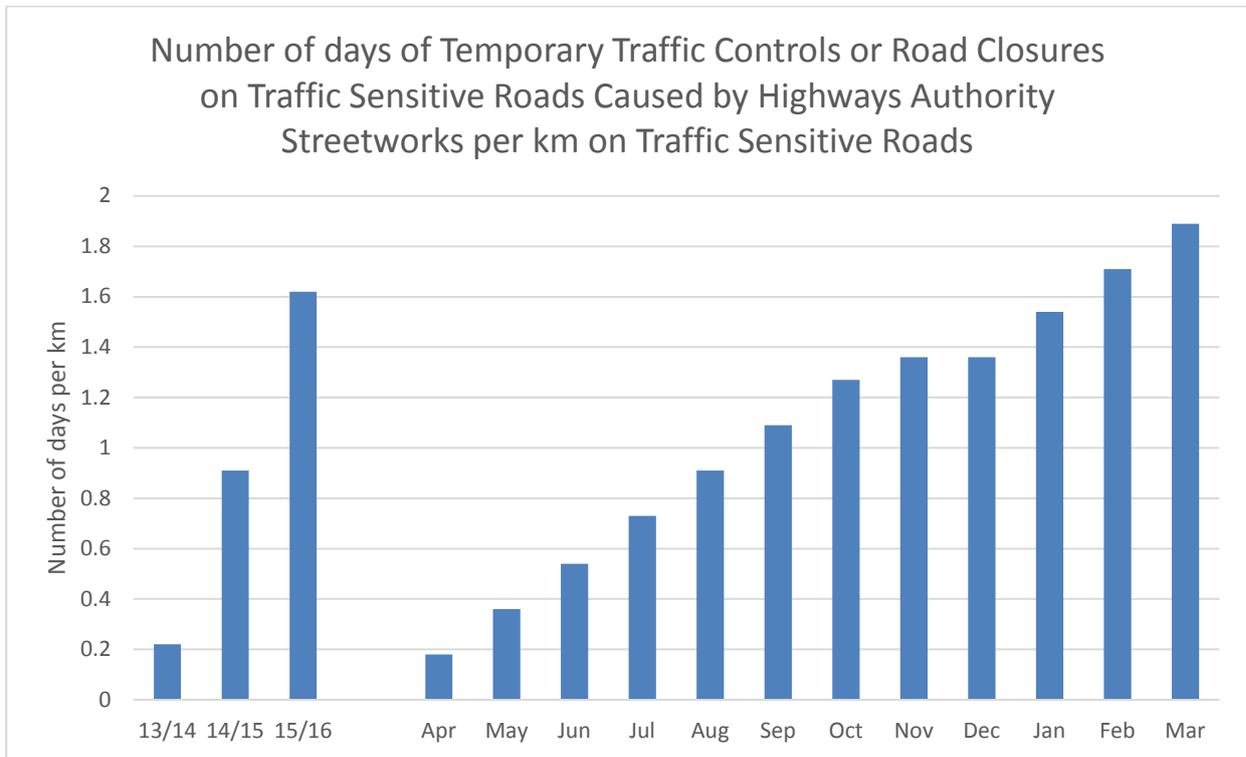


Chart shows annual figures for previous years and monthly for 2016/17.

Road and Footway condition assessments 2016/17

18. Overall, the condition of the carriageway has slightly declined. The County Council Environment, Development and Transport Committee in October 2016 agreed that with the resources available, the maintenance of the current condition is challenging and in most circumstances, the strategy will be to manage deterioration.
19. It can be seen from the 'Percentage of Roads in need of attention' – **Table 2** - that the condition of the City's roads is broadly similar to the County's. The exception being the 'B' and 'C' roads are noticeably better than those in the County. This is possibly due to the more formal construction allied with edges being held by kerb lines within the wholly urban environment of the City. The rest of the County, with the exception of 'A' class roads has a rather more evolved construction lacking the strength of a formal design.
20. The following (**Table 2**) summarises the City position as well as the overall County position:

Table 2 Percentage of roads in need of attention

Percentage of roads in need of attention (Lower is better)						
Road Type	City		County only		County (All)	
	15-16	16-17	15-16	16-17	15-16	16-17
A roads	3.2	3.9	2.5	2.7	2.6	2.8
B & C roads (combined)	2.9	3.4	6.5	7.7	6.5	7.7
B roads	3.7	3.5	5.4	6.3	5.4	6.3
C roads	2.8	3.4	6.7	8.0	6.7	8.0
U roads	13.0	18.0	17.0	18.0	17.0	18.0
U roads (Urban roads only)	13.0	18.0	14.0	15.0	14.0	15.0
Footway Network Survey – total from Table 2	39.8	32.5	27.1	23.1	29.1	24.8

21. The condition data will be used to apportion the budget for the structural maintenance in 2018-19. The City's share of the pot will be based upon this and the network length of each asset type.

22. The following table (**Table 3**) summarises the City and County positions with regard to footway condition. The table shows, for each Hierarchy, where the surface and structure of a footway is defective – this is shown as a length and percentage of length.

Table 3 Footway network survey

Footway Network Survey (Only Defect 4 - Structurally Unsound presented)			
Footway Hierarchy	City	County (Exc City)	County+City
Cat 1	5,222m (13.9%)	10,062m (11.9%)	15,284m (12.5%)
Cat 2	50,540m (41.8%)	92,336m (22.7%)	142,876m (27.1%)
Cat 3	161,093m (38.6%)	720,835m (26.3%)	881,928m (27.9%)
Cat 4	27,841m (40.2%)	250,855m (27.9%)	278,696m (28.8%)

23. **Table 4** below shows the lengths of carriageway and footway split between Norwich and the rest of the county to help enable the above condition results to be compared.

Table 4 Lengths of carriageway and footway

Road type	City (Km/%)	County only (Km/%)	County incl. City (Km)
A roads	50.0 (6.5)	723.6 (93.5)	773.7
B roads	6.8 (1.1)	640.9 (98.9)	647.7
C roads	43.7 (1.3)	3,389.9 (98.7)	3,433.5
U roads	295.5 (6.6)	4176.5 (93.4)	4,472.0
Footways	619.3 (14.8)	3,553.3 (85.2)	4,172.6

Winter service gritting actions within Norwich City forecast domain

24. This season, there were 42 actions completed within the Norwich City forecast domain compared to 58 (full route equivalent) in the County forecast domains. Overall, it was a quiet season in terms of winter gritting.

25. The 2 highway routes within the Outer Ring Road completed their treatment within the 3 hour target window (gate to gate).

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

Preparations for 2017-2018

27. The brine spraying vehicle has been stored at the Highways depot at Ketteringham. This allows for maintenance over the summer months and the delivery of winter service has not been affected.

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

Road accident casualty reduction

29. 62 KSI casualties were recorded within the Norwich City Council authority area in the 12 months to the end of March 2017. This represents an increase of 6.9% on the number of casualties recorded in the 12 months to the end of March 2016 (58 recorded KSI casualties), and increases of 19.2% and 26.5% against the 2005-2009

and 2010-2014 five year baseline averages of KSI casualties (52 and 49 average recorded KSI casualties respectively).

