



NORWICH HIGHWAYS AGENCY COMMITTEE

Date: **Thursday 12 June 2014**
Time: **10am**
Venue: **Mancroft room, City Hall**

COMMITTEE MEMBERS:

County Councillors:

Bremner (V)
Shaw (V)
Adams
Hebborn
Sands (M)

(V) – voting
member

City Councillors:

Stonard (V)(vice chair)
Harris (V)
Carlo
Gayton
Grahame

FOR FURTHER INFORMATION PLEASE CONTACT -

Committee officer: Jackie Rodger

Tel. No: 01603 212033

E-mail: jackierodger@norwich.gov.uk

Democratic services
City Hall
Norwich
NR2 1NH

AGENDA

Page No.

1. Apologies

2. Petitions

To receive petitions from the public (notice to be given to the committee officer by 10am on the day before the meeting).

3. Public questions

To receive questions from the public (notice to be given to the committee officer by 10am on Monday 9 June 2014).

4. Declarations of interest

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

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|------------|--|-----------|
| 5. | Minutes | 5 |
| | To agree the accuracy of the minutes of the meeting held on 20 March 2014. | |
| 6. | Push the pedalways: Tombland and Palace Street
(Report of the head of city development services, Norwich City Council) | 13 |
| | Purpose - To seek approval to consult on proposal for the enhancement of facilities for cycling and walking in Tombland and Palace Street as part of the Push the Pedalways programme. | |
| 7. | End of life signalled crossings – Options for 3 sites
(Report of the head of city development services, Norwich City Council) | 25 |
| | Purpose - To seek approval to consult on proposals to replace end of life signalled crossings on Earlham Green Lane, Bowthorpe Road and Ber Street. | |
| 8. | Experimental late night road closure of Cathedral Street, St Faiths Lane and Recorder Road between 11.pm and 6am. on Fridays and Saturdays
(Report of the head of city development services, Norwich City Council) | 33 |
| | Purpose - This report seeks approval to introduce an experimental traffic regulation order which would close St Faiths Road, Cathedral Street and Recorder Road to motor vehicles not visiting an address on these roads between 11pm. and 6am on Friday and Saturdays. | |
| 9. | Camera enforcement of bus lanes – Chapel Field and St Stephens Street Scheme
(Report of the head of city development services, Norwich City Council) | 37 |
| | Purpose - To note that work on the implementation of camera enforcement of bus lanes and bus priority measures is ongoing, and to agree their use in the forthcoming scheme to implement bus priority measures as part of the St Stephens/Chapel Field scheme. | |
| 10. | Major road works – regular monitoring
(Report of the head of city development services, Norwich City Council) | 41 |
| | Purpose - This report advises and updates members of current and planned future roadworks in Norwich. | |

4 June 2014

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MINUTES

NORWICH HIGHWAYS AGENCY COMMITTEE

10am to 10.55am

20 March 2014

Present:

County Councillors:

Adams (chair) (V)
Harrison (V)
Bremner
Hebborn
Spratt (substitute for
Councillor Shaw)

*(V) voting member

City Councillors:

Stonard (vice chair) (V)
Harris (V)
Carlo
Gayton
Grahame

Apologies:

County Councillor Shaw

1. PUBLIC QUESTIONS

Question 1 – Brazengate ‘bus gate’

Mr Nigel Harvey (R T Harvey Ltd, Butchers, Grove Road) asked the following question:

“Please can you explain why the police have been asked to enforce the restrictions on through traffic using Brazengate 'bus gate'. As a business owner on Grove Road since 1985 I have seen no logical reason for the continuance of this system. If enforced it has and will continue to drive traffic down either down the already congested St Stephens or more importantly along Hall Road (a narrower road with parked cars both sides - queuing from the Hewitt School is a regular occurrence) all the way to the dangerous emergence of traffic at an uncontrolled junction on a blind bend at Bracondale. There have been several accidents and countless near misses here leading to what will inevitably be a potentially fatal collision.

Having monitored the limited number of buses and passengers that use the Brazen Gate during the restrictive times, this practice just does not make sense; combined with the fact that a large volume of traffic is allowed from Sainsbury car park without restriction.”

The transportation and network manager (Norwich City Council) responded on behalf of the committee:

"Back in the mid-1990s when the park and ride was first introduced at the Livestock Market (now B&Q) a bus gate was introduced in the morning peak time between Grove Road and Brazengate, along with the controlled parking zone in the area. This was to encourage car drivers to use the park and ride (P&R) and give the P&R buses a time advantage over general traffic, making it more attractive. To this day the Harford P&R bus uses this route. The bus gate also has the advantage of stopping rat running traffic through the Cecil Road / Grove Avenue / Trafford Road area and past the Hewett School which was the subject of much complaint at the time.

The city council regularly receives complaints about the lack of enforcement of the bus gate restriction from members of the public and always passes these on to Norfolk Constabulary who is responsible for carrying out enforcement. Due to pressures on police resources they are only able to enforce the restriction sporadically. Consideration has been given to looking at alternative methods of enforcement, such as camera enforcement, but to date no conclusions have been reached.

Removing the bus gate would suck significant amounts of traffic through the residential area and would be a retrograde step in delivering the Norwich Area Transportation Strategy which looks to promote and encourage bus usage. Revoking the traffic regulation order that backs the restriction would involve the same process that we have to go through to secure a TRO; we would need to carry out a statutory consultation and this committee would need to consider the results of that consultation before making a final decision. I am confident that while undoubtedly some people would like the restriction removed, there would be a significant number of objections from residents who do not want to see the return of the rat-running traffic.

I also need to remind members that there is no budget available for such a consultation. Should members be minded to reconsider the future of the Brazengate Bus Gate then a bid for funding will need to be considered at your November meeting when the work programme for 15-16 is agreed."

Mr Harrison, pointed out that the removal of the gate would divert traffic to pass through Grove Road rather "rat running" than through Hall Road and City Road and asked by way of a supplementary question, asked how many buses used the bus lane and whether the alternative routes had been monitored. The transportation and network manager said that there was a road hierarchy and Grove Road was a residential road whilst City Road and Hall Road were both C roads and would be expected to have more traffic. She said that the bus route was used by Park and ride buses and that there would need to be a survey to provide the detail of the traffic use.

Question 2 – Traffic calming in Recorder Road

(Councillor Stonard, vice-chair, declared an other interest in this question in that he was resident in the area.)

Mrs Ann Boden, Recorder Road, asked the following question:

"Why can we not have a slow speed traffic sign on Recorder Road? Recorder Road is nearly all retirement complexes with a lot of elderly residents. There is lots of traffic that use Recorder Road as there is a car park. Also there are taxis all day and night long. The traffic comes speeding round the corner and some of the elderly residents are using walking frames, etc. to cross the road. There will be an accident one of these days as motorists don't slow down when coming round the corner.

All we want is a slow speed sign. I was in touch by e-mail to the highways department last year and they told me it was a minor back street. That might be so, but there is a lot of traffic and elderly residents."

The transportation and network manager responded on behalf of the committee:

"As the committee is aware the Department for Transport has awarded the city Cycle City Ambition funding to implement the pink pedalway. One of the 22 projects is to ensure that all residential roads within the vicinity of the route are subject to a 20mph speed restriction. This covers all streets within the inner ring road, including Recorder Road.

Full details of the 20mph proposals will be brought to this committee later this summer, with public consultation expected to take place in the early autumn and implementation in 2015.

As a 20mph speed limit is already planned for Recorder Road, installing any additional signage in the area cannot be justified at the current time."

Mrs Boden explained that she was concerned that someone would be killed on the road.

At the chair's discretion, the vice-chair said that the city council had just announced a twelve-point action plan to improve the night-time economy zone which included a proposal to close the side streets off Prince of Wales Road on Saturday nights to Sunday morning. There would still be access to residents but it would mean that through traffic, rat-running and taxis did not have access. He also pointed out that the plan was to remove through traffic from Prince of Wales Road in 2017 and to make Rose Lane two-way. This would remove some of the traffic from the area which was causing a problem to local residents and he hoped that this gave Mrs Boden some reassurance.

Question 3 – Road maintenance in Mile Cross

Mr Richard Edwards, Mile Cross resident, asked the following question:

“Half Mile Road in Mile Cross estate faces a number of problems, including being used as a rat run between Aylsham Road and Mile Cross Road; cars speeding between junctions; and also potholes – some as much as three feet long.

Can the committee do something positive about these issues – such as re-surfacing, and carrying out carefully considered traffic-calming measures?”

The transportation and network manager responded on behalf of the committee:

"The potholes have occurred where the previous surface dressing has been stripped off. As such, while some of these are long, they are shallow defects that do not require urgent attention. Tar and chip patching has been ordered and will be carried out in May or June.

Currently, the budget for resurfacing C and U roads is extremely limited and there are no plans to resurface this road; locations where surface dressing is not appropriate such as roundabouts are the focus of the resurfacing programme. We will look at the road with a view for including it on a future surface dressing programme.

