

### **Norwich Highways Agency committee**

**Date:** Thursday, 19 January 2017

**Time:** 10:00

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

**Members:**

**County  
Councillors:**

Adams (chair)\*

Morphew\*

Agnew

Shaw

Sands (M)

\* voting members

**City Councillors:**

Bremner (vice chair)\*

Stonard\*

Carlo

Lubbock

Peek

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## Agenda

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#### 1 Apologies

To receive apologies for absence

#### 2 Public questions/petitions

To receive questions / petitions from the public (notice to be given to committee officer in advance of the meeting, that is 10:00 on Monday, 16 January 2017 for questions, in accordance with appendix 1 of the council's constitution)

#### 3 Declarations of interest

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

#### 4 Minutes

5 - 18

To agree the accuracy of the minutes of the meeting held on 24 November 2016.

#### 5 Transport for Norwich – Dereham Road-Guardian Road-Sweet Briar Road Junction Improvement

19 - 44

**Purpose** - To consider the results of the consultation linked to the wider Transport for Norwich proposals for the Dereham Road/Guardian Road/Sweet Briar Road Junction Improvement project and to agree to implement the scheme.

#### 6 Committee schedule of meetings 2017-18

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**Purpose** - To agree the meeting schedule for the 2017-2018 civic year.

#### 7 Major road works - for information only

To access current information on roadworks in the Norwich area please follow the attached link: <https://roadworks.org/>

Date of publication: **Wednesday, 11 January 2017**



**Norwich Highways Agency committee****10:00 to 11:30****24 November 2016**

Present:                    **County Councillors:**                    **City Councillors:**  
                                 Adams (chair) (V)                    Bremner (vice chair) (V)  
                                 Morphew (V)                    Stonard (V)  
                                 Agnew                    Carlo  
                                 Sands (M)                    Lubbock  
                                 Shaw                    Peek

\*(V) voting member

**1. Public questions/petitions****Question 1 - Road works and contractual arrangements**

Councillor Martin Schmierer, Mancroft ward, asked the following question:

“Could the committee provide me with details about the clauses, concerning delays or remedial work when awarding contracts to construction companies, such as Tarmac, please. In particular, what compensation is being provided for the delays in the completion of projects, or remedial work, which, too frequently, is having to be carried out to roads, pavements, etc. in Norwich?”

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

“The county council and the city council when operating the Highways Agency Agreement, generally use the term contract which was awarded to Tarmac, commencing in April 2014 following a competitive tendering process, for all highway works. The contract is a ‘Service Contract’ under the ‘New Engineering Contract (NEC)’ suite of contracts modified as necessary for the purposes of the highways service delivery. Works undertaken for projects are generally completed under an ‘Option C – Target Costed’ arrangement whereby a price for the works is developed from the schedule of rates provided at tender stage. This setting of the target cost then triggers an incentivised approach to deliver the works below the target cost, which provides for a ‘gain’ share under the contract terms. If the cost of the works exceeds the target, then there is a ‘pain’ share that is applied to the contractor, shared with the client. The contract also allows for ‘disallowed costs’ whereby if a failure is demonstrably the fault of the contractor, the costs of correcting the fault rest with the contractor at their cost. An example of this would be the surfacing failures that were seen in the city (such as in

Tombland) last year, which were a result of a defective material supply. The cost of the corrective works, such as for this, are carried by the contractor.”

Councillor Schmierer, as a supplementary question, said that he noted that Tarmac were picking up the costs of the remedial work but asked whether there would be any compensation for retailers and businesses affected by the roadworks. He also asked whether future contracts would include provision to compensate retailers and businesses for loss of business if works were protracted due to the fault of the contractor. The chair asked the major projects manager to provide a written response to Councillor Schmierer. Members of the committee would also receive a copy of the letter.

## **Question 2 – College Road area permit parking consultation (item 4 below)**

Ms Jacqueline Flanders, College Road, asked the following question whilst displaying photographs of parking on the street which she had taken at various dates and times:

“Even given the permit consultation results, is it right for permits to be imposed on a street where photographic evidence shows that they’re not needed and respondents will be disappointed that permits won’t solve the problem they think they will?”

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

“Consultations on extensions to the permit parking schemes are carried out when there is strong evidence that the local community are likely to support such an extension. For many years local residents petitioned this committee and lobbied their local councils asking for this consultation to be carried out.

Every resident in the College Road area was consulted on the proposed permit parking scheme, and every resident was supplied with information about what permit parking can and cannot achieve. In particular, residents were advised that a permit scheme would not resolve parking issues that were caused by residents own parking requirements, and that streets beyond the permit area are likely to suffer some adverse effects.

Permit parking does not resolve all parking problems, but reduces demand for limited parking provision by ensuring that only local residents have access to it. In the case of permit parking operating between 8 am and 6.30 pm, this ensures that all the spaces are available to residents only at the time when most of them are returning home. It is clear from the report that many residents do believe that parking issues are made worse by non-residents parking in the area.”

Ms Flanders, by way of a supplementary question, said she appreciated that the residents nearer the Unthank Road end of College Road wanted permit parking but she considered it was unfair to penalise all the residents and suggested that a fairer solution would be partial permit parking on College Road. The principal transport planner (Norwich City Council) referred to the report and said that the majority of residents in College Road supported the proposed controlled parking scheme on College Road.

### **Question 3– College Road area permit parking consultation (item 4 below)**

Mr Jolyon Gough, The Avenues, asked the following question:

“Based on your report, the increased road side parking is likely to be forced into The Avenues from the CPZ (controlled parking zone) streets nearby.

To prevent accidents and the ongoing destruction of the verges, has consideration been given to the simple and cost effective solution of double yellow lines in the affected areas?”

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

“This part of The Avenues was included in the permit parking consultation in response to concerns previously raised by residents, as the introduction of permit parking would have gone some way to resolving the existing issues there by preventing parking during the day by anyone other than local residents. Double yellow lines are only installed in locations where they are needed or for a traffic capacity reason (such as on the major road network) or for safety and access purposes (at junctions, for example) and would cost more to implement than the permit parking proposal as a further statutory process would be required. Double yellow lines in this location would, therefore, not be considered appropriate.

Residents were made aware of both the potential benefits of permit parking and the potential effects of being outside any permit parking area. The consultation material it clear under what circumstances double yellow lines are introduced.”

Mr Gough reiterated his concern that the CPZ would force cars from the side streets into The Avenues. He said that commuter parking was not a problem but there was significant concern about school drop-off and pick-up times and he considered that yellow lines could resolve this, whilst protecting the verges. The principal planner (transport) replied on behalf of the committee and referred to the report. He said that the issues surrounding taking children to school and collecting them could not be resolved by either of the waiting restrictions; permit parking or double yellow lines.

### **Question 4 - Salisbury Road Area Permit Parking Consultation (item 5 below)**

Dr Graham Hopkins, Matlock Road, said that he was concerned that the Salisbury Road area controlled parking zone would displace parking into the neighbouring streets and asked the following question:

“What provision there will be for monitoring displacement effects and knock-on problems from the 24-hour permit proposals? How, as a nearby resident, could I initiate a consultation for 24-hour parking on Matlock and nearby Thorpe Road if my predictions are correct?”

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

“There is no formal monitoring as a result of introducing new permit parking schemes; previous experience shows that local people and ward members raise issues as they occur.

Currently Matlock Road is within a controlled parking zone which operates 8am to 6:30pm Monday to Saturday. There are a number of areas in the city where requests have been made to change the hours of operation of a CPZ. Any such change would need to be supported by the local ward members and there would need to be a demonstration that there is likely to be majority support among residents before any consultation is undertaken. A consultation would not be initiated by one individual alone.”

Dr Hopkins commented on the response but did not ask a supplementary question.

## **Petition**

### **Petition in favour of permit parking in Wellesley Avenue South and Cintra Road**

Chris Dunn, Wellesley Avenue South, presented a petition on behalf of residents, and asked the committee to consider the application of permit parking to the areas of Wellesley Avenue South and Cintra Road. He explained the problems residents were experiencing from commuter and match day parking, which included abuse from drivers asked to move their cars when parked over driveways. All the occupied properties in Wellesley Avenue had been approached and 93 percent had signed the petition. All the properties in Cintra Road had been approached and 90 percent of households had signed the petition. The signed petition therefore represented residents from 56 properties in favour out of 61 properties in total. Residents from five properties refused to sign the petition. There were 74 signatures on the petition.

The wording on the petition stated:

“We the undersigned ask the Norwich Highways Agency committee to apply permit parking to the areas of Wellesley Avenue South and Cintra Road.

Without permit parking, the problems currently experienced of commuter and non-resident parking will further increase owing to the limited availability of free parking spaces in the Thorpe Hamlet area. This is severely heightened on match days when inconsiderate parking does not allow for the free movement of emergency vehicles and restricts many residents from leaving their homes in a car.”