30. **Table 5** summarises the latest available statistics for reported road casualties within the Norwich City Council district, covering the 12 month period to the end of March 2017. Statistics for this period are compared against figures for the 2005-2009 five year average baseline of KSI casualties, the 2010-2014 five year average period, and the 12 months to the end of March 2016.

Table 5 Reported road casualties

	2005-2009 Baseline Average Casualties	2010-2014 Baseline Average Casualties	12 Months to March 2016 Casualties	12 Months to March 2017 Casualties	March 2017: Change Against March 2016	March 2017: Change Against 05- 09 Baseline	March 2017: Change Against 10-14 Baseline
All KSI	52	49	58	62	6.9%	19.2%	26.5%
Child KSI*	5	4	5	7	40.0%	40.0%	75.0%
P2W KSI	15	14	17	13	-23.5%	-13.3%	-7.1%
Pedestrian KSI	17	13	11	17	54.5%	0.0%	30.8%
Cyclist KSI	8	12	22	23	4.5%	187.5%	91.7%
Slight	420	376	378	391	3.4%	-6.9%	4.0%

*Child KSI are defined as those aged 1-15. Previously, this measure was reported as casualties aged 0-15, however in light of reporting issues from within the Constabulary around the misuse of age '0' as a casualty age, the measure has been adjusted to ensure accuracy

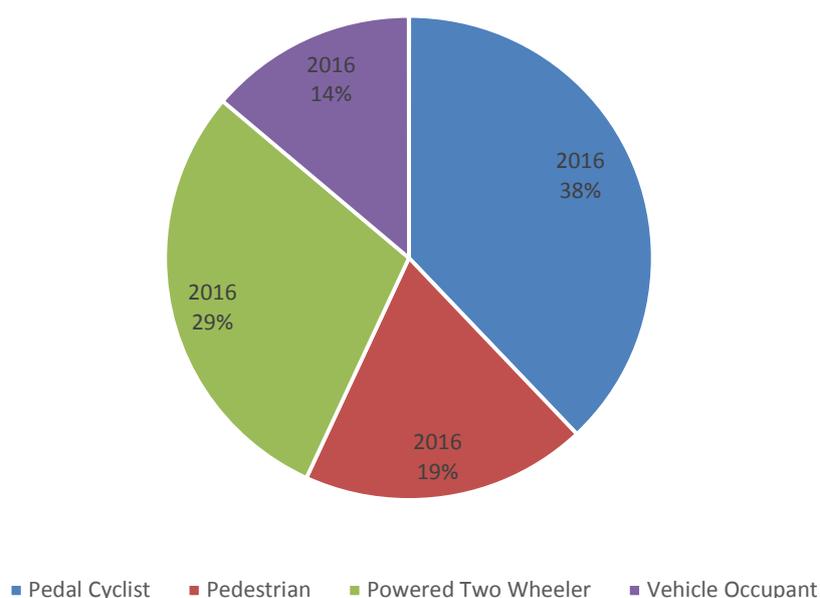
31. The 62 KSI casualties recorded in the 12 months to the end of March 2017 can be identified as belonging to one of four main road user groups: pedal cyclists, pedestrians, the riders and pillion passengers of powered two wheelers, and the occupants (drivers and passengers) of motor vehicles (including: cars, taxis, buses, and goods vehicles).

32. **Table 6** and **Figure 2** below show the distribution of reported road casualties within the Norwich City Council boundary area, covering the 12 month period to the end of March 2017, by casualty class, compared to the same 12 months to the end of March 2016.

Table 6 Distribution of road casualties within the Norwich City Council boundary

	March 2016 KSI	Share of March 2016 KSI	March 2017 KSI	Share of March 2017 KSI
Pedal Cyclist	22	38%	23	37%
Pedestrian	11	19%	17	27%
Powered Two Wheeler	17	29%	13	21%
Vehicle Occupant	8	14%	9	15%
Total	58	100%	62	100%

Figure 2 Distribution of road casualties within the Norwich City Council boundary



33. In the long term, recent KSI casualties recorded within the Norwich City Council authority area contribute to the continued upward trend in KSI which started in late 2010. Despite fluctuations creating peaks and troughs within the dataset, the general trend appears to be one of steadily rising KSI – a trend matched at the county level.
34. The short term trend in KSI (covering the five years between April 2012 and March 2017) indicates that the change in the number of recorded KSI casualties, although continuing to rise, has slowed, with the rate of increase in KSI reflected in the period from mid- 2010 to late 2015 not reflected in the period from early 2016 to March 2017.
35. **Figure 3** illustrates the long term trend of 12 month rolling KSI recorded within the Norwich City Council authority area, covering the period January 2005 to March 2017. **Chart Three** illustrates the shorter term trend of 12 month rolling KSI recorded in the Norwich City Council authority area, covering the period April 2012 to March 2017.

