

Norwich Highways Agency committee

Date: Thursday, 22 January 2015

Time: 10:00

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

Members:

**County
Councillors:**

Adams (chair) (v)
Bremner (v)
Hebborn
Shaw
Sands (M)

City Councillors:

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

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Agenda

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1 Public questions/petitions	
To receive questions / petitions from the public (notice to be given to committee officer by 10:00 on Monday, 19 January 2015).	
2 Declaration of interest	
(Please note that it is the responsibility of individual members to declare an interest prior to the item if they arrive late for the meeting)	
3 Minutes	5 - 16
To approve the accuracy of the minutes of the meeting held on 27 November 2014.	
4 Push the Pedalways – Tombland and Palace Street	17 - 24
Purpose - To update the committee on the discussions with the Norwich School on the Tombland and Palace Street proposals and to agree a scheme to take forward for implementation accordingly.	
5 Norwich Area Transportation Strategy Implementation Plan Cycling ambition grant programme – ongoing funding	25 - 30
Purpose - This report is to inform the committee that the city and county council has accepted the invitation from the Department for Transport to apply for additional funding for the Greater Norwich Area from its cycling ambition grant programme.	
6 Future expansion of the Norwich Car Club	31 - 38
Purpose - To update members of the proposed expansion of the Norwich car club and seek authorisation to implement new car club bays	
7 Major road works - regular monitoring	39 - 44
Purpose - This report advises and updates members of current and planned future roadworks in Norwich.	

Date of publication: **Wednesday, 14 January 2015**

Norwich Highways Agency committee**10:00 to 11:55****27 November 2014**

Present: **County Councillors:** **City Councillors:**
 Adams (V) (chair) Stonard (vice chair) (V)
 Bremner (V) Harris (V)
 Agnew (substitute for Councillor Hebborn) Gayton
 Sands (M) Carlo
 Shaw Grahame

*(V) voting member

Apologies: County Councillors Hebborn

1. Public questions/petitions**Petition – Park Lane to Vauxhall Street**

Kirsty Bradbury presented the following petition:

“We the undersigned are opposed to the closure of the Park Lane to Vauxhall Street section of the Norwich City Council’s Push the Pedalways scheme. We urge Norwich City Council to reconsider the proposal as it stands and to take account the views and objections of residents.”

The transportation and network manager, Norwich City Council, said that the petition would be considered under item 5 (below) Push the Pedalways – Park Lane to Vauxhall Street.

Petition – Avenue Road bus service/bus stop infrastructure

Hazel Davidson, Caernarvon Road, Norwich presented the following petition (108 signatures):

"This petition calls on Konectbus to reinstate the hourly bus service that used to serve Avenue Road, and asks Norwich City Council to ensure that the infrastructure for this service remains in place.

I know that the city council informed Konectbus about the Pedalways project before the first consultation, and I feel that the timing of the bus changes indicates that the Pedalways project did influence Konectbus’s actions. The

service was reduced just before the first notification about the Pedalways, and it was withdrawn just a day or so before the Pedalways statutory consultation was issued.

Konectbus said that this bus, the Konect 50A, "appeared relatively busy", but it was used mostly by concessionary pass holders for whom they receive very little reimbursement. Konectbus changed the route and cut the service to 3 buses a day, which caused a fall in passenger numbers, and then withdrew the service. This has most affected people who through age or disability are less able to use other forms of transport such as cycling, or to walk to more distant bus stops especially via steep hills and in icy weather.

We couldn't do much about getting the bus back while Park Lane was expected to close, but now there is hope that the service could be reinstated. I'm asking the council to keep the bus stop "cages" and other infrastructure in Avenue Road in place for long enough for us to contact Konect and other bus companies to try to get the bus back."

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

"The project team contacted Konnectbus in early 2014 when the options for Park Lane were first under consideration and were informed that they were planning to withdraw the service from Avenue Road as it was no longer commercially viable. Konnectbus bus advised us that from their perspective there was no requirement to cater for buses in Avenue Road as part of the pedalway proposals.

No other bus operator uses Avenue Road and Konnectbus had confirmed that they have no plans to reinstate the service along the street. On street parking along Avenue Road is at a premium, especially given that the pedalway proposals seek to remove all parking on the north side of Avenue Road. Leaving the bus stop cage in situ on the south side of the road will effectively reduce the parking provision by 3 or 4 parking spaces, a move that would be unpopular with many residents.

Work on implementing the pedalway proposals is not planned to take place until next summer 2015. Can I suggest that members approve the parking proposals in front of them today, and if between now and Easter the residents can convince Konnectbus to reinstate the service then the design team will revise the proposals to accommodate bus stop provision."

The char said that two public questions had been received in respect of item 5 (below) Push the Pedalways – Tombland and Palace Street, and one question in respect of item 6 (below) Push the Pedalways – Park Lane to Vauxhall Street, which would be taken at the start of the relevant item.

2. Declarations of interest

There were no declarations of interest.

3. Minutes

RESOLVED to approve the accuracy of the minutes of the meeting held on 23 October 2014.

4. Push the Pedalways – Tombland and Palace Street

(A supplementary report which had been emailed to voting members, published on the council's website, was circulated at the meeting.)

Mary Cherry, Bursar, Norwich School, presented a petition on behalf of 170 lower school pupils and said that the school had written a letter to the chair in response to the supplementary report. She then asked the following question:

“How does the committee consider that

- (a) the construction of a crossing without pedestrian priority next to the Erpingham Gate and removal of the nearby signal controlled pedestrian crossing; and,
- (b) allowing cyclists to ride in both directions on the southern arm of the otherwise one - way Tombland Triangle;

will preserve the safety of children accessing Norwich School, particularly at the beginning and end of the school day? There are over 1,000 pupils at the school.”

The principal transportation planner, Norwich City Council, replied on behalf of the committee:

“I believe that these issues have been fully addressed in the committee reports in front of members today. However I do appreciate that Mrs Cherry would not have sight of the supplementary report when this question was submitted. I don't think there is anything further I can add to those reports

The design team is confident that proposals before you today are safe for all users of Tombland.”

Mr Keable, Bracon Ash (parent, Norwich School), asked the following question:

“Why, when there is no guidance on ‘Courtesy crossings’ in the Highway Code and when in that same document there is so much emphasis on the vulnerability of school children; and where statistics show that walking whilst texting you are four times more likely to be involved in an accident and at 20mph there is a 1 in 20 chance of a person being killed, is the council planning such a high risk scheme?”

The principal transportation planner, Norwich City Council, replied on behalf of the committee:

“The current speed limit in Tombland is 30mph, and the chance of being killed as a pedestrian or cyclist by a vehicle travelling at that speed is at least seven

times as great as a vehicle travelling at 20mph, and small children are very likely to be killed, if hit by a vehicle travelling at this speed. This is why the introduction of area-wide 20mph zones are considered to be one of the most important interventions to protect the safety of vulnerable road users, and in particular the elderly and the young. People, including children, cross Tombland, and the surrounding streets in numerous locations, and consequently the need to reduce speeds to this much safer level is paramount, particularly given the accident record in the area as a whole.

It is not possible to prevent anyone from stepping out in front of a vehicle if they are not concentrating on what they are doing, but we can create an environment where the consequences of that action are much reduced. It is, however, desirable to encourage everyone to be aware of their surroundings, and all school children in Norfolk have road safety education. Moreover we are offering this specifically for the Norwich School in relation to the Tombland scheme.”

Mr Keable asked a supplementary question about how the planners expected vehicles to go over 20mph at peak times in Tombland. The principal transportation planner said that he had observed vehicles exceeding 20mph but acknowledged that it was the case that there were times when the average speed of vehicles was just above or below 20mph in Tombland.

The chair and vice chair proposed that further consideration of the proposals should be deferred to the January meeting of the committee, in order to give proper consideration to the information contained in the supplementary report, the response to the supplementary report from the school and have an opportunity to view the detailed design plans.