With regard to traffic calming, due to pressures on budgets traffic calming or speed limit reduction can only be considered if there is a proven accident problem involving speed or it is part of a wider project, such as the pink pedalway I mentioned earlier. The accident record shows that in the last 5 years there has been no injury accidents reported along Half Mile Road. Therefore as things stand there is no mechanism for justifying traffic calming features on Half Mile Road at the current time.”

Mr Edwards asked that officers ensured that the repair to the pot-holes reached the edges where the damage started. The transportation and network manager said that she would pass on his concerns to the highways engineers.

Question 4

Councillor Little, Town Close Ward, asked the following question:

“Norwich City Council last gave full consideration to the issue of verge parking in September 2006, at which time traffic regulation orders (TROs) and verge reconstruction were recommended in selected areas. Many of the same problems highlighted in that report still persist (eg unsightly and costly damage, safety risks). Since that time other issues have emerged such as illegal car sales from verges. There is also increased awareness of sustainable urban drainage and the problems associated with replacing grass and planted areas with hard-standing. Will the council look into ways to protect and maintain verges in light of current circumstances and best practice, including consulting with and involving residents, and issue an updated report and recommendations?”

The transportation and network manager responded on behalf of the committee:

“As Councillor Little says, the city council, through its executive committee, considered a report in September 2006 looking at all the issues around verge parking. That report concluded that in some areas the use of traffic regulation orders and careful positioning of street furniture could address the verge parking issues. However, in the majority of areas where there were no alternative parking provision available for residents then the only feasible way to address the problem was to reconstruct the verge and provide parking bays. The executive recognised that this would involve significant costs, (in the order of several million pounds), and that it would be unrealistic to expect the highways budget would fund them. They agreed to consider funding verge reconstruction and parking bays as part of the city’s council capital plan.

In May 2007 this committee endorsed the executive’s report and allocated funding for the traffic regulation orders and physical measures to prevent verge parking in certain areas. Following consultation these were installed in 2008.

Since that time the financial pressure on both the city and county council’s budgets have deepened significantly and it has not been possible to embark on a programme of verge reconstruction. These pressures remain and it is extremely unlikely that either the city council through the capital programme or the highways agency committee will be in a position to afford widespread verge protection measures for the foreseeable future.

Carrying out any sort of public consultation without funding in place cannot be justified.

On a more positive note the issue of cars for sale on the verges is under active consideration by the parking enforcement team and it is hoped that this can be progressed in the coming months.”

Councillor Little said that he welcomed the enforcement to prevent businesses operating car sales from grass verges. He asked whether it was possible for a voluntary group to restore the grass verges. The transportation and networks manager said that she would provide a written response to this supplementary question.

2. DECLARATIONS OF INTEREST

There were no further declarations of interest.

3. MINUTES

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

4. PUSH THE PUSH THE PEDALWAYS - MAGDALEN STREET AND COWGATE CYCLE CONTRA-FLOW

During discussion the transportation and network manager referred to the report and answered questions. A member expressed concern about the loss of the signalled crossing on Magdalen Street by Magdalen Close and asked whether there had been any comments from people with visual impairments as the headquarters of the Norfolk and Norwich Association for the Blind was in the vicinity. It was noted that this crossing was used as a formal signalled crossing point by very few people, with the pedestrian phase being called just 24 times in 24 hours whereas the crossing in Tombland was called 72 times in 1 hour. Members were also advised that the low level signals at the junction were beneficial to cyclists as they are in their direct sight line. The technology was also being considered at the Colman Road and the Avenues. Magdalen Road was part of the Blue pedalway and therefore the proposals were compatible with the scheme.

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

- (1) approve in principle the proposals to introduce contra flow cycling on Magdalen Street between Edward Street and Bull Close Road and on Cowgate between Magdalen Street and Peacock Street and asks that public consultation is carried out on these proposals
- (2) ask the head of city development services to progress statutory procedures associated with advertising legal orders and notices that are necessary for implementation of the scheme as shown on Drawings 301739 CA11 PE4080 PRE-02a & 03a – and plan PL/TR/4142/224.2 & 3, which will have the effect of:
 - (a) banning the right turn from Magdalen Street into Bull Close Road
 - (b) introducing a mandatory southbound cycle lane on Magdalen Street between Bull Close Road and Edward Street and an advisory westbound cycle lane on Cowgate between Peacock Street and Magdalen Street
 - (c) Amend the position of the parking and loading bays on Magdalen Street to and the disabled bay on Cowgate
 - (d) Remove the signalled crossing on Magdalen Street by Magdalen Close.

5. CONTROLLED PARKING ZONES: MISCELLANEOUS WAITING RESTRICTIONS/AMENDMENTS/REPRESENTATION RECEIVED

The transportation and networks manager presented the report and referred to the supplementary report circulated at the meeting which contained further objections received. Photographs and plans were displayed. It was proposed to withdraw the proposals for Corton Road to allow for the highways engineers to work on a solution for the footway in the light of the comments from members of the public. Members were advised that the officer response on page 23 to representations received on

representations received for Gaol Hill should be amended to state that “The loading bay is currently unenforceable due to, etc”.

During discussion the parking manager (operations), Norwich City Council, answered questions on enforcement of loading bays in Gaol Hill and St Peters Street. Members considered that it was important to market traders that members of the public could use the loading bays but that the time of use should not be extended beyond 15 minutes or the bays would become short stay parking bays and fewer people could use them.

Councillor Hebborn suggested that use of the parking bay in Waterloo Road be reduced from 2 hours to 30 minutes maximum use. He suggested that the local shops would benefit from having more shoppers using the bay and a shorter period would deter other users.

RESOLVED unanimously, with all 4 voting members voting in favour, to delete Corton Road from the recommendation and to reduce the waiting time in Waterloo Road from 2 hours to 30 minutes and therefore to authorise the head of city development services to arrange for the necessary statutory procedures to implement waiting restrictions as advertised previously as detailed below and in appendix 1 and to make the corrections to traffic regulation order descriptions as detailed in appendix 2.

Location		Plan number
1.	Duke Street	PL/TR/3329/737-2
2.	Gaol Hill	PL/TR/3329/737-9
3.	Magdalen Close	PL/TR/3329/737-7
4.	Magdalen Street	PL/TR/3329/737-8
5.	Riverside (adj riverside path)	PL/TR/3329/737-10
6.	Saunders Court	PL/TR/3329/737-3
7.	Thorpe Road	PL/TR/3329/737-4
8.	Waterloo Road	PL/TR/3329/737-5 as amended.
9.	Wessex Street	PL/TR/3329/737-6

6. MAJOR ROAD WORKS – REGULAR MONITORING

The transportation and network manager reported that, following the high court ruling, the Grapes Hill bus lane, St Stephens Street and Chapel Field North scheme could now progress.

RESOLVED to note the report.

7. COMMITTEE SCHEDULE OF MEETINGS FOR 2014-15

RESOLVED to approve the following schedule of meetings for the civic year 2014-15, all meetings to be at 10am and held at City Hall:-

12 June 2014
24 July 2014
25 September 2014
27 November 2014
22 January 2015
19 March 2015

CHAIR

Report to Norwich highways agency committee

Item

12 June 2014

Report of Head of city development services

6

Subject Push the Pedalways – Tombland & Palace Street

Purpose

To seek approval to consult on proposals for the enhancement of facilities for cycling and walking in Tombland and Palace Street as part of the Push the Pedalways programme.

Recommendations

That the committee:

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

- (b) Introduce a no waiting no loading restriction on Tombland and Palace Street between Princes Street and St Martin at Palace Plain
- (c) Introduce a loading bay on Tombland outside the Samson and Hercules House
- (d) Amend the loading bay outside the Maids Head Hotel
- (e) Shorten the coach bay on Palace Street by St Martin at Palace Plain
- (f) Amend the position of the bus stops on the western side of Tombland.
- (g) Allow contra flow cycling on the one way sections of the Tombland Triangle

Financial consequences

The preliminary budget estimate for the scheme is £800,000. This funding is from the Push the Pedalways budget. The design progress has revealed opportunities for creating a better quality cycle route and public realm than was appreciated when the Cycle City Ambition Grant application was written. The project will therefore require more funds than originally budgeted for this project. Savings will be made elsewhere in the programme.

Corporate objective / Service plan priority

The scheme helps to meet the corporate priority 'A safe and clean city' and 'A city of character and culture' and the service plan priority to implement the Local Transport Plan.

Wards: Thorpe Hamlet

Cabinet member: Cllr Stonard – Environment, development and transport

Contact Officers

Bruce Bentley Principal transportation planner
t: 01603 212224 e: brucebentley@norwich.gov.uk

Joanne Deverick Transportation & network manager
t: 01603 212461 e: joannedeverick@norwich.gov.uk

Ben Webster Design, conservation & landscape manager
t: 01603 212518 e: benwebster@norwich.gov.uk

Background documents

Traffic counts and traffic modelling data

Drawings 301739CA-13-PE4082-PRE-004B and PRE-005A –
Will be made available on line and tabled at the meeting

Background

1. Members will be aware that the city council has received £3.7M of cycle city ambition grant funding from the Department for Transport to fund the Push the Pedalways programme of cycling infrastructure improvements. These are concentrated on the pink pedalway between the 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.
2. The programme consists of 22 individual projects and this report is about project 13 - Tombland and Palace Street which is the link in the pink pedalway that runs between Princes Street and St Martin at Palace Plain. A location plan is attached as appendix 1
3. Tombland is one of the most strategically and historically important places in the city. It was the Anglo-Scandinavian market place; it attracts visitors who appreciate its fine array of listed buildings and access to the cathedral; and vehicular access to the residents, businesses and institutions in The Close is gained via Tombland. Most buses heading to the north of the city travel via Tombland towards Magdalen Street. It also provides access to city centre car parks and it is the direct route for many to the city's law courts. In the longer term the Norwich Area Transportation Strategy Implementation Plan (NATS IP) seeks to reduce the amount of through traffic in the area but for the time being existing traffic levels have to be catered for.
4. Fulfilling the main objective of the Push the Pedalways programme to provide high quality cycling facilities cannot be achieved at the expense of other considerations in the area.