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

“Thank-you for presenting this petition to the committee.

The committee is well aware of the parking issues facing residents in many parts of the city, and you will see from today’s agenda that we are considering two extensions to permit parking schemes. However such extensions require extensive consultation and the production of legal documentation, mean that they are expensive and time consuming to carry out. Wellesley Avenue South and Cintra Road have been offered permit parking on a number of occasions



in the past and there has not been majority support among the residents to allow us to proceed with the implementation of a scheme.

I am happy to ask the officers to add Wellesley Avenue South and Cintra Road to the list areas where permit parking extensions have been requested. However I must warn you that the list already includes several areas where there have been requests to implement new schemes or change the hours of operation of existing permit schemes. Currently the demand for this work far exceeds the resource there is available to do it, so I cannot give you a timescale for when any consultation is likely to be undertaken."

Mr Dunn thanked the chair for his response and said that he hoped that the process for a controlled parking zone in Wellesley Avenue South and Cintra Road could be progressed as soon as possible.

## **2. Declarations of Interest**

There were no declarations of interest.

## **3. Minutes**

**RESOLVED** to agree the accuracy of the minutes of the meeting held on 15 September 2016.

## **4. College Road Area Permit Parking Consultation**

The principal planner (transport) introduced the report and explained that there was an inconsistency between the body of the report and the plans (appendix 3) and confirmed that there would be no permit parking on The Avenues.

Councillor Carlo, local member for Nelson Ward, said that she did not own a car and did not have a view on the proposals, but noted that the majority of residents supported the proposed controlled parking scheme in the College Road area and that the majority of residents in The Avenues were opposed to permit parking. She then drew members' attention to a number of issues which included 24 hour permit parking at the Unthank Road end of College Road, calling for the extension of double yellow lines in The Avenues; asking what could be done to protect the verges and whether two oak trees on The Avenues could be protected. In response, the principal planner (transport) referred to the report and said that the adjacent controlled parking schemes operated from 8:00 am to 6.30 pm. There had been no request for 24 hour permit parking from the residents and it would be inconsistent with the adjacent schemes. There was currently a review of verge and pavement parking across the whole city and the issues raised by residents in The Avenues would be considered as part of this wider piece of work. The proposals would need to be re-advertised if double yellow lines were to be extended.

Councillor Bremner, the vice chair, spoke in support of the scheme which he said reflected residents' responses to the consultation. He said that he supported Councillor Carlo's concern about the oak trees and asked officers to ensure that the city council's arboricultural officer assessed the trees. .

**RESOLVED**, unanimously, with all four voting members voting in favour, to:

- (1) note the responses to the permit parking consultation;
- (2) agree to implement an 8.00 am to 6.30 pm (Monday to Saturday) permit parking scheme in College Road from its junction with Unthank Road to its junction with The Avenues; Glebe Road from its junction with Unthank Road to its junction with Jessopp Road; Recreation Road from its junction with Jessopp Road to its junction with The Avenues; Jessopp Road from its junction with College Road to its junction with Christchurch Road; Unthank Road from its junction with Glebe Road to its junction with College Road, Girton Road and Bensley Road, as shown on the plans, attached to the report, in Appendices 2 and 3 (subject to noting that there is no proposal for permit parking on The Avenues and to amend the plan Appendix 3 accordingly);
- (3) agree not to implement permit parking on The Avenues between its junction with College Road and Christchurch Road;
- (4) ask the head of city development services to complete the statutory procedures to implement the permit parking scheme as shown on the plans attached in Appendices 2 and 3 (as amended)

## **5. Salisbury Road Area Permit Parking Consultation**

The principal planner (transport) said that a couple of late representations had been received from residents but the comments their comments did not alter the recommendations in the report.

**RESOLVED**, unanimously, with all four voting members voting in favour, to:

- (1) note the responses to the permit parking consultation;
- (2) agree to implement a 24 hour permit parking scheme in Cremorne Lane, Salisbury Road, The Sidings, Thorpe Road and Roseville Close as shown on the plan attached to the report in Appendix 4;
- (3) ask the head of city development services to complete the statutory processes to implement the proposals shown on the plan attached to the report in Appendix 4.

## **6. Transport for Norwich – Eaton and Cringleford area**

Councillor Lubbock, on behalf of the local members for Eaton Ward/Division thanked the officers for the comprehensive consultation on the proposals and asked whether members, the Eaton Residents' Association and other stakeholders could be consulted again at the design stage. She then asked the following question on behalf of Councillor Brian Watkins, the county councillor for Eaton Division, who had been unable to attend the meeting due to other council business:

'In view of the responses from Eaton councillors and 60 Eaton residents against the shared cycle and pedestrian facility on Eaton slip Road and Eaton Street, is there not another option of keeping the current segregation as it is at the moment, and with the 20 mph speed limit added in, still making it safer for cyclists?'

Councillor Lubbock then referred to a number of issues raised by residents and local businesses in response to the consultation. The principal planner (transport) referred to the report and explained there were constraints and that it was not possible to accommodate segregated facilities but the use of contrasting surface materials would reduce conflict between pedestrian and cyclists in key areas. The 20mph signage for this scheme would be situated at the top of the slip road. The opening up of the link between Sunningdale and Greenways was not being considered. The transportation and network manager (Norwich City Council) apologised and said that the proposal for four parking bays on Church Lane had been removed from the scheme and therefore the recommendation (as set out in the report) should be amended. It was anticipated that because of other projects, work on this scheme would commence in April 2017 with completion anticipated by July 2017. Works would be programmed to minimise the effect on local businesses.

During discussion members commented on the use of shared facilities and noted the comments of the Norfolk and Norwich Blind Association. It was considered that proficient cyclists could continue to use the road but the shared facilities would attract new and less confident cyclists.

The chair moved the recommendations which were set out in the report, as amended by the deletion of the following bullet point under recommendation (4) -

“Providing four new parking bays opposite to Barclays Bank on Church Lane as alternative parking to the parking bays removed from Eaton Street.”

**RESOLVED**, unanimously, with all four voting members voting in favour, to:

- (1) note that the scheme for Eaton and Cringleford crosses the city boundary.
- (2) approve the changes required to implement the scheme within the city boundary, including:
  - (a) Reducing traffic speeds by the introduction of traffic calming and the implementation of a 20mph Zone.
  - (b) Installing traffic signals either side of the Cringleford Bridge that respond to the amount of traffic crossing in each direction. This will manage queuing and reduce anxiety caused by cars driving towards cyclists over the narrow bridge. The footbridge would also be lit so people feel more secure.
  - (c) Enabling cyclists heading towards the city to reach the recently installed signal controlled crossing and off-carriageway track on Newmarket Road (A11) directly along Eaton Street, rather than

crossing traffic lanes under the flyover and up the slip lane. This would be achieved by:

- (i) widening the footway on the south side of Eaton Street and changing its status so it can be used by cyclists and pedestrians.
  - (ii) narrowing the entrance to Waitrose car park and putting an informal crossing for cyclists and pedestrians on a raised table.
  - (iii) widening the cycle track that leads up the hill from the Cellar House Public House.
- (d) Simplifying pedestrian crossings in the centre of Eaton, providing a crossing for cyclists across Church Lane.
- (e) Widening pavements in the centre of Eaton with more attractive surfaces, planting and the removal of redundant street furniture to improve the look of the conservation areas.
- (f) Moving the stop line back in Bluebell Road so buses can turn left from Eaton Street more easily.
- (g) Providing a toucan crossing on Church Lane to give a crossing point for pedestrians and cyclists.
- (h) Planting 6 new trees to be within the large verge area just west of the access to Waitrose, to replace two that will be lost as a result of the footway widening.
- (4) asking the head of city development services to carry out the necessary statutory processes to complete the following Traffic Regulation Orders as shown on Plan No. PE4118-HP3-011 attached in Appendix 1 which have the effect of:
- (a) Retaining the existing parking area on Eaton Street outside the old Post Office, increasing the maximum stay to two hours.
  - (b) Installing double yellow lines on the remainder of the slip road and extend these further into Eaton Street.
  - (c) Introducing a 20mph Zone along Newmarket Road, Cringleford and Eaton Street, Eaton extending into the junctions of Bluebell Road, Church Lane and Colney Lane, the effect of which is that no vehicle, other than an emergency vehicle, may proceed at a speed in excess of 20 miles per hour on those roads.
  - (d) Providing short sections of mandatory cycle lanes centrally in the carriageway to enable right turning and ahead movements by cyclists travelling east and an on-carriageway cycle lane for cyclists travelling west towards Cringleford Bridge.

- (e) Providing for the shared cycle/footway facility and segregated cycle path on Eaton Street and a shared cycle footway on Bluebell Road on Bluebell Road.

