



Norwich Highways Agency committee

Date: Thursday, 04 June 2015

Time: 10:00

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

Members:

**County
Councillors:**

Morphew (chair)*
Adams*
Agnew
Shaw
Sands (M)

* voting members

City Councillors:

Bremner (vice chair)*
Stonard*
Harris
Carlo
Jackson

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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, ie, Monday, 1 June 2015) | |
| 3 | Declaration 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

Purpose - To approve the minutes of the meeting held on 19 March 2015. | 5 - 12 |
| 5 | Transport for Norwich (Norwich Area Transportation Strategy) Delivery Update

Purpose - The purpose of this report is to update members on the progress of the implementation of 'Transport for Norwich' (TfN), the implementation plan for the NATS strategy, and to highlight recent successful funding bids resulting in further schemes to be taken forward to consultation and delivery in the future. | 13 - 20 |
| 6 | Norwich Area Transportation Strategy/Implementation Plan Golden Ball Street and Westlegate

Purpose - To seek approval to consult on the proposals for the Golden Ball Street and Westlegate project. Members are also asked to approve the advertisement of Traffic Regulation Orders that would be required to enforce the final scheme. | 21 - 38 |
| 7 | Major road works – regular monitoring

Purpose - This report advises and updates members of current and planned future roadworks in Norwich. | 39 - 44 |

Date of publication: **Wednesday, 27 May 2015**

Norwich Highways Agency committee**10:00 to 10:35****19 March 2015**

Present: **County Councillors:**
 Adams (V) (chair)
 Bremner (V)
 Sands (M)
 Shaw

 *(V) voting member

Apologies: County Councillor Hebborn and City Councillor Grahame

City Councillors:
Stonard (vice chair) (V)
Harris (V)
Gayton
Carlo
Jackson (substitute for
Councillor Grahame)

1. Public questions/petitions**Petition – 20mph speed limit for area bounded by Heigham Road/Dereham Road/Edinburgh Road and Earlham Road (Nelson ward)**

(An aerial view of the area referred to was displayed at the committee meeting.)

Councillor Jones, Nelson ward councillor, presented the following petition:

“Nelson ward councillors would like to submit a petition signed by residents for a 20mph speed limit, supported by traffic calming measures, for the grid pattern of narrow Victorian terraced streets bounded by Heigham Road/ Dereham Road/ Edinburgh Road and Earlham Road (but not extending to Dereham and Earlham Roads).

This petition is in response to residents raising concerns about the speed and volume of vehicles running along the narrow streets. Currently the speed limit is an inappropriate 30mph. Such a scheme would improve safety for residents and those on foot or cycle, especially children. Many residents walk to a range of local facilities that include a shopping centre and a four primary schools across the Earlham Road.

Such a scheme would complement the 20mph speed limit and traffic calming between Earlham and Unthank Roads. A speed table at the unsafe 5-arm junction of Heigham Road/ Earlham Road/ Mill Hill Road and West Pottergate would benefit all roads users at this difficult spot and help to slow down or

even reduce the number of rat running vehicles along Park Lane and Mill Hill Road.

In addition, raised pavements/speed tables across the entrance to several of the side streets off Earlham Road (Alexandra Road, Gladstone Street, Belvoir Street and Heigham Road) would act as a barrier to surface water which runs down Earlham Road during heavy downpours. Earlham Road and its side streets are a designated surface water and sewer flood risk area.

We consider that such a scheme could be funded from three sources:

- (a) the Green Pedalways from Bowthorpe into the city centre via Earlham Road and West Pottergate and the inner orbital Orange Pedalway;
- (b) the Community Infrastructure Levy;
- (c) Central Government funds for reducing flood risk in communities.

A 20mph speed limit and traffic calming for this area would contribute to Norwich City Council's corporate aim of achieving a 20mph speed limit in residential areas of the city."

The transportation and network manager, Norwich City Council, replied:

"Councillor Jones is correct in saying that it is the city council's corporate aim of introducing 20mph restrictions in all residential areas of the city, and the area bounded by Dereham Road, Earlham Road and cemetery is clearly one where a 20mph speed restriction would be desirable.

The obstacle to the introduction of this 20mph restriction is funding; at present there is no identified budget for this. Councillor Jones has suggested three potential sources, however at the current time there is no funding for implementing the Green or Orange Pedalways. The community infrastructure levy is in its infancy and the limited funds that are available to date have been allocated to other improvements across the Greater Norwich area that supports the growth in housing and jobs.

The idea that traffic calming in the side roads could act as a barrier for surface water and therefore could be funded as a measure to reduce flood risk is questionable, as it is likely to increase the flood risk on the main roads. It would have to be considered as part of a package of measures to alleviate flood risks in the general area. The current bid for Challenge funding to central government for flood alleviation works is targeted at specific areas in the north of the city and does not include this area. In the future there may be opportunities to bid for further funding."

By way of a supplementary question, Councillor Jones asked that given that the implementation of 20mph speed limits in residential areas was a corporate objective, could he be given some indication when funding would become available for this scheme. The transportation and network manager replied that the successful City Ambition funding had been allocated for the Blue and Yellow Pedalway schemes, which included an element of 20mph areas. The Green and Orange

Pedalway would be the most likely source of funding for this scheme and it was not possible to give a date at this point.

Public question – retention of bus stops in Avenue Road

Hazel Davidson, Caernarvon Road, asked the following question:

"At the meeting of the Norwich Highways Agency committee held on 27 November, I submitted a petition asking the city council to retain the bus stops on Avenue Road in the event of a new bus operator running a bus service along this route.

The transportation and network manager replied:

"The project team contacted Konnectbus in early 2014 when the options for Park Lane were first under consideration and were informed that they were planning to withdraw the service from Avenue Road as it was no longer commercially viable....Can I suggest that members approve the parking proposals in front of them today, and if between now and Easter the residents can convince Konnectbus to reinstate the service then the design team will revise the proposals to accommodate bus stop provision."

On this basis, I wrote a letter to First in February, signed by Councillors Bearman and Carlo, enquiring whether the company would be willing to operate a bus service to the University of East Anglia (UEA) and the hospital along Avenue Road.

The network manager for the First Bus Company replied:

"The city council decided as part of the Pedalways scheme that they didn't want buses running along Avenue Road in the future. We had considered operating the hourly service 27 through Avenue Road, but were told quite clearly that this was not considered appropriate in view of Pedalways".

Having given a commitment that the city council would accommodate the bus stops if Konnectbus would reinstate a bus service, the transportation and network manager now says:

"I am afraid that on behalf of the city council I cannot proactively support the re-introduction of a bus service into The Avenues, particularly in relation to the section on Avenue Road and Park Lane".

First has indicated that it would be willing to consider running a bus service along Avenue Road. Currently, there are no bus services through the area and residents have to walk a long way to Unthank and Earlham Roads, up and down steep hills in all directions, in order to catch buses to UEA and the Hospital.

Will the city and county councillors back residents in their efforts to put bus services along Avenue Road once again?"

The head of city development services, replied as follows:

"My colleague did make a commitment at the November meeting to say that if Konnectbus agreed to reinstate the service by Easter the existing bus stops would be retained. There has been a bus service along Park Lane, Avenue Road and The Avenues for many years and its reintroduction would be generally welcome, providing a useful and for some more convenient alternative to the more frequent bus services on Earlham Road and Unthank Road. Given this, I am happy to approach bus operators to gauge their interest in operating such a service and to also encourage them to do so.

