

<b>Report to</b>	Norwich highways agency committee 16 January 2014	<b>Item</b>
<b>Report of</b>	Head of city development services	<b>6</b>
<b>Subject</b>	Proposed cycle lane and waiting restrictions on Drayton Road	

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### **Purpose**

To consider results of the consultation on the proposal to introduce an advisory cycle lane on Drayton Road and to agree the installation of the cycle lane with amended waiting restrictions.

### **Recommendation**

Members are recommended to;

- (1) note the results of the consultation;
- (2) ask the head of city development to complete the necessary statutory processes associated with the amended traffic regulation order as shown on plan number PL/TR/3578/793 and arrange for the