## **7. Transport for Norwich – Newmarket Road; Eaton Slip Road to Daniels Road**

The principal planner (transport) introduced the report and said that there had been a further 11 responses had been received since the closing date, of which four had been in support of the proposal. All of the issues had been covered in the report and there were no changes to the recommendations.

During discussion the transportation and network manager, together with the principal planner (transport) referred to the report and answered members' questions. The committee noted the concerns of residents about the junctions with the side roads and that Sunningdale required a different approach to mitigate the wider pavements and reduced visibility. Members noted that the change in priority to give way to cyclists would have an impact on road users.

Councillor Lubbock referred to the shared use of the footpath and cycle part and said that cyclists had a responsibility to ensure their own safety and that of the other users to avoid conflict. The transportation and network manager said that she would raise the issue of educating users of the new facilities on road safety with colleagues at the county council.

**RESOLVED**, unanimously, with all four voting members voting in favour, to:

- (1) approve the changes required to implement the scheme (as shown on plans PE4120-HP-0100-011 to 014, contained in Appendix 2 of the report) , including:
  - (a) Improvement of the existing shared use footpath/cycle path between Unthank Road and Daniels Road roundabout by widening, where possible, and re-surfacing with asphalt.
  - (b) Provision of a new raised table priority cycle and pedestrian crossing in the Sunningdale side road junction, offset 5.0m into the junction bellmouth.
  - (c) Removal of the existing vehicular priority accesses at numbers 164 to 172 and 182 to 186 Newmarket Road, replacing these with dropped vehicular crossing accesses to provide cycle priority at these locations.
  - (d) Provision of a continuous footpath across the side road junctions of Branksome Road, Camberley Road and Claremont Road, giving priority to cyclists at these locations.
  - (e) Provision of a priority cycle crossing point at Elveden Close.
  - (f) Alterations to existing road markings and signage to denote cyclist priority at the side roads.
- (2) ask the head of city development services to carry out the necessary statutory processes to confirm the following notice:

“Propose to install a raised table priority cycle crossing on Sunningdale to assist with traffic calming.”

**8. Transport for Norwich - A11 Newmarket Road project (Daniels Road to Hanover Road)**

During discussion members commented that the proposal was for consultation and that a report on the outcome of the consultation would come back to committee in due course.

In reply to a member's question, the transportation and network manager referred to the report and in response to a question from a member explained the reasons for removing the signalised junction at the Christchurch Road and Lime Tree Road junction and the benefits that replacing it with a straight across toucan crossing would provide. The signalled crossing had been installed during the 1990s as part of a cycle improvement route but had the effect of creating a rat-run for general traffic on Christchurch Road and Lime Tree Road.

Councillor Lubbock welcomed the proposals but pointed out that on the sections where cyclists shared the bus lane with taxis and buses, it was not a pleasant experience for cyclists.

**RESOLVED**, unanimously, with all four voting members voting in favour, to:

- (1) agree to consult on the scheme to provide an inbound cycling facility segregated from vehicles and pedestrians between the Daniels Road roundabout and the footpath link to Hanover Road, improving the provision for cyclists on this section of Newmarket Road;
- (2) ask the head of city development services to advertise the necessary notices to implement any raised tables required as part of the scheme, pedestrian crossings and for conversion of the existing footway into a shared use footway/cycleway facility where required.
- (3) note that any objections received will be considered by a future meeting of the committee.

**9. Transport for Norwich – Changes to the access restrictions in pedestrianised areas in the city centre**

**RESOLVED**, unanimously, having considered the report and with all four voting members voting in favour, to:

- (1) agree to consult on the scheme to improve and rationalise loading and access restrictions and access for cycling within the city centre. The options being:
  - (a) Access to the existing time restricted areas in the city centre being rationalised, so that access for all vehicles (including cyclists) is only available outside the hours of 10am until 5pm seven days a week;

- (b) Access by vehicle in the time restricted streets rationalised to 10am until 5pm seven days a week, with cycling permitted at all times;
- (2) note that any representations received will be considered by a future meeting of the committee.

#### **10. Transport for Norwich - St Crispin's shared use crossing**

During discussion members commented that the scheme should be considered in the context of the emerging proposals for Anglia Square and the north of the city, and asked officers to ensure that reference was made to this in the consultation papers.

**RESOLVED**, unanimously, with all four voting members voting in favour, to:

- (1) agree to consult on the scheme to improve the existing cycling facilities, and improve the provision for cyclists & pedestrians across St Crispins Road as shown on Plan Nos. PE4112-HP-7000-001 PR GENERAL ARRANGEMENT attached in Appendix 1
- (2) ask the head of city development services to advertise the necessary notices to implement a signal controlled crossing required as part of the scheme
- (3) note that the consultation responses received will be considered by a future meeting of the committee.
- (4) note that the subway, which was stopped up (highway rights removed) in 2009 as part of redevelopment proposals will be filled in.

#### **11. Transport for Norwich – Angel Road / Waterloo Road cycling Improvements**

During discussion a member asked for details of the consultation pointing out that the proposals covered a large area and would be difficult to do. The transportation and network manager referred to the plan, shown as appendix 3, and said that the consultation would be a targeted to consult on specific elements of the scheme. This would include writing to residents and speaking to local members.

**RESOLVED**, unanimously, with all four voting members voting in favour, to:

- (1) approve for consultation the proposals for the Shipstone Road/Angel Road/Waterloo Road project, including:
  - (a) two options to reduce traffic speeds and improve pedestrian/cycle facilities at the Angel Road/Shipstone Road/ Waterloo Road junction:
    - (i) The removal of the signalled crossing and the provision of 2 parallel cycle / zebra crossing on Waterloo Road to the immediate north and south of the Angel Road junction

- (ii) The replacement of the existing signalled pedestrian crossing with a Toucan crossing
- (b) Introduction of a 20mph speed restriction along Waterloo Road, Eade Road, Patteson Road, Buxton Road, Alma Terrace, Albany Road, Temple Road, Long Row, Traverse Street, Clare Road, Taylors Building, the western end of Shipstone Road with associated traffic calming features. Extend the existing 20mph zone on Angel Road southwards from where it terminates just south of Angel Road Infant School to its junction with Waterloo Road including the installation of a sinusoidal speed hump.
- (c) Introduction of an advisory cycle lane between Magpie Road and Angel Road.
- (d) Reconfiguration of the Angel Road/Catton Grove Road/Elm Grove Lane/Catton Grove Road junction and implement a raised table to reduce speeds and improve pedestrian/cycle facilities.
- (e) Provide a flat top hump in Shipstone Road and extend the existing 'At Any Time' waiting restrictions in Shipstone Road by approximately 5 metres to ease the movement of cyclists in and out of the junction.
- (f) Install no waiting 'At any time' restrictions outside 61 Angel Road, opposite the junction with Rosebery Road for a length of approximately 14m to ease the movement into and out of Rosebury Road.
- (g) Replacing two groups of speed cushions outside 163 & 182 Angel Road with sinusoidal humps that span the full width of the carriageway.
- (h) Reconfiguration of the Shipstone Road closure point to remove the narrow two-way cycle path and allow the installation of two one-way cycling paths either side of a central planting strip with an additional 2m wide segregated footway.
- (i) Extend the existing shared use facility on the north side of Waterloo Road near its junction with Magpie Road by approximately 20 metres.
- (j) Shorten bus cage south of Elm Grove Lane.
- (2) asks the head of city development services to carry out the necessary statutory procedures associated with advertising any traffic regulation and speed restriction orders and notices that may be required for the implementation of the scheme as described in this report
- (3) agree that the outcome of the proposed consultation will be reported to a future meeting of the committee.



## **12. Transport for Norwich –Mile Cross Lane (Fiddlewood to Catton Grove Road) cycling Improvements**

**RESOLVED**, unanimously, with all four voting members voting in favour, to:

- (1) approve for consultation the proposals for the Mile Cross Lane project, including:
  - (a) Widening the footway to the north side of Mile Cross Lane, the west side of Catton Grove Road and the footpath between Mile Cross Lane and Blackthorn Close to a nominal 3.0m where possible
  - (b) Transfer of strips of land from Norwich City Council ownership to adopted highway to facilitate the above
  - (c) The configuration of the existing traffic island on Mile Cross Lane, at the Catton Grove Road/St Faiths Road junction, to allow use by cyclists
  - (d) Completing legal processes including statutory consultation(s) to convert all of the above to shared cyclist and pedestrian use;
- (2) ask the head of city development services to carry out the necessary statutory procedures associated with advertising any Traffic Regulation Orders (TROs) and Notices that may be required for the implementation of the scheme as described in this report;
- (3) agree that the outcome of the proposed consultation will be reported to a future meeting of the committee.

## **13. Review of Permit Parking and Pricing**

A member suggested that in future the review of permit parking was aligned with other off-street and on-street parking fees. The transportation and network manager agreed that it was a good idea to review all off-street and on-street parking fees on an annual basis at the same time and pointed out that it would not necessarily mean that fees were increased at each review.