The transportation and network manager said that it would be helpful if members could give some steer about the proposals to inform any changes going forward and also to authorise the head of city development services to advertise additional traffic regulation orders as set out in the report as recommendation (6).

(The committee adjourned for five minutes to allow members of the committee time to consider the report.)

The principal transportation planner apologised for the late availability of the supplementary report and presented the report.

During discussion members considered that there had been widespread consultation and it was important to balance a number of competing needs in the proposed scheme. Members needed to see the detailed plans before they could make a decision on the position of the crossing. The committee needed to ensure that it made the right decision. Members gave assurance that they had read the emails and were aware of people's concerns.

A member said that some of the Norwich School could address some of the parents' concerns through a travel plan. Older pupils or teachers could be available at peak times to assist younger pupils cross the road. The school was in a sustainable location and should promote the use of public transport. Parents did not have to

drop-off/collect children in Tombland as there were a number of locations around the school site that would be preferable. The safety audit showed a number of vehicles entering or exiting Erpingham Gate at peak times, and it was assumed that this was due to parents collecting or dropping off their children as near to the school as possible. It would be safer to block off the gate to vehicular traffic at the school's peak times.

During discussion a member suggested that vehicles emerging from the Erpingham Gate should only turn left. Two members considered that a zebra crossing could work well with another member suggesting that the courtesy crossing worked well in St Andrew's Street. One member suggested that some traffic could take an alternative route to remove non-destination traffic from the area. She also suggested a signalled crossing, removal of the contraflow the scheme and that the speed limit be reduced to 15mph.

The chair then moved that the committee deferred consideration of the scheme and approved authority to advertise the traffic regulation orders for loading bays as set out in recommendation (6), pointing out that this in no way prejudiced the committee's further determination of the scheme at the next meeting.

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

- (1) defer consideration of the proposed scheme for the Push the Pedalways – Tombland and Palace Street, to the next meeting (22 January 2015);
- (2) ask the head of city development services to advertise additional Traffic Regulation Orders with respect to:
 - (a) the additional loading bay outside 7-11 Tombland;
 - (b) adjustments to the parking arrangements on the north-south arm of the "Tombland Triangle" to include a new loading bay;
 - (c) the reversion of part of the 24 hour taxi rank on the east-west arm of the "Tombland Triangle" to pay and display parking during the day (reverting to a taxi rank in the evening, as the existing bay does).

5. Push the Pedalways – Park Lane to Vauxhall Street

The chair referred to the petition received earlier at the meeting and said that there was one question from a member of the public.

Leonie Brett, Mill Hill Road, asked the following question:

"If money has been saved from the funding allotted to this part of the project by not adopting the proposals for the closure of Park Lane; could this saving be used to provide further and more effective traffic calming on the Park Lane and Mill Hill Road rat runs, thereby providing a knock on effect of greater safety for cyclists on the Pedalways route?"

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

“The proposed closures of Park Lane and Avenue Road were relatively inexpensive to implement, as the physical works simply involved installing a number of trees and bollards. The revised proposals which include changes to the traffic calming on Avenue Road and an additional speed hump on Park Lane will in fact cost more than the scheme that was consulted on. It is therefore unlikely that additional traffic calming in Park Lane and Mill Hill Road will be affordable within the pedalway budget.”

By way of a supplementary question, Ms Brett asked whether anything would be done to prevent rat-running in Mill Hill Road and Park Lane, and to ensure the safety of cyclists on the Pink Pedalway. The transportation and network manager referred to the report and said that the southern section of The Avenues would be a cycle street. There could be a further report to the committee on the mechanisms for dedicating a street as a cycle street following discussions with the Department for Transport. The proposed road closures to reduce the amount of traffic in the area had not been acceptable to residents.

During discussion Councillor Bremner, local member for University division and ward, referred to the two consultations on this scheme and said that the second consultation had been a response to the outcomes of the first one. Other members concurred that there had been a lot of responses to the consultations and that the proposals demonstrated a balanced response to competing needs.

Discussion ensued in which the transportation and network manager answered members' questions on the scheme. Members were advised that there would be some loss of parking spaces in The Avenues but the scheme would mitigate this as much as possible. The committee considered the proposals for the Essex Street cycle street and noted that the contra-flow would apply at all times. Members also regretted the loss of the bus service in The Avenues. It was noted that if the bus route was not reinstated then the bus cages could be used for additional parking spaces for permit holders.

Councillor Carlo, local member for Nelson ward, raised a number of issues which she would speak to officers outside the meeting. She expressed concern about the state of the pavement and road surfaces in the area and also commented on the safety of junctions for cyclists. She proposed that the cycle street concept could be extended to Mill Hill Road.

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

- (1) note the results of the consultation;
- (2) agree that the following proposals should not be adopted;
 - (a) the proposed road closures on Park Lane to the immediate north of the junction with Avenue Road and on Avenue Road to the immediate east of Maida Vale;
 - (b) the move of Maida Vale from controlled parking zone R to P;

- (3) agree that the following proposals should be implemented, as shown on plan numbers CCAG8-CON-09 and 10;
 - (a) amend the parking restrictions on Avenue Road;
 - (b) replace the speed cushions on Avenue Road with sinusoidal humps;
 - (c) extend the footpath on the northern side of Avenue Road across the junctions of Swansea Road, Cardiff Road and Pembroke Road;
 - (d) remove the existing signalled crossing on Unthank Road and replace with a zebra crossing;
 - (e) introduce a raised table on Unthank Road between from just south of the Park Lane junction to just north of the Essex Street junction;
 - (f) extend the existing 20mph restriction on Unthank Road to the north of the Essex Street junction;
 - (g) introduce a signed only contra flow cycle lane on Essex Street;
 - (h) introduce contra flow cycling on the section of Rupert Street between Trinity Street and Cambridge Street;
- (4) ask the head of city development services to complete the necessary statutory procedures associated with the measures described in 3 (a) – (h);
- (5) ask the head of city development services to proceed with the necessary statutory processes to amend the waiting restrictions on Vauxhall Street, Chester Street and York Street and introduce shared use facilities for cyclists as shown on Plan no CCAG8-CON-11 & 01; and subject to the number and scope of the responses received to these proposals, delegate authority to the head of city development services, in consultation with the chair and vice chair of this committee, to consider any comments or objections;
- (6) ask the head of city development services to work with the Department for Transport to agree detailed proposals for the cycle street concept and report to a future meeting of this committee on how this will be implemented in Essex Street, Avenue Road and Park Lane between Unthank Road and Avenue Road;
- (7) ask the head of city development services to investigate ways of improving the cycle link between Mill Hill Road and West Pottergate, subject to funding.

6. Push the Pedalways – Project 4 – The Avenues and Project 19 – 20mph areas (west section)

Councillor Bremner, local member for University division and ward, said that the extension of the existing 20mph restrictions, particularly the proposal to include Bluebell Road and North Park Avenue would benefit local residents in the area.

Members discussed how 20mph speed restrictions could be enforced and suggested that roundels in the road were an effective method of alerting drivers to the speed restriction.