Figure 3 12 month rolling KSI Jan 2005 – Mar 2017

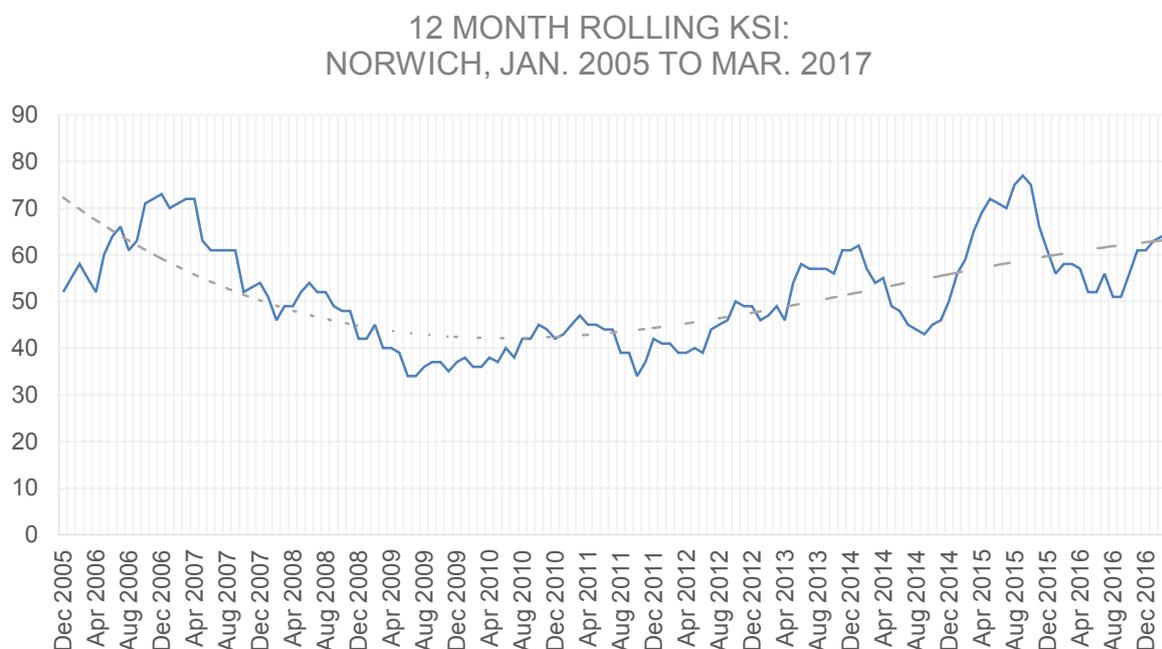
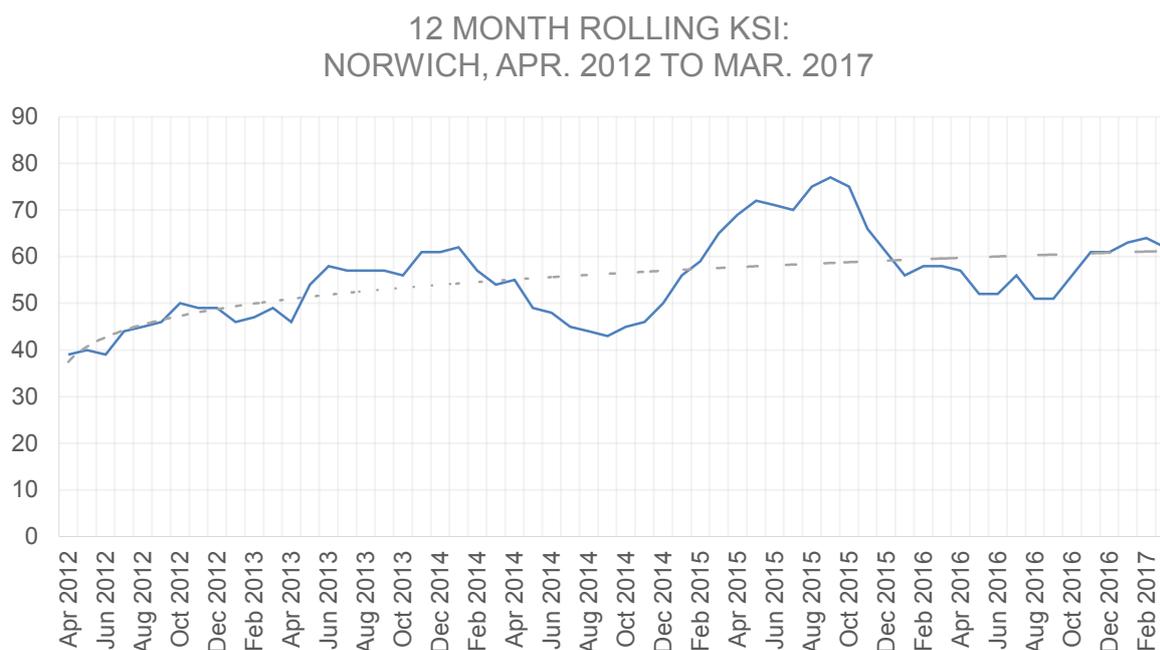


Figure 4 12 month rolling KSI Apr 2012 – Mar 2017



Powered Two Wheeler KSI

36. 13 powered two wheeler KSI casualties were recorded within the Norwich City Council authority area in the 12 months to the end of March 2017. This represents a reduction of 23.5% on the number of casualties recorded in the 12 months to the end of March 2016 (17 recorded KSI casualties), and reductions of 13.3% and 7.1% against the 2005-2009 and 2010-2014 five year baseline averages of powered two wheeler KSI casualties (15 and 14 average recorded KSI casualties respectively).
37. Powered two wheeler KSI casualties represented the third largest share of casualties recorded in the 12 months to the end of March 2017, accounting for 21% of KSI recorded within Norwich. This represents a reduction from the 12 months to the end of March 2016, when powered two wheelers represented the second largest share of KSI, accounting for 29% of casualties.
38. Following a period of increasing powered two wheeler KSI casualties, which peaked at 29 recorded KSI in the 12 months to the end of August and September 2015, powered two wheeler casualties have shown a positive downward trend, reaching a low of six KSI in the twelve months to the end of August 2016. Despite a slight rise in KSI from this low in August 2016, the general trend is one of positive downward movement in powered two wheeler KSI.
39. **Figure 5** illustrates the long term trend of 12 month rolling Powered Two Wheeler KSI recorded within the Norwich City Council authority area, covering the period January 2005 to March 2017. **Figure 6** illustrates the shorter term trend of 12 month rolling Powered Two Wheeler KSI recorded in the Norwich City Council authority area, covering the period April 2012 to March 2017.

Figure 5 12 month rolling KSI Jan 2005 – Mar 2017 (Powered two wheelers)

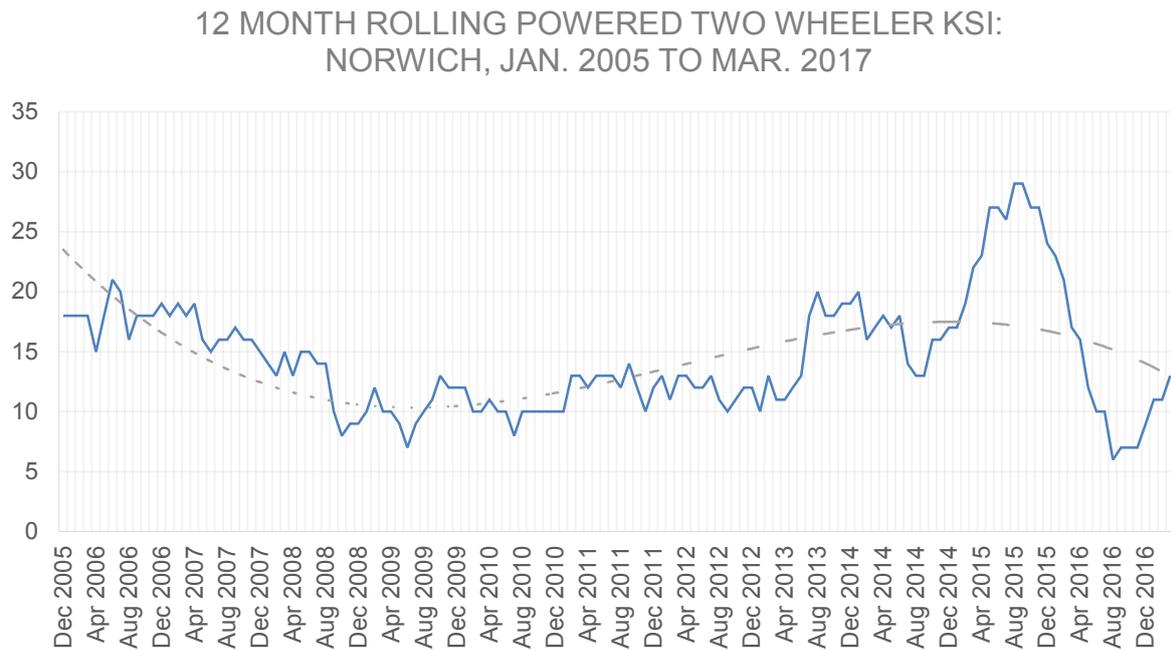
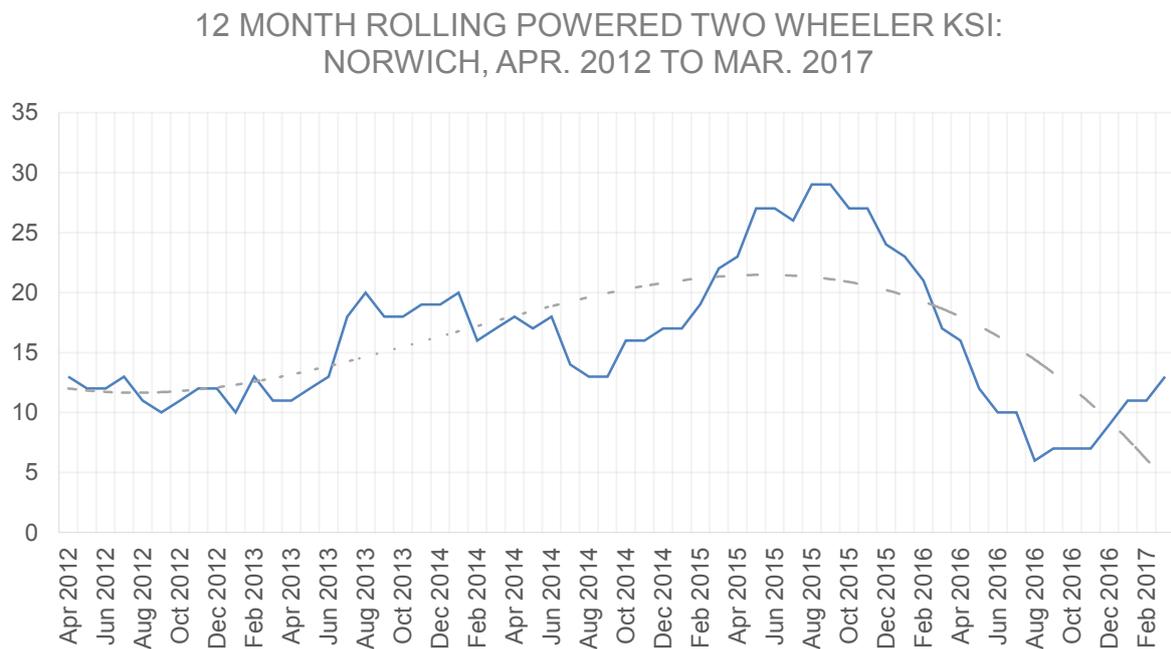