However there is a proviso to this: Park Lane, Avenue Road and The Avenues are part of the Pink Pedalway and the overall Norwich area transportation strategy (NATS) cycle network. The city and county councils are investing significantly to improve conditions for cyclists accordingly; with a view to doubling the number of cycle trips. This would translate to almost 2,000 cyclists per day on The Avenues, which is not far short of the present number of cars that use it.

It is also the case that Park Lane and Avenue Road are very narrow with the junction between them a cause for safety concern that has been recently highlighted at Norwich Highways Agency committee.

If a bus service was to be reintroduced using the smaller type of vehicle that used to provide the service (ie, mini- or midi-bus), then there should be no problem in mixing such vehicles with increasing volumes of cyclists – as well as large numbers of pedestrians and other motor vehicles – all sharing the same narrow road infrastructure.

However officers do have safety concerns if the type of vehicle was as large as a full size single or double deck bus. Large vehicles are a particular risk factor for cyclists and this is only made worse where the width of carriageway is narrow and/or the radius of any junction is tight.

Such full size vehicles are increasingly used by operators but they do give rise to problems where the road infrastructure has not been designed to accommodate them. These range from more minor issues such as footway or verge over-running to ultimately having to stop such vehicles using a particular street – as was the case with Bethel Street.

It would therefore seem very unwise to simply secure a replacement service if the vehicles to be used are unsuitable. To do might simply lead to subsequent calls for such vehicles to be banned.

Therefore, in supporting any steps to reintroduce a bus service, it needs to be made clear that the type of vehicle needs to be suitable for the road infrastructure and mix of traffic."

Hazel Davidson asked, as a supplementary question, whether statistics were available to show the number of accidents on Avenue Road both before and after the cessation of the bus service on 1 September 2014. She considered that the problems that cyclists faced did not outweigh the problems that the loss of the bus service caused to older residents in the area. The chair interjected that the problem was not a bus service on that route but the size of the buses needed to be suitable for the narrow roads. The head of city development services confirmed that he would take steps to liaise with the relevant bus companies regarding the reintroduction of the bus service on this route. He considered that the accident statistics would not be helpful as usually an assessment would be based on a longer period before and after the change and pointed out that the number of accidents was relatively small. The vice chair, at the chair's discretion, reiterated the points made by the chair and head of city development services and confirmed that the city council did not oppose the reinstatement of the bus service on this route.

2. Declarations of interest

There were no declarations of interest.

3. Minutes

RESOLVED to approve the accuracy of the minutes of the meeting held on 22 January 2015, subject to amending two incorrect references to "Palace Street" and replacing it with "Princes Street".

Item 1, Declarations of interest, amending the reference to Councillor Harris's partner's premises from "Palace Street" to "Princes Street".

Item 3, Public questions, question 3, amending Johnathan Cage's address from "Palace Street" to "Princes Street".

4. Rose Lane car park

The vice chair introduced the report and said that it made sense to apply these changes to facilitate access to the new car park.

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

- (1) note that the replacement car park for Rose Lane has received planning permission, and is expected to be completed by Spring 2016;
- (2) ask the head of city development services to advertise the necessary traffic regulation orders to remove the three short sections of 'pay and display' parking outside the old Fishmarket and shown on the plan in Appendix 1 to facilitate access to the new car park;
- (3) delegate the consideration of any objections to these minor to the head of city development services, in consultation with the chair and vice-chair.

5. Disabled Parking Bay Review

In reply to a question, the NATS/NDR manager, Norfolk County Council, explained that there would be consultation as part of the full review of the county council's parking principles in 2017. The proposal was to review the current approach to residential disabled parking bays in advance of the full review. The city council was represented on the review group and details of the review of residential disabled parking bays would be reported back to this committee as the project progressed.

During discussion a member referred to the review as being county wide and not just based around the city. Another member referred to paragraphs 2.2.3 and 2.2.4 and pointed out that the necessity and provision of parking spaces for the disabled were considered for all highway improvement schemes and road resurfacing undertaken by the council; and that in Norwich, the city council's approach was similar to the county's, in that requests relating to individuals were not generally taken forward and that provision was around community hubs.

RESOLVED, with all 4 voting members voting in favour, to note the report to the county council's environment, development and transport committee, Provision of residential disabled parking bays.

6. Update on the flooding events of 2014

During discussion a member referred to the government funding and asked whether it could be used to fund deep cleansing of the gullies in other areas of the city designated at risk of flooding from surface water. The highways manager, Norwich City Council, replied that the Local Highways Maintenance Challenge Fund was to improve infrastructure and not for general maintenance. The city council would be reviewing the frequency of deep cleansing street gullies. There would be further opportunities for Challenge funding in the future and any bids would need to be evidence based and provide a solution.

During discussion members considered that the report reflected the excellent work that had been done since the flooding events of 2014.

RESOLVED, unanimously, with all 4 voting members voting in favour, to note the current position on the flooding events in 2014 and that the county council has accepted an invitation from the Department for Transport to apply for additional funding from the Local Highways Maintenance Challenge fund.

7. Major road works - regular monitoring

The vice chair said that temporary disruption during implementation of major road improvement schemes was inevitable but this was outweighed by the benefits of the schemes in the long term. He considered that the Chapel Field North scheme was doing well and had turned out as expected. There was currently some discontent about the implementation of the Push the Pedalway scheme in Magdalen Street but it would bring long term benefits to the area, including local businesses, when the scheme had been completed.

During discussion the transport and networks manager and the NATS/NDR manager answered members' questions. The issue of cars continuing to use St Stephens Street was being addressed by the installation of cameras and enforcement action. Members generally concurred that the Chapel Field North scheme was a success. A number of issues had come to members' notice which included concerns about pedestrian safety at the corner of Cleveland Road and that bus drivers had reported that they were caught in traffic when egressing Chapel Field North on to the ring road. The committee noted that all schemes had a stage 3 safety audit to assess the scheme after implementation and that the final improvements to this scheme would be funded in the next financial year.

RESOLVED to note the report.

8. Committee schedule of meetings for 2015 to 2016

RESOLVED, having considered the report of the executive head of business relationship management and democracy, Norwich City Council, to agree the following schedule of meetings for the new civic year 2014-2015, all meetings at 10:00 at City Hall:

4 June 2015
23 July 2015
17 September 2015
12 November 2015
21 January 2016
17 March 2016

CHAIR

Report to	Norwich highways agency committee 4 June 2015	Item
Report of	Executive Director of Community and Environmental Services	5
Subject	Transport for Norwich (Norwich Area Transportation Strategy) Delivery Update	

Purpose

The purpose of this report is to update members on the progress of the implementation of 'Transport for Norwich' (TfN), the implementation plan for the NATS strategy, and to highlight recent successful funding bids resulting in further schemes to be taken forward to consultation and delivery in the future.

Recommendation

This report is for member information only and does not seek any specific approvals, however it should be noted that some of the schemes contained in this report will be subject to separate reports seeking permission to go forward to consultation and possible future delivery.