**RESOLVED**, unanimously, with all four voting members voting in favour, to:

- (1) note the report;
- (2) agree changes to the prices of permits and dispensation vouchers to have the following effect:
  - (a) Increase the standard permit charge and minimum transaction fee to £12;
  - (b) Increase the monthly parking fee by the following amounts:
    - (i) Resident Short Vehicle/ 4 hour Visitor and Blue badge -5p;
    - (ii) Resident medium Vehicle 10p;
    - (iii) Resident long vehicle 15p;

- (iv) Business permits 50p;
- (c) Increase the charges for dispensation vouchers to £8.50, making a book of five (minimum purchase) £42.50;
- (d) Introduce a new dispensation permit, valid for between one and four days with a minimum charge of £12 (for one day) but otherwise costing the same as the dispensation vouchers per day.

#### **14. Major Road Works – Regular Monitoring**

**RESOLVED**, having considered the report of the head of city development services (Norwich City Council), to note the report.

CHAIR

**Report to** Norwich Highways Agency committee  
19 January 2017

**Report of** Head of city development services

**Subject** Transport for Norwich – Dereham Road/Guardian Road/Sweet Briar Road Junction Improvement

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**Item**

**5**

## **Purpose**

To consider the results of the consultation linked to the wider Transport for Norwich proposals for the Dereham Road/Guardian Road/Sweet Briar Road Junction Improvement project and to agree to implement the scheme.

## **Recommendation**

1. To approve the changes required to implement the scheme, including:
  - (a) Provision of a new enlarged (49 metre diameter) roundabout in place of the existing (38 metre diameter) roundabout.
  - (b) Provision of a controlled pedestrian (toucan) crossing on Dereham Road, immediately east of its junction with Hellesdon Road.
  - (c) Provision of a controlled pedestrian (toucan) crossing on Guardian Road, Road, approximately 42 metres south of the roundabout.
  - (d) A reduction in the length of the existing Dereham Road city bound bus lane by approximately 59 metres.
  - (e) A new 30mph speed limit on Sweet Briar Road, to extend approximately 63 metres north of its junction with Dereham Road.
  - (f) A new 30mph speed limit on Guardian Road, to extend approximately 142 metres south of its junction with Dereham Road, by its junction with Briar Court.
  - (g) Provision of new and altered cycle facilities at the roundabout including shared footway/cycleways in place of the existing footways and segregated footway/cycleways.
2. To authorise the head of city development services at Norwich City Council to carry out the necessary statutory processes for the following Traffic Regulation Orders and Statutory Notices:
  - (a) The provision of the new controlled toucan crossing on Dereham Road, immediately to the east of the junction with Hellesdon Road.
  - (b) The provision of the new controlled toucan crossing on Guardian Road.
  - (c) The reduction in length of the existing Norwich bound 24-hour, 7-days a week bus lane on Dereham Road by approximately 59 metres.
  - (d) Implementation of the 30mph speed limit on the Sweet Briar Road and Guardian Road approaches to the roundabout, in place of the existing 40mph speed limit.
  - (e) Conversion of the existing and modified footways and segregated footway/cycleways to shared footway/cycleways both adjacent to the roundabout

and on both sides of Dereham Road (West) from the roundabout to Hellesdon Road junction, on both sides of Dereham Road (East) from the roundabout to a point approximately 47 metres eastwards, on both sides of Sweet Briar Road from the roundabout to a point approximately 58 metres northwards, and on Guardian Road from the roundabout to a point approximately 75 metres southwards.

3. Delegate the consideration of any comments received to the Head of city development services in consultation with the chair and vice chair.
4. To ask the head of citywide services at Norwich City Council to carry out the necessary statutory procedures associated with disposing of statutory allotment land forming part of the existing Bellacre and Woodland allotment sites, to the northwest and northeast of the junction, as required to implement the scheme.

### **Corporate and service priorities**

The scheme helps to meet the corporate priorities of a prosperous and vibrant city and a safe, clean and low carbon city.

### **Financial implications**

The scheme development and implementation costs of this project will be developed and refined as the design is progressed. The scheme will be funded by from the New Anglia Local Enterprise Partnership and from developer funding via the Community Infrastructure Levy (CIL). The funding of £1.6m for an improvement at this junction is already approved and prioritised through the agreed Transport for Norwich budget via the Greater Norwich Growth Board.

**Ward/s:** Wensum

**Cabinet member:** Councillor Bremner - Environment and sustainable development

### **Contact officers**

Bruce Bentley, Principal Transportation Planner, Norwich City Council      01603 212445

Barry Lloyd – Project Engineer, Norfolk County Council      01603 223248

### **Background documents**

None

# Report

## Background

1. At the meeting on 15 September 2016, members approved for public consultation the proposal to improve the Dereham Road/Guardian Road/Sweet Briar Road junction.
2. The need for this project has been identified through two linked spatial planning documents that have been jointly produced by the City and County Councils under the auspices of the Greater Norwich Development Partnership:
  - a) Norwich Area Transportation Strategy Implementation Plan – now ‘Transport for Norwich’ (TfN).
  - b) Joint Core Strategy for Broadland, Norwich and South Norfolk).
3. TfN is an overarching programme of strategic works to improve accessibility by all modes of transport around the City, and encourage the use of more sustainable modes of transport, such as public transport, cycling and walking, but also includes capacity enhancement of the strategic road network, and new road building, in particular the NDR. The aim of the strategy within the urban area is to stabilise traffic levels and to cater for increased demands for travel by more sustainable means.
4. The TfN public consultation in October 2009 introduced the principles of a Bus Rapid Transit (BRT) network. Since then, staged implementation of BRT has started, beginning with its roll-out on the Dereham Road corridor. Improvements have already been made at the junction with Old Palace Road, and at the Dereham Road junction with Grapes Hill and on Grapes Hill itself. There have also been improvements in the city centre such as those introduced in 2015 on Chapel Field North, and those recently completed on St Stephens and Red Lion Street.
5. The objectives of the brief are enshrined within those of TfN, to create a high quality bus route along the Dereham Road corridor to the city centre. This scheme will improve further the reliability of public transport on this corridor.
6. Additionally, the outer ring road and the Dereham Road corridor are part of the strategic road network, and are therefore expected to cater for general traffic which is increasingly concentrated on these routes. This scheme therefore also provides capacity enhancements to ensure that the main road network functions effectively

## Public consultation

7. The consultation started on 10 October 2016 and ran for four weeks, until 7 November.
8. The details of the consultation were publicised in the local press, in order to inform as many people as possible.
9. A letter was distributed to 28 statutory consultees and other stakeholders. The letter was also distributed to 57 properties in the close vicinity of the proposal.

10. All of the consultation material was also available online on Norfolk County Council's website at [www.norfolk.gov.uk/derehamroad](http://www.norfolk.gov.uk/derehamroad)

### **Stakeholder views and feedback**

11. During the consultation, a total of 65 responses were received. Of these responses, 22 supported an improvement at the junction. Support has been received from Norfolk Constabulary.
12. The consultation results have been analysed and grouped into a number of common topics - these are shown in the consultation summary table in Appendix 1, together with officer comments. The main issues raised during the consultation are discussed under the topic sub headings below.

### **Traffic impacts during construction**

13. Almost a third (20) of comments from consultees' raised concerns about a potential increase in traffic on other roads both during the construction works and after the works had been completed. Specifically, Hotblack Road and Waterworks Road were mentioned. The concern raised was that traffic will divert to other residential roads while the roundabout is under construction in order to avoid congestion, and that the some traffic may continue to use these roads in preference to the roundabout after its completion.
14. During the construction phase, the main work to enlarge the roundabout will be carried out primarily from the allotment sides of the junction and this should minimise the impact on the traffic using it. Once the new embankments have been constructed and the road has been widened, it will be possible to use the new areas of highway to manage the traffic while constructing the other parts of the roundabout – this means that any disruption will be minimised.

### **Traffic impacts after construction**

15. Some consultees suggest measures on these roads to mitigate any displaced traffic. Suggestions included installing traffic lights or a mini roundabout at the junction of Dereham Road and Waterworks Road, or installing traffic calming measures on Waterworks/Hotblack/Bowthorpe roads. Other suggestions included providing a new crossing point on Waterworks Road and new 20mph speed limit outside the school, providing a pedestrian phase on the traffic lights on the Hotblack Road/Dereham Road junction, providing a pedestrian phase on the traffic lights on the Mile Cross/Heigham Street junction, making Hotblack Road one-way, or blocking Hotblack Road at some point along its length.
16. The purpose of the scheme is to reduce queuing on the roundabout, particularly on Dereham Road but it will also reduce queuing on the Outer Ring Road at this location and improve the flow of traffic so should not cause traffic to be permanently displaced.
17. The roundabout is a key junction on the network and the outer ring road and Dereham Road are traffic sensitive streets and the traffic management used during the construction will be implemented accordingly. During the works, the surrounding roads will be monitored for any unusual traffic patterns, and appropriate mitigation

put in place if it is found that there are particular traffic issues that are attributed to the improvement scheme.

