



NORWICH HIGHWAYS AGENCY COMMITTEE

10.00 a.m. – 11.20 a.m.

25 September 2008

Present:	County Councillors:	City Councillors:
	Adams (Chair) (V)	Morrey (Vice-Chair) (V)
	Gunson (V)	Read (V)
	Scutter	Bremner
	Shaw	Lubbock
	Ward	

Apologies: Councillor George (City Council)

*(V) – Voting Member

1. PUBLIC QUESTIONS

Bowthorpe

Councillor Harris (County Councillor for Bowthorpe Division) referred to the minutes of the previous meeting and asked for a progress update on the pilot highway gating order trial in Bowthorpe. She also referred to the proposal for a cycle lane between Tollhouse Road to the main centre in Bowthorpe and said that the Bowthorpe Partnership preferred the original scheme rather than the alternative proposal.

RESOLVED to request that Councillor Harris receives a written response from:-

- (1) the Director of Planning and Regeneration (Norfolk County Council) regarding the pilot highway gating order trial in Bowthorpe;
- (2) the Head of Transportation and Landscape (Norwich City Council) regarding the cycle lane between Tollhouse Road to the main centre in Bowthorpe.

Newmarket Road Bus/Cycle Lane

Councillor Lubbock asked the following question:-

'I understand that the very controversial experimental traffic order which allows HGVs from the freight consolidation centre to use the Newmarket Road bus/cycle

lane was to be for 12 months. I see from the order that it is run for 18 months. Can the Chair say who made this change and when?’

The Planning and Transportation Agency Manager (Norfolk County Council) confirmed that the Committee had resolved to trial the use of the bus lane by HGVs for 12 months and that officers would be reporting to this Committee within that period. The standard time limit for the traffic regulation orders was for an 18 month period.

2. DECLARATION OF INTERESTS

Councillor Scutter declared a personal interest in item 5 below, ‘Safer and Healthier Journeys to School Schemes – Objections to Traffic Regulation Orders’ as a school governor of Eaton CNS, and in item 12 below, ‘Newmarket Road – Review of Speed Limit’, as he resided on that road.

Councillor Ward declared a personal interest in item 11, ‘Norwich Growth Points Scheme – Grapes Hill Public Transport Improvement’ as her home overlooked Grapes Hill.

3. MINUTES

Public Questions – Cycling Provision

Members expressed concern that they had not received the data on cycling provision. The Head of Programme Management (Norfolk County Council) had provided the data to the Committee Officer but this had not reached members. It was agreed that the data would be sent to all members of the Committee and Richard Bearman of the Cycling Forum.

RESOLVED to agree the accuracy of the minutes of the meeting held on 24 July 2008 subject to:-

- (1) recording Councillor Scutter as present;
- (2) in relation to item 5, ‘Report on North East Quadrant – Scheme 2 St Augustine’s Street Gyratory’ deleting ‘A representative’ from the first paragraph and replacing it with ‘The Secretary’.

4. OBJECTIONS TO TRO AMENDMENTS TO EXTENSION OF CAR CLUB INTO THE CITY CENTRE

The Transportation Manager (Norwich City Council) presented the report and answered questions and referred to an email of representation proposing the extension of the double yellow line from the bollards at Mountergate to Raven Yard entrance and flashes to prevent disabled people parking on this section of the road. A copy of the email was circulated. This would mean re-advertising all of the orders and it was suggested that members considered the request later on in the agenda under item 8 ‘Waiting Restriction Requests for Implementation in 2008/2009’.

During discussion Councillor Read welcomed the growth of the Car Club and considered that there was further opportunity to extend it from 'the suburbs'. Councillor Lubbock said that Councillor Fairbairn, Ward Councillor for Lakenham, was keen for an extension of the Car Club into the City Road/Bracondale area. Councillor Bremner pointed out that many city centre residents did not require a car on a daily basis and that the Car Club gave an opportunity for them to access the use of a car when required. Members were advised that the Car Club was a commercial organisation that was keen to expand further but any expansion should be sustainable by ensuring that the necessary infrastructure and membership was in place first.