Corporate and service priorities

The report helps to meet the Norwich City Council corporate priority to make Norwich a prosperous and vibrant city' and 'to make Norwich a safe, clean and low carbon city County Council Service Plan Priority to implement the Local Transport Plan and Norwich Area Transportation Strategy.

Financial implications

This report does not include financial implications as permission to take the schemes mentioned forward is not sought. The financial implications will be addressed and covered in future reports.

Ward/s: All

Contact officer

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Background documents

None

Report

Background

1. The implementation plan for the Norwich Area Transportation Strategy (NATSIP) – known as Transport for Norwich (TfN) – was agreed by Norfolk County Councils Cabinet in April 2010 and reported to the Norwich Highways Agency Committee in March 2010. The Plan sets out the range of transport measures, together with their general intended phasing, for delivery over the short to medium term. Good progress has been made delivering the plan.
2. An updated implementation plan was presented to NHAC in September 2013. The updated Plan took into account:
 - Progress since 2010
 - Reflected the latest position on future scheme delivery, now that growth plans are more clear
 - Confirmed the current and emerging programme,
 - Highlighted the relationship between NATS schemes and the wider growth and development agenda in Greater Norwich.
 - Took account of the implications of emerging funding opportunities including the Community Infrastructure Levy.
3. The major difference between the Plan adopted in 2010 and the updated Plan in 2013 was the phasing of delivery for schemes. For example, additional funding secured for the Better Bus Area and Cycle City Ambition has allowed significant acceleration of delivery on these associated schemes.

Transport for Norwich and Growth

4. Since the A47 southern bypass opened in 1992, the Park and Ride network was developed to serve trips from outside the urban area accessing the city centre. More recently the “public transport major” scheme, which included the redevelopment of the bus station and improved connections between that and the rail station, was delivered in the city centre. Progress has also been made on delivering bus priority, particularly on the Dereham Road and Newmarket Road, using capacity released by the southern bypass. In this period, since the beginning of the 1990s, the area has developed and grown. In particular:
 - An estimated 25,000 new dwellings have been developed in the Norwich Policy area and the population has increased by about 40,000
 - the number of jobs is estimated to have grown by around 25-30,000 across the three districts of the City, South Norfolk and Broadland as a whole (with over 100ha of employment land developed since 2001 alone)
 - major business park development has taken place at Costessey and, in particular, Thorpe St Andrew
 - Castle Mall and Chapelfield shopping centres have been developed and the city centre has become a national top 10 shopping destination
 - The Norfolk and Norwich hospital relocated to Colney and expanded. The neighbouring University of East Anglia (UEA) has also expanded with student numbers more than doubling.
5. Growth is continuing. Taking account of changes since its base date of 2008, the Joint Core Strategy (JCS) targets the delivery of around 30,000 dwellings and a

similar number of jobs in the Norwich policy area between 2012 and 2026.

6. NATS, now TfN, has already brought major improvements to transport provision and the environment that benefit thousands of people who live, shop and work in and around Norwich. However, our transport system is under strain, and pressure will increase over time. TfN has been developed to deliver the required step-change in transport provision to realise the full potential of the strategy and cater for the transport needs of a vibrant and growing regional centre. The Implementation Plan is fundamental to delivering economic growth and meeting key objectives such as those relating to climate change, growth and regeneration, improved accessibility, quality of life and health and improved safety and security.
7. While TfN is a package of interdependent measures with a strong focus on public transport, cycling and walking, the Norwich Northern Distributor Road (NDR) plays a key role in delivering both the transport strategy and the JCS. The NDR is required to strengthen a transport infrastructure which fails to meet current needs and is inadequate to support the long-term future of the city.
8. The TfN strategy does not simply provide for the quantum of planned growth, it underpins the opportunity to deliver a high quality living environment in sustainable developments based around travel choice, including walking, cycling and public transport.

Better Bus Area

9. In March 2012, Norfolk County Council secured £2.6m of government funding for a series of major public transport improvements designed to improve bus travel for passengers, visitors and commuters in Norwich, as well as delivering a boost to the city's economy.
10. The County Council's bid, worth £2.9m in total, was described as 'impressive' by the Department for Transport and effectively allowed the authority to fast track improvements previously agreed in TfN during 2012-2014.
11. The delivery of the Better Bus Area project included 17 separate work packages - these included:
 - Removal of general traffic from St Stephens Street and consideration of removal of general traffic from Surrey Street
 - New up-hill bus lane on Grapes Hill with retention of existing highway traffic lanes
 - Review of more than 160 traffic signalled controlled junctions and upgrade to Strategic Traffic Light Priority for buses where appropriate
 - New electronic signage at key transport interchanges, including Norwich Bus Station, Norwich Park & Ride sites, Tombland, Anglia Square, Theatre Street, N&N Hospital, UEA and at locations along transport corridors
 - Additional timetable cases and printed travel information across the entire Norwich Policy Area, including downloadable transport guides and the use of new technologies utilising mobile phones

- Improved interchange between bus and rail at Norwich rail station through the use of poster cases and posters, signage and electronic information
- Additional highway signage on approaches to Norwich promoting Park & Ride sites

12. The BBA bid also enabled the delivery of the Chapel Field North scheme completed in November 2014

13. Currently a significant number of walking and cycling schemes are being delivered in the greater Norwich area under the City Cycle Ambition Grant programme

Since the programmes implementation the following benefits have been realised:

Bus punctuality

- Against a baseline of 90% for on-time performance at the start of route, a target of 91% (12/13) and 92% (13/14) was set. These targets have already been met with performance of 91% and 92% reported respectively for these years.
- Against a baseline of 82% for on-time performance at intermediate stops, a target of 83% (12/13) and 84% (13/14) was set. Actual performance has been 80% (12/13) and 84% (13/14) respectively for these years, indicating that we are on track to meet the targeted benefits. The delivery of significant bus priority schemes in Norwich city centre during 2014 will bring further benefits in the future.

Customer satisfaction

- Against a baseline of 62% for customer satisfaction with bus stops, a target of 65% (12/13) and 67% (13/14) was set. No data was available for 12/13 but the target for 13/14 was significantly exceeded with a satisfaction level of 78%.
- Against a baseline of 65% for customer satisfaction with bus information, a target of 65% (12/13) and 67% (13/14) was set. No data was available for 12/13 but the target for 13/14 was significantly exceeded with a satisfaction level of 73%. We were delighted with this, proving that the targeted expenditure on bus stop facilities and bus information has been a success

Local Growth Fund (LGF)

14. More recently a significant amount of money has been secured via the Local Enterprise Partnership to be spent on an approved list of schemes in the Greater Norwich Area.

15. Initially the councils were successful in securing £7m from the LEP to spend on infrastructure over a 4 year period with the funding being available in 2015/16. Norfolk County Council was then approached shortly after to submit a further bid for available funding and was able to secure a further £4m to be spent on infrastructure improvements on the A11 corridor into the city centre. Included below is a table of those schemes and indicative years for implementation.