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

- (1) acknowledge the response to the consultation;
- (2) ask the head of city development services to carry out detailed design and installation of the amended proposal for The Avenues as shown on drawing Nos. -PE4073MMD-301739cb04-PRE-1101, 1102, 1103 and 1104 and consisting of ; a) Continuous one way cycle tracks 2m-2.2m in width on both sides of The Avenues between Bluebell Road and Colman Road built over the verge with a 40mm low kerb separating them from the carriageway:
 - (a) speed reducing crossing tables for cyclists and pedestrians travelling along The Avenues at the following side roads: George Borrow Road, Lovelace Road, Stannard Road and the entrances to Bluebell allotments; also at the junction of The Avenues with Bluebell Road;
 - (b) the provision of cycle tracks partly separated from the footway on the north side of The Avenues linking to the toucan crossing over Colman Road and at the Bluebell Road junction linking the cycle track both on the north and south of The Avenues to the existing shared cycleway/footpath on Bluebell Road;
 - (c) extension of the existing 20mph restrictions so that all streets within the area bounded by Earlham Road, Bluebell Road, Jessop Road and Christchurch Road are covered by a 20mph restriction. Bluebell Road between Earlham Road and North Park Avenue and North Park Avenue will also be subject to the 20mph restriction;
 - (d) the reinforcement of sufficient verge space with a porous material on The Avenues between Stannard Road and Bluebell Road to allow residents' to park cars off the carriageway, without obstructing the cycle tracks, and access parking within the curtilage;
 - (e) alterations to the traffic signals at the junction of Colman Road and The Avenues to:
 - (i) give cyclists dedicated signals that release them to cross Colman Road several seconds ahead of vehicles;
 - (ii) provide a signalised pedestrian crossing over Colman Road immediately to the south of The Avenues with raised table courtesy crossings at the entrances to the service lanes;
 - (iii) convert the crossing over Colman Road immediately to the north of The Avenues into a toucan crossing that cyclists can ride across alongside pedestrians;
 - (iv) advanced stop boxes enlarged to 7.5m.

- (3) complete the necessary statutory processes associated with the installation of the 20mph Speed Restriction Order and the amendment to the University CPZ Traffic Regulation Order for 5m of double yellow line on Lovelace Road as shown on Plan Nos. PL/TR/4142/225/1 and PL/TR/3584/285 respectively.
- (4) proceed with the necessary statutory processes to obtain a Traffic Regulation Order to prohibit parking on the grass verges in The Avenues between Bluebell Road and Colman Road and also give notice to the proposed changes in design for the speed tables in Bluebell Road at the junctions with The Avenues and Cow Drive along with two sets of traffic calming cushions.
- (5) subject to the number and scope of the responses received to the verge parking TRO, delegate authority to the head of city development services, in consultation with the chair and vice chair of this committee, to consider any comments or objections.

7. End of life signalled crossings

RESOLVED unanimously, having considered the report, with all 4 voting members voting in favour, to ask the head of city development services to progress statutory procedures to implement the legal orders and notices that are associated with the scheme as shown on drawing HMMAS/NSD052/TY/001 which include:

- (a) the replacement of pelican crossing with toucan;
- (b) the conversion of the footpath/verge on the corner of Earlham Green Lane /Earlham Grove pedestrian / cyclist shared use;
- (c) the removal of adjacent pedestrian refuge to the northwest of the junction;
- (d) the provision of a speed table provided across Hutchinson Road.

8. Catton Grove Road and St Augustine's Street proposed zebra crossings

The transportation and network manager said that the residents' association for St Augustine's had welcomed the proposals.

Councillor Stonard, as local member for Catton Grove ward, said that he welcomed the Catton Grove Road local safety scheme which was good news for residents.

RESOLVED unanimously, with all 4 voting members voting in favour, to ask the head of city development services to arrange for the installation of:

- (a) the local safety scheme on Catton Grove Road as advertised and detailed on Plan Nos. 14/HD/28/02b&03;
- (b) the zebra crossing on St Augustine's Street as shown on Plan No. 14/HD/23/D4/A.

9. Highway improvement and maintenance programmes for 2015-16

During discussion members noted the constraints of funding for the fifth year running and that the city received its fair proportion of the funding available across the county. External funding, such as the City Cycle Ambition Grant, was also being used to implement road safety schemes through the Push the Pedalways scheme.

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

- (1) note that the allocation of local transport plan funding within the Norwich city council area is:

Type	Scheme	Cost
Road crossings	Dropped kerbing	£25,000
Walking	Telegraph Lane by Quebec Road	£30,000
	Grove Road outside shops	£30,000
Traffic Management	NATS design	£200,000
	Minor works	£10,000
Public Transport	Bus stop infrastructure	£10,000
Local Safety	Ketts Hill	£28,000
Total		£333,000

- (2) note the capital maintenance allocation is £1,381,582 and will fund the programme listed below:

Location	Description	Estimate £
"A" Roads		
Heartsease Lane/Salhouse Road junction	Resurfacing	£92,473
Thorpe Road, near Lower Clarence Road	Resurfacing	£69,305
Aylsham Road(Mile Cross Road to Drayton Road)	Surface dressing	£99,311 total for all sites
Mile Cross Road (Aylsham Road to Mile Cross RAB)	Surface dressing	
Canary Way (Koblentz Av to Brodsman Close)	Surface dressing	
Koblentz Avenue	Surface dressing	

Location	Description	Estimate £
"A" Roads		
Saint Crispins Road	Surface dressing	
Total "A" Roads		£261, 089

Location	Description	Estimate £
"B" Roads		
Magdalen Road, near Sprowston Road junction	Resurfacing	£34,375
Total "B" Roads		£34,375

"C & U" Roads		
Rider Haggard Road junctions of Gawdy Road and Gunn Road	Resurfacing	£20,167
Various sites around City	Surface dressing	£423,400
Total "C&U" roads		£443,567
Embrey Crescent	Drainage	£83,819

Footways		
Corton Road	Reconstruction	£18,682
Nelson Street	Reconstruction	£35,479
Irving Road	Reconstruction	£63,339
Malbrook Road	Reconstruction	£27,316
Waring Road	Reconstruction	£27,955
Friends Road	Reconstruction	£63,960
Guernsey Road Alley	Reconstruction	£9866
Rider Haggard Road	Reconstruction	£40,663
Ethel Road	Reconstruction	£8289
Clancy Road	Reconstruction	£17,867
Tuckswood Centre	Reconstruction	£17,508
Union Street	Reconstruction	£46,524
Maid Marion Road	Reconstruction	£14,702
Caroline Court	Reconstruction	£27,545
Various Minor footway schemes	Reconstruction	£38,370
Various across City	Slurry Seal	£100,667
Total Footways		£558,732
Total Capital Maintenance		£1,381,582

10. Major road works – regular monitoring

RESOLVED unanimously, having considered the report, with all 4 voting members voting in favour, to note the report.

CHAIR

Report to Norwich Highways Agency committee
22 January 2015

Item

Report of Head of city development services

4

Subject Push the Pedalways – Tombland and Palace Street

Purpose

To update the committee on the discussions with the Norwich School on the Tombland and Palace Street proposals and to agree a scheme to take forward for implementation accordingly.

Recommendations

To:

- (1) note the results of the consultation on the proposed plans for Tombland and Palace Street and the progress since the November meeting as detailed in the report;
- (2) agrees the following modifications to the plans, which respond to objections raised through the consultation:
 - a) replacing the proposed Toucan crossing on Tombland with a traffic light control at the junction of Princes Street and Tombland, with a pedestrian crossing on Tombland immediately to the north of the junction;
 - b) introducing an additional loading bay outside 9-12 Tombland and in the “Tombland triangle”;
 - c) omitting the proposed pinch point / raised table crossing on Palace Street immediately south of the junction with Pigg Lane;
 - d) revising the detail of the courtesy crossing at Erpingham Gate (Appendix 1); and
 - e) revising the layout of the parking and taxi rank arrangements in the “Tombland Triangle”.
- (3) agree not to implement the proposal to provide contra-flow cycling facilities in the “Tombland triangle”;
- (4) approves the plans for Tombland and Palace Street which (in addition to the features mentioned in 2 above include:
 - a) Replacing the roundabout in front of the Maids Head Hotel with a priority junction;
 - b) Removing the central island on Tombland in front of the Erpingham Gate;
 - c) Removing the existing signal controlled pedestrian crossing on Tombland;
 - d) Providing a two-way cycle track on the eastern side of Tombland and the southern side of Palace Street between Princes Street and St Martin at Palace Plain;
 - e) Widening the footpaths in the northern part of Tombland; and
 - f) Amending the waiting, loading and parking restrictions in the area.
- (5) ask the head of city development services to complete the statutory procedures for the following the Traffic Regulation Orders that have been advertised:

- a) Providing a two-way cycle track on the eastern side of Tombland and the southern side of Palace Street from Princes Street to St Martin at Palace Plain;
- b) Introducing a no waiting no loading restriction on Tombland and Palace Street between Princes Street and St Martin at Palace Plain;
- c) Introducing a loading bay on Tombland outside Samson and Hercules House;
- d) Amending the loading bay outside the Maids Head Hotel;
- e) Shortening the coach bay on Palace Street by St Martin at Palace Plain;
- f) Amending the position of the bus stops on the west side of Tombland;
- g) Adjustments to the parking arrangements on the north-south arm of the "Tombland Triangle" to include a new loading bay;
- h) The reversion of part of the 24 hour taxi rank on the east-west arm of the "Tombland Triangle" to pay and display parking during the day (reverting to a taxi rank in the evening, as the existing bay does);

(6) ask the head of city development services to:

- a) advertise any minor amendments to the already advertised Traffic Regulation Orders required for the revised scheme and in particular the minor adjustment with respect to the loading bay now outside nos. 9-12 Princes Street; and
- b) publish the appropriate crossing and hump notices to take account of the revisions to the scheme.

(7) Delegates the consideration of any objections to these minor changes in 6 above to the head of city development services in consultation with the chair and vice-chair.

Financial consequences

As part of the Push the Pedalways bid a budget of £360,000 was initially allocated to this project. During the development of the scheme it became apparent that this was insufficient to adequately provide the necessary improvements to the area. Following the cancellation of the £495,000 Earham Road roundabout pedalway project the budget has been increased to £802,000. The proposed scheme is affordable within that budget.

Corporate objective / Service plan priority

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

Wards: Thorpe Hamlet

Cabinet member: Cllr Stonard – Environment, development and transport

Contact Officers

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Background documents

None

Introduction

1. At your November meeting, it was agreed to defer a decision on the Tombland and Palace Street proposals to allow for further discussions with Norwich School. The main discussion on the Tombland/ Palace Street proposals and all the consultation responses received during the consultation that ended in July 2014 as well as details of subsequent discussions with the school are included in the reports that were on the committee agendas in October and November 2014. This report therefore concentrates on progress since the November NHAC meeting. Members should refer to the previous reports for discussions of the issues raised in this scheme, and details of all other responses received (from both supporters and objectors).

The Stage 1 Safety Audit

2. In response to the concerns raised by the Norwich School, additional detailed design work was undertaken in respect of the proposed speed table/crossing point at Erpingham Gate and this was reported to the Committee in November. Norfolk county council's safety audit team undertook the stage 1 audit on the 19 November and auditors were asked to consider issues in the area at the time when school children were leaving the school in particular. Safety auditors raised concerns over the original design of the courtesy crossing by the Erpingham Gate, suggesting that there could be conflict between pedestrians waiting to cross, and vehicles exiting from the gate.
3. The design team was confident that this issue could be resolved. The proposal was therefore further developed to fully take account of the advice received and resubmitted to the safety audit team. The revised detail (reproduced in Appendix 1) which shows a longer table was provided to the safety auditors, who have agreed that it took full account of the issues raised.

First meeting with the school

4. Officers met with the school and a representative of the Cathedral on the 15 December, and presented to them the revised plan that had been agreed by the safety audit team which took account of the issues that the team had raised. The school, however, whilst recognising many benefits in the scheme and that the design of the speed table and outside Erpingham Gate had been improved, re-iterated their concerns over the moving of the light controlled crossing from its current location to the junction of Princes Street. They also had concerns that the proposed detailed design of the shared space outside the Erpingham Gate did not give sufficient space for pupils to wait to cross the road. In addition, both the school and the Cathedral representative re-iterated concerns over the introduction of contra-flow cycling in the 'Tombland Triangle'.
5. Officers agreed to reconsider the schools concerns, and following the meeting they have examined three alternative options for further discussion with the school. These were;
 - a. Amend the current proposals to adjust the line of the cycle track to provide additional waiting space at the roadside, whilst making cyclists more aware of vehicles exiting the Erpingham Gate and making it even clearer that they are entering a short length of shared space. This detail is reproduced in Appendix 1

- b. Move the light controlled crossing north of Princes Street. This detail was produced in sketch form for the second meeting with the school, but there has been insufficient time to produce a 'worked up' drawing in time for this report. A full detail will be published as soon as it is available, in advance of the meeting.
- c. Retain a light controlled crossing close to its current location. This detail is included as Appendix 2

Second Meeting with the school

- 6. At this meeting, officers tabled the three possible options for the Tombland area. The school recognised the improvements in the detailing to the area outside the Erpingham Gate and also recognised that there were significant issues relating to the retention of a signalled crossing close to its existing location.
- 7. However, the School did indicate that the proposed new location, to the north of the Princes Street junction would be in a location that they would find acceptable. In a subsequent email the school confirmed this but that they remain concerned that the proposed courtesy crossing would be attractive to some school children and may pose a risk to them.

Discussion of options

Original option, with amendments

- 8. The scheme recommended to the Committee in November provided for four courtesy styled crossings over much narrowed carriageways and a light controlled facility associated with a new light controlled junction at Princes Street. This junction would provide easy, convenient and safe access to and from all the cycle routes that converge in the Tombland area, whilst also providing a light controlled pedestrian facility, well located in relation to the overall Tombland area, the main route into it from Princes Street and between the bus stops in Tombland. In addition, the scheme provided an almost completely segregated cycle route, separated from the pedestrian areas by a kerb and pedestrian access to the light controlled crossing being completely segregated from cycle movement.
- 9. Pedestrians would be required to cross the cycle route to the Palace Street speed table/courtesy crossing and would use the shared space area in front of the Erpingham Gate to access this possible crossing point. However, the scheme has minimised the number and scale of these potential conflict points, and provided adequate space for pedestrians to wait outside any conflict zone. The Norfolk and Norwich Blind Association have been supportive of the 'Push the Pedalways' schemes because it has been our published intent to provide fully segregated cycle facilities so far as that is possible. This is not possible outside the Erpingham Gate, because by its very nature this access is a combined one for all users including motor vehicles. Whilst it is acknowledged that the school still have concerns over the attractiveness of this crossing point to its' pupils, it is a significant desire line for many pedestrians in Tombland, and consequently is a movement that needs to be safely catered for.

10. The county council's schools crossing patrols manager confirmed that the scheme is suitable for the location, and the facilities provided means that a Crossing Patrol would not be necessary

Option with pedestrian crossing retained in existing position

11. Placing a crossing in the location initially favoured by the school (as shown in Appendix 2) would have to replace the signal facility that was proposed at Princes Street. The latter would be replaced by a raised table for both pedestrians and cyclists. This would be a raised junction table, so would it not function as effectively for cycling movements as the signalised crossing.
12. The alternative crossing would need to be approximately midway between the tables at Princes Street and Erpingham gate (approximately 35 metres north of the signal controlled crossing as originally proposed). Given width constraints, the shared surface in front of the Erpingham Gate would have to be significantly extended, thus losing the benefit of the segregated cycling facility for much of its length.
13. This would create significant additional conflicts between pedestrians (particularly those waiting to cross) and create additional issues for the blind and partially sighted, particularly as it would be much harder to manage cyclists on this much extended space. It would also require a reduction in the size of the loading facilities for local businesses, which would mean that it could not accommodate larger service vehicles. This option cannot therefore be recommended

Preferred option signalled crossing facility provided north of Princes Street junction

