

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

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

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 92m² 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 507m² 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/REPNHAC09NATSImplementationPlan20130919.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

Committee:	Norwich Highways Agency
Committee date:	19 January 2017
Director / Head of service	Head of city development services
Report subject:	Transport for Norwich - Dereham Road/Guardian Road/Sweet Briar Road Junction Improvement
Date assessed:	13 December 2016
Description:	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

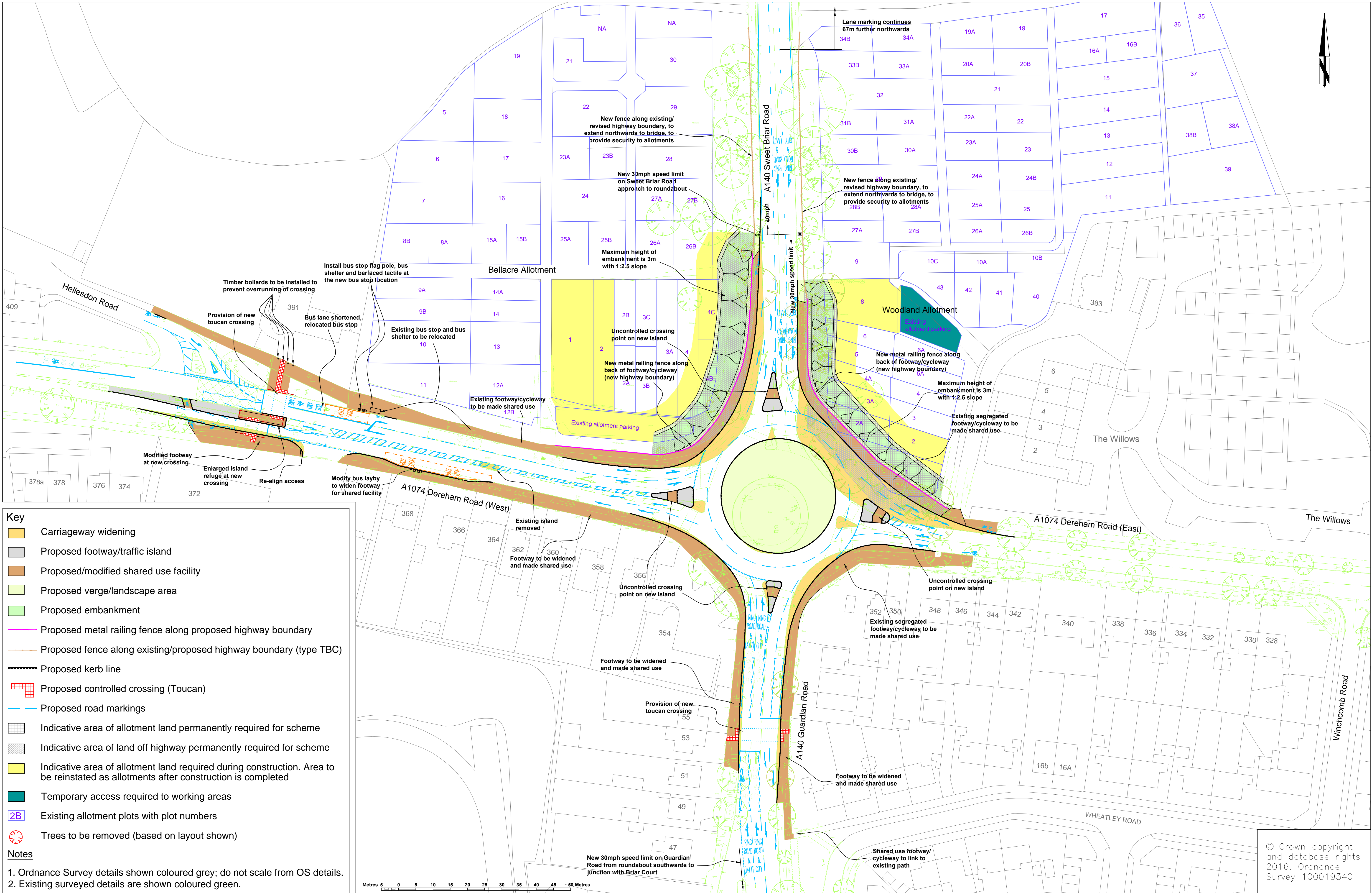
Appendix 1

Ref.	Times raised	Issue raised	Officer response
0	22	Support for improvements to the junction.	Support is welcomed.
1		Traffic impacts	
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.
2		Pedestrians and cyclists	
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.
3		Public transport	
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.
4		Environment	
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.

Ref.	Times raised	Issue raised	Officer response
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.
5		Other issues	
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.



Equality impact assessment template



NORWICH
City Council

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