The issues

5. Pedalways - As well as being part of the pink pedalway, Tombland also forms part of two other pedalways. The green pedalway (Bowthorpe – Broadland Business Park) crosses Tombland between Princes Street and St Faiths Lane and the red pedalway (national cycle network route one) links Princes Street and Upper King Street. This makes the Tombland - Princes Street junction one of the most critical on the cycle network.
6. Cyclists – Surveys show that on an average day between 7am and 7pm the following number of cyclists used the area

Tombland north bound	374
Tombland south bound	352
Palace Street northeast bound	85
Palace Street southwest bound	129
Wensum Street north bound	306
Wensum Street south bound	240

7. This clearly demonstrates that currently the most popular route for cyclists is not the pink pedalway, but the north south route through Wensum Street and Tombland. However with the improvements planned for the eastern section of the pink pedalway through Mousehold Heath and Heartsease to areas of housing development in Broadland it is expected that the numbers using Palace Street will increase significantly.
8. Areas that are especially difficult for cyclists to negotiate are:
- The roundabout, where northbound cyclists are often prevented from positioning themselves on the right hand side of the approach lane for the turn into Palace Street by vehicles;
 - The right turns from Tombland into Princes Street and from Palace Street into St Martin at Palace Plain where cyclists have to wait in the middle of the carriageway between two streams of traffic before they can turn;
 - On Palace Street where the current width tempts motorists to dangerously overtake cyclists at the same time as vehicles are approaching in the opposing lane; and
 - The need to ride along Tombland rather than straight across when cycling between the Ethelbert Gate / St Faiths Lane and Princes Street or from Queen Street towards Ethelbert Gate / St Faiths Lane due to the one way system around the disused toilet.
9. Traffic – Surveys show that on an average day between 7am and 7pm the following numbers of vehicles are driven through the area

	Motor cycles	Cars, taxis & small vans	Goods vehicles	Buses & Coaches
Tombland North bound	87	4823	51	483
Tombland South bound	53	6027	95	503
Palace Street north east bound	33	2609	24	21
Palace Street south west bound	46	5317	77	48
Wensum Street north bound	98	7389	98	500
Wensum Street south bound	9	1106	18	455

10. Road Safety – The accident data for the area shows that there have been 14 recorded injury accidents in the area covered by this project in the 5 years ending 30 April 2014; 13 slight and 1 serious. 6 accidents involved cyclists and 4 involved pedestrians. At the roundabout there were 6 accidents in total, 5 of which involved cyclists. The other accident involving

a cyclist was on Palace Street where the cyclist was struck by an overtaking car.

11. Vehicle speeds – The speed limit is currently 30mph, but traffic should not be travelling at more than 20mph in a busy city centre location and Tombland and Palace Street will be covered by the 20mph limit that will be introduced across the whole city centre as part of another Push the Pedalways project. Some of the features within the scheme will act as additional traffic calming to ensure that this is achieved.
12. Aesthetics – There are several features of the northern part of Tombland that detract from the aesthetic quality and historic character of the space:
 - The signalled crossing on Tombland next to the Erpingham Gate and the Edith Cavell statue;
 - The guard railing and white zig zags associated with the crossing;
 - The roundabout and splitter islands on the approach to the roundabouts;
 - The dominance of asphalt carriageway.
13. Parking and loading – Currently no parking is allowed on the main carriageway in Tombland, although loading can take place outside of peak hours. Several properties on the western side do not have access to any off street loading facilities. Daytime pay and display bays and taxi ranks are provided in the area known locally as the Tombland triangle in front of the Ethelbert Gate. Evening and Sunday parking is available on Palace Street
14. Footpaths and pedestrian crossings – On the eastern side of Tombland the footpath in front of The Edith Cavell pub and the row of shops is just 1.5m wide in places which cannot adequately cater for the footfall along this street. The amount of space in front of the Erpingham Gate and Maids Head Hotel is also less than is required for people to linger and socialise in the space while others walk past them. There are no adequate crossing facilities at the junction with Palace Street or Wensum Street near the roundabout.
15. Erpingham Gate - The central island in Tombland prevents large delivery vehicles turning into the Erpingham Gate. These vehicles often then use the narrower Ethelbert Gate and cause damage to the scheduled ancient monument.

Design considerations

16. Taking account of the issues detailed above the principles underpinning the redesign of Tombland and Palace Street are
 - Provide high quality cycling facilities for the pink pedalway route, reducing the potential for cycle / vehicle conflict, at the same time

ensuring that the needs of cyclists travelling in other directions are not compromised and improved where possible

- Improve the pedestrian environment by providing wider footways, retaining a signalled crossing facility and providing “courtesy crossings” near the Maids Head Hotel
- Reduce vehicle speeds
- Improve access to Erpingham Gate
- Enhance the public realm
- Ensure adequate loading facilities for are provided for local businesses

17. A multi-disciplinary team of officers including a traffic engineer, a road safety engineer, a cycling officer, transport planners, a landscape architect, the manager of the building conservation team and highway engineers have worked closely together to design the optimum solution for the area. Several options for different elements of the scheme have been considered and the proposed design is the one that the design team concluded best resolved the design issues listed above.

18. The proposed designs are shown on the plans attached as appendix 2, Tombland and appendix 3 Palace Street.

The proposals

19. Tombland / Palace Street / Wensum Street junction – The existing roundabout, approach lanes and traffic island occupy a significant amount of space and the accident record shows that it is the source of conflict between cyclists and motorists. Therefore it is proposed to replace the roundabout with a priority junction, with Tombland / Wensum Street being the main route and Palace Street being the side road.

20. Currently overall vehicle flows indicate that Tombland / Palace Street is the more heavily trafficked route. However Tombland / Wensum Street is the main route for both buses and cycles and therefore in terms of promoting sustainable transport it makes sense to assign the priority to that route. The majority of traffic turning out of Palace Street will turn left into Tombland while the majority turning into Palace Street will be turning right from Tombland. The relatively low flows entering Tombland from Wensum Street means that these right turners are unlikely to have to wait very long, if at all, for a gap in the traffic to turn and therefore there is no need for a right turn filter lane.

21. The removal of the roundabout also means that the traffic island opposite the Erpingham Gate can be removed, making access through the gate for large vehicles possible and reducing or eliminating the damage currently being caused to the Ethelbert Gate by these vehicles.

22. Looking forward to a time when the traffic levels in the area have been reduced through the NATS IP, a roundabout at this junction would be

completely unnecessary so removing it now is compatible with the longer term aspirations for reducing traffic and improving public realm quality.

23. Cycling provision – The carriageway width in Tombland between Princes Street and Palace Street will be reduced from approximately 10m to 6m, which is sufficient for two buses to pass. Combining this with the removal of the roundabout will allow significant amounts of carriageway space to be reallocated for pedestrians and cyclists. It is proposed to provide a 3m wide two way cycle track on the eastern side of Tombland between Princes Street and Palace Street which avoids the need for cyclists to have any contact with vehicles when riding along Tombland or Palace Street. Protection for vehicles is the feature that people who lack confidence on a bike most value. The cycle track will be clearly distinguished from the pedestrian space through different surface materials and / or a level difference. The 2 way cycle track will then continue into Palace Street, running from the Tombland junction to the St Martin at Palace Plain junction along the southern side of the street. On Palace Street this will be achieved by narrowing the carriageway to 5m and the footpath to 1.5m. Due to the limited overall width of the highway along Palace Street the best width that can be provided for the cycle route ranges from 2.2m to 2.8m. The two way cycle track will terminate at the junction where cyclists on the pink pedalway will then join the carriageway to cycle along the lightly trafficked St Martin at Palace Plain / Bishopgate. A raised cycleway featuring permeable paving will be constructed behind a 1.8m wide footway.
24. The “Tombland triangle” currently operates under a one way system with vehicles entering the triangle from Tombland via the northern arm and exiting via the southern arm. To assist cyclists on the green pedalway it is proposed to allow contra-flow cycling on both arms.
25. Toucan Crossing – The existing signalled crossing opposite the Edith Cavell statue is well used, with the crossing being called around 700 times in a typical day. However, looking at the pattern of the pedestrians crossing here there is no obvious need for the crossing to be located in this exact spot; a location anywhere from Princes Street to Erpingham Gate would cater for the need.
26. It is therefore proposed to remove the existing signalled crossing and provide a toucan crossing immediately adjacent to the Princes Street junction. As well as serving the pedestrian crossing demand it would also allow cyclists to cross safely from Princes Street to the 2 way cycle track provided as part of the pink pedalway and to the “Tombland triangle” for cyclists on the green pedalway. It will also help southbound cyclists on the red pedalway. In addition, this location is where the proposed Edith Cavell Trail will cross Tombland.
27. Consideration was given to removing any form of signalled crossing and providing a zebra crossing instead. However the pedestrian crossing numbers are so high that it is very likely at peak times that a zebra

crossing would be so heavily used that it caused delays for motorists, and in particular buses. Signalled crossings are also valued by blind and partially sighted people.