18. Existing traffic issues relating to the existing traffic calmed Hotblack Road, and Waterworks Road, would need to be looked at and considered as part of a separate study as they may not be related to the traffic issues at the existing roundabout. For example, traffic from Waterworks Road using Hotblack Road to access Bowthorpe Road may continue to still do so irrespective of any changes at the roundabout. On completion of the scheme, and once the traffic patterns have settled down, the roundabout junction and roads in the close vicinity will be monitored to determine if there are any residual issues that need to be addressed.
19. Consequently, it is not anticipated that there will be any displacement effect on to Waterworks Road or Hotblack Road. Changing the junction arrangements to facilitate movement in and out of Waterworks Road would actually encourage more traffic onto this route.

### **Alternatives to the roundabout improvement**

20. Seven comments received suggested that an enlarged roundabout wouldn't provide sufficient benefits to all users. Some suggested that a signalised junction be implemented instead of a roundabout. Comments included concerns that the speed and volume of traffic would increase on a roundabout, to the detriment of pedestrians and cyclists.
21. A signalled junction was considered when options were being looked at during the early development of the scheme. However, it was found that a signalised junction would introduce a delay for vehicles (including buses) that could be worse than the existing situation. Providing the necessary priority for Dereham Road, together with controlled much needed crossing facilities on the Dereham Road and Guardian Road would be possible, but this would be at the expense of traffic on the ring road, which would make the situation worse than it is now. In addition, a signalled option would require land outside of the highway boundary along Guardian Road; these areas are mostly residential, with a business at the southwest side of the junction. It is for these reasons that the roundabout option was taken forward as the preferred one.
22. The existing roundabout was not designed to current standards, and provides inadequate levels of deflection resulting in high speeds. The proposed one has been designed in accordance with national guidance so will physically constrain the speed of vehicles using it. In addition, it is recommended that a 30mph speed limit is implemented on the ring road approaches to the roundabout; there are currently 40mph speed limits on these two roads.

### **Impact of the NDR**

23. Two comments questioned why the roundabout is to be changed prior to the completion of the Norwich Northern Distributor Road (NDR), and one comment suggested linking the NDR to the A47 near the Norfolk Showground to reduce the traffic at this junction. The scheme design takes into account the changes in traffic patterns brought about by the TfN programme and this includes the NDR and the city centre measures that are currently being implemented. Although a link to the

A47 is not part of the agreed NDR route, this is being looked at as part of a separate study.

### **Requests for additional crossing on Dereham Road**

24. A total of 18 responses requested a controlled crossing on Dereham Road, on the east (city) side of the junction. Although this was assessed during the scheme development, it was considered that the main desire lines were on Dereham Road, near Hellesdon Road junction and the bus stops, and on Guardian Road.

### **Pedestrians and cyclists**

25. A pedestrian and cycle survey was carried out in June 2016 on the roundabout approaches to determine the current level of usage. Over a 12-hour period, it was found that there were 36 pedestrians and 42 cyclists crossing Dereham Road (East) using the dropped crossing points at the island near the roundabout give way, with 9 pedestrians and 13 cyclists in the peak hour. It is proposed to provide a wider island than existing to ensure that pedestrians and cyclists are given adequate protection when waiting to cross; this will be the case with the islands on each of the four arms of the roundabout.
26. A pedestrian and cycle survey was carried out at the same time on Dereham Road (East), by its junction with Winchcomb Road. On the roundabout side of the junction, 4 pedestrians and 4 cyclists were recorded over a 12-hour period, with 27 pedestrians and 2 cyclists crossing Dereham Road on the city side of the junction. There were 138 pedestrians and 33 cyclists crossing Winchcomb Road, this shows that the main desire line is on the south side of Dereham Road.
27. Although a controlled crossing on Dereham Road on the city side of the roundabout is not included in the proposed scheme, this does not mean a controlled crossing could not be implemented in the future on Dereham Road, but the initial indication from the surveys suggest that this would need to be further into the city to be justified. Any future crossing would be a standalone scheme and a suitable location would need to be assessed to ensure that it is located in the area of greatest need.

### **Requests for changes to proposed crossings**

28. Two responses requested that the proposed controlled crossings on Dereham Road (West) and Guardian Road be located nearer to the roundabout. The one proposed for Dereham Road has been located to cater for pedestrian desire lines; it will cater for those travelling to and from Hellesdon Road, and proves a useful facility to the using the adjacent bus stops. The controlled crossing on Guardian Road is positioned as close to the roundabout as is practical without severely impacting on the efficiency of the junction.
29. A total of 7 responses requested a controlled crossing (or underpass) on Sweet Briar Road. A surface crossing on this road in the vicinity of the junction would adversely impact the traffic on this arm, which is the busiest in traffic terms. An underpass would be expensive and would require major works, impacting on both the allotments and the underground utilities. It is not certain that an underpass in a remote area would be attractive for any pedestrians or cyclists wishing to cross the road. For these reasons, the controlled crossings on the south and west arms will



provide the main facilities, with the uncontrolled crossing points and larger islands provided on all the roundabout arms.

### **Cycling facilities**

30. Three responses questioned the need for the proposed shared footway cycleways at the roundabout. There was also concern about the interaction between pedestrians and cyclists, and cyclists being on the paths when residents are accessing their driveways. The existing facilities at the roundabout consist of segregated footway/cycleways. However, the segregation results in the cyclists running close to the traffic, and the footway and cycle widths are relatively narrow in places given the overall available width. In the proposal, the paths will be shared and this means that the full use of the available path is available for both modes.
31. Three responses requested additional cycle facilities, including extending the proposed paths so that they are further from the roundabout particularly on the northbound side of Sweet Briar Road. In the revised proposal, the path has now been extended so that cyclists can re-join the carriageway further from the northbound exit.
32. Cyclists will have the choice of staying on carriageway at the roundabout or using the off-carriageway facilities. The layout of the new roundabout complies with national guidance, and the new geometry will control the entry, circulatory and exit speeds, helping to reduce risks for cyclists using the junction. The shared cycleways will extend further than the existing cycle facilities, and will provide links to cater for other desire lines, such as that on Hellesdon Road.
33. A request was made to provide a cycle link from the roundabout the Marriott's Way cycle path to the north of the roundabout. Although the scheme would not prevent this from being implemented at some point in the future, it is beyond the scope of the scheme and is not included in the proposals.

### **Public transport**

34. Two comments were received, including one from bus operator First, questioning the need to shorten the bus lane on the city bound Dereham Road arm of the roundabout. The reason for this change is to allow the traffic approaching the roundabout to get into the correct lane at an earlier point than the existing layout, and this will minimise the need for last minute lane changes by general traffic. The existing layout has three inbound lanes on Dereham Road but this is a substandard layout as the circulatory width only caters for two lanes of traffic.
35. The prime aim of the scheme is to improve the Dereham Road bus corridor, and the change to the bus lane will improve the way the roundabout works and will provide an overall benefit to the flow of traffic entering from the west including buses.

### **Environment**

36. Two responses were primarily regarding the impact on the Bellacre and Woodland allotments. As the site constraints include the mostly residential properties to the south side, this means that the changes to the junction need to be made to the north side to protect the amenity of these householders. Consequently some land take from the allotments in the long term is the preferred solution.

37. One of the responses was from the local allotment group that represents a number of the allotment holders – this raised a number of detailed points that will need to be addressed as the scheme progresses. Discussions are continuing with the affected plot holders regarding the detail of the impacts; these discussions will continue as the detailed design is finalised so that the impacts of the permanent scheme, and the temporary construction impact, can be identified and mitigated.
38. The provision of replacement plots are being discussed with the affected plot holders, the intention is that the replacements will generally be on the same sites; this will be achieved by bringing redundant plots back into use. The compensation details for those affected is being looked at but the scheme will cover the costs of relocating including the costs of moving sheds and other infrastructure, or covering the replacement costs as appropriate.
39. During the construction of the new road embankments, there will be a need to temporarily remove some allotment plots on both of the sites in order to provide working space, storage of materials, and temporary accommodation for the construction team. The works area will be secured from the rest of the site and access for construction vehicles will be safely managed to ensure the remainder of the allotment plots can still be used.
40. On the Bellacre side, the allotment car park will be temporarily relocated to another location on the site but the car park will be reinstated after the embankment works are complete. Likewise, on the Woodlands site the construction traffic will be managed and the site secured from the remaining allotment area. New permanent fencing will be installed as part of the scheme.
41. After construction, the temporarily affected plots will be reinstated for use. Permanent works adjacent to the allotment site will include new fencing and drainage. There will be liaison between the scheme delivery team and allotment holders prior to the start of works on site to agree precise details of the mitigation. There will also be liaison during the construction phase to ensure this process is managed, and any issues dealt with.
42. Comment was received regarding the existing metal railing fencing at the back of the footway on the north side, that this should be retained/reused. Some sections of these have been in place for a number of years and are corroded. At the back of the new and revised footway/cycleway, it is intended to install a replacement fence. For safety reasons, this fence will need to be a minimum height of 1.4 metres due to the height of the embankment behind the path. The existing fencing is approximately 1.0 metres high so would not be suitable but it is intended that the new fencing will be of a similar design to the existing to match with the that on Dereham Road, on the city side of the junction.