Scheme	15/16	16/17	17/18	18/19	19/20
Wymondham - Hethersett cycle link					
A11 north slip to Cringleford					
Newmarket Road / ORR & Leopold Road junctions					
UEA Transport Interchange					
Eaton - Newmarket Rd south slip road (including Toucan Newmarket Road)					
Salhouse Road Feasibility					
Salhouse Road scheme implementation					
Repton Avenue Feasibility					
Broadland Way Feasibility					
BRT Yarmouth Road Feasibility					
Roundhouse Way interchange					
Eaton Interchange					
Longwater/Easton link feasibility					
Sweetbriar Road feasibility and scheme implementation					
Fakenham Road Feasibility scheme identification					
Golden Ball Street / Westlegate / All Saints Green					

Scheme	15/16	16/17	17/18	18/19	19/20
Prince of Wales Road and Rose Lane					
A140 BRT feasibility					
Eaton centre					

City Cycle Ambition Grant

16. Members will be aware that the city council received £3.7M of cycle city ambition grant funding from the Department for Transport to fund the Push the Pedalways programme of cycling infrastructure improvements. The improvements are concentrated on the pink pedalway between the hospital / research park to Salhouse Road, along with some important, strategic links to that route such as Magdalen Street. This funding is supplemented by £2M of local funding contributions.
17. The total programme consists of 22 individual projects a number of which have been presented over the past eighteen months through reports to NHAC.
18. This programme of improvements is well underway with a substantial proportion of the programme now being complete. Work has recently started to transform some key areas of the network including Tombland and The Avenues which will bring real benefits to cyclists and other network users.
19. One of the criteria of the first phase of Cycle Ambition funding from The Department for Transport is that the programme is complete by the end of March 2016, with DfT funding being spent by the end of September 2015. The delivery teams are confident that this criteria will be met.
20. On the back of the first successful bid and building on good working relationship between local and central government departments, the councils were invited along with the other successful cities, to bid for a further tranche of funding. Officers from all districts in the Greater Norwich Area worked together to submit a bid for £8.4m of DfT funding totalling a package including match funding from S106, LGF city and County transport budgets funding of £15m
21. The package totals 40 individual projects and concentrates improvements on the yellow pedalway which connects the Airport through to the city centre and out to the Harford Park and ride site at the A140. It also includes improvements on the blue pedalway from Wymondham along the A11 corridor to the city centre and out to the northeast of the city.
22. The total investment will see improvements being delivered over a 5 year programme starting in 2015/16.

Resource Implications

1. 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 agreed through the Greater Norwich Growth Board.
2. Staff: None
3. Property: None
4. IT: None.

Other implications

5. Legal Implications: None.
6. Human Rights: None.
7. Equality Impact Assessment (EqIA): An EqIA has been completed for the TfN (NATS Implementation Plan).
8. Communications: None.

Section 17 - Crime and Disorder Act

Risk Implications/Assessment

9. A risk assessment has been undertaken for development of the TfN (NATS Implementation Plan). 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.

Report to	Norwich Highway Agency committee 4 June 2015	Item
Report of	Head of City Development Services and Executive Director of Community and Environmental Services	6
Subject	Norwich Area Transportation Strategy/Implementation Plan Golden Ball Street and Westlegate	

Purpose

To seek approval to consult on the proposals for the Golden Ball Street and Westlegate project. Members are also asked to approve the advertisement of Traffic Regulation Orders that would be required to enforce the final scheme.

Recommendations

That the committee:

1. approves for consultation the proposals included in the Golden Ball Street project, including:
 - (a) Conversion of Golden Ball Street to two-way for general traffic.
 - (b) Pedestrianisation of Westlegate with access for deliveries and cyclists only.
 - (c) Removal of general traffic from Red Lion Street to create a bus, cycle and taxi only route with access for deliveries only.
 - (d) Reconfiguration of John Lewis car park access on Ber Street to enable right turn in and out in addition to existing movements.
 - (e) Conversion of Farmers Avenue to two-way for general traffic between the Castle Mall car park entrance and its junction with Golden Ball Street.
 - (f) Reconfiguration of Rouen Road/Cattle Market Street junction to remove traffic signals and improve cycle/pedestrian facilities.
 - (g) Removal of traffic on Farmers Avenue between its junctions with Castle Meadow and Orford Street, with access for cyclists and pedestrians retained.
 - (h) Removal of through traffic from All Saints Green, from its junction with Surrey Street northwards, and removal of all traffic from All Saints Street, except for use by buses when St Stephens Street, Red Lion Street or Castle Meadow are closed.
 - (i) Removal of traffic signals at St Stephens Plain - Westlegate/St Stephens Street/Red Lion Street/Rampant Horse Street junction.
 - (j) Removal of existing turning bans at St Stephens Plain, with provision of right turn for buses from Rampant Horse Street into St Stephens Street, and left turn from St Stephens Street into Rampant Horse Street.

- (k) Closure of Thorn Lane at its junction with Ber Street, with the provision of a turning area at the closed end.
 - (l) Removal of the signal controlled pedestrian crossing at Castle Meadow/Farmers Avenue junction, with provision of a raised table crossing in its place.
 - (m) Provision of raised table crossing on Ber Street at junction with Golden Ball Street/Timberhill.
 - (n) The removal of the banned left turns for cyclists from St Stephens Street into Rampant Horse Street, and from Westlegate into St Stephens Street.
 - (o) The ability for buses to use All Saints Green and All Saints Street on occasions when Castle Meadow is unavailable on occasions such as during events i.e. Lord Mayor's Procession, or when closed for maintenance works.
2. asks the transportation manager at Norwich City Council to carry out the necessary statutory procedures associated with advertising the Traffic Regulation Orders that would be required for the implementation of the scheme as described in this report.
 3. agrees that the outcome of the proposed consultation will be reported to a future meeting of the committee.

Strategic Objectives

The scheme is part of the Norwich Area Transportation Strategy (NATS) Implementation Plan (now known as 'Transport for Norwich' - TfN), which was approved at County Council Cabinet in April 2010, and reported to the Norwich Highways Agency Committee on 25 March 2010. The plan outlines the transport elements of the Joint Core Strategy (JCS) and aims to build on the significant success of NATS and TfN to date.

The TfN Plan includes a series of measures in the city centre to reduce extraneous through traffic across the city but enable access to all destinations including car parks.

Scheme Objectives and Benefits

The purpose of the city centre measures is to improve transport choices and make it easier for walking, cycling and public transport in the centre, to help improve the public realm and the economic vitality of the business and retail centre, and to help reduce the conflict between vehicles and pedestrians/cyclists by removing general traffic from the main shopping streets.

Making Golden Ball Street two-way will improve access to the city centre car parks. The proposal to allow additional movements at the John Lewis car park on Ber Street will provide more options for those wanting to park within the centre and reduce the likelihood of "U-turn" movements for those accessing the car parks. Access to the Castle Mall car park on Farmers Avenue will be directly improved.

The scheme is part of the strategy to improve public transport connectivity within the city centre and links with the benefits recently introduced on St Stephens Street, by removing general traffic from Red Lion Street to complete the bus corridor between Castle Meadow and St Stephens roundabout improving bus journey times. The scheme is also compatible with the separate proposals to introduce a 20mph speed limit across the area.

The removal and reduction of traffic on Westlegate, Red Lion Street and part of Farmers Avenue will help to improve the connections for different parts of the area for pedestrians and cyclists. For example, a key pedestrian route is that between Rampant Horse Street, Ber Street and St Stephens and the proposal will enhance these movements. This will not only make the area more vibrant for shoppers but will also reduce conflict that exists on Westlegate and Red Lion Street in particular.