28. Pedestrian improvements – The removal of the roundabout and central traffic island allows for the existing footpaths to be widened, in addition to cycle tracks being provided. On the eastern side a minimum width of 3m can be provided along the vast majority of the footpath save for a pinch point of 2.2m. On the western side the footpath forms part of extensive public spaces, but even at its narrowest, extends to 2.8m wide.
29. As well as a formal crossing it is proposed to introduce a number of informal crossing points on raised tables. One will be located on Tombland outside the Erpingham Gate, one on Wensum Street immediately north of the Palace Street junction, and three on Palace Street; one immediately north east of the Tombland junction, one southwest of the junction with Pigg Lane and one southwest of the junction with Bedding Lane. As well as assisting pedestrians these crossing points will have a speed reducing effect. Inbound traffic will have to give way to outbound traffic at the pinch points near Pigg Lane and Bedding Lane.
30. Speed reduction – As part of the Push the Pedalways project the intention is that all streets within the city centre will be subject to a 20mph restriction. The legal orders for this will be progressed as part of the project 19 in the pedalway programme. However, the design of the scheme proposed for Tombland and Palace Street, with narrower carriageways and speed tables, ensures that speeds in this area should be compliant with the 20mph restriction.
31. Public Realm Improvements – Fine quality buildings contain the public space in Tombland. Viewed on plan it is easy to see that Tombland is made up of a large rectangular space to the south and a smaller rectangular space to the north, which are connected by a narrower section of street. This is less apparent on the ground because of the dominance of highway features and carriageway space. Our project proposes significant changes to the northern part of Tombland. The new kerb lines have been aligned to emphasise the rectilinear nature of the space by running parallel to the building line rather than conflicting with them by curving through the space. This is made possible by the removal of the roundabout. The enhancement of the public realm quality will be further improved by the careful choice of materials and a reduction in unnecessary highway paraphernalia.
32. On Street Loading and parking – In order to cater for the loading needs of the businesses on the west side of Tombland it is proposed that a loading bay be provided outside the Samson and Hercules House. This will be designed to blend into the footpath when not in use, similar to the recently introduced bay on Bethel Street outside the old fire station. With the provision of a dedicated loading bay that can be used at all times (an

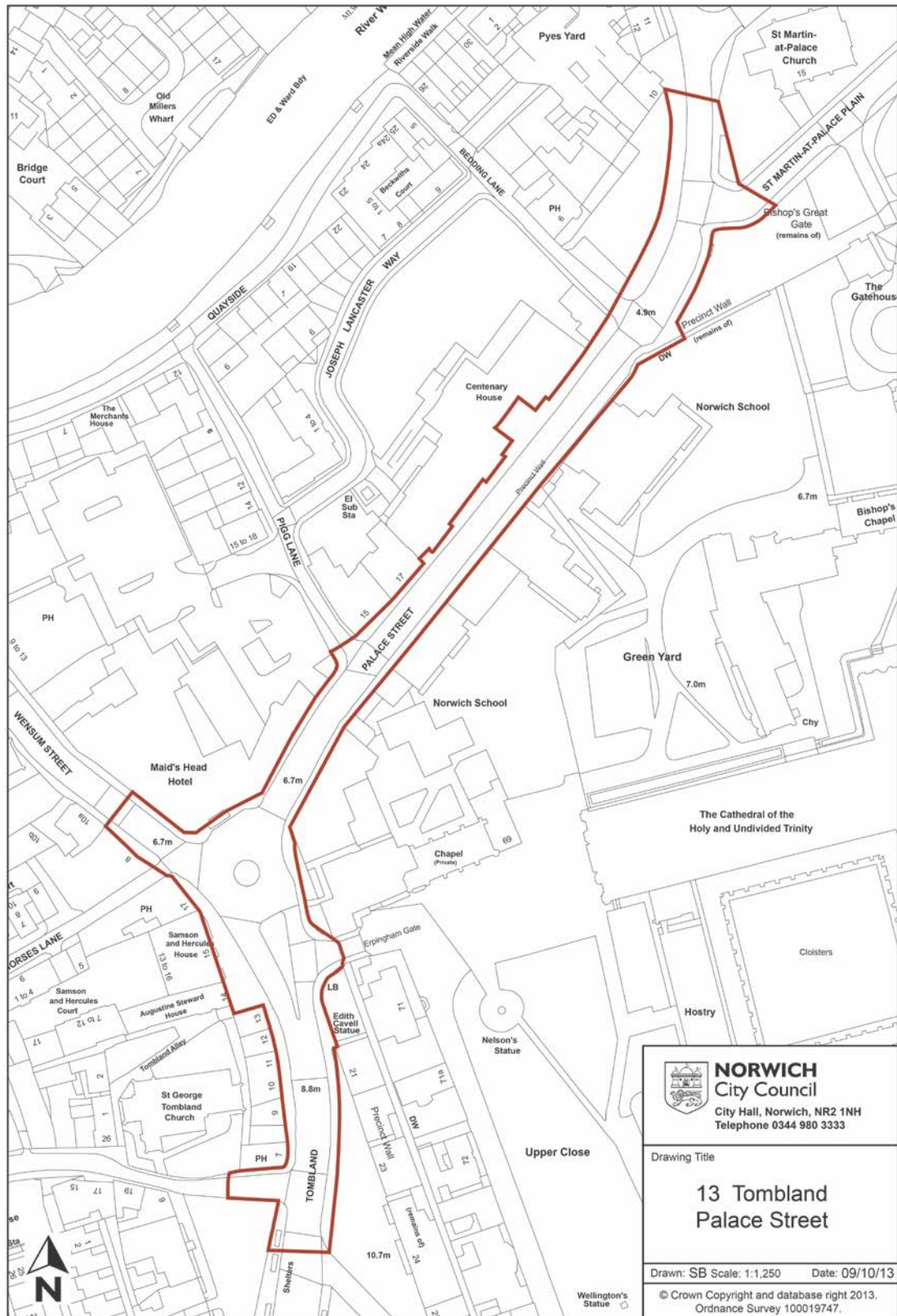
improvement on the current peak time ban), no loading will be allowed on the carriageway at any time.

33. The existing loading bay outside the Maids Head Hotel will need to be redesigned following the removal of the roundabout and this too will be detailed to merge with the footpath when it does not have vehicles parked on it.
34. On Palace Street unrestricted parking is currently allowed on street before 7:30am and after 6:30pm Monday to Saturday and all day on Sunday. In addition loading is allowed between 9:30am and 4:30pm Monday to Saturday. With the narrower carriageway any vehicle stopped in Palace Street will cause significant disruption to the flow of traffic. It is therefore proposed to introduce a no waiting, no loading restriction at any time on Palace Street on both sides of the road between Tombland and St Martin at Palace Plain. Most properties here have off street loading facilities, and those that do not can be serviced from Pigg Lane or Bedding Lane. Local off street car parks can accommodate evening and Sunday parking.
35. The coach parking bay on Princes Street by the junction with St Martin at Palace Plain will need to be shortened by approximately 10 metres to accommodate the two way cycle track, but will still be 22 metres long.