14. However, it is possible to place a light controlled pedestrian crossing immediately to the north of Princes Street and link this with the adjacent new light controlled junction. This arrangement would allow two stage operation of the light controlled junction, which would benefit both vehicular traffic and cyclist movement by enabling a reduced signal cycle time and faster phasing of the lights with reduced delays.
15. Vehicles exiting Princes Street and turning left onto the main carriageway on Tombland would have to stop immediately to allow pedestrians to cross, but there are anticipated to be very few of these movements, and the delay would be minimal. The only adverse effect of this arrangement is to add a potential conflict between pedestrians accessing the crossing, and cyclists using the cycle track. However, this crossing point would be very close to the main junction, and consequently cyclists' speeds would be very low and the location can be detailed to ensure that any potential conflict is kept to a minimum.
16. This new revised arrangement is considered to be an improvement overall on the original proposal and the school have said that they are content with the crossing in the new location proposed. Consequently this option is now recommended

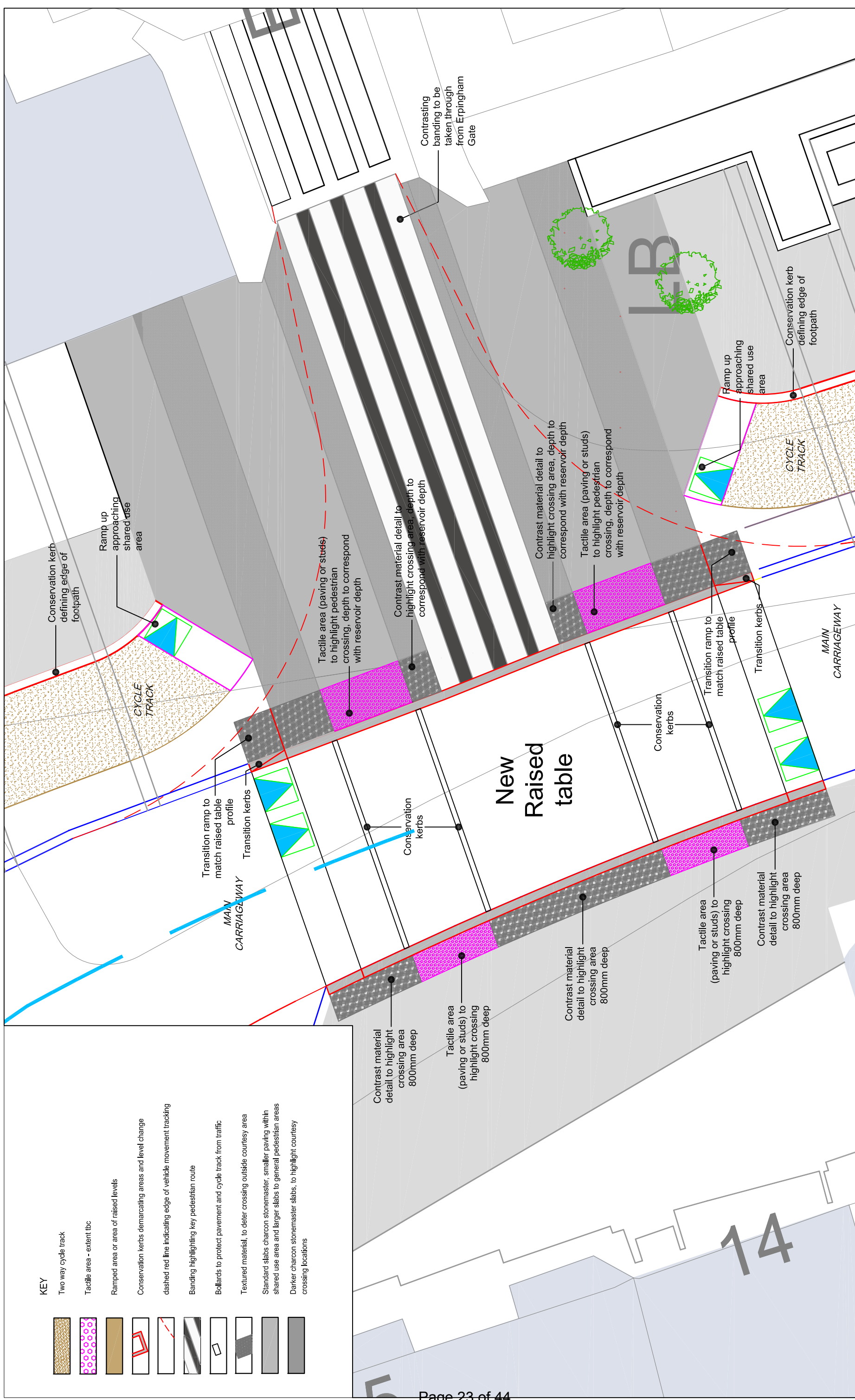
Contra-flow cycling in Tombland

17. Although no safety concerns have been raised through the safety audit about this proposal, both the school and the Cathedral continue to be concerned. As there are longer term aspirations to review the entire southern part of Tombland and hopefully

provide a high quality enhancement to the whole area, this change would only be for the shorter term anyway. It is therefore suggested that the proposed introduction of contra-flow cycling in the 'Tombland triangle' is not progressed at the current time

Conclusions

18. The request of the school to retain the light controlled crossing closer to its existing position has been fully explored. There are shortcomings associated with retaining the crossing at or very near to its existing position, not least regarding a reduction in pedestrian/cycle segregation and difficulties in accommodating a loading bay.
19. However an alternative which would see the crossing moved from the originally planned location to the south of Princes Street to north of Princes Street has many advantages. Apart from meeting the schools concerns it would allow the proposed signal junction with Princes Street to operate much more efficiently thus reducing delays for all road users. It is therefore proposed to proceed with this option.
20. The proposed arrangements for the speed table/crossing point at Erpingham Gate have been amended to meet safety auditor concerns. Officers will continue to develop the detailed design and as part of the stage II (detailed design) and stage III (post-construction) safety audit process.