The proposals will enable public realm enhancements to be carried out at certain key areas such as the area bounded by All Saints Street and Ber Street and will help to make the city centre a more pleasant, healthier and safer place. The enhancements will include additional trees and benches. Cycle parking facilities will be reviewed and some additional cycle stands will be provided. The proposals will also enable street clutter to be removed, including redundant signing and pedestrian guardrails - this will not only improve the look of the streets but will also reduce the future maintenance requirements.

In order to minimise future disruption and to maximise savings, it is proposed to carry out planned surfacing schemes at the same time.

Service Priorities

The project helps meet the City Council priorities 'To make Norwich a Safe and Clean City' and 'To make Norwich a Prosperous City'.

This project supports the County Council's priorities, by:

- supporting, developing and maintaining the infrastructure that helps our economy to promote real sustainable jobs;
- providing good infrastructure where businesses can succeed and grow;
- helping to improve and safeguard the quality of life for all the people of Norfolk;
- promoting prosperity by championing the best practices, ideas and innovation for local economic success

Scheme Timescales

The preliminary scheme programme is as follows:

- A four week public consultation of scheme proposals in June/July 2015
- Consideration of consultation feedback in August 2015
- Refine the proposals where necessary and present the scheme in September 2015
- Start of construction in early 2016, with completion within that year

Financial implications

The scheme development and implementation costs of the Golden Ball Street project will be developed and refined as the design is progressed. The scheme will be funded by £2m from the local growth funding (LGF), £0.5m from Community Infrastructure Levy (CIL) income as part of the strategic pool as agreed by the Greater Norwich Growth Board, and £52k of Section 106 funds from the recently completed Westlegate House development.

Contact Officers

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Report

Background

1. The need for this project has been identified through three linked spatial planning documents that have been jointly produced by the City and County Councils under the auspices of the Greater Norwich Development Partnership:

Norwich Area Transportation Strategy Implementation Plan – now ‘Transport for Norwich’ (TfN) (adopted in March 2010, with 2013 update that was adopted in November 2013)

<http://www.norwich.gov.uk/CommitteeMeetings/Norwich%20highways%20agency/Document%20Library/71/REPNHAC09NATSIImplementationPlan20130919.pdf>

Joint Core Strategy for Broadland, Norwich and South Norfolk (adopted in March 2011, and amended by the Broadland Part of the Norwich Policy Area: Local Plan, adopted in January 2014)

<http://www.greaternorwichgrowth.org.uk>

St Stephens Street Area Outline Masterplan (October 2009)

<http://www.norwich.gov.uk/Planning/Pages/Planning-StStephensStreetAreaMasterplan.aspx>

2. The TfN public consultation in October 2009 introduced the principles of the city centre measures. The purpose of these measures is to make it easier for walking, cycling and public transport in the city centre and to help improve the public realm and the economic vitality of the business and retail centre. The measures were subsequently embodied in the TfN Plan. The initial implementation involved traffic changes to Chapel Field North and St Stephens Street and these were completed in November 2014. The proposed scheme involves the pedestrianisation of Westlegate and making Golden Ball Street and Farmers Avenue two-way for general traffic.
3. The brief for the project has six principal objectives that are derived from the TfN Plan and JCS that seek to:
 - Improve the local economy by stimulating property investment in the St Stephens Street Area, the occupation of empty shops and the growth of the evening economy.
 - Increase walking and cycling.
 - Create well-designed and maintainable public spaces and streets (informed by the Streetscape Design Manual), that people enjoy spending time in.
 - Increase peoples’ sense of safety and reduce the number of casualties in road traffic accidents.
 - Maintain essential access for disabled motorists and vehicles servicing businesses.
 - Monitor and mitigate the impact of any displaced traffic.
4. The St Stephens Area Masterplan fulfils policies in the TfN Plan and the Joint Core

Strategy (JCS). The most relevant policies in the Masterplan include:

- Promoting investment and property development in the city centre.
 - Improving access to and within the city centre by cycle and on foot.
 - Enhancing streetscape and public realm quality.
5. The Masterplan identifies the pivotal role Westlegate could play in connecting different parts of the St. Stephens Street area, the potential for development along the street and the way that current traffic levels suppress the chance of achieving redevelopment. It presents a vision of Westlegate and All Saints Green transformed into attractive public spaces surrounded by successful shops and cafes and linking John Lewis into a pedestrian circuit from St Stephens Street and Red Lion Street via Westlegate and Timberhill. The Westlegate House development has recently been completed and the scheme proposed in this report to pedestrianise Westlegate will further enhance the area and help to improve the commercial viability.
 6. The recently completed Chapel Field North Traffic Management and the St Stephens Street projects have provided fundamental changes in the way traffic operates within the city centre and have laid down some of the initial traffic management arrangements that will enable the new proposal. The traffic changes introduced in November 2014 included the no entry to general traffic from Rampant Horse Street to Red Lion Street and from Westlegate to Rampant Horse Street, and also the general traffic ban on St Stephens Street.
 7. Appendix 1 of this report contains diagrams showing the current traffic management arrangements in the area affected by the scheme, and the proposed arrangements that would apply if the scheme is implemented as proposed.
 8. All works proposed are within the boundary of the adopted highway, and no significant adverse impacts have been identified. In fact, there are likely to be environmental benefits, particularly in the heart of the city centre.

Design Proposals

Golden Ball Street

9. Making Golden Ball Street available for two-way general traffic not only allows the pedestrianisation of Westlegate but also simplifies the access to the major car parks to the south of the city centre. This will enable Red Lion Street to be made a bus (and taxi) only route, with access for deliveries retained; this is consistent with the recent changes that have been introduced on St Stephens Street and the status of this street as part of the yellow and blue pedalways.

Westlegate

10. Westlegate would be pedestrianised and become a shared space, with access retained for deliveries to businesses along here, and also for cyclists, who will be able to ride in both directions.

Farmers Avenue

11. Farmers Avenue would be made two-way with access to Castle Mall car park (car park 2) from Golden Ball Street. The precise arrangements for the car park access are being discussed with the operator but it is probable that the in/out will be switched round to avoid the possibility of traffic entering the car park blocking the car park exit. The junction of Farmers Avenue with Cattle Market Street will be modified with the Farmers Avenue joining Golden Ball Street via a give way junction.
12. The section of Farmers Avenue from Castle Meadow to the Castle Mall car park will become pedestrianised, with access for cyclists and deliveries, and for access to Orford Street. This will enable the removal of the signalled junction on Castle Meadow at the junction with Red Lion Street/Farmers Avenue; uncontrolled pedestrian crossing facilities will be provided here.

St Stephens Plain

13. The new layout means that the traffic signal controlled junctions at St Stephens Plain, Castle Meadow/Red Lion Street and Farmers Avenue/Rouen Road will no longer be required. With Westlegate closed to general traffic, a raised table will be provided across the whole junction at St Stephens Plain to aid pedestrians.
14. A right turn will be available for buses from Rampant Horse Street into St Stephens Street, which will provide a useful link to the bus station for buses using the new inbound route along Chapel Field North. Buses will also be able to turn left from St Stephens Street into Rampant Horse Street; provision of these movements has been requested by the bus operators and will provide enhanced route options for buses both to and from the bus station.
15. All existing bans on cyclists turning movements at St Stephens Plain will be removed

Cattle Market Street

16. The junctions of Farmers Avenue and Rouen Road with Cattle Market Street will be staggered and become simple give way junctions. Cattle Market Street southbound will be modified to provide a single traffic lane in each direction with an on-carriageway southbound (uphill) cycle lane.