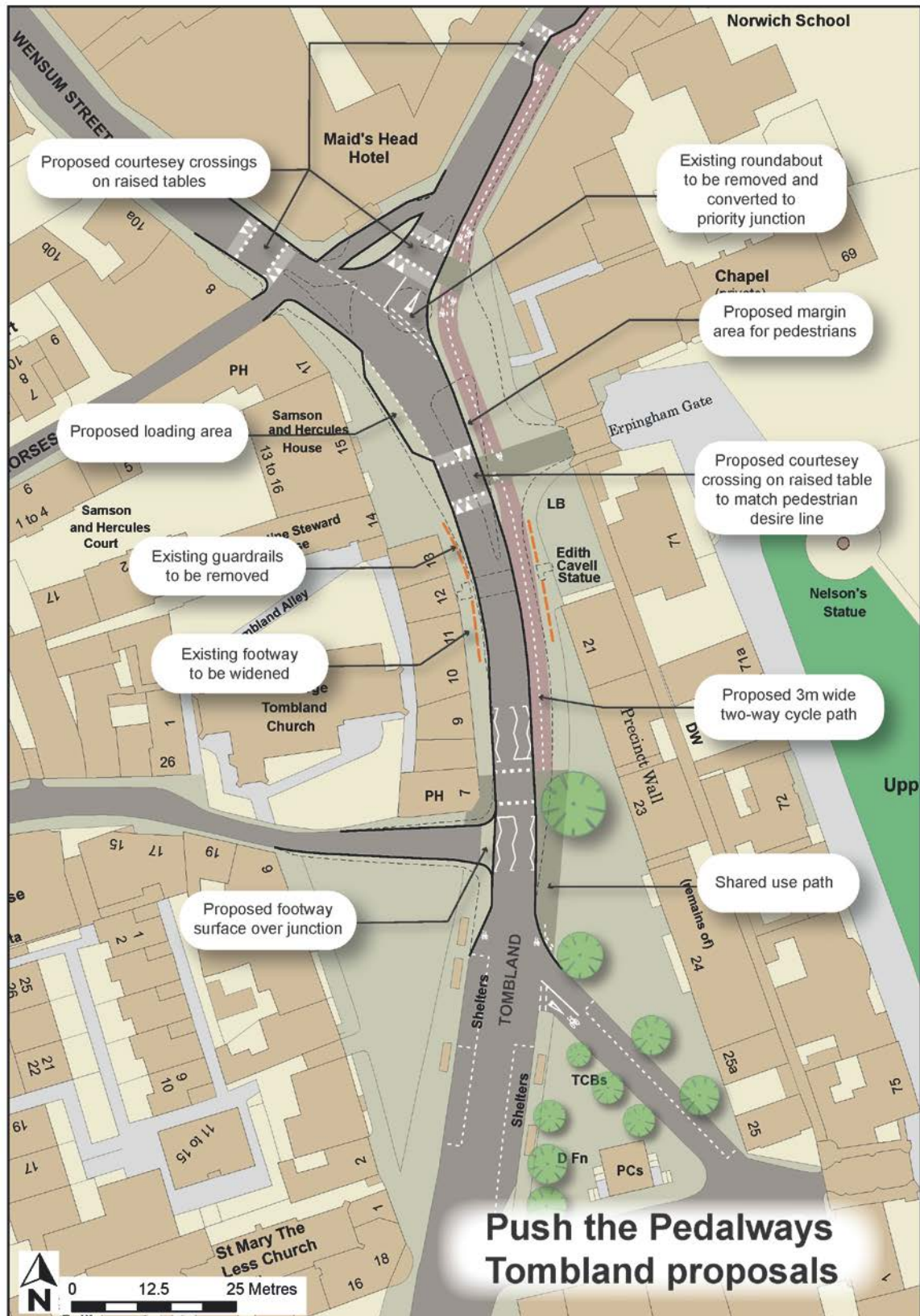
Consultation

36. It is intended that public consultation is carried out on these proposals in July. Any objections will then be brought before this committee in September for consideration. Construction work is planned for early 2015.
- .

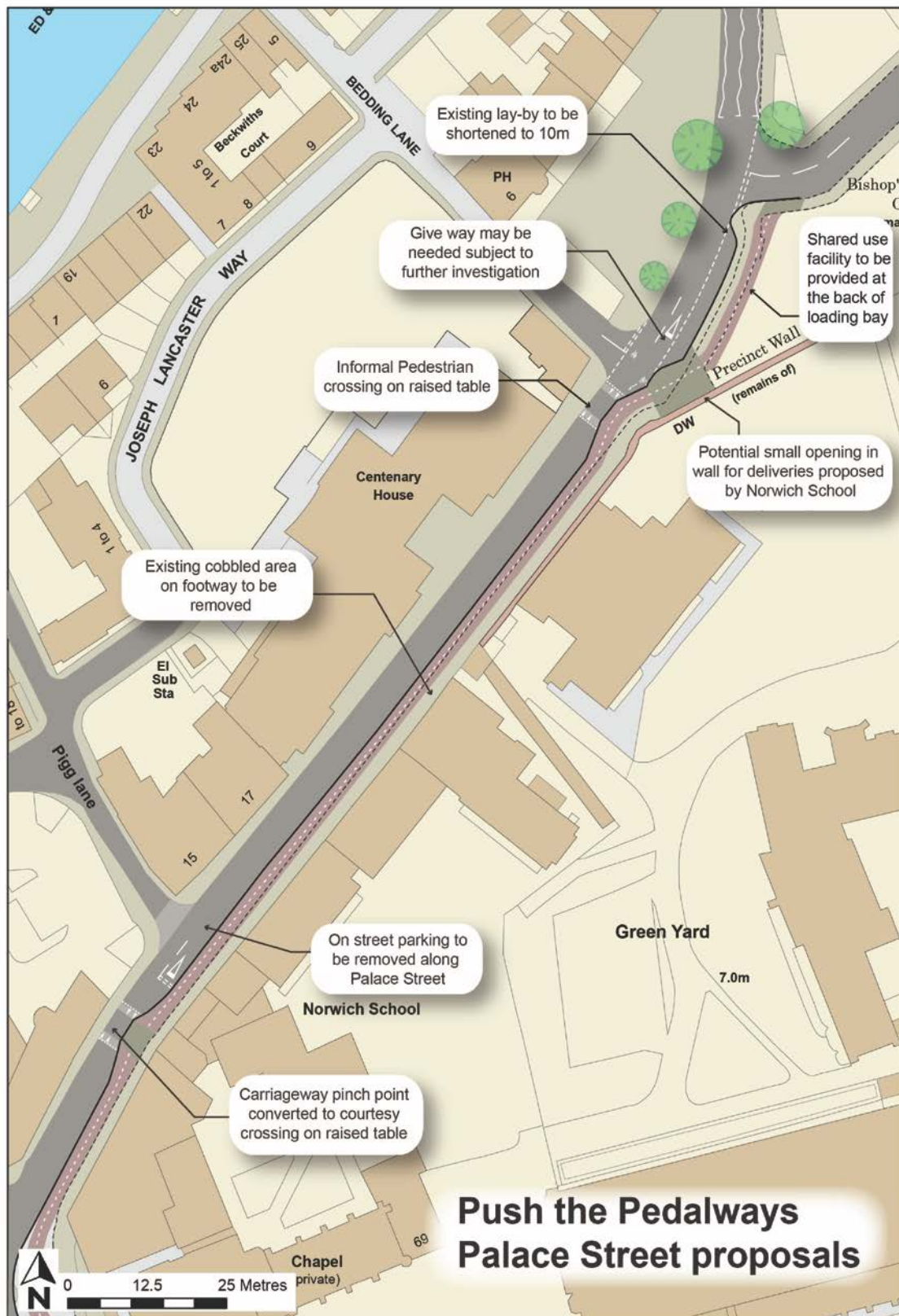
Appendix 1 – Location Plan



Appendix 2 – Tombland proposals



Appendix 3 – Palace Street proposals



Report to Norwich highways agency committee

12 June 2014

Report of Head of city development services

Subject End of life signalled crossings – Options for 3 sites

Item

7

Purpose

To seek approval to consult on proposals to replace end of life signalled crossings on Earlham Green Lane, Bowthorpe Road and Ber Street.

Recommendations

That the committee:

- (1) approves in principle the proposals to
 - (a) Upgrade the Earlham Green Lane pelican crossing to a toucan crossing
 - (b) Remove the pelican crossing on Bowthorpe Road and replace it with a zebra crossing
 - (c) Remove the pelican crossing on Ber Street and replace it with a pedestrian refuge and associated kerb build out.
- (2) asks the head of city development services to carry out public consultation on the proposals and to progress the statutory procedures associated with advertising legal orders and notices that are necessary for implementation of the proposals.

Financial consequences

The majority of the costs associated with these changes will be funded by the traffic signal replacement budgets. Details of the costs of each change are given in the report.

Corporate objective / Service plan priority

The scheme helps to meet the corporate priority 'A safe and clean city' and the service plan priority to implement the Local Transport Plan.

Wards: Mancroft, Wensum, University and Bowthorpe

Cabinet member: Cllr Stonard – Environment, development and transport

Contact Officers

Joanne Deverick Transportation & network manager
t: 01603 212461 e: joannedeverick@norwich.gov.uk

Background documents

Feasibility reports

Background

1. At your meeting in July 2013 you resolved to agree the principle that when any signalled crossing is due for refurbishment, consideration is given to replacing the signalled crossing with an alternative facility such as zebra crossing or pedestrian refuge where pedestrian numbers and traffic levels are suitable and subject to the approval of the committee
2. There are 3 locations in the city where existing pelican crossings are now due for refurbishment as the signal equipment is obsolete. These are Earlham Green Lane by Earlham Grove, Bowthorpe Road outside the Norwich Community Hospital and Ber Street by Horns Lane. Assessments have been carried out at each of these locations and recommendations have been made for each site.