RESOLVED to:-

- (1) note the success of the City Car Club in reducing parking pressure in the City, and encouraging the use of more sustainable modes of transport;
- (2) welcome the introduction of the Car Club into the City Centre where the benefits will be available to both residents and businesses;
- (3) approve to the implementation of new Car Club spaces in the following locations (detailed in plans in Appendix 2):-
 - (a) Colegate, on St Georges Plain, replacing a section of Single Yellow Line as shown on plan number PL/TR/3329/703;
 - (b) Colegate (outside no. 25 replacing permit parking bay as shown on Plan No. PL/TR/3329/702;
 - (c) Cow Hill - at the northern end of the existing residents' permit parking bay adjacent to no. 96 Pottergate as shown on plan number PL/TR/3329/697;
 - (d) Fishers Lane towards the southern end on the east side replacing a residents permit parking bay as shown on plan number PL/TR/3329/694;
 - (e) Friars Quay, adjacent to no. 5 as shown on Plan No PL/TR/3329/701;
- (4) asks the Head of Transportation and Landscape and the Head of Legal and Democratic Services, Norwich City Council, to implement changes to the City Centre Controlled Parking Zone to allow the phased introduction of the Car Club into the City Centre, in these, and the other locations as detailed in this report.

**5. SAFER AND HEALTHIER JOURNEYS TO SCHOOL SCHEMES –
OBJECTIONS TO TRAFFIC REGULATION ORDERS**

(Councillor Scutter had declared a personal interest in this item.)

The Transportation Manager presented the report and said that a further letter of representation had been received relating to the proposals for the Saint Thomas More School, expressing concern that if bollards only stretched from the boundary of number 27 on both sides of the road to the junction with Christchurch Road,

motorists would be encouraged to park on the verges which would restrict vision at this busy junction and people would use the speed table outside 34 Jessopp Road as a pedestrian crossing; and also requesting that the existing yellow lines in Meadow Rise Avenue be extended to the junction of Meadow Rise Road to prevent cars parking on the bend. Copies of the letter were circulated to members. Members were advised that these suggestions were not considered appropriate.

Councillor Bremner said that school travel plans were effective but that the Saint Thomas More school had a wider catchment area than most schools, and considered that the demand from the public for more bollards was a positive one and would protect trees and improved safety for children by removing parking away from the school.

Councillor Scutter said that he supported ensuring that roads were as safe as possible near schools but pointed out that more enforcement was required on the existing restrictions.

RESOLVED to approve:-

- (1) the revised proposals for Valley Primary School (as shown in Appendix 1 of the report);
- (2) the revised proposals for Cavell Infant School (as shown in Appendix 2 of the report);
- (3) the proposals for City of Norwich School (as shown in Appendix 4 of the report);
- (4) the proposals for the Thomas More School (as shown in Appendix 5 of the report).

6. BOWTHORPE ROAD SPEED MANAGEMENT SCHEME

Councillor Read (Ward Councillor for Wensum Ward) welcomed the proposals and said that safety at Fieldview junction was one of the reasons that the scheme had been brought forward. He suggested, reluctantly, that the leaning tree on Bowthorpe Road blocking the view from the junction should be cut down. Residents did not support double yellow lines outside the shop but bollards could prevent people parking on the pavement, which being higher limited visibility. Double yellow lines could be extended into Fieldview to prevent parking near the junction. Councillor Panting (County Councillor for Wensum Division) said that she supported these views.

Discussion ensued on the proposals for the Fieldview junction and members considered that further information was required.

RESOLVED to:-

- (1) approve the:-

- (a) Zebra crossing near the junction of Gipsy Lane, plus re-aligning the Gipsy Lane junction;
 - (b) right turn cycle lane from Bowthorpe Road into Gipsy Lane;
 - (c) Vehicle Activated 30mph signs on approaches to Zebra crossing;
 - (d) relocation of Vehicle Activated sign on approach to Earlham Green Lane junction;
 - (e) traffic island and right turn pocket for cyclists at Earlham Green Lane junction;
- (2) request the Head of Transportation and Landscape to report back to the next meeting on proposals for the Fieldview junction.