All Saints Green/All Saints Street

17. Following discussions with the bus operators and contrary to the 2009 NATS consultation, it has been decided not to retain All Saints Green and Farmers Avenue as bus routes. This will enable All Saints Green and All Saints Street, adjacent to John Lewis, to be closed to all traffic. However, All Saints Street will be made available to buses in the case that St Stephens Street, Red Lion Street or Castle Meadow are unavailable for buses; for example during maintenance works or when public events are taking place.
18. The large open area where Westlegate/All Saints Green/All Saints Street and Ber Street meet will be enhanced to provide a better linkage between the Ber Street and Rampant Horse Street areas. Hard and soft landscaping will be incorporated to make this location more accessible and pleasant for pedestrians and cyclists.

19. A turning area will be provided on All Saints Green for traffic to leave the area via its junction with Surrey Street.

Ber Street

20. On Ber Street, changes will be required at the John Lewis car park entrance. It is proposed to provide a right turn into the car park by removing the existing central islands; vehicles leaving the car park will be able to turn either left or right onto Ber Street. The John Lewis car park fixed and variable message signing will be modified to indicate the new access arrangements and the availability of car park spaces for traffic coming from each direction.
21. It is proposed to close Thorn Lane at its junction with Ber Street, in order to reduce the complexity of the junction and this will enable the eastern footway on Ber Street to be continuous across the former junction mouth.
22. The proposed design is consistent with proposals to replace the existing pelican crossing just north of Horns lane junction with an uncontrolled crossing, to be provided as part of a separate Push the Pedalways project.

Rouen Road

23. On Rouen Road it is proposed to remove the signals at the junction with Cattle Market Street and to narrow the road to help enforce the 20mph zone.
24. The proposed design is consistent with plans for a new raised table crossing point just north of the Stepping Lane junction to serve pedestrians accessing the relocated walk-in Health Centre but this and other changes further south will be delivered as part of a separate Push the Pedalways project.

Finkelgate

25. At the Finkelgate junction with Queens Road, it is proposed to reduce the size of the splitter island in order to widen the approach on Finkelgate to allow for both left and right turning traffic to queue at the junction.

General

26. Traffic signal controlled crossings will be retained on Red Lion Street, by Orford Hill, and on St Stephens Street at the Surrey Street junction. The crossings at the All Saints Green/Surrey Street junction will also remain.
27. The fixed and variable message signing to each of the two Castle Mall car parks and the John Lewis car park will be modified to indicate the new access arrangements and the availability of car park spaces for traffic coming from each direction.
28. The entire project area is within the proposed City Centre 20mph Zone that is expected to be implemented in 2015 as part of the wider Push the Pedalways project.

Traffic Regulation Orders

29. The following Traffic Regulation Orders would be required to implement the scheme:

In relation to traffic management:

- Introduce a pedestrian zone on Westlegate and All Saints Street, whilst retaining access for loading and cyclists.
- Introduce a pedestrian zone on Farmers Avenue between Castle Meadow and Orford Street, retaining access for cyclists.
- Rescind the existing turning bans, to enable buses and cyclists to turn in all directions at St Stephens Plain.
- Make Red Lion Street two-way for buses, cycles and access only; this will be consistent with the approach taken on St Stephens Street.
- Rescind the current one-way orders on Golden Ball Street and Farmers Avenue, and the one-way order on Westlegate to allow two-way cycling.
- Introduce a point closure, with cycling access, on Thorn Lane at its junction with Ber Street.
- Introduce a mandatory on-carriageway cycle lane on the east side of Cattle Market Street and Golden Ball Street.

In relation to on-street parking controls:

- Introduce a 'loading only' restriction in all of the proposed pedestrian areas.
- Introduce no waiting and no loading restrictions along both sides of Golden Ball Street and Ber Street up until the junction with Thorn Lane, excepting those locations reserved for on-street parking. Similar restrictions will be introduced on All Saints Green around the proposed turning head.
- Introduce revised parking arrangements on Ber Street to include additional Disabled parking provision.

In relation to pedestrian crossings:

- Replace the existing signal controlled crossing on Surrey Street, at its junction with St Stephens Street, with an uncontrolled crossing point.
- Replace the existing signal controlled crossing on Rampant Horse Street, near St Stephens Plain, with a raised uncontrolled crossing point.
- Replace the existing signal controlled crossing on Red Lion Street, near St Stephens Plain, with a raised uncontrolled crossing point.
- Remove the existing signal controlled crossing on Westlegate near St Stephens Plain.
- Replace the existing signal controlled crossing on Castle Meadow, at its

junction with Farmers Avenue, with a raised uncontrolled crossing point.

- Remove the existing signal controlled crossing on Farmers Avenue, at its junction with Castle Meadow.
- Replace the existing signal controlled crossings at the All Saints Street junction with Golden Ball Street and Ber Street with raised uncontrolled crossing points.
- Replace the existing signal controlled crossing on Farmers Avenue, at its junction with Golden Ball Street, with an uncontrolled crossing point.
- Replace the existing signal controlled crossing on Golden Ball Street, at its junction with Farmers Avenue, with an uncontrolled crossing point on Cattle Market Street, just north of its junction with Rouen Road.
- Replace the existing signal controlled crossing on Rouen Road, at its junction with Cattle Market Street, with an uncontrolled crossing point.
- Replace the existing signal controlled crossing on Ber Street, just west of its junction with Horns Lane, with a zebra crossing.

Traffic impacts

30. Overall the TfN city centre measures reduce extraneous through traffic but enable access to all destinations including car parks.
31. Strategic modelling has been carried out to understand the impacts of the city centre measures. The output from this modelling and further traffic counts will support the development of the individual Norwich city centre measures for design and construction.
32. The reduction of extraneous through traffic from the city centre place an additional pressure on the inner ring road (IRR), but this is a more appropriate route for this type of traffic. In view of this, it is likely that the city centre changes may require some modest reconfiguration of the existing Inner Ring Road (IRR) junctions to reflect new flow patterns. If required, changes to the junctions would only be carried out once the scheme is in operation and the new traffic patterns have become established.
33. The strategic modelling has considered scenarios that represent the latest programme for city centre measures including by 2017:
 - Bus only on All Saints Green
 - John Lewis car park right turn in and out
 - Golden Ball Street and Farmers Avenue two-way
 - Amended access arrangements to Castle Mall car park on Farmers Avenue
 - Removal of general traffic from Red Lion Street
 - Full pedestrianisation of Westlegate