Figure 6 12 month rolling KSI Apr 2012 – Mar 2017 (Powered two wheelers)



Pedestrian KSI

40. 17 pedestrian KSI casualties were recorded within the Norwich City Council authority area in the 12 months to the end of March 2017. This represents an increase of 54.5% on the number of casualties recorded in the 12 months to the end of March 2016 (11 recorded KSI casualties). This figure represents no change against the 2005-2009 baseline average figure of pedestrian KSI casualties (17 average recorded KSI casualties) and an increase of 30.8% against the 2010-2014 five year baseline average of pedestrian KSI casualties (13 average recorded KSI casualties).
41. There are no obvious problem locations for the pedestrian KSIs and looking back over historic data, the average in the City is somewhere in the early teens. The view is that this is just natural fluctuations in the numbers, which are small and therefore lead to large proportional differences. A check has been made to see if there is a night time bias to the casualties, attributable to the night time economy, but there isn't.
42. Pedestrian KSI casualties accounted for the second largest share of KSI casualties in the 12 months to the end of March 2017, accounting for 27% of KSI recorded within Norwich. This represents an increase from the 12 months to the end of March 2016, when pedestrians represented the third largest share of KSI, accounting for 19% of casualties.
43. Following a period of positive performance and declining pedestrian KSI casualties from the start of the monitoring period, a slight upward trend in pedestrian KSI which emerged in mid-2015 has continued in the last 12 months.
44. **Figure 7** illustrates the long term trend of 12 month rolling Pedestrian KSI recorded within the Norwich City Council authority area, covering the period January 2005 to March 2017. **Figure 8** illustrates the shorter term trend of 12 month rolling Pedestrian KSI recorded in the Norwich City Council authority area, covering the period April 2012 to March 2017.

Figure 7 12 month rolling KSI Jan 2005 – Mar 2017 (Pedestrians)

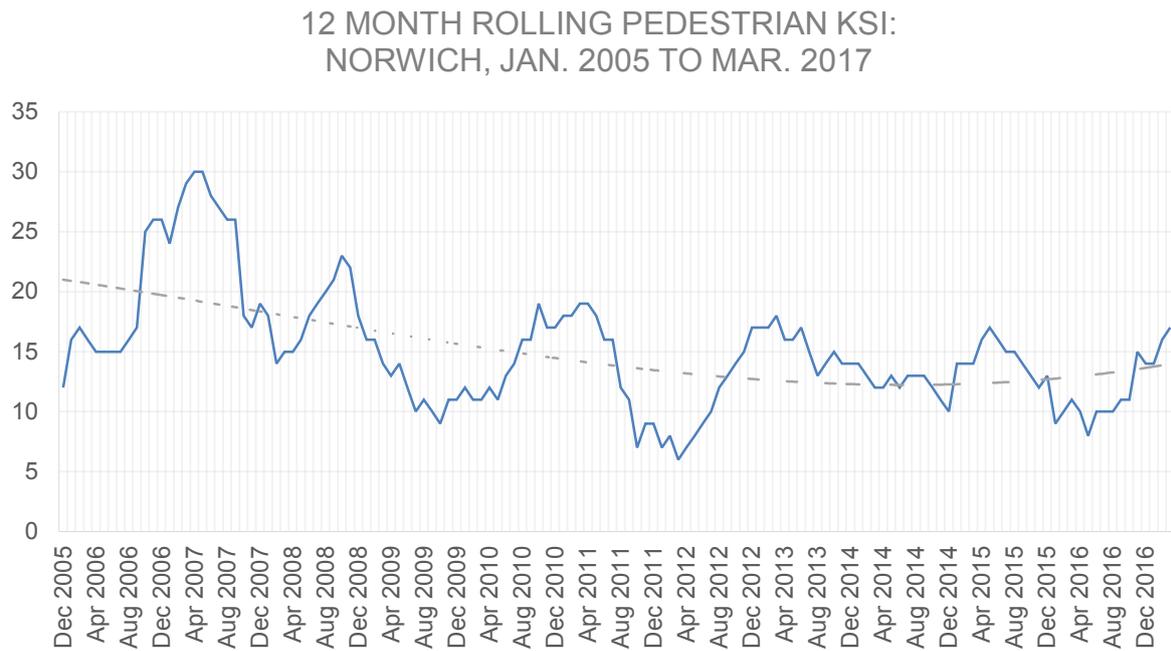
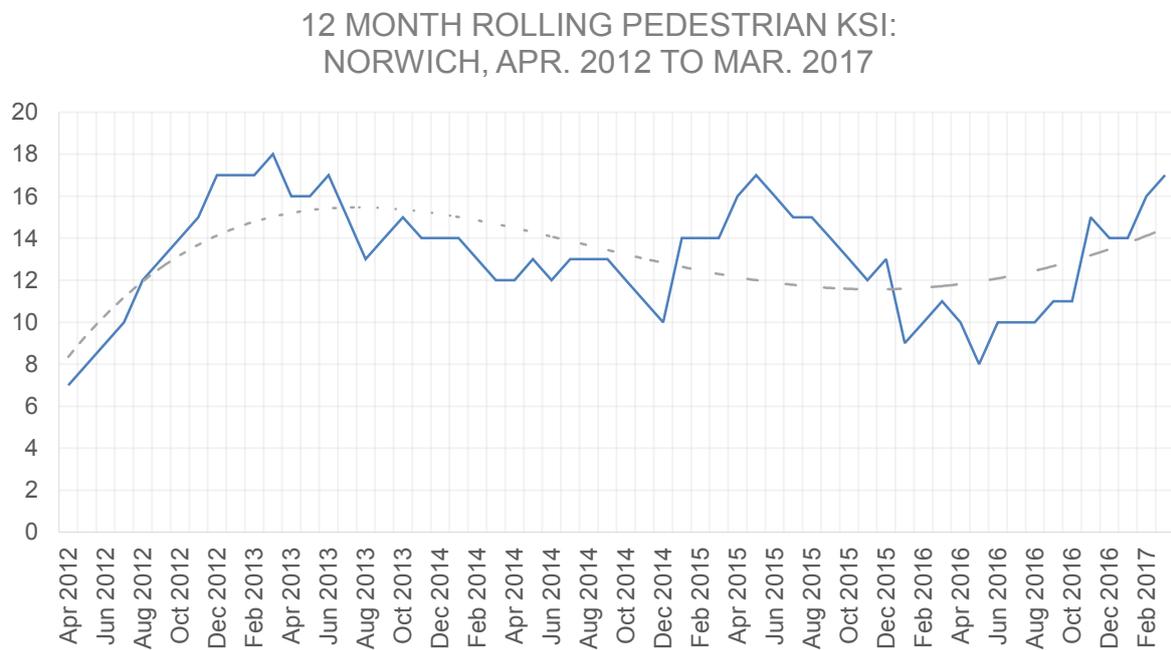