Earlham Green Lane by Earlham Grove

3. The existing pelican crossing on Earlham Green Lane is situated approximately 20m southeast of the crossroad junction with Earlham Grove and Hutchinson Road. Surveys undertaken in January 2014 show that on an average day 647 people use the crossing between 7am and 7pm, of these 306 are adults (47%), 166 are escorted children (26%), 92 are unaccompanied children (14%), 68 are cyclists (68%), 14 are elderly (2%) and 5 are disabled (1%). The crossing use was at its heaviest between 3pm and 4pm when 172 people used it.
4. The speed limit on Earlham Green Lane is 30mph. Of the just over 10,000 vehicles a day that use this section of road only around half complied with the 30mph limit; the 85th percentile speed is approx. 35.5mph. There have been 8 recorded injury accidents in the last 6 years in the vicinity of the junction, of these 2 occurred on the crossing itself.
5. The existing numbers using the crossing and the relatively high approach speeds suggests that a signalled crossing at the location is the most appropriate form of crossing. Given the existence of a cycle track on the south west side of Earlham Green Lane and the numbers of cyclists using the crossing it is recommended that the signalled crossing be upgraded to a Toucan crossing and that a short stretch of footpath on the corner of Earlham Green Lane / Earlham Grove is converted to pedestrian / cyclist shared use.
6. In addition to these measures it is proposed to remove the existing pedestrian refuge to the northwest of the junction that is of a substandard width and lightly used. This will allow the radius into Hutchinson Road to be tightened and a speed table provided across the junction to help the continuity of the cycle track on Earlham Green Lane.
7. A plan showing the proposals is attached as appendix 1

8. The £61k cost of converting the existing crossing to a Toucan crossing will be met from the signal replacement programme. The additional works to remove the refuge and amend the junction with Hutchinson Road at a cost of £14k will be funded through the Local Transport Plan budget

Bowthorpe Road outside the Norwich Community Hospital

9. The existing pelican crossing on Bowthorpe Road between Farrow Road and Merton Road is situated between the Norwich Community Hospital and the Julian Hospital. Surveys undertaken in January 2014 show that on an average day 409 people use the crossing between 7am and 7pm, of these 282 are adults (69%), 27 are escorted children (7%), 77 are unaccompanied children (19%), 3 are cyclists (1%), 18 are elderly (4%) and 5 are disabled (1%). The crossing use was at its heaviest between 8am and 9am when 78 people used it. On site observations suggest that there is almost no movement between the 2 hospitals themselves.
10. The speed limit on Bowthorpe Road is 30mph. Just over 7,500 vehicles a day that use this section of road; the average speed is 27.5mph and the 85th percentile speed is 33mph. There have been 2 recorded injury accidents in the last 6 years in the vicinity of the crossing, 1 of these involved a pedestrian who used crossed on a red man signal.
11. The data for this site suggests that a zebra crossing would be suitable. The proportion of elderly and disabled pedestrians is relatively low (4% and 1% respectively) and it is these groups who benefit most from a signalled crossing. The approach speeds are well within the tolerances for a zebra crossing, which suggest an 85th percentile speed of less than 35mph is acceptable. Zebra crossings are more responsive to pedestrian demand than signalled crossings and in the case of the recorded accident on the crossing; the onus would have been on the driver to stop for the pedestrian.
12. This site is due for surface dressing early in 2015/16 which will afford good skid resistance at the crossing. It is proposed that if this scheme is agreed then the crossing will be introduced at the same time as the surface dressing is carried out.
13. A plan showing the proposals is attached as appendix 2
14. The £30k cost of zebra crossing at this site can be fully funded from the signal replacement budget.

Ber Street by Horns Lane

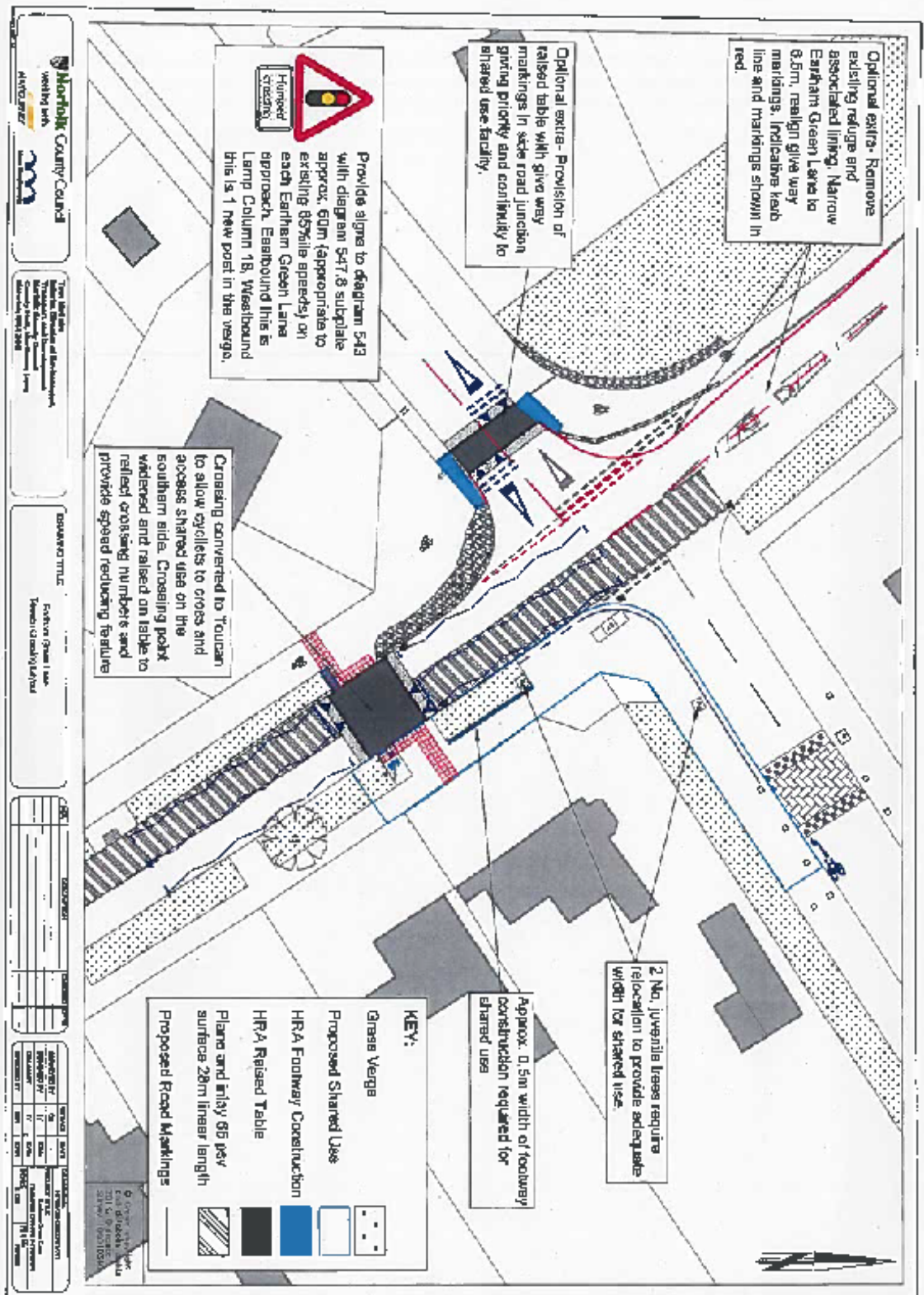
15. The existing pelican crossing on Ber Street is situated 15m northwest of the Horns Lane junction. Surveys undertaken in January 2014 show that on an average day 137 people use the crossing between 7am and 7pm, of

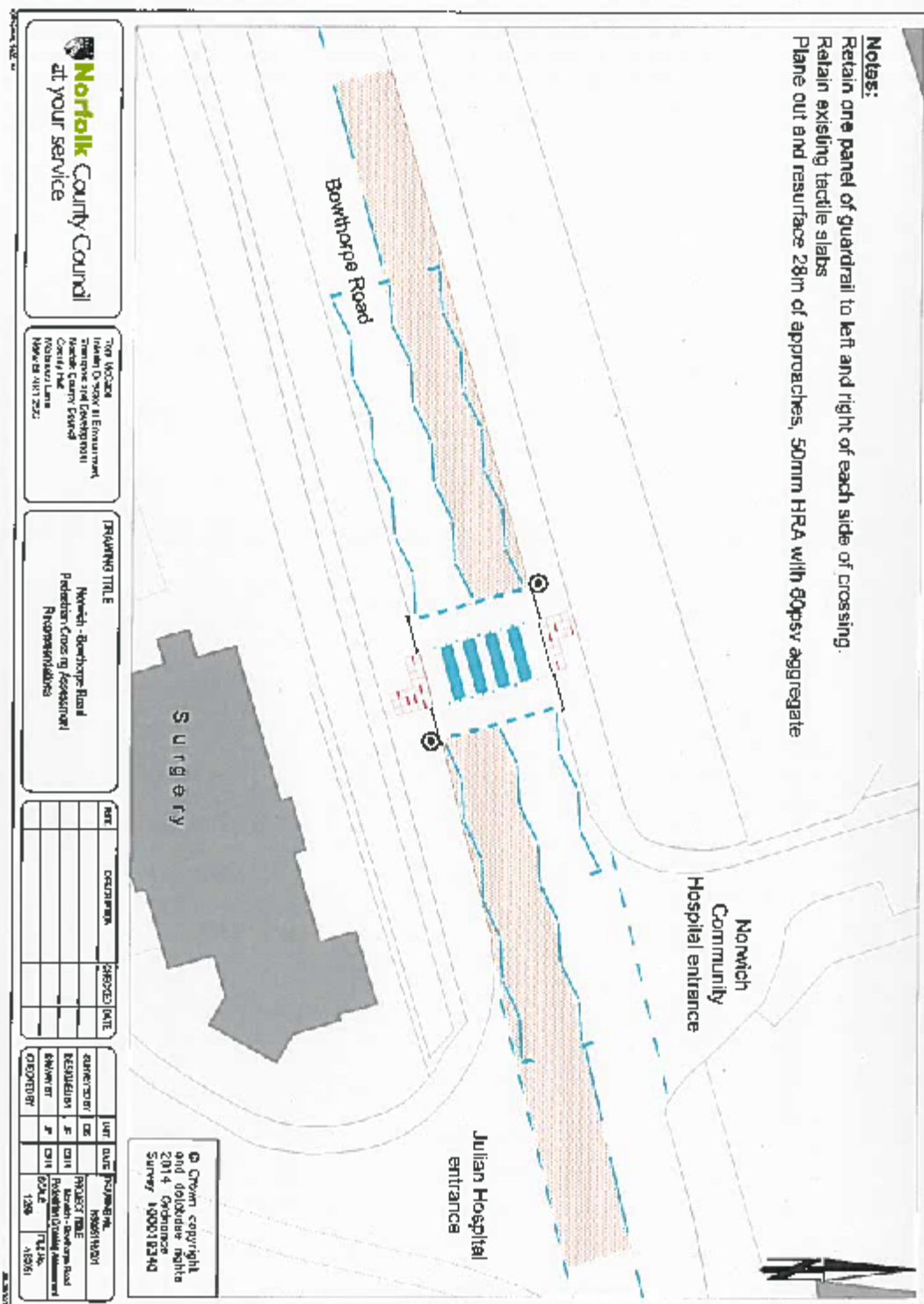
these 102 are adults (75%), 3 are escorted children (2%), 8 are cyclists (6%), 16 are elderly (11%) and 8 are disabled (6%). No unaccompanied children used it, The crossing use was at its heaviest between 8am and 9am when 23 people used it.