34. Although not part of the currently proposed scheme, other city centre measures by 2032 include proposals for:
- Rose Lane to be made two way
 - Bus, taxi and cycle only on Prince of Wales Road (except eastern section)
 - Bus, taxi and cycle only on Agricultural Hall Plain
 - Removal of extraneous through traffic from Tombland, with car park and local access retained
35. For individual links on the highway network around the IRR none of the predicted directional flows appear to exceed the theoretical capacity. The issue that may require further investigation is the operation of the junctions. Some of these could benefit from reconfiguring to better reflect the flows patterns brought about by the city centre measures.
36. Following discussions with the bus operators, the section of All Saints Green from Surrey Street to Westlegate (by John Lewis) is not required for bus movements on a regular basis, and the proposed scheme involves pedestrianising this section of All Saints Green. Therefore to enable egress from the John Lewis car park to the south, the scheme involves allowing right turning movements out of the car park onto Ber Street. It is also proposed to allow right turns into this car park.
37. The consequence of the proposed changes to the John Lewis car park is that flows on Ber Street, particularly southbound, may increase. The strategic modelling does indicate increases on Ber Street of about 10% (over a 24 hour period). However, in the absence of data on the car park usage, including the origins of users, at certain hours of the day traffic flow increases could be higher.
38. Increases in traffic flow on Ber Street could have an impact upon its junction with Bracondale and on Finkelgate at its junction with Queens Road. In view of this, as part of the scheme it is proposed to reduce the size of the splitter island on Finkelgate so that there is space for separate left and right turns into Queens Road.
39. Although not proposed as part of the scheme, after the scheme is implemented it may be necessary to carry out other minor changes to address existing highway network issues in this area that affect capacity at Finkelgate. Any further changes would be subject to consultation and reporting back to NHAC. These changes could include:
- Removal of a pinchpoint on Finkelgate, due to on street parking, which at times makes it effectively only one lane for both directions. This could involve relocating the parking onto Ber Street but it is likely that the zebra crossing between the Finkelgate and Bracondale junctions would need to be modified to reduce the length of controlled zone, or changed to a simple crossing point, in order to provide the relocated parking here.
 - Provide a build out of the kerb to prevent the straight ahead movement from City Road to Ber Street, while still allowing the right turn from Bracondale into Ber Street.

40. Depending upon further work and the implementation of the remainder of the city centre measures, scope will still remain for further improvements in the Finkelgate area, such as the introduction of additional signal control at the Finkelgate/Queens Road junction. It is recognised that, at present, the adjacent signalised pedestrian crossings benefit the existing priority junctions by breaking up the flow of traffic to enable gaps for vehicle to emerge from the side roads. Such additional signal control may never be required, but scope exists to provide it if it proves necessary.
41. Appendix 2 of this report contains both existing and forecast traffic flows.

Accident reduction

42. One of the objectives of the project is to improve conditions for pedestrians by removing traffic on the main pedestrian routes and reduce the number of casualties in road traffic accidents. It is envisaged that the pedestrianisation of Westlegate and the adjacent roads as proposed, and the implementation of the 20 mph zones, will result in a reduction in the number and severity of accidents as most traffic is removed from the main shopping thoroughfare.

Public Consultation

43. As previously discussed, extensive public consultation was carried out for the NATS IP (TfN) in autumn 2009 which resulted in adoption of the proposals in 2010. Consultation for the St Stephens Area Masterplan took place in 2009. A large number of respondents agreed that change in the area was needed, and a significant majority tended to or strongly agreed to the vision statements and the concepts for the character areas.
44. It is proposed that a 4-week public consultation will be carried out on the proposed scheme; this is in excess of the statutory consultation period required for the Traffic Regulation Orders. The consultation would involve a public exhibition, to be manned at various times in order for the public to meet officers from the project team and to discuss issues with them. It is planned that information detailing the proposals will be available on both the Norfolk County Council and Norwich City Council websites.
45. The consultation feedback and any objections to the traffic order proposals will be reported to a future NHAC meeting for consideration on how to proceed with the scheme. The outcome of the consultation will be available on the websites.
46. The precise details of the consultation and exhibition will be advertised within the local press and radio.

Timescales

47. If approval to consult on the scheme is given, it is proposed to consult in June/July 2015. It is planned that the consultation would comprise of a public exhibition and information would be available online. The results of the consultation would be reported back to NHAC, nominally to the 17 September 2015 meeting depending on the extent and nature of the feedback received.

48. Providing the scheme is approved, construction could start as early as January 2016, and be completed within 2016, prior to the Christmas moratorium on works within the highway in the city centre.

Stakeholder views

49. Meetings have already been held with some stakeholders on the scheme proposals, in particular the bus companies and the operators of the affected car parks, to discuss access issues. These stakeholders support the proposals and the aims of the scheme. The detailed proposals relating to the affected car parks will be developed and finalised as part of the detailed design phase, in discussion with the car park operators.
50. Other stakeholders, including the major businesses in the area, will be fully engaged during the consultation to make sure their views are taken into account as the scheme details are developed.

Conclusions

51. The project is rooted in strategy documents that have been adopted by Norwich City and Norfolk County Councils and the proposals will provide a range of benefits. The principle of closing Westgate to general traffic has support from a majority of the public and stakeholder organisations and the project team are confident that all major issues of feasibility can be satisfactorily resolved.
52. The proposals as presented would provide the next phase of improvements in the city centre that would improve the environment of the city within the core retail area. A public consultation will help us to identify any residual issues that need to be addressed.
53. If NHAC approves the required Traffic Regulation Orders, construction of this next stage in delivering transport improvements in the city centre for buses, pedestrians and cyclists could begin in early 2016, and be completed within that year.

Resource Implications

54. 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.
55. Staff: The project will be delivered through joint team working involving both County Council and City Council officers.
56. Property: The proposals can be provided within the existing highway boundary.
57. IT: None.

Other implications

58. Legal Implications: None.

59. Human Rights: None.

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

61. Communications: None.

Section 17 - Crime and Disorder Act

62. 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

63. 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.

64. A risk register is being maintained as part of the technical design and construction delivery processes.



Figure 1: Current highway network following implementation of Chapel Field North and St Stephens Street projects in 2014



Figure 2: Changes to highway network following implementation of proposed Golden Ball Street project