Figure 8 12 month rolling KSI Apr 2012 – Mar 2017 (Pedestrians)



Pedal Cyclist KSI

45. 23 pedal cyclist KSI casualties were recorded within the Norwich City Council authority area in the 12 months to the end of March 2017. This represents an increase of 4.5% on the number of casualties recorded in the 12 months to the end of March 2016 (22 recorded KSI casualties), and increases of 187.5% and 91.7% against the 2005-2009 and 2010-2014 five year baseline averages of pedal cyclist KSI casualties (eight and 12 average recorded KSI casualties respectively).
46. Pedal cyclist KSI casualties accounted for the largest share of KSI casualties in the 12 months to the end of March 2017, accounting for 37% of KSI recorded within Norwich. This represents a reduction from the 12 months to the end of March 2016, when pedal cyclists again represented the largest share of KSI, but accounted for 38% of KSI.
47. Pedal cyclist KSI casualties continue to rise, with the strong upwards trend in KSI which emerged during late 2011 continuing over the last 18 months. However, this increase needs to be balanced against evidence of increased cycling activity in Norwich. Between 2013 and 2016 cyclist numbers crossing the Outer Ring Road increased 36% and by 20% crossing the Inner Ring Road. Over the same period other modes of travel were approximately static crossing the Outer Ring Road and decreased 9% crossing the Inner Ring Road.
48. **Figure 9** illustrates the long term trend of 12 month rolling Pedal Cyclist KSI recorded within the Norwich City Council authority area, covering the period January 2005 to March 2017. **Figure 10** illustrates the shorter term trend of 12 month rolling Pedal Cyclist KSI recorded in the Norwich City Council authority area, covering the period April 2012 to March 2017.

Figure 9 12 month rolling KSI Jan 2005 – Mar 2017 (Pedal cyclists)

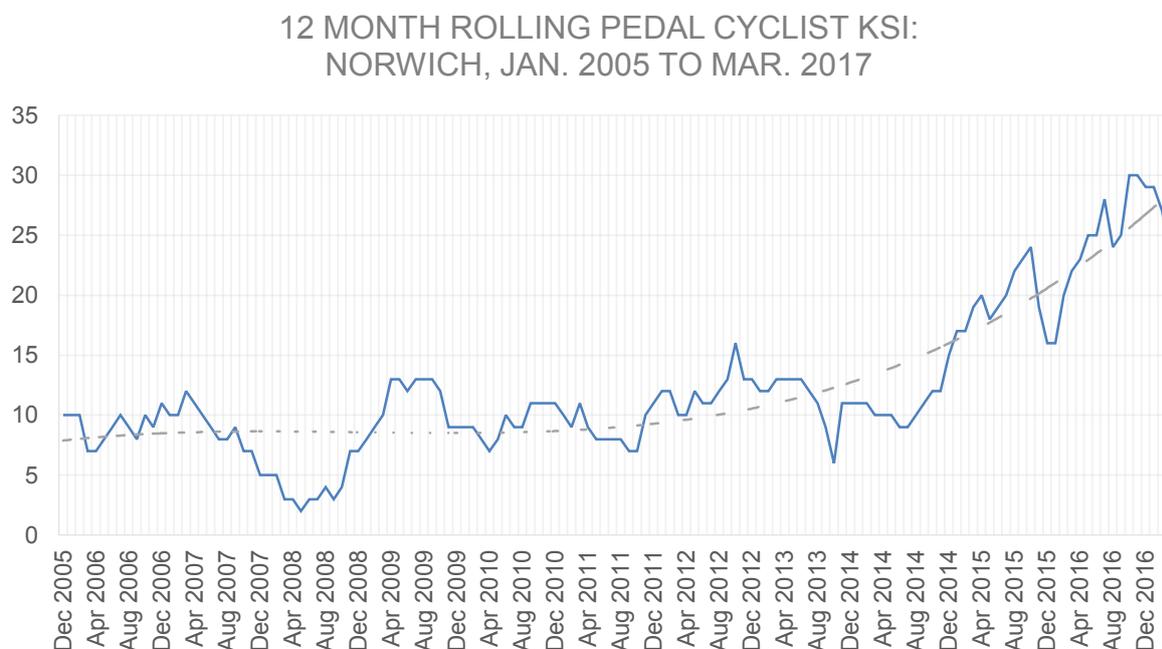
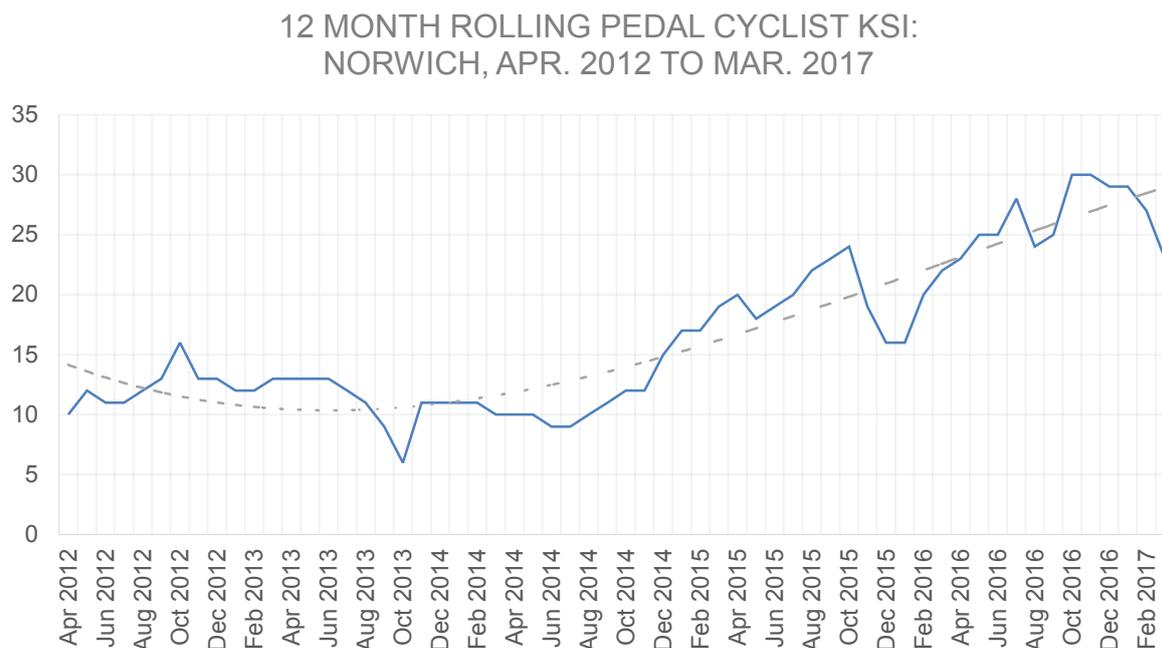