### **Landscape issues**

43. Three responses expressed concern about the loss of trees and other planting. There will be a need for some tree removal, particularly on the northeast side of the junction – this removal will take place at the start of the works on site. Some of the hedges will also need to be removed on the north side, to enable the roundabout to be enlarged. There will be mitigation planting including new hedges at the back of the paths on the north side, to replace those lost. The planting will include a number of new trees on the north side of the roundabout to replace those that will need to

be felled. There will also be some low level planting on the embankments and the central roundabout island. These details will be worked up as part of the detailed design.

44. One response related to the effect of the scheme on wildlife. There will be an ecological appraisal carried out prior to the start of works to determine if specific measures are required as a result of the proposal.
45. One response expressed a concern about increased traffic noise and pollution. Regarding the traffic noise, the scheme itself is not expected to result in increases but is designed to cope with future traffic levels while reducing queuing. It is forecast that the proposed junction performance in year 2032 in terms of queues and delay could be similar to that of the existing situation. Generally, the reduction in traffic queueing and congestion will be positive with regards air quality.

### **Other issues raised during the consultation**

46. One response included a request that adequate signing be provided in order to encourage correct driver behaviour. The signing and road markings will be design in accordance with the current guidance and regulations in order to ensure the correct guidance is given to all those using the junction.
47. Two responses regarded drainage issues. One regarded drainage on Dereham Road (West) on the southern side, it has been reported that there can sometimes be flooding in the gardens as the existing road is higher than the gardens along here. Another requested that the scheme does not result in additional runoff of surface water from the highway to the allotments. As a result of the proposed changes to the junction, it will be necessary to modify the drainage to suit the new layout and the scheme will include for this.
48. Comments were received from several residents who live near the roundabout, via one of the city councillors; they were concerned that the scheme could make it less safe and more difficult for them when entering or exiting their driveways. Some of the private accesses are very close to the existing roundabout and this will still be the case with the new layout. However, the proposed changes will not prevent any of the existing movements with regards access to properties. As previously discussed, the roundabout geometry will control the speeds of traffic using it, and the road markings will provide suitable guidance to drivers with regards lane designations. The current layout has been audited with regards safety and no outstanding safety issues have been identified.

### **The amended proposals**

49. Since the consultation started, the scheme layout has been modified in order to reduce the impact on underground fibre optic cables and infrastructure that is managed by BT Openreach. Specifically, the proposed kerb line on the north west side of the roundabout has been adjusted by moving the proposed roundabout southeast by a couple of metres and this means that the proposed cable diversions have been reduced in extent, resulting in a large cost saving. The latest scheme proposals are shown on the scheme plan, included as Appendix 2.
50. As a result of the change to the roundabout layout, another benefit is that the impact on the Bellacre allotments has been reduced on the northwest side of the

roundabout, and the existing allotment access here is not now affected by the scheme.

51. In total, on the Bellacre allotment site there are three allotment plots permanently affected by the scheme, the affected area being 92m<sup>2</sup> based on the current layout. The Bellacre car park will also be required during the construction; a temporary car park will be provided for allotment holders, and the existing car park reinstated after work on the embankment is complete. Access will be maintained to the allotments via the existing access.
52. On the Woodland site, there will be eight allotment plots permanently affected, totalling 507m<sup>2</sup> based on the current proposal. Access to the Woodland allotments will be maintained via the existing access, albeit this will be modified where it joins Dereham Road.
53. There will also be a number of plots temporarily affected on both sites during the construction of the embankment due to the need for working space and access, although these will be reinstated as allotment plots after completion of the works.
54. On the west side of Sweet Briar Road, the proposed footway/cycleway has been extended further northwards; this safety feature will allow cyclists to re-join the carriageway further from the roundabout, and away from the carriageway merge.
55. It is now proposed to implement a 30mph speed limit on the ring road approaches to the roundabout, as detailed above.
56. At the southeast side of the roundabout, it is not now proposed to provide a verge area as this area is required to be carriageway and footway/cycleway in the amended design.
57. Three of the splitter islands at the roundabout give ways have been enlarged in the revised design, this is beneficial as it makes them more prominent and provides greater protection for waiting pedestrians and cyclists.

### **Timescales**

58. Subject to approval by Committee, and the necessary statutory procedures being completed regarding the allotment land and the new Traffic Regulation Orders, construction would begin in September 2017 and it is anticipated that the scheme would be completed around April 2018.
59. Although the detailed construction program is not yet finalised, the plan will be to carry out the necessary site clearance and construct the new embankments in the initial phase, and to complete the embankments before Christmas 2017. Once complete, this will enable the road widening to be carried out.
60. It is proposed that the main diversion works to the fibre optic cables could be carried out prior to the start of the highway works, subject to further discussion with the Street Works Coordinators, and the affected utility company.

### **Conclusions**

61. The proposal will provide benefits both to buses using Dereham Road, and to general traffic using the junction. The proposed changes to the junction will mean

that it is better able to cope with the anticipated levels of traffic in future years when compared to the existing layout.

- 62. The new crossings and footway links for pedestrians and cyclists will provide useful facilities and will provide benefits to those using the junction and those on the approaches.
- 63. The issue of high levels of traffic using less suitable residential streets both during and after the implementation of the junction improvement is one that has been raised in a number of the responses. Monitoring of roads such as Hotblack Road and Waterworks Road would be carried out before, during, and after the implementation of an improvement to the junction.
- 64. The suitability of crossing facilities proposed in the scheme has been questioned by some correspondents. The crossings, and the scheme in general, will be subject to post scheme monitoring.

### **Resource Implications**

- 65. 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. 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.
- 66. Staff: The project will be delivered through joint team working involving both county council and city council officers.
- 67. Property: The proposals can be provided within existing Norwich City Council land, part of which is designated as statutory allotments.
- 68. IT: None.

### **Other implications**

- 69. Legal Implications: None.
- 70. Human Rights: None.
- 71. Equality Impact Assessment (EqIA): An EqIA has been completed for the NATS Implementation Plan (TfN). An Equality Impact Assessment for this scheme has been carried out as part of the detailed development, this is included as Appendix 3.
- 72. Communications: The ongoing scheme development, and the construction phase, will be communicated as part of the wider TfN Plan.

### **Section 17 - Crime and Disorder Act**

- 73. 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**

74. 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.
75. A risk register is being maintained as part of the technical design and construction delivery processes.

## **References – further information:**

The need for this project has been identified through two 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>

## Integrated impact assessment



**NORWICH**  
City Council

### Report author to complete

<b>Committee:</b>	Norwich Highways Agency
<b>Committee date:</b>	19 January 2017
<b>Director / Head of service</b>	Head of city development services
<b>Report subject:</b>	Transport for Norwich - Dereham Road/Guardian Road/Sweet Briar Road Junction Improvement
<b>Date assessed:</b>	13 December 2016
<b>Description:</b>	To consider the results of the consultation linked to the wider Transport for Norwich proposals for the Dereham Road/Guardian Road/Sweet Briar Road Junction Improvement project and to agree to implement the scheme.

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme is judged to be value for money up to £1.6m.
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Two areas of land will be required from the Bellacre and Woodland allotment sites, owned by Norwich City Council. However, alternative allotment plots will be provided to offset this loss.
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme helps to meet the corporate priorities of a prosperous and vibrant city and a safe, clean and low carbon city.
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme will provide for new pedestrian/cycle crossing facilities and footway links, benefiting those users that need to use the junction.
<u>S17 crime and disorder act 1998</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme will be lit to an appropriate standard.
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme is designed to reduce queuing and traffic congestion at the junction which will have a positive affect on air quality. The new pedestrian/cycle facilities will provide benefits for those users.



	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme will provide benefits to buses on Dereham Road, and to general traffic using the junction. The improvement to the bus route will help promote modal shift to public transport.
Natural and built environment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A number of tree and hedges will be removed in order to improve the junction. However, mitigation planting will be provide as part of the scheme.
Waste minimisation & resource use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Construction waste will be recycled.
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The reduction in queuing will have a positive effect on air quality. The improvement to bus services will have a positive overall effect and will promote modal shift to less polluting forms of transport.
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme contributes to the corporate priority of 'a safe, clean and low carbon city' by encouraging public transport use, and reducing congestion for all traffic.
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

### Recommendations from impact assessment

#### Positive

No further comments.