7. THE WAY FORWARD FOR THE INTRODUCTION OF A 20 MPH SPEED LIMIT ON ALL UNCLASSIFIED RESIDENTIAL ROADS IN NORWICH

Councillors Lubbock and Read welcomed the proposals but considered that they could be more extensive and that this was the first stage of introducing 20 mph for all residential areas of the City. Councillor Scutter considered that the piloting in 3 disparate areas could distort the effect of the implementation of 20 mph.

Councillor Bremner said that this was a pilot scheme and a positive move from the City Council but considered that its success would depend on adequate signage within the zones. Councillor Morrey also supported the proposals for the 3 pilot schemes. It was also noted that there were some existing zones where speeds were limited to 20 mph.

Councillor Gunson said that he was sceptical about whether a scheme with only signage and no other physical measures would be effective in reducing speeds to 20mph and whether people wanted more signs in their streets. He pointed out that funding of £40,000 was being diverted to pay for this pilot from safety measures on other roads.

Councillor Panting said that she was disappointed that Jex Road would be included in the pilot when it was a priority for physical speed reduction measures and asked how the effectiveness of signed only speed limits would be monitored. The Transportation Manager said that monitoring would be conducted before the commencement of the pilot and at different times of the day and over several different weeks during the pilot period.

Discussion then ensued on the ability to enforce the speed limit of 20 mph in the residential areas. The Chair said that the police had no additional resources to provide enforcement for these zones and had difficulty enforcing existing ones. It was noted that in one of the streets where the 20 mph limit was proposed, the average speed was 33 mph. Members considered that Safer Neighbourhood Area Teams set the agendas for their areas and were concerned about speed reduction in residential areas. It was noted that the success of the schemes would be dependent on community engagement.

RESOLVED, with 3 members voting in favour (Councillors Adams, Morrey and Read) and 1 member against (Councillor Gunson) to:-

- (1) agree to introduce the 20mph signed only speed limit on unclassified roads in three pilot areas.
- (2) ask the Head of Transportation and Landscape and Head of Legal and Democratic Services to carry out the necessary statutory procedures to introduce a 20mph speed limit in the following areas:
 - (a) Jex Road as shown on plan number PL/TR/3355/783/2;
 - (b) Vauxhall Street / Newmarket Street as shown on plan number PL/TR/3355/783/1;
 - (c) Borrowdale Drive as shown on plan number PL/TR/3355/783/3;
- (3) ask the Head of Transportation and Landscape to carry out extensive evaluation of the 3 pilot areas and report back to the September 2009 meeting with the results of that evaluation and proposals for extending the scheme.

8. WAITING RESTRICTION REQUESTS FOR IMPLEMENTATION IN 2008/2009

The Transportation Manager introduced the report and pointed out an amendment that references to the 'loss of verge parking' was on the 'eastern' side and not the 'western side' with reference to Catton Grove Road (Elm Grove) as stated in the 'Proposed Action and Officer Comment' column in Appendix 1. She also referred to the email received from the operator of the Road Train requesting additional restrictions on King's Street and said that as this would only benefit one vehicle suggested that this should not be taken forward. (A copy of the email was circulated to members at the meeting.)

RESOLVED to:-

- (1) endorse proposed amendments to the waiting restrictions policy as detailed in paragraph 2 of this report.
- (2) authorise the Director of Regeneration and Development and Head of Legal Services to carry out the necessary statutory procedures to introduce waiting or loading restrictions at the following locations as detailed on the attached plans in Appendix 1 and listed below:

Location	Plan Number
Bishop Bridge Road	PL/TR/3329/711/10
Catton Grove Road (Elm Grove)	PL/TR/3329/711/1
Charles Jewson Court (Mile Cross Rd)	PL/TR/3329/711/5
City Road	PL/TR/3329/711/8
Copenhagen Way	PL/TR/3329/711/13
Cremorne Lane	PL/TR/3329/711/4
Dereham Road (Service Road)	PL/TR/3329/711/17
Girton Road	PL/TR/3329/711/22
Ivy Road	PL/TR/3329/711/18
Kett's Hill	PL/TR/3329/711/6