Figure 10 12 month rolling KSI Apr 2012 – Mar 2017 (Pedal cyclists)



Slight Casualties

49. 391 slight casualties were recorded within the Norwich City Council authority area in the 12 months to the end of March 2017. This represents an increase of 3.4% on the number of casualties recorded in the 12 months to the end of March 2016 (378 recorded casualties). 391 slight casualties represents a reduction of 6.9% from the 2005-2009 baseline average (420 average recorded casualties), and an increase of 4.0% against the 2010-2014 five year baseline average (376 average recorded slight casualties).

50. Following a slight rise in the long-term trend of slight casualties from early 2013 to late 2015, a downward trend has emerged over the last year.

51. **Figure 11** illustrates the long term trend of 12 month rolling slight casualties recorded within the Norwich City Council authority area, covering the period January 2005 to March 2017. **Figure 12** illustrates the shorter term trend of 12 month rolling slight casualties recorded in the Norwich City Council authority area, covering the period April 2012 to March 2017.

Figure 11 12 month rolling slight casualties Jan 2005 – Mar 2017

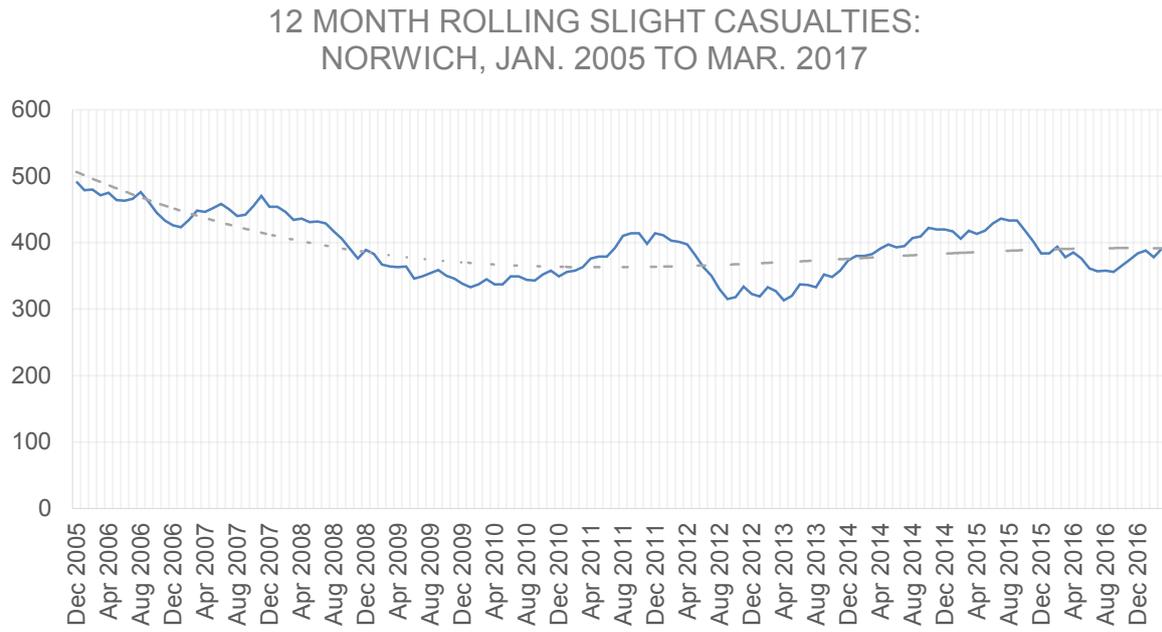
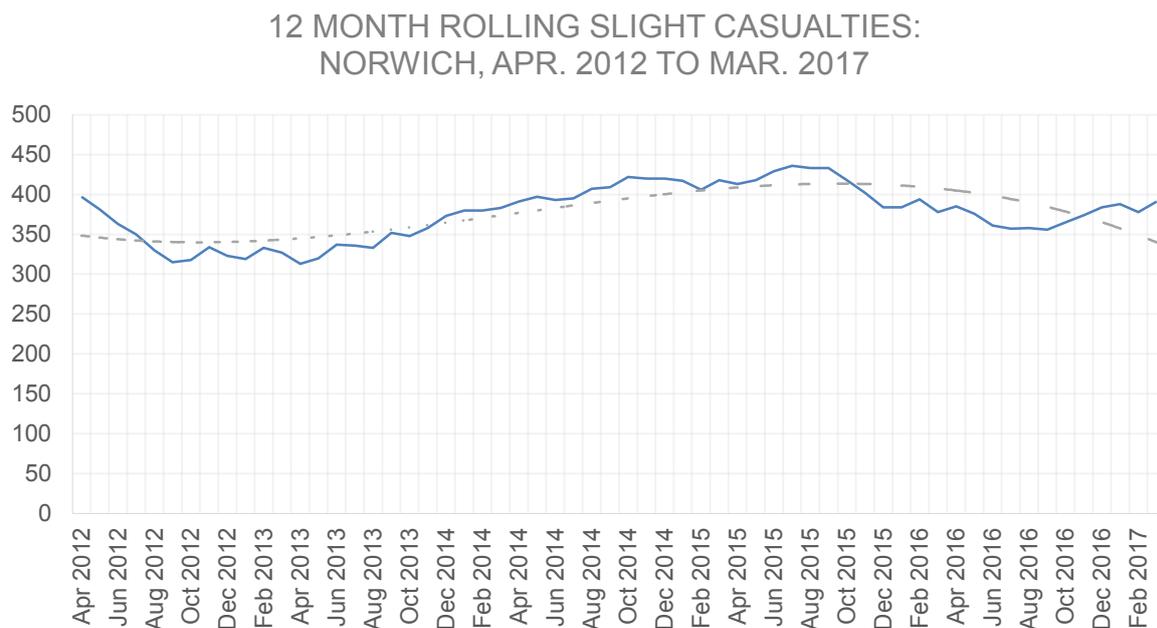


Figure 12 12 month rolling slight casualties Apr 2012 – Mar 2017



52. The Norfolk Road Casualty Reduction Partnership continues to monitor and target casualty reductions in high-volume and at-risk road users through its four subgroups – Vulnerable Road Users (Pedal Cyclists and Pedestrians), Powered Two Wheelers, Older Drivers and Younger Drivers.