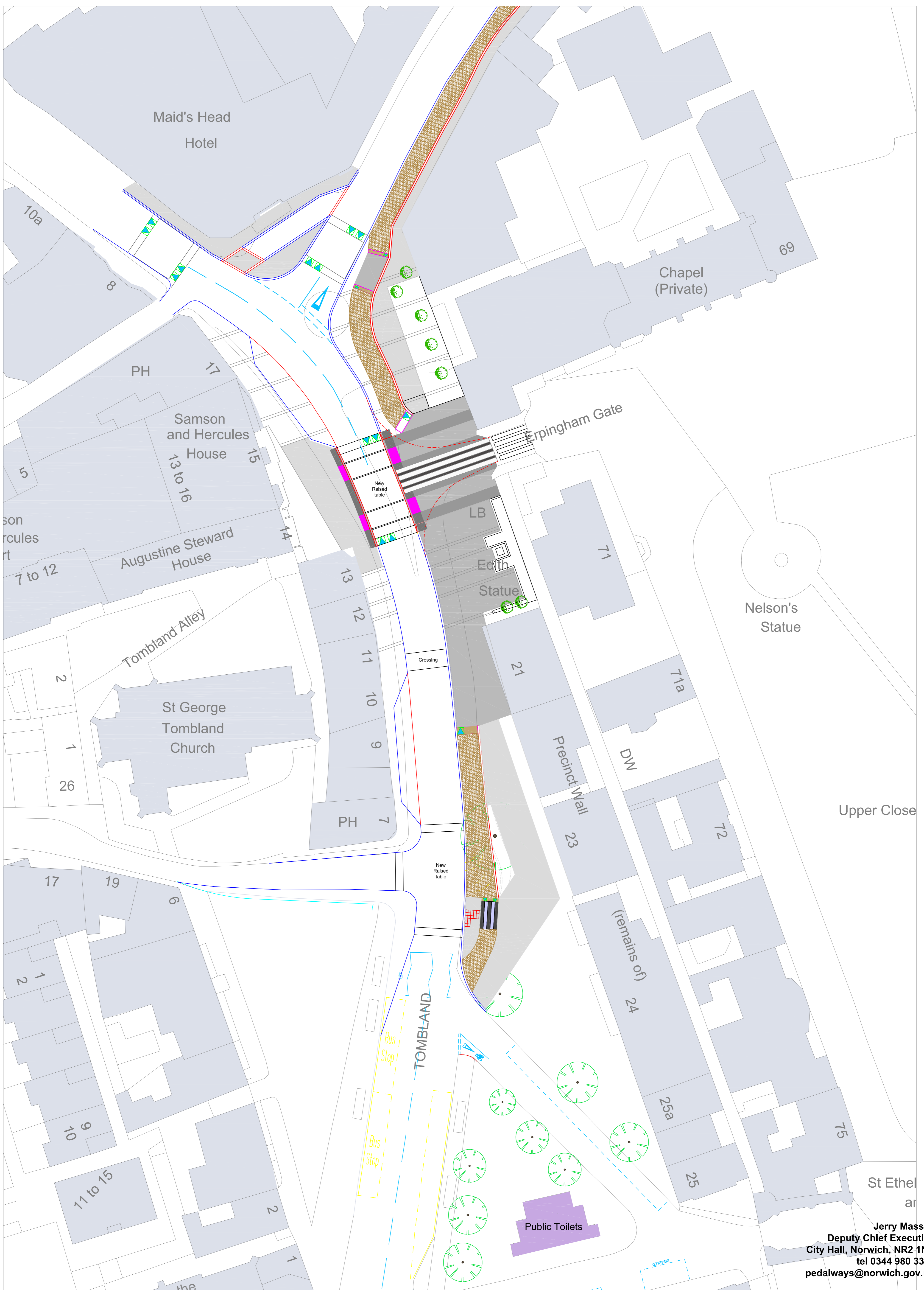
KEY

- Two way cycle track
- Tactile area - extent tbc
- Ramped area or area of raised levels
- Conservation kerbs demarcating areas and level change
- dashed red line indicating edge of vehicle movement tracking
- Banding highlighting key pedestrian route
- Bollards to protect pavement and cycle track from traffic
- Textured material, to deter crossing outside courtesy area
- Standard slabs charcon stonemaster, smaller paving within shared use area and larger slabs to general pedestrian areas
- Darker charcon stonemaster slabs, to highlight courtesy crossing locations

<p>Title Push the Pedalways Tombland and Palace Street Norwich City Council Erpingham Gate Crossing</p>		<p>Date 14.11.14</p>		<p>Scale(s) 1:100</p>		<p>No. A</p>		<p>Date Dec14</p>		<p>REVISIONS</p>		<p>Int. Ckd.</p>	
		<p>Designed by EH/BB</p>		<p>NEG. No.</p>		<p>Checked By BB</p>		<p>Notes Crossing revised to reflect safety audit recommendations</p>		<p>EH</p>		<p>EH</p>	
		<p>Drawn By EH</p>		<p>DWG. No. CCAG13/FEA/02</p>		<p>B</p>		<p>Jan15</p>		<p>Cycle track alignment revised</p>		<p>EH</p>	

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Title
 Push the Pedalways
 Tombland and Palace Street
 Norwich City Council
 Extended Shared Space Option

Date 06/01/15	Scale(s) 1:250	No.	Date	Notes	REVISIONS	Int.	Ckd.
Designed by BB	NEG. No.	REV	DATE	REVISION		INT	INT
Drawn By EH	Checked By BB						
DWG. No. CCAG/13/FEA/F07		© Crown Copyright and database right 2011. Ordnance Survey 100019747.					

Report to	Norwich Highways Agency committee 22 January 2015	Item
Joint report of	Head of city development services and Interim Director of Community and Environmental Services	5
Subject	Norwich Area Transportation Strategy Implementation Plan Cycling ambition grant programme – ongoing funding	

Purpose

This report is to inform the committee that the City and County Council has accepted the invitation from the Department for Transport to apply for additional funding for the Greater Norwich Area from its cycling ambition grant programme.

Recommendation

To note that City and County Council has accepted the invitation from the Department for Transport to apply for additional funding for the Greater Norwich Area from its cycling ambition grant programme.

Corporate and service priorities

The scheme is part of the Norwich Area Transportation Strategy (NATS) Implementation Plan, which was approved at County Council Cabinet in April 2010, and reported to the Norwich Highways Agency Committee on 25 March 2010. The Implementation Plan was updated at the end of 2013. The plan outlines the transport elements of the Joint Core Strategy (JCS) and aims to build on the significant success of NATS to date.

The project helps to achieve the corporate objective to make Norwich safe and secure, building strong and proud local communities and the service plan priority of improving safety on roads and providing realistic sustainable transport options.

Good infrastructure: We will make Norfolk a place where businesses can succeed and grow. We will promote improvements to our transport and technology infrastructure to make Norfolk a great place to do business.

This project supports the following County Council Service Plan objectives

Service Objectives:

- Manage, maintain and improve Norfolk's transport infrastructure to support sustainable economic growth
- Improve journey reliability
- Continuously improve the coordination and provision of transport in Norfolk
- Adapt to and mitigate the impacts of climate change

Financial implications

An application will be submitted for a grant of around £8.4m to pay for improvements to the quality of cycling infrastructure on the Greater Norwich cycle network as published in July 2012.

If the application is successful, approval will be sought from City Council Cabinet and County Council Committee to incorporate the funds into the Capital Programme for 2015/16 and the Capital Plan for 2016/17 and 2017/18 alongside other funds that have already been approved for projects that benefit cyclists.

Ward/s: Various

Members

City council: Cabinet member for environment, development and transport: Cllr Mike Stonard

County council: Chairman of Environment, Development and Transport Committee: Cllr Toby Coke

Contact officers

County council: Jon Barnard NDR/NATS Manager 01603 224414

City council: Ben Webster, Design, conservation and landscape Manager 01603 212518

Background documents

None

Report

Background

1. The policies of the city and County Councils recognise the importance of promoting cycling as a useful, healthy, cheap and enjoyable way of carrying out day to day journeys around the city. In April 2010 the Norwich Area Transportation Strategy Implementation Plan (NATS IP) was approved and includes a commitment to improve conditions for cycling.
2. In June 2012 the Norwich cycle network was launched following consultation with cyclists. It covers the whole urban area and out to neighbouring parishes within commuter cycling distance of the city centre. It comprises seven colour coded pedalways, which are strategic routes for longer journeys. They are complemented by neighbourhood routes that connect to the pedalways and local facilities.
3. In 2013 government announced funding available to improve cycling in areas either with an agreed City Deal, or those cities that were in negotiations in the 2nd wave of City Deals. Greater Norwich, as part of the 2nd wave of City Deals was therefore eligible to bid for Cycle City Ambition Grant funds.
4. In August 2013 the Prime Minister announced that Greater Norwich's application to become a cycle ambition city had been successful and awarded £3.7m in capital funds to improve cycling across the wider built up area of the city. This money was supplemented by £2m of local funds, to enable the Push the Pedalways programme to begin. It forms part of the Healthy Norwich Initiative and money was provided by the County's public health service and the Norwich Clinical Commission Group because of the important contribution active travel makes to improving levels of physical and mental health. Securing cycle ambition funding enabled the team to bid for over £200k revenue funding to support walking.
5. The Push the Pedalways programme concentrates on improving the pink pedalway, which connects the Norfolk and Norwich Hospital / UEA / Norwich Research Park via the city centre to the "growth triangle" on the north east edge of Norwich, so that it can be ridden confidently by people of all ages and cycling ability. It now consists of 20 projects, some of which help people to reach the pink pedalway and move around their neighbourhoods. Examples are allowing contraflow cycling on the northern part of Magdalen Street, signposting the network and creating 20mph areas in the city centre, around The Avenues and Heartsease. The programme is planned to be completed before the end of September 2015.
6. Push the Pedalways is strengthening the approach to monitoring levels of cycling, the demographic characteristics of cyclists and their satisfaction with the infrastructure. A Bicycle Account will be published by the County and City Councils at the start of national bike week in June 2015 that presents this data and explains what it means for the health and prosperity of the city and its citizens. This is the first edition of a document that will be published periodically to track our progress towards achieving the targets that have been set. A new edition of the Norwich cycle map that shows the adjustments to routes as a result of Push the Pedalway schemes, other developments and the

identification of better alignments for routes in certain areas will also be published.