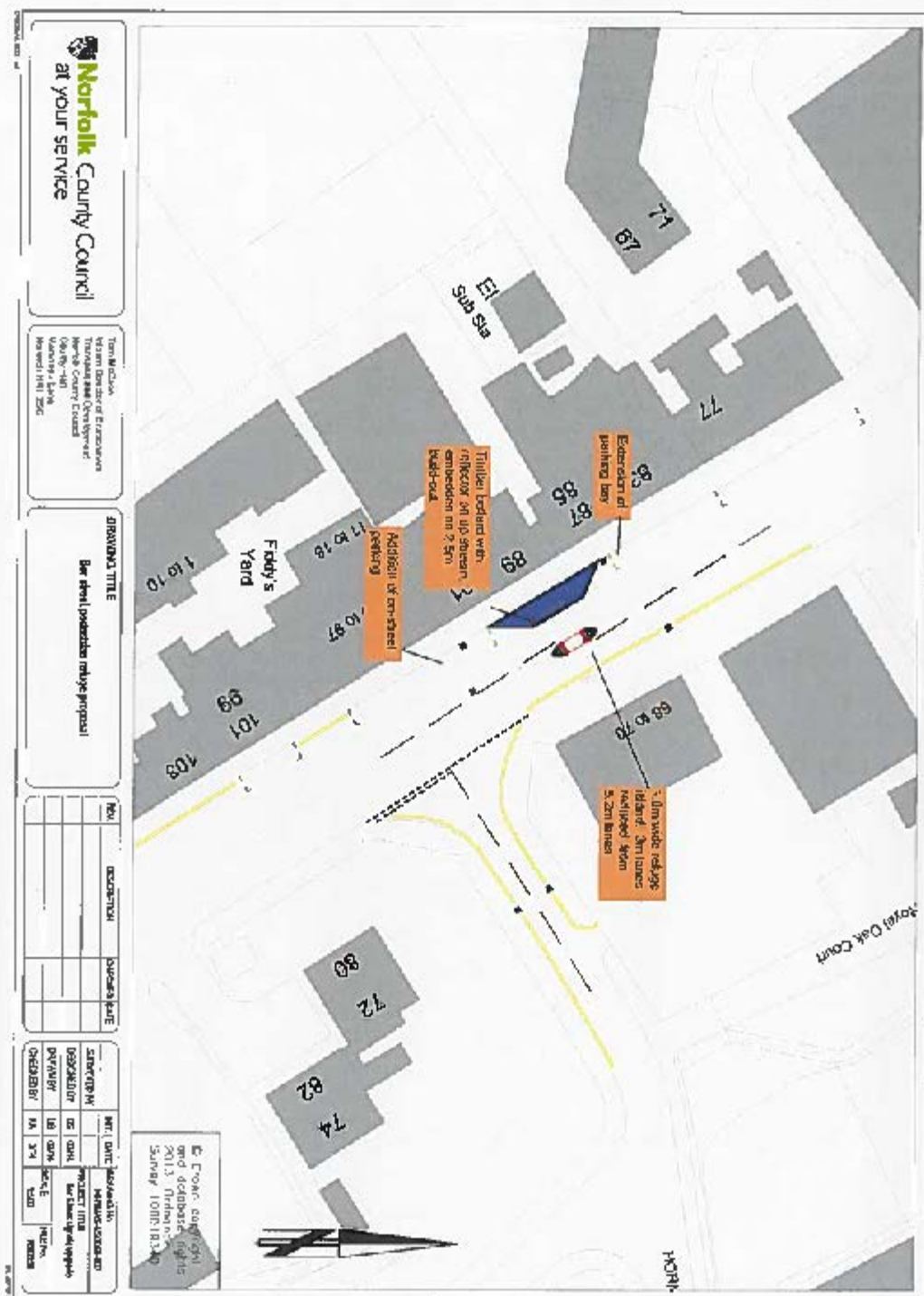
16. The speed limit on Ber Street is currently 30mph. Just over 9300 vehicles a day use this section of road; the average speed is 26mph and the 85th percentile speed is 30.5mph. There has been 1 recorded injury accident in the last 6 years in the vicinity of the crossing, this did not involve a pedestrian
17. Ber Street will be included in the city centre 20mph speed restriction zone that is proposed as part of the Push the Pedalways project. It would therefore be opportune for this crossing point to also incorporate speed reducing measures.
18. The crossing provision most suited to this location given the numbers of pedestrians crossing and the need to reduce speeds is a pedestrian refuge. The low numbers of pedestrians crossing at this location do not justify the provision of a signalled crossing. Zebra crossings are not advised in areas where pedestrian flows are low, such as here, as drivers can get into the habit of ignoring them.
19. Ber Street is excessively wide at this point and it is possible to provide a build-out on the southwest side of the street as well as a pedestrian refuge. The removal of the zig-zags for the existing signalled crossing and provision of a build-out allowing pedestrians to see and be seen between parked cars, means that the existing pay and display bays on Ber Street can be extended, providing an additional 4 on-street parking spaces.
20. A plan showing the proposals is attached as appendix 3
21. The £32k cost of a pedestrian refuge and build-out can be fully met from the signal replacement budget.

Next Steps

22. It is proposed that public consultation is carried out on the 3 proposals and the legal orders necessary for each scheme are advertised. This consultation will involve local people as well as all relevant stakeholders, including the Norfolk and Norwich Association for the Blind. The results will be considered by a future meeting of this committee before a final decision on the future of these crossings is made







Report to Norwich highways agency committee
12 June 2014

Item

Report of Head of city development services
Subject Experimental late night road closure of Cathedral Street, St
Faiths Lane and Recorder Road between 11.00 p.m. and
6am. on Fridays and Saturdays

8

Purpose

This report seeks approval to introduce an experimental traffic regulation order which would close St Faiths Road, Cathedral Street and Recorder Road to motor vehicles not visiting an address on these roads between 11pm. and 6am on Friday and Saturdays.

Recommendations

- 1) Approve the introduction of an experimental traffic regulation order that will operate between 11pm. and 6am. on Fridays and Saturdays and will have the effect of:
 - a) Preventing access to Cathedral Street, St Faiths Lane and Recorder Road from Prince of Wales Road by motor vehicles except those accessing residential or business properties on these roads;
 - b) Allowing private hire vehicles to wait in identified bus stop clearways on Castle Meadow and Bank Plain;
- 2) Delegate powers to the head of city development services to vary the order in consultation with the chair and vice-chair of the committee.
- 3) Note that a report to review the experimental order will be brought to a future meeting

Corporate and service priorities

The report helps to meet the corporate priority a safe and clean city and the local neighbourhood services service plan priority to reduce crime and anti-social behaviour.

Financial implications

The cost of advertising the experimental traffic regulation order is estimated to be in the region of £400 which together with monitoring and review costs can be absorbed within existing budgets. Enforcement and signage costs will be met by Norfolk Constabulary.