53. Specific interventions carried out by the Partnership over the 2016/17 period include:

- a) Vulnerable User interventions as detailed in **Table 7** below:

Table 7: Interventions carried out by the Partnership 2016/17

Vulnerable Road Users – Gavin Thompson – OPCC					
Ref	Action	Measures	Lead	Planned Milestones	Outcomes
1	Develop a Strategic Framework for Vulnerable Road users.	Strategy commitments complete	Nick Clarke, NCC	Strategic Framework agreed by VRU sub Group – March 2017.	Strategic framework used to direct action plan.
2	Delivery of pedestrian and cyclist training for school age children.	Achievement of NCC training targets in service plan year.	Iain Temperton, NCC	Service plan target met at end of March 2017.	Currently projected to deliver to 12500 children
3	Delivery of adult cyclist training workshops in the business environment	Enhanced take up of adult cyclist workshops.	Iain Temperton, NCC	Increased delivery of workshops. Delivery of on road training to adult cyclists.	Workshops scheduled, including some internal delivery
4	Consistent and balanced enforcement of cyclists and drivers. Enforcement Task Group set up to include NCC, OPCC and Police to lead Enforcement elements of VRU Strategy.	Improved perception of enforcement regime amongst road user community. Joined up approach amongst Police and OPCC.	CI Palling / Dr Gavin Thompson	Re-briefing of SNT's during service plan year. Task Group set up and enforcement action plan agreed.	2 Enforcement projects / campaigns delivered in 2017/18. Helmet Camera project and pilot Close Pass.
5	'Mind out for Each other' campaign – Phase 2 (April 2017- May 2017) 'look both ways – why risk' Phase 2 (June 2017 – July 2017) Taking into account data and research to target those most at risk.	Number of people engaged in campaign. Click through's from SM to website. Evaluation with UEA – test attitude shift.	Nick Clarke, NCC	Campaign launch: April 2017 (KYMOR). June 2017 (LBW) Campaign designed and adapted, successfully delivered and evaluated.	Improved awareness of risk and behaviour change of pedestrians, vehicle users and cyclists.
6	Behaviour change (BC) ELearning Package. Designed for workplaces. Link to Mind Out For Each other messages – reminding both users	Number of unique visits and completions. Number of drivers / cyclists. Measure	Nick Clarke / Iain Temperton	ELearning Designed – March / April 2017. Launched May 2017.	Increased knowledge of rules of the road. Decrease negative attitude

Vulnerable Road Users – Gavin Thompson – OPCC					
	of the rules of the road using scenarios and consequences. BC principles used in the course to promote attitude shift.	attitude shift.			between user groups and decrease KSI.
7	Produce, promote and market an animation (1min 30sec) for a social media campaign. Balanced message.	Number of people viewed video / number of times shared. Click through to website.	Nick Clarke, NCC	March 2017 – script agreed. April 2017 – animation launched.	Increased awareness
8	Street Graffiti Campaign – pedestrian focused.	Number of in prints at key hotspot areas in Norwich. Social media hits to a # - photos on social media.	Norwich City Council	March 2017 – planned. Street campaign – April – May 2017.	Increased awareness of key hot sport pedestrian casualty areas. Decreased incidents at those locations.
9	Secure income from DfT grant and ensure projects within programme include Road Safety.	Funding secured	Nick Clarke, NCC	1. Funding secured. 2. Road safety in plan	Funding used for CRG VRU interventions.

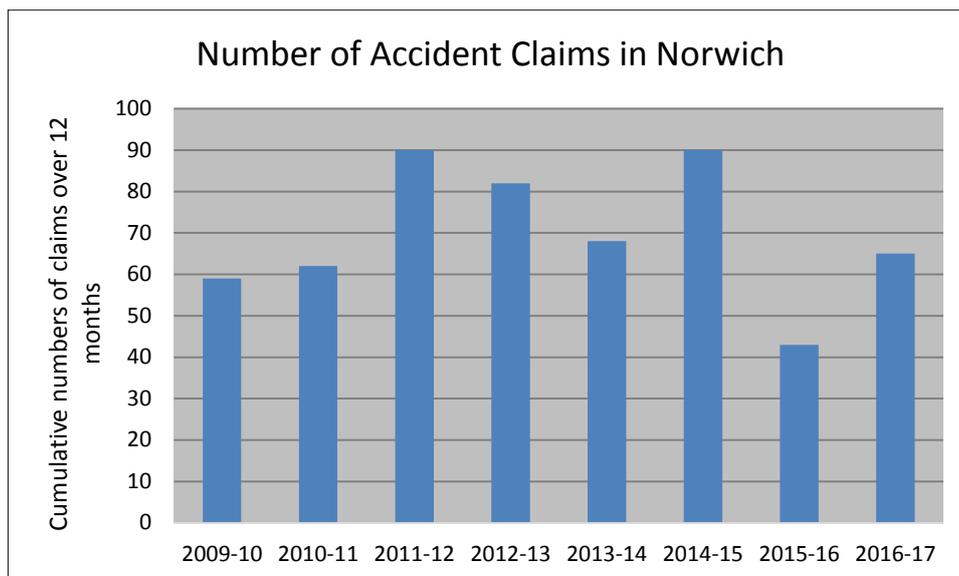
b) All fixed wet film camera housings within Norwich have been upgraded to front facing 'Truvelo' digital units. In addition, three new Truvelo units have been installed at sites exhibiting an elevated number of vulnerable road user KSI's (A146 Barret Road, A147 Riverside Road, A140 Coleman Road).

c) The Network Safety Team continue to introduce Engineering interventions at the worst performing accident sites. Within Norwich during 2016/17, this includes traffic calming works on Kett's Hill/Plumstead Road and Earlham Green Lane/Bowthorpe Road.

Accidents Claims

54. The County Council monitors the number of claims received and the settlement rate of claims for highway and personal injury claims. **Figure 13** below shows the number of claims received each year.