Ongoing funding

7. On 27 November 2014 The Greater Norwich Area was represented at a cycling summit in Bristol at which the Deputy Prime Minister announced a £114m extension to the existing cycling ambition grant programme. It was explained that the extra funds would only be available to the eight cycling ambition cities because continuity of funding is needed to create the kind of transformative changes that other places can learn from and emulate. The other cities that received funding were Birmingham, Bristol, Cambridge, Leeds, Manchester, Newcastle and Oxford.
8. On 31 December 2014 guidance on the arrangements for allocating the funds were published. Government funds of £7.37 per capita per year will be allocated over the three years amounting to approximately £8.4m for the Greater Norwich Area.
9. Applications need to be submitted by 30 January 2015. The application needs to demonstrate programmes of investment over the next three years, offer sufficient value for money and draw on the ten year strategies that featured in the original bids made in 2013. The original bid contained a target to double cycling between 2013 and 2023.
10. The application will be developed by Norwich City Council with officers from Norfolk County Council, Broadland District Council and South Norfolk Council and form a joint application. Views will also be sought from colleagues in public health, the Clinical Commissioning Group, the Local Enterprise Partnership and the Norwich Cycling Campaign. It will be submitted by the City Council's Executive Head of Regeneration and Development and the County Councils Interim Director of Community and Environmental Services.
11. Existing governance arrangements are currently in place with a NATS Board with representatives from each member of the Greater Norwich Growth Board being supported by the NATS co-ordination group. In addition, the programme will need to link with the Greater Norwich Growth Board and relevant governance and decision-making processes there.
12. Due to the timescales the submission will focus on a delivery strategy and area rather than a long list of specific schemes. The maximum amount of flexibility will be sought from the Department for Transport whilst also ensuring that a convincing application is submitted.
13. At this stage some principles on which the application would be based have been agreed
 - a) The pedalways will be prioritised for investment on the cycle network.
 - b) Improvements to pedalways should be implemented comprehensively so that a coherent section of pedalway is upgraded within easy commuting distance of the city centre.

- c) The choice of pedalways to be upgraded next will be determined by the extent to which it fulfils Council objectives for transport, planning and public health; complements other planned improvements in the vicinity of pedalways that already have local match funding allocated to them; and do not face insurmountable obstacles to implementation.
 - d) The alignment of the pedalways can be altered if necessary to achieve a more direct route using the funding to overcome existing obstacles such as difficult junctions or gradients or to take advantage of development projects.
 - e) The route should be capable of being ridden confidently by people of all ages and abilities where possible.
 - f) It must be easy to reach the comprehensively upgraded pedalways from adjacent residential neighbourhoods because traffic speeds have been reduced to a maximum of 20mph throughout those neighbourhoods and the connecting neighbourhood routes.
 - g) Overcoming obstacles to access for cyclists in the city centre is an important objective because this is the focus of many journeys.
 - h) Opportunities to provide better conditions for pedestrians, for example by discouraging cycling on pavements, would recommend projects.
 - i) Secure cycle parking and good information should be provided at key destinations on the pedalways.
14. The Department for Transport will inform the applicants if they have been successful in March 2015. If successful design work is likely to start in April 2015 with construction from January 2016, with completion in March 2018.

Report to Norwich highways agency committee
22 January 2015
Report of Head of city development services
Subject Future expansion of Norwich car club

Item

6

Purpose

To update members of the proposed expansion of the Norwich car club and seek authorisation to implement new car club bays.

Recommendation

To:

- (1) note the continued demand for the car club and welcome its planned extension across Norwich as a result of successful award of Car Club Development funding from the Department for Transport;
- (2) authorise the head of city development services to carry out the necessary statutory procedures to introduce car club bays as detailed in appendix 1 of the report and associated changes to waiting restrictions.

Corporate and service priorities

The report helps to meet the corporate priority A prosperous city and the service plan priority to implement the Transport for Norwich Strategy and Local Transport Plan

Financial implications

To be met by the Car Club Development Grant of £100,000 from the Department for Transport

Ward/s: All wards

Cabinet member: Councillor Stonard – Development, environment and transport

Contact officers

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Kieran Yates

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Background documents

None

Report

Background

1. The Norfolk car club which operates vehicles in Norwich is supported jointly by Norfolk County Council and Norwich City Council. Policy support for the car club is made within the Norfolk Local Transport Plan, the Transport for Norwich Strategy and the Norwich City Council Local Plan.
2. The car club launched in Norwich in November 2006 and is currently operated by Co-wheels.
3. The car club in Norwich now has a total of 17 vehicles across the city, this represents an increase of 7 vehicles since 2012 when Members were updated last of expansion plans. Another six vehicles are due to be deployed early in 2015 in bays with extant Traffic Regulation Orders. From April 2015 the intention is to deploy one new vehicle a month over a five year period to enable members to grow steadily.
4. The car club operator has the ambition for Norwich to become the first city-wide, not-for-profit, car club in the UK. This will be achieved by growing the on-street car club fleet in Norwich from 17 to 80 vehicles over the next five years.
5. Norfolk Car Club has been chosen as the Department for Transport's national demonstration project for expansion of an existing car club. The DfT award of £100,000 covers designation and marking of car club bays, car club telematics, marketing and promotion. Norwich City Council provides in kind support in terms of office time and costs of promoting Traffic Regulation Orders to create car club bays, any costs are met by developer contributions for sustainable transport secured through planning applications.

Discussion

6. Car clubs have been proven nationally to reduce car ownership in its membership group so ease parking pressures. Several research studies confirmed this; findings by Transport for London in 2007 indicate that a single car club vehicle can directly remove 4 private vehicles and defer purchase of a further 6 vehicles. More recent research for Carplus by the respected Transport Research Laboratory (which included data from the Norwich Car Club) has demonstrated the much greater reward that for every 1 car club vehicle more than twenty private vehicles are either sold, or not purchased, representing a very significant reduction in parking pressure. For this reason the car club is a proven way of reducing car dependency and usage in Norwich, it is a useful means of managing parking pressures in controlled parking zones where parking demand is high.
7. There has been increasing demand for the car club from residents and businesses across the city and the car club must expand if it is to become a sustainable operation in the medium to long term and meet this demand. For example Norfolk County Council Adult Services now uses the car club to meet workplace travel requirements.
8. The proposed car club bay locations have been identified by the car club operator in consultation from car club members and in discussion with transportation officers and are listed in appendix 1.
9. Particular attention has been paid to the selection of bays to ensure the following:

- Local catchment of residential population or local businesses
- High visibility locations to attract potential customers and to be user friendly
- Are in safe locations which do not cause hazards to other road users
- Avoids potential conflicts from other parking pressures wherever possible

10. Further work will be undertaken to establish the car club at the University of East Anglia on campus, this is in addition to those sites listed in Appendix 1.

Conclusion

11. The proposed plans for car club expansion accords with local transport policy. The car club operator is confident that there is potential demand for car club vehicles across Norwich in locations which have sufficient population or business density. The expansion plans are fully funded by the DfT and offers residents and businesses in Norwich with transport choices
12. Formal statutory consultation will take place on the proposed sites listed in appendix 1 and subject to that consultation the new car club bays will be implemented on site as and when required to meet the operational needs of the car club.