#### Negative

As above, the negative environmental impacts will be mitigated.

#### Neutral

No further comments.

#### Issues

No further comments.

## Consultations – summary of responses received

## Appendix 1

Ref.	Times raised	Issue raised	Officer response
0	22	Support for improvements to the junction.	Support is welcomed.
<b>1</b>		<b>Traffic impacts</b>	
1a	20	Concern raised about displaced traffic on other roads both during and after completion of the improvement scheme. In particular, concerns were raised about a potential increase in traffic using both Hotblack Road and Waterworks Road, and at their junctions and those with Dereham Road.	Refer to report, section 'Stakeholder views and feedback – Traffic impacts', paragraphs 13-19.
1b	7	Concern that a roundabout won't provide sufficient benefits to all users. Some suggested a signalised junction in place of a roundabout. Concerns that speeds and volume of traffic will increase to the detriment of pedestrians and cyclists.	Refer to report, section 'Stakeholder views and feedback – Traffic impacts', paragraphs 20-22.
1c	1	Concern that the changes will increase the speeds to the detriment of safety.	Refer to report, section 'Stakeholder views and feedback – Traffic impacts', paragraphs 20-22.
1d	2	Ask why the changes to the roundabout can't be carried out after completion of the Norwich Northern Distributor Road (NDR). Suggests linking the NDR to the A47 near Norfolk Showground.	Refer to report, section 'Stakeholder views and feedback – Traffic impacts', paragraph 23.
<b>2</b>		<b>Pedestrians and cyclists</b>	
2a	18	Request for a controlled pedestrian crossing on Dereham Road East (on the city side of the roundabout).	Refer to report, section 'Stakeholder views and feedback – Pedestrians and cyclists', paragraphs 24-27.

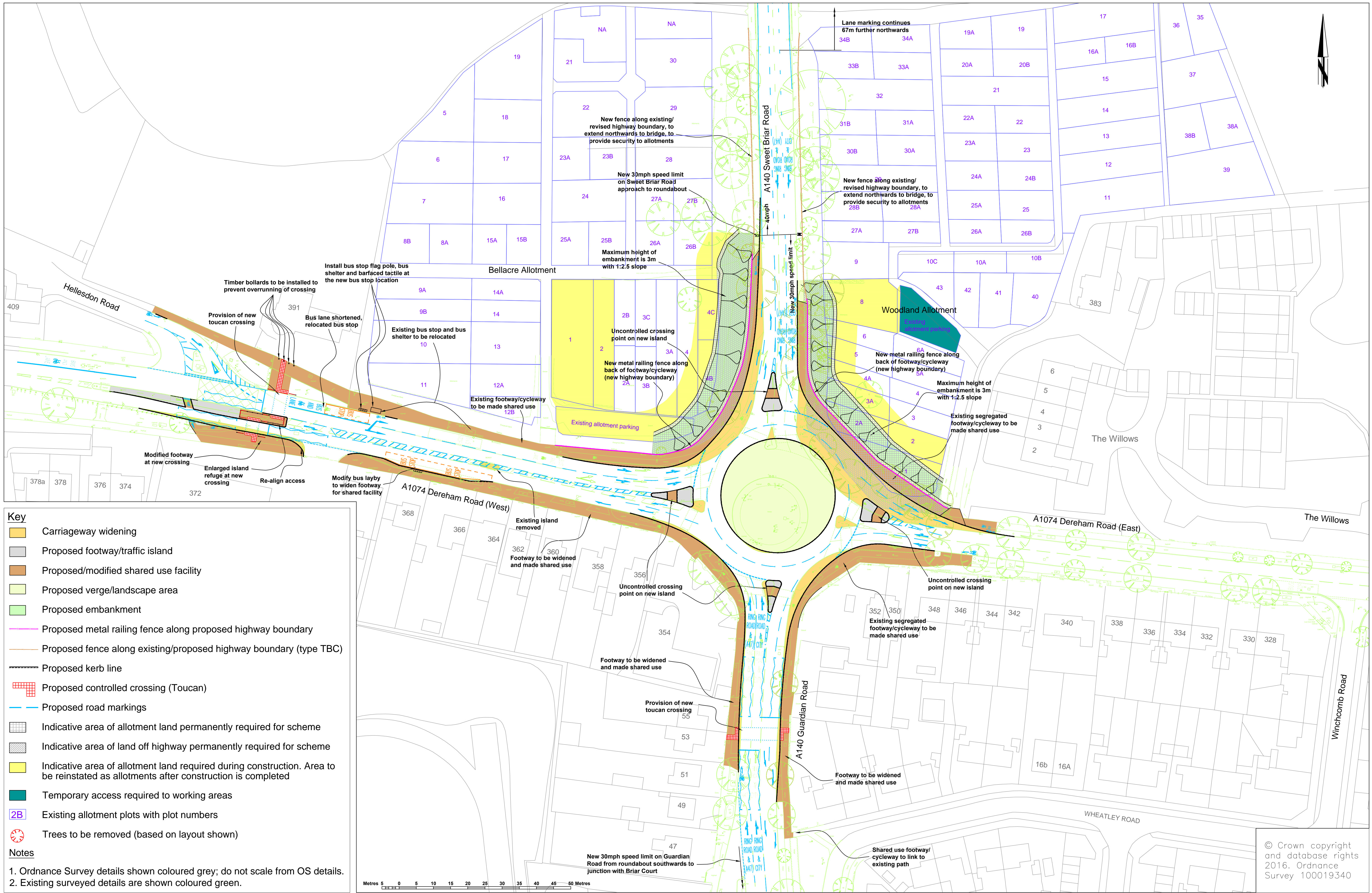
Ref.	Times raised	Issue raised	Officer response
2b	2	Request for the proposed pedestrian crossings (on Dereham Road West and Guardian Road West) to be nearer to the roundabout.	Refer to report, section 'Stakeholder views and feedback–Pedestrians and cyclists', paragraph 28.
2c	7	Request for a controlled pedestrian crossing (or underpass) on Sweet Briar Road.	Refer to report, section 'Stakeholder views and feedback–Pedestrians and cyclists', paragraph 29.
2d	3	Concern about the need and/or use of shared paths (for pedestrians and cyclists).	Refer to report, section 'Stakeholder views and feedback–Pedestrians and cyclists', paragraph 30.
2e	3	Request for additional cycle facilities, including extending the proposed paths so that they are further from the roundabout. Request for a cycle link to Marriot's Way.	Refer to report, section 'Stakeholder views and feedback–Pedestrians and cyclists', paragraphs 31-33.
<b>3</b>		<b>Public transport</b>	
3a	2	Proposal to shorten the Dereham Road city bound bus lane on the approach to the roundabout.	Refer to report, section 'Stakeholder views and feedback–Public transport', paragraphs 34-35.
<b>4</b>		<b>Environment</b>	
4a	2	Impact on the allotments. Issues raised include questioning whether the allotments need to be affected at all, what impact the works will have on the allotments during the works, and what security will be in place while the works are underway and after completing i.e. fencing. Also, a request was made for improvements to the allotment accesses.	Refer to report, section 'Stakeholder views and feedback–Environment', paragraphs 36-41.
4b	1	Concern about the impact on the existing metal railing fence, at the back of the footway on the north side of the roundabout.	Refer to report, section 'Stakeholder views and feedback–Environment', paragraph 42.

<b>Ref.</b>	<b>Times raised</b>	<b>Issue raised</b>	<b>Officer response</b>
4c	3	Concern about the loss of trees.	Refer to report, section 'Stakeholder views and feedback–Environment', paragraph 43.
4d	1	Concern about the impact on wildlife.	Refer to report, section 'Stakeholder views and feedback–Environment', paragraph 44.
4e	1	Concerns about traffic noise and pollution.	Refer to report, section 'Stakeholder views and feedback–Environment', paragraph 45.
<b>5</b>		<b>Other issues</b>	
5a	1	Ensure there is adequate signing.	Refer to report, section 'Stakeholder views and feedback–Other issues', paragraph 46.
5b	2	Ensure there is adequate drainage provision.	Refer to report, section 'Stakeholder views and feedback–Other issues', paragraph 47.
5c	1*	Ensure that access is maintained to driveways for properties at the junction.	Refer to report, section 'Stakeholder views and feedback–Other issues', paragraph 48.

\* Comments received via city councillor, representing views of several residents.