Ward/s: Thorpe Hamlet

Cabinet member: Councillor Stonard – Environment and transport

Contact officers

Andy Watt, head of development services 01603 212691

Bob Cronk, head of local neighbourhood services 01603 212373

Superintendent Dave Marshall – Norfolk Constabulary

01953 424242

Background documents

None

Report

Background

1. Norwich has a reputation as a city of culture. Its vibrant entertainment sector attracts people locally, regionally and beyond. The city evening offer includes theatres, restaurants, pubs, clubs and music venues that would rival the cultural infrastructure of many larger UK cities. Norwich as an evening destination has a real buzz and energy about it and makes an important contribution to the local economy.
2. Although the impact of a thriving night time economy is mainly positive the city, along with most other cities and towns across the UK, also experiences some negative effects. In particular whilst most people drink responsibly and go home safely there is excessive alcohol consumption by some people which can result in crime, anti-social behaviour and general disorder.
3. At the 26 March 2013 meeting, the city council's cabinet discussed a report proposing an action plan to help mitigate the negative impacts of the night time economy. As part of this was a recommendation to this committee to consider a proposal to help deal with negative impacts resulting from private hire vehicles parking in the side roads to Prince of Wales Road.

Proposal: Subject to the approval of Norwich Joint Highways Agency Committee, to introduce an experimental late night road closure in Cathedral Street, St Faiths Lane and Recorder Road that will be in operation between 11.00 p.m. and 6.00 a.m. on Fridays and Saturdays

4. On Friday and Saturday nights in particular, private hire vehicles park on Cathedral Street as well as St Faiths Lane and Recorder Road. Noise from people congregating to wait for booked vehicles together with the noise of radios and doors slamming, etc. causes considerable disturbance for local residents. The congregation of groups of people can lead to crime and disorder issues. From time to time the roads are also used as a circuit by 'boy racers'.
5. To ameliorate the problem and based on experience elsewhere it is proposed to close these roads to all traffic other than that generated by residents and any local businesses. This would displace the private hire vehicles reducing disturbance to residents and the likelihood of crime and disorder issues occurring.
6. The cost of a temporary closure in terms of providing barriers and providing staff would be significant and it is not something the council could contemplate in the present financial climate. Furthermore it may be difficult for civilian staff to operate. However, the police have confirmed that they would be prepared to both sign and enforce such a restriction (potentially also providing operational advantages to the police and being integrated into their normal policing of Prince of Wales Road).
7. The legal backing for the closure would need to be achieved via an experimental traffic order which can last up to 18 months before being made permanent. Such an order does not require consultation before being introduced; the period of the experiment being the consultation period. Any decision to make permanent would depend on the outcomes it achieves for local residents, thorough consideration of feedback about the experiment, review of operational experience more generally and being satisfied that it would be practical to continue the closure into the long term. It

should also be noted that an experimental order can be terminated at short notice and there are options to vary it; for example it might prove practical that a shorter period of closure would be effective.

8. With private hire vehicles not being able to park on these roads any more, as part of the experiment consideration it is also proposed to allow private hire vehicles on parts of Castle Meadow and Bank Plain during the 11:00 p.m. to 6:00 a.m. period (as usage of the street by buses is very low at such times).

Report to Norwich highways agency committee

12 June 2014

Item

9

Report of Head of city development services

Subject Camera Enforcement of Bus Lanes – Chapel Field and St Stephens Street Scheme

Purpose

To note that work on the implementation of camera enforcement of bus lanes and bus priority measures is ongoing, and to agree their use in the forthcoming scheme to implement bus priority measures as part of the St Stephens/Chapel Field scheme.

Recommendations

That the committee:

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

Financial consequences

The costs associated with the setting up of camera enforcement will be funded by the St Stephens Chapel Field Scheme. On-going revenue costs would be offset against penalty charge notice income.

Corporate objective / Service plan priority

The scheme helps to meet the corporate priority 'A safe and clean city' and the service plan priority to implement the Local Transport Plan.

Wards: Mancroft,

Cabinet member: Cllr Stonard – Environment, development and transport

Contact Officers Bruce Bentley Principal transportation planner
t: 01603 212445 e: brucebentley@norwich.gov.uk

Background

1. Following the approval by Norwich Highways Agency Committee (NHAC) of the St Stephens Street and Chapel Field North scheme in March 2013, and the consequent, and unsuccessful application for Judicial Review, work is due to start on the scheme in July 2013, with the aim that it will be complete by the end of the calendar year
2. The St Stephens/ Chapelfield North scheme comprises the following
 - the removal of through traffic from St Stephens Street, Rampant Horse Street and Chapel Field North
 - Making Chapel field North two-way, maintaining routes for buses, taxis and cycles
 - Reducing traffic levels in Westlegate, by requiring any traffic (except cycles) using it to turn right, effectively reducing its use to just those accessing the Castle Mall Car parks.
 - Making Cleveland Road and Bethel Street two-way, The closure of Little Bethel Street, providing a new cycle route that links to the work that has already been done in Chapelfield Gardens.
3. The scheme will result in significantly enhance bus access to the City Centre, reducing journey times and improving reliability, whilst improving the pedestrian and cycling environment.
4. In order to achieve the required benefits of the scheme, it is essential that general traffic from St Stephen's Street and through traffic from Chapel Field North and Rampant Horse Street is removed. Enforcement of the new restrictions will be necessary, as it is not possible to install physical measures to prevent access without significantly affecting bus services. Camera enforcement has always been considered to be an option, and would be the most effective way of ensuring the new arrangements operate successfully, as otherwise enforcement would be reliant on limited Police resources

The use of Camera enforcement

5. Norfolk County Council is an approved Local Authority for the purposes of Section 144 of the Transport Act 2000, and has the power to enforce contraventions in bus lanes. Under the Highway Agency Agreement, this power has been delegated to the city council through NHAC
6. The implementation of civil camera enforcement is primarily a procedural process, involving the checking of traffic regulation orders, the approval of penalty procedures and appeals and camera equipment, and a procurement process as well as ensuring that the restrictions are clearly and legally signed.

Consultation

7. The Department for Transport (DfT) recommend that before introducing civil enforcement of bus lanes, local authorities carry out consultation with the public and with stakeholder groups about their proposals, to ensure that they are well thought through and in line with the requirements of the population that the authority serves. As the council already carry out decriminalised parking enforcement, this will not need to be as detailed as in an area where the population is not familiar with civil enforcement. The police will retain the power to carry out bus lane enforcement and so consultation with the police is particularly important. The DfT also recommend that the local authority undertake a publicity campaign to inform the public of the start date for civil enforcement of bus lanes and to explain the objectives underlying the scheme.
8. It is therefore proposed to consult local stakeholders, and involve the police in implementing camera enforcement with a web based survey to establish the principle of camera enforcement of bus priority measures in the City.
9. In the autumn, there will be an article in Citizen magazine about the St Stephens/Chapel Field scheme, advising the public of the use of camera enforcement within it.

Report to Norwich highways agency committee
12 June 2014
Report of Head of city development services
Subject Major road works – regular monitoring

Item

10

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 Stonard – Environment development and transport

Contact officers

Joanne Deverick, Transportation & network manager 01603 212461
joannedeverick@norwich.gov.uk

Glen Cracknell, Senior technical officer 01603 212203
glencracknell@norwich.gov.uk

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 2 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 are 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.

Surfacing programme

5. The surfacing programme for 2014/15 started in April and will see sections of the ring road re-surfaced. The traffic management for these schemes will be designed to minimise delays. For example, the resurfacing of the Chartwell Road Roundabout took place overnight, between 7pm and 7am

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Works in progress

Location	Lead Authority	Type of scheme	Traffic management	Due for completeion	Remarks
Grapes Hill bus lane	County	Highway improvement	Lane closures	18 July 2014	Works are progressing well
Riverside Road	National Grid Gas	Replacement of gas main	Various	13 June 2014	

Works completed since last report

Location	Lead Authority	Type of scheme	Traffic management	Anticipated dates	Remarks
Chartwell Road approach to Wroxham Road rbt	County	Resurfacing	Overnight (7pm-7am) working	7 – 14 April 2014	
Heigham Street	County	Resurfacing	Sunday closure	11 May 2014	
Mile Cross lane	County	Resurfacing	Lane closures, side road closures. Two way traffic maintained on ring road	19 – 24 May 2014	

Location	Lead Authority	Type of scheme	Traffic management	Anticipated dates	Remarks
Magdalen Road	County	Resurfacing	Road closure over bank holiday weekend	24 - 26 May 2014	

Planned future works

Location	Lead Authority	Type of scheme	Traffic management	Anticipated dates	Remarks
Lakenham Road	County	Resurfacing	Road closure	23 - 27 June - 2014	
Ipswich Road between Tuckswood Lane and Locksley Road	County	Resurfacing	Two way temporary lights with side road closures	11-15 August 2014	
Sprowston Road	City	Drainage scheme	Road closure	4 – 24 August	
Harpsfield & Chapel Break Road, Bowthorpe	County	Resurfacing	Partial sequential closures	1-5 September 2014	
Heartsease Roundabout	County	Resurfacing	A1042 (Heartsease Lane and St Williams Way) remain open. Plumstead Road, Plumstead Road East & Harvey Lane remain open,	27-31 August	

Location	Lead Authority	Type of scheme	Traffic management	Anticipated dates	Remarks
Chapel Field North & St Stephens Street	County	Highway improvement	Closure of Chapel Field North	July – November 2014	