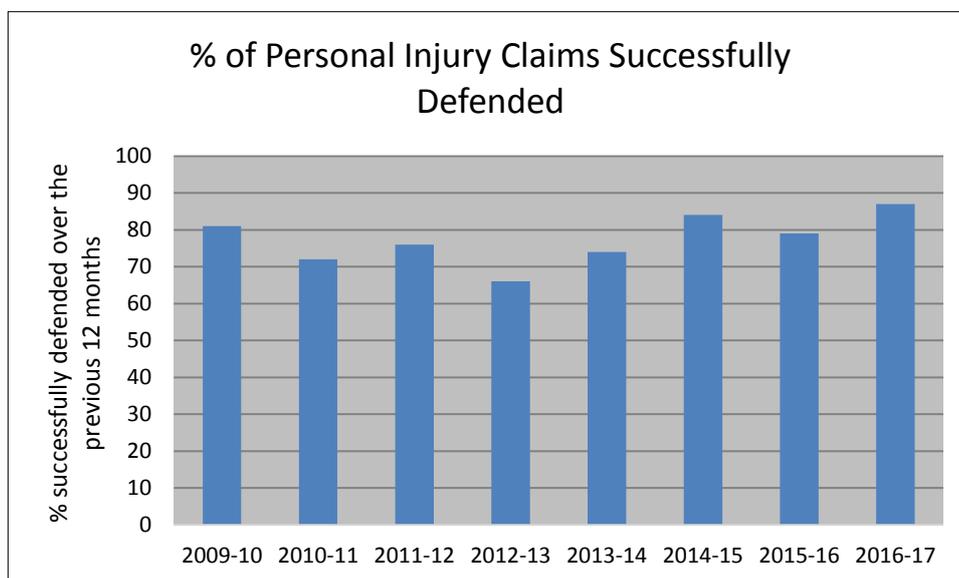
Figure 13 Accident claims received in Norwich



55. A total of 65 claims were received, of which 39 were injury related, the remainder were for damage.

Percentage of accident claims successfully defended

Figure 14 % personal injury claims successfully defended



56. The figure for injury claims successfully defended was 87% which is above the City target of 75%. Of the total of 50 claims (both injury and damage) finalised during 2016/17, 9 have been settled with a total of £24,634 paid. Four of these were for injury.

On-street enforcement

57. Norwich has undertaken On Street enforcement since 2002, at first under the Road Traffic Act 1991 and more recently (2008) the Traffic Management Act 2004 section 6.

58. The 2004 TMA brought about a number of major changes, including a two tier charging for offences depending on the severity of the offence. The higher rate of Penalty Charge Notice (PCN) is £70 discounted to £35 if paid within 14 days without challenge and £50 for the lower rate discounted to £25 if paid within 14 days. In October 2012, the boroughs of Kings Lynn and Gt. Yarmouth became the enforcing authorities for the rest of Norfolk. All services are operating under the Norfolk Parking Partnership with common policies. The parking enforcement team is currently a Parking Manager, Appeals and Adjudication officer, 25 Civil Enforcement Officers (CEO) and 3 team leaders.

59. A new three shift system was introduced to provide a greater cover of staff during the operational day (07:00-19:00) (21 CEOs) and a further team (4 CEOs) being deployed for the night time economy (15:00-01:00).

60. The total number of PCNs issued in Norwich for 2016-17 is shown in **Figure 15**.

Figure 15 Total number of PCNs issued and waived

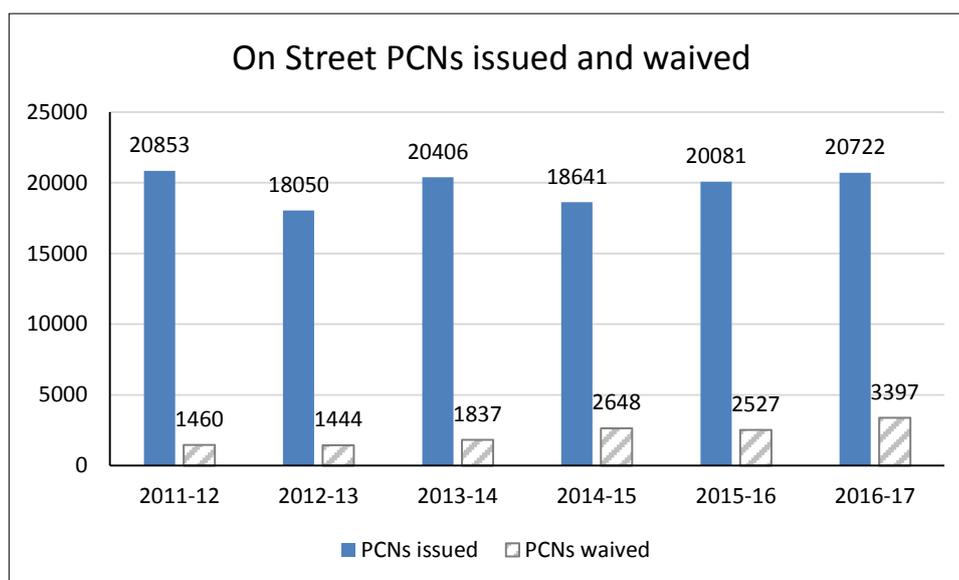


Table 8 Income from parking related activities

Income from	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17
Penalty Charge Notices	(669,028)	(599,108)	(664,049)	(629,570)	(611,411)	(644,785)
On Street Fees	(591,987)	(587,999)	(627,612)	(646,376)	(663,273)	(607,553)
Permits	(401,358)	(412,128)	(511,359)	(584,364)	(631,090)	(625,894)
Dispensations	(56,319)	(65,529)	(67,445)	(87,962)	(91,702)	(94,600)
Total Income	(1,718,692)	(1,664,764)	(1,870,465)	(1,240,367)	(1,204,363)	(1,202,242)
Expenditure	1,580,404	1,535,873	1,821,521	1,185,611	1,100,304	989,375
Surplus	(138,288)	(58,580)	(48,944)	(54,756)	(104,059)	(212,867)

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

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

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

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	20 July 2017
Director / Head of service	Joint report
Report subject:	Annual report of the Highways Agency Agreement 2016/17
Date assessed:	29 June 2017
Description:	This report provides an annual summary of the performance of the Highways Agency Agreement for 2016-17.

	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 report contains a summary of the performance of the Highways Agency Agreement for 2016/17. A surplus is shown related to income generated from parking activities which is spent on NATS transport and highway provision as determined by legislation.
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The Highways Agency Agreement supports the day to day delivery of transport across the City Council boundary area, supporting all aspects of economic delivery across the City.
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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"/>	Whilst an increase in cyclist KSI is reported, this increase needs to be balanced against evidence of increased cycling activity in Norwich. Between 2013 and 2016 cyclist numbers crossing the Outer Ring Road increased 36% and by 20% crossing the Inner Ring Road. Over the same period other modes of travel were approximately static crossing the Outer Ring Road and decreased 9% crossing the Inner Ring Road.

	Impact			
S17 crime and disorder act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See comment above on safeguarding.
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"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Environmental (please add an 'x' as appropriate)				
	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This report outlines the transportation impacts of the different schemes and maintenance delivered.
Natural and built environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Specific pollution impacts are not reported.

	Impact			
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Recommendations from impact assessment

Positive

There has been a strong delivery of transport programmes. There are no specific issues to raise regarding winter gritting. The financial surplus from parking activities is to be spent on NATS transport and highway provision as determined by legislation.

Negative

Whilst an increase in cyclist KSI is reported, this increase needs to be balanced against evidence of increased cycling activity in Norwich. There has been an increase in pedestrian KSI but there are no obvious problem locations for the pedestrian KSIs - the view is that this is just natural fluctuations in the numbers, which are small and therefore lead to large proportional differences. A check has been made to see if there is a night time bias to the casualties, attributable to the night time economy, but there isn't. Overall, the condition of the carriageway has slightly declined - the County Council Environment, Development and Transport Committee in October 2016 agreed that with the resources available, the maintenance of the current condition is challenging and in most circumstances, the strategy will be to manage deterioration.

Neutral

Issues