**Key**

- Carriageway widening
- Proposed footway/traffic island
- Proposed/modified shared use facility
- Proposed verge/landscape area
- Proposed embankment
- Proposed metal railing fence along proposed highway boundary
- Proposed fence along existing/proposed highway boundary (type TBC)
- Proposed kerb line
- Proposed controlled crossing (Toucan)
- Proposed road markings
- Indicative area of allotment land permanently required for scheme
- Indicative area of land off highway permanently required for scheme
- Indicative area of allotment land required during construction. Area to be reinstated as allotments after construction is completed
- Temporary access required to working areas
- Existing allotment plots with plot numbers
- Trees to be removed (based on layout shown)

**Notes**

1. Ordnance Survey details shown coloured grey; do not scale from OS details.  
2. Existing surveyed details are shown coloured green.

Funded by:

Department for Transport

NEWANGLIA  
Local Enterprise Partnership for Norfolk and Suffolk

Tom McCabe  
Executive Director of  
Community and Environmental Services  
Norfolk County Council  
County Hall, Martineau Lane  
Norwich NR1 2SG

**DRAWING TITLE**  
**DEREHAM ROAD/GUARDIAN ROAD/SWEET BRIAR ROAD**  
**JUNCTION IMPROVEMENT**  
**SCHEME PLAN**

REV.	DESCRIPTION	CHECKED	DATE
A	Revised layout following Stage 1 Safety Audit	DG	10/16
B	Revised layout to reduce utility and allotment impacts	BL	11/16
C	Revised layout to avoid reverse curve along ICD at north-east corner	DG	11/16
D	Revised splitter island on east arm	BL	12/16
E	Working area on allotment land revised	BL	12/16

	INITIALS	DATE	DRAWING No. PA3030-MP-007E	
SURVEYED BY	PC	11/15	PROJECT TITLE	
DESIGNED BY	DG	06/16	A1074 DEREHAM RD/A140 GUARDIAN RD/	
DRAWN BY	DG/JC	06/16	SWEET BRIAR RD JUNCTION IMP.	
CHECKED BY	BL	09/16	SCALE 1:500@A1	FILE No. PA3030







# Equality impact assessment template



**NORWICH**  
City Council

<b>Name of head of service or executive head authorising:</b>	Andy Watt
<b>role:</b>	Head of City development services
<b>Brief synopsis of assessment</b>	The assessment conclude that the project will have a positive impact on some protected groups
<b>Lead review manager name:</b>	Bruce Bentley
<b>Role:</b>	Principal transportation planner
<b>Date:</b>	December 2016

## 1. Title of proposed policy, function or project:

Guardian Road/Dereham Road roundabout

## 2. What are the aims and objectives?

The redesign of the Guardian Road/Dereham Road roundabout is to deal with existing congestion issues, and ensure more reliable operation of public transport services. The preferred option is the reconstruction of the existing roundabout, but on a larger footprint to provide two full running lanes, but alternative options (including traffic lights) have been considered. The roundabout option is the only option that provides sufficient capacity to resolve existing issues and cater for anticipated changes. The scheme includes new pedestrian crossing facilities

## 3. Who are the key stakeholders?

Norfolk County Council and Norwich City Council. Groups representing disabled groups and the elderly

## 4. What evidence has been used for this assessment?

The existing road layout and proposed plans (still at draft stage) showing the proposed changes

## 5. Have any concerns been raised about the proposed policy? (Copy and paste this symbol ✓ to tick the relevant fields below)

	Yes	No	Not known
Age		X	
Disability		X	
Gender		X	
Racial group		X	
Religion or belief		X	
Sexual orientation		X	
Socio-economic status		X	

#### 5a. What have people from these equalities groups told you about their concerns?

The scheme has been welcomed as providing improved facilities.

#### 6. Do different groups have different needs in relation to this policy? (Copy and paste this symbol ✓ to tick the relevant fields below)

	Yes	No	Not known
Age	✓		
Disability	✓		
Gender		✓	
Racial group		✓	
Religion or belief		✓	
Sexual orientation		✓	
Socio-economic status	✓		

#### 6a. Please explain what the potential outcomes are for these equalities groups:

Improvements to public transport benefit the elderly and the less able more than other groups, as these groups tend to rely on these services more. The light controlled crossings over busy major routes improve accessibility to the wider area for these groups, and the blind and partially sighted in particular

#### 7. Is there a chance to: a. promote equality of opportunity, and b. promote good relations in the community? (Copy and paste this symbol ✓ to tick the relevant fields below)

	Yes	No	Not known
Age			✓
Disability			✓
Gender			✓
Racial group			✓
Religion or belief			✓
Sexual orientation			✓
Socio-economic status			✓

**7a. Please explain whether the potential is for a positive or neutral outcome:**

The outcome of the work is positive for the selected groups

**8. Is there evidence to suggest that the policy may have a disproportionate adverse impact on an equalities group? (Copy and paste this symbol ✓ to tick the relevant fields below)**

	Yes	No	Not known
Age		✓	
Disability		✓	
Gender		✓	
Racial group		✓	
Religion or belief		✓	
Sexual orientation		✓	
Socio-economic status		✓	

**8a. Please explain what this potential impact is and how you intend to mitigate against it in a proportionate and relevant way:**

N/A

**9. Please outline key recommendations and actions committed to in the future:**

Complete the scheme as proposed

**10. On the basis of this assessment, should this policy go on to the further impact assessment stage?**

**No**

**11b. Please explain:**

The scheme has demonstrable positive benefits for the affected groups

**Please note that the further impact assessment is only necessary if a potentially disproportionate negative impact has been identified.**

**Report to** Norwich Highways Agency committee

**Item**

19 January 2017

**Report of** Director of business services

**Subject** Committee schedule 2017-18

6

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### **Purpose**

To agree the meeting schedule for the 2017 to 2018 civic year.

### **Recommendation**

That the committee agrees, subject to approval at the city council's annual council, the schedule of meetings for the civic year 2017-2018, all meetings to be at 10:00 and held at City Hall:

Thursday, 15 June 2017  
Thursday, 20 July 2017  
Thursday, 21 September 2017  
Thursday, 23 November 2017  
Thursday, 18 January 2018  
Thursday, 22 March 2018

### **Corporate and service priorities**

The report helps to meet the corporate priority to provide value for money services and in accordance with the Norwich Highways Agency agreement.

### **Financial implications**

There are no direct financial implications arising from this report.

**Ward/s:** All Wards

**Cabinet member:** Councillor Stonard - Resources and business liaison

### **Contact officers**

Jackie Rodger, senior committee officer

01603 212033

### **Background documents**

None

## Report

1. The committee usually meets six times a year at 10:00 on either the fourth or third Thursday of the months of June, July, September, November, January and March of each year. This has the advantage of distributing committee meetings evenly throughout the year.
2. The dates proposed follow this pattern and take into account other meetings of the city and county councils, room availability and where possible try to avoid school holidays.
3. The city council agrees its schedule of meetings for the civic year at its annual council which will be held on 26 May 2016. The city council elects the vice chair at annual council. The county council elects the chair at its annual council. Holding the first meeting of the civic year in June allows for this process to be completed.
4. Annual reports are usually considered at the meeting in July.

### Schedule for 2017-18

5. The Norwich Highways Agency agreement between the city and county councils states that the committee “will meet at least six times per year (or such other minimum number as the Joint Committee may from time to time agree) and such dates and at such as it may determine” .
6. The chair and vice chair have the discretion to ask for a committee meeting not to be convened if there is insufficient business. In order to be as efficient and cost effective as possible, officers will monitor and where possible plan the amount of business to be considered for each meeting and advise the chair and vice chair accordingly if there are no substantive items requiring a decision. For instance the scheduled meetings in 2015-16 the November meeting was not convened and in 2016-17 the June meeting was not convened.
7. Colleagues at Norfolk County Council have been consulted on the proposed dates of meetings. Three of the proposed dates for the Norwich Highways Agency committee coincide with meetings of the county council as follows:

Thursday, 20 July 2017 - Health and overview scrutiny committee  
Thursday, 18 January 2018 – Economic development subcommittee  
Thursday, 22 March 2018 – Economic development subcommittee

Some duplication of meetings is inevitable and consideration has been made to amending the Norwich Highways Agency committee schedule. However, it would be impractical to move the meeting scheduled for 20 July 2017 to earlier in July as it would be too close to the June meeting and a week later would be within the school holidays. It is regrettable that the committee meetings coincide with meetings of the economic development subcommittee and it would be difficult to change the dates of the January and March meetings to avoid too long a gap between committee meetings. It was originally proposed to hold the March meeting of the Norwich Highways Agency committee a week earlier on 15 March 2018 but then it would coincide with the Road Casualty Reduction Partnership meeting. It is not possible to hold a meeting later in March 2018 because of purdah arrangements in advance of the city council elections.

8. The proposed schedule of meetings for 2017-18 is to hold meetings at 10:00 on at City Hall on:

Thursday, 15 June 2017

Thursday, 20 July 2017

Thursday, 21 September 2017

Thursday, 23 November 2017

Thursday, 18 January 2018

Thursday, 22 March 2018