Knowland Grove	PL/TR/3329/711/11
Koblenz Avenue	PL/TR/3329/711/12
Mill Lane	PL/TR/3329/711/19
Rampant Horse Street	PL/TR/3329/711/14
St Giles Street	PL/TR/3329/711/15
Shipstone Road	PL/TR/3329/711/3
South Park Avenue	PL/TR/3329/711/16
Sunningdale	PL/TR/3329/711/2
Sweetbriar Industrial Estate	PL/TR/3329/711/7
Trafalgar Street	PL/TR/3329/711/20
Union Street (Melbourne Cottages)	PL/TR/3329/711/9
Valley Side Road	PL/TR/3329/711/21
William Kett Close	PL/TR/3329/690

9. NORWICH GROWTH POINT SCHEME – GRAPES HILL PUBLIC TRANSPORT IMPROVEMENT

(Councillor Ward had declared a personal interest in this item.)

The Committee was advised that an additional appendix (Appendix 5) to the report, containing further comments and a response from the officers, had been circulated in advance of the meeting and copies were available at the meeting.

Councillor Read addressed the Committee and outlined the City Council's Green Group objections to the scheme, which included: that the scheme was a road-building measure, not conducive to the Transport Strategy and detrimental to the environment; that the changes would make the road more hazardous for cyclists and pedestrians; that the Group would prefer funding for cycling and pedestrian measures and that a 'turn-left' for a bus/taxi lane could improve the junction. It was suggested that the consultation should be repeated to include councillors and local residents on both sides of Grapes Hill.

Councillor Ward concurred that the consultation had not included all local residents or the residents' association, but said that she supported the scheme and pointed out that the local community would be affected by the construction works. Discussion then ensued on the works which were scheduled to commence mid-January 2009. Councillor Morrey considered that measures should be in place to minimise disturbance to neighbours.

Councillor Gunson said that the scheme was highly desirable for all road users, would reduce congestion and improve air quality. Councillor Morrey agreed that congestion should be reduced but suggested that most pedestrians and cyclists used another route to avoid the hill.

Councillor Scutter moved and Councillor Bremner seconded that the scheme should be deferred to allow for further consultation with the wider community. Discussion ensued and it was:-

RESOLVED, with 1 member voting in favour (Councillor Read) and 3 members voting against (Councillors Adams, Gunson and Morrey) not to defer consideration of this scheme to allow for further consultation.

Councillor Morrey said that the scheme would have a beneficial effect in reducing traffic queues and suggested that the residents' associations and neighbours were contacted to advise them of the scheme and the construction works.

RESOLVED, with 3 members voting in favour (Councillors Adams, Gunson and Morrey) and 1 member abstaining (Councillor Read) to:-

- (1) approve the proposal to extend the left turn lane on the northbound section of Grapes Hill as shown on plan number PA1005-GP-002;
- (2) request that neighbours and local residents' associations are contacted to advise them of the scheme and the construction works.

10. PERFORMANCE MONITORING OF THE HIGHWAY AGENCY AGREEMENT

The Head of Transportation and Landscape answered questions on the report. It was noted that the diagrams and plans should be printed in colour in future.

RESOLVED to:-

- (1) receive the performance results;
- (2) note that, generally, recent performance results for the 2008/2009 financial year compare reasonably well against targets.

11. MAJOR ROADWORKS – REGULAR MONITORING

RESOLVED, having considered the report of the Head of Transportation and Landscape, to note the report.

12. NEWMARKET ROAD – REVIEW OF SPEED LIMIT

The Chair referred to the letter received from Councillor Bradford, Chair of the City Council's Planning Applications Committee, and said that this Committee had been requested to review reducing the speed limit to 30 mph in Newmarket Road.

Councillor Lubbock, a member of the Planning Applications Committee, said that the speed limit in Newmarket Road was an anomaly, in that the Ipswich Road (A140) and the Dereham Road (A47) already had a 30 mph limit in the City, and should be reviewed and brought into line.

Discussion ensued in which it was suggested that there were anomalies in the speed limit on the ring-road with stretches being either 40 mph or 30 mph and this was confusing. Members agreed that they would need further information about the request and would need to take into consideration whether there was any Section 106 funding from the development at Wentworth Green.

RESOLVED to request the Head of Transportation and Landscape to report back on a proposal for reducing the speed limit to 30 mph in Newmarket Road to the next meeting of the Committee.

CHAIR