Appendix 1

Proposed car club bay locations for 2015 to 2019

Location	Bay size	City district
Bank Plain adjacent Nos 5 & 7	1 vehicle	City centre
Bensley Road adjacent No. 4	1 vehicle	South city
Bond Street adjacent side wall of 284 Dereham Road	1 vehicle	West city
Brunswick Road adjacent Heigham Cottage	1 vehicle	South city
Bunnett Square opposite No. 133 adjacent to Colman Road	1 vehicle	West city
Brian Avenue adjacent No. 2 (near Cecil Road)	1 vehicle	South city
Clarendon Road adjacent No. 17	1 vehicle	South West city
Edinburgh Road adjacent to the side wall of the Mitre public house Dereham Road	1 vehicle	West city
Fishergate opposite Nos. 50-55	1 vehicle	City centre
Greenways near to Church of Latter Day Saints Church	1 vehicle	South city
King Street (south) opposite former Ferry Boat Inn	1 vehicle	City centre
Mousehold Avenue adjacent Silver Road Baptist Church	1 vehicle	North city
Newmarket Street adjacent No. 34	1 vehicle	South city
Northfields adjacent Dell Rose Court	1 vehicle	West city

Rawley Road adjacent to junction with Humbleyard	1 vehicle	West city
Recreation Road adjacent No. 1	1 vehicle	West city
Riverside Road opposite Nos. 16/17	1 vehicle	East city
Shipstone Road adjacent 71	1 vehicle	North city
St. Giles Street adjacent 51b	1 vehicle	City centre
St. Mary's Plain adjacent Zoar Baptist Chapel	2 vehicles	City centre
St. Clement's Hill adjacent to No. 2 St Clements Hill	1 vehicle	North city
St Leonards Road Opposite No. 92 St Leonards Road	1 vehicle	East city
Sussex Street adjacent No. 4	1 vehicle	City centre/North city
Waldeck Road adjacent No. 56	1 vehicle	South city
Wilberforce Road End of bay nearest Earlham Road near to No. 99 Friends Road	1 vehicle	West city

Norfolk Car Club gets £100,000 to expand in Norwich, Cringleford, Costessey and Wymondham

26 November 2014



Baroness Kramer with Norfolk Car Club founder Rex Warner. Photo: Bill Smith

A car club scheme in Norfolk has been granted £100,000 of government funding.

The money is part of £500,000 being handed out by the Department for Transport and will fund more than 50 new vehicles across car club demonstration projects in Norfolk, Derby, Nottingham and West Yorkshire.

The £100,000 has been awarded to Norfolk County Council and Norwich City Council to grow the successful Norfolk Car Club in Norwich and across the Greater Norwich area.

In early 2015 the club aims to introduce eight more vehicles in Norwich, and is also planning to expand to Cringleford, Costessey and Wymondham later in the year.

The new Norwich cars will be based in Avenue Road, York Street, Nelson Street, Northcote Road, Ella Road, Heigham Street, Greyfriars Road and Surrey Street.

Norfolk Car Club founder Rex Warner said the funding would also go towards designating and marking out another 20 bays across Norwich as part of its long-term plan to introduce a new car every month in Norwich over the next five years.

Membership of car clubs allows access to low carbon vehicles for short periods of time, often by the hour, on a pay-as-you-go basis. Norfolk Car Club currently operates 17 cars and has 500 members, but it hopes to have 80 on-street bays within five years.

Mr Warner said: "Our members are very supportive – many emailed to support this bid and so we have a very active membership.

"We also have strong support from partnerships with Norfolk County Council and Norwich City Council and also a very clear vision of how we want the car club to grow."

He added: "I'm delighted that Norfolk Car Club has been chosen as the Department for Transport's national demonstration project. This award is fantastic news for our members, and prospective members, who want the car club to grow to many more locations across Norwich and surrounding towns."

Transport minister Baroness Kramer said: “These investments will give the growing interest in car clubs added momentum.

“Car clubs cut congestion, reduce carbon and save people money while still giving people the freedom and flexibility to use a car when they want to.

“We can now look forward to the winning towns and cities providing a practical demonstration of the increasing relevance of car clubs to sustainable transport throughout England.”

Norfolk Car Club member, Dr Lewis Spurgin, said: “I have used the car club for several years now, and have always found it to be an excellent service - indeed it is now an invaluable part of my everyday life.

“It is convenient and great value for money, the cars are always clean and run smoothly, and the staff are friendly and helpful. Any expansion of Norfolk Car Club that brings their high-quality service to more people and areas is, in my view, a great thing.”

To celebrate the award, Norfolk Car Club is offering free car club membership. Join online at www.norfolkcarclub.com and quote promotional code “FREE”.

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

Item
7

Purpose

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

Recommendation

To note the report.

Corporate and service priorities

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

Financial implications

There are no direct financial consequences from this report

Ward/s: All wards

Cabinet member: Cllr Stonard – Environment development and transport

Contact officers

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Background documents

None

Report

Background

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

Chapel Field North and St Stephens Street

5. The work to make Chapel Field North two way for buses and access and to remove general traffic from St Stephens Street was substantively complete on 7 November when the scheme formally came into operation. Works in Little Bethel Street were completed shortly after. The only outstanding works as part of the scheme is the upgrading and modification of the pedestrian crossing on Chapelfield Road at the junction of Vauxhall Street, including the resurfacing of the pathway outside Johnson Place. The crossing will remain closed throughout the works with pedestrian diversions via the Chapelfield Road crossing at the junction of Wessex Street, the Chapelfield Gardens underpass and Grapes Hill footbridge. There are off-peak lane closures on Chapelfield Road, Convent Road and Grapes Hill as part of the traffic management scheme. The works are scheduled to finish by 22 February 2015.

St. Augustines St

6. Works are taking place to upgrade the speed tables on St. Augustines St, including the construction of a zebra crossing at the junction of Sussex St, with a closure in place until 19 January 2015 (however, the streetworks permit and TTRO are dated to finish on 25 January 2015 to allow for any overruns or inclement weather

Push the pedalways programme

7. The design work for the majority of the schemes is nearing completion and work is due to commence on constructing the major schemes shortly. The first scheduled project is the Magdalen St contra- flow cycling scheme, due to commence on 26 January 2015 and finish on 12 April 2015. The traffic management will involve the closure of Magdalen St between Edward St and Bull Close Road, with residential and business access in and out from the south. A pedestrian through route will be maintained at all times. The proposed 20mph zone project is currently at the public

consultation stage which ceases on 9 February. This project will be considered at the next meeting of this committee.

National Grid upgrades

8. National Grid Gas are currently in the middle of a program of gas main upgrades involving city centre locations including Bedford St, Exchange St, Dove St, Red Lion St and Westlegate. In the majority of instances, roads will be kept open, with closures overnight where possible to minimise disruption.

Works in progress

Location	Lead Authority	Type of scheme	Traffic management	Due for completion	Remarks
Chapel Field pedestrian crossing	County	Highway improvement	Closure of Chapelfield pedestrian crossing, and some traffic management around Chapelfield roundabout	End of February 2015	Crossing may not need to be closed during all of works

Works completed since last report

Location	Lead Authority	Type of scheme	Traffic management	Due for completion	Remarks
Gurney Road/Britannia Road	County	Push the pedalways scheme works to include resurfacing, tree removal & speed table installations	Road Closures	Completed 9 th December	

Planned future works

Location	Lead Authority	Type of scheme	Traffic management	Anticipated dates	Remarks
Magdalen Street contra flow cycling scheme	City	Push the Pedalway	Closure of Magdalen Street between Edward Street and Bull Close Road	January to April 2015	Due to commence 26 January 2015
Tombland	City	Push the Pedalway	To be determined	April to June 2015	
The Avenues	City	Push the Pedalway	To be determined	April to July 2015	
Park Lane / Unthank Road	City	Push the Pedalway	To be determined	July / August 2015	