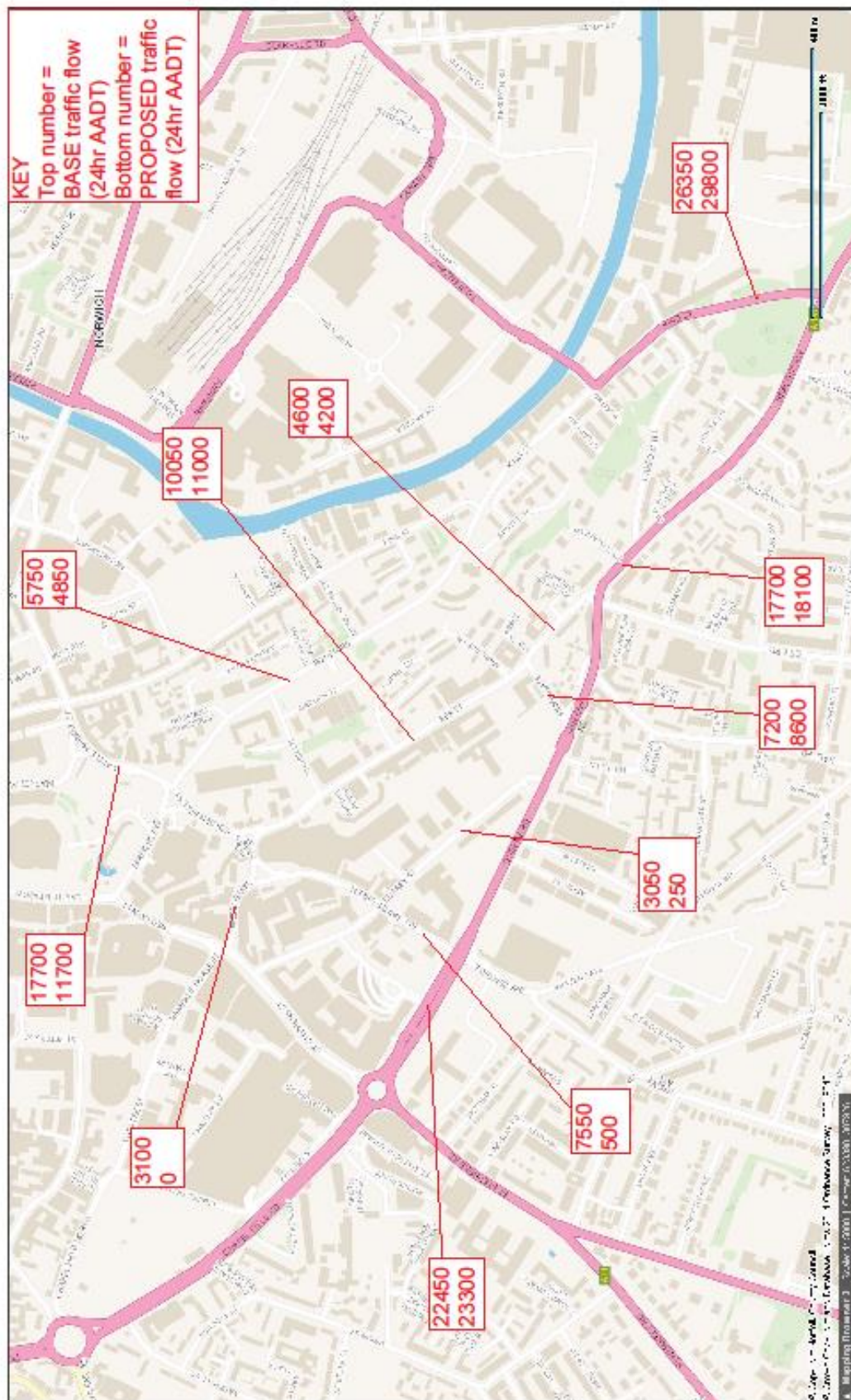


Figure 3: Existing and forecast traffic flows of proposed Golden Ball Street project (shown as 24-hour Annual Average Daily Traffic)

Report to Norwich highways agency committee
4 June 2015
Report of Head of city development services
Subject Major road works – regular monitoring

Item

7

Purpose

This report advises and updates members of current and planned future roadworks in Norwich.

Recommendation

To note the report.

Corporate and service priorities

The report helps to achieve the corporate priorities of a strong and prosperous city and the service plan priority to coordinate programmes to achieve best value.

Financial implications

There are no direct financial consequences from this report

Ward/s: All wards

Cabinet member: Cllr Bert Bremner – Environment development and transport

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Background documents

None

Report

Background

1. Roadworks are a source of frustration and inconvenience to road users but they are an essential operation and need to be managed carefully to minimise their impact on the travelling public.
2. There are two main originators of roadworks: The Highway Authority and public utility companies. Norfolk County Council has a responsibility to improve and maintain the highway, while the public utility companies have a responsibility to provide and maintain their infrastructure, the vast majority of which is located under the highway. From time to time developers are also required to work in the highway, carrying out improvements to facilitate access to their developments.
3. The table attached as appendix 1 sets out the current works that have been completed since your last meeting, are currently in progress or are planned for the future on the A, B and C class roads within the city. More detailed roadworks information is provided online via the electronic local government information network at <http://norfolk.elgin.gov.uk>
4. The more significant works are highlighted below.

Push the Pedalways programme

5. The design work for the majority of the schemes has been completed and work has commenced on constructing the major schemes. The first scheduled project on Magdalen Street (a contra-flow cycling scheme), commenced on 26 January 2015 and was completed on 6 May 2015.
6. The major project for works on Tombland and Palace Street commenced on 18 May 2015 and is scheduled to last for 25 weeks.
7. The major project for works on The Avenues and its junctions with Bluebell Road and Colman Road is due to commence 1 June 2015, and will now incorporate other essential highways maintenance projects to gullies within its work site to minimise disruption
8. Works to upgrade the intersection of Park Lane, Unthank Road and Essex Street are currently scheduled to commence mid to late August 2015. Whilst traffic flow will be maintained wherever possible, some closures will be necessary to facilitate works, and will be scheduled to minimise traffic disruption

Resurfacing and surface dressing

9. The 15/16 surface dressing program on the main road network will start shortly and continue throughout the summer. Major roads earmarked for work this year include Aylsham Road, Mile Cross Road, Bowthorpe Road, King Street, Rouen Road and Bluebell Road. Given the weather dependent nature of these works, the relatively short durations and the need to co-ordinate the contractors availability across the county it is not possible to give firm dates of when these works will take place. Advance warning signs will be erected on site giving drivers notice of the works.

10. Additionally there are 3 major surfacing schemes in the city this summer; the junctions at Magdalen Road / Sprowston Road and Heartsease Lane / Salhouse Road and the city end of Thorpe Road.

National Grid upgrades

9. National Grid Gas main upgrades within the city centre have largely been completed, with one large project to upgrade the gas main in Westlegate, All Saints Green and Red Lion Street awaiting scheduling. Officers are in discussion with NGG to see if these works can be delayed until the Golden Ball Street project (which is subject to a separate report on this agenda) is on site to minimise disruption in the city centre.

Works in progress

Location	Lead Authority	Type of scheme	Traffic management	Due for completion	Remarks
Tombland & Palace Street	Norwich City Council (PtP)	Cycling Scheme	Closure of Palace Street and traffic management via signals in Tombland. Access to all businesses will be maintained	Early November 2015	Works will be temporarily halted for Lord Mayors celebrations with Palace Street opened for access for parade vehicles only (4 th & 5 th July)
The Avenues (commences 1 June 2015)	Norwich City Council (PtP)	Cycling Scheme	Closure of The Avenues between Colman Road and Bluebell with access maintained for residents and allotment users	Early September 2015	Works have been scheduled to incorporate essential highways maintenance and allow for works to upgrade non-highways surfaces within the UEA site

Works completed since last report

Location	Lead Authority	Type of scheme	Traffic management	Due for completion	Remarks
Magdalen Street	Norwich City Council (PtP)	Cycling Scheme	Closure of Magdalen Street with access to all businesses maintained	Mid-to-late April	

Planned future works

Location	Lead Authority	Type of scheme	Traffic management	Anticipated dates	Remarks
Park Lane / Unthank Road	City	Push the Pedalway	To be determined	August 2015	
Magdalen Road / Sprowston Road	City	Resurfacing	Road closure	30 -31 July 2015	
Heartsease Lane / Salhouse Road	City	Resurfacing	To be determined	24 – 28 August 2015	

Location	Lead Authority	Type of scheme	Traffic management	Anticipated dates	Remarks
Thorpe Road	City	Resurfacing	To be determined	1-3 September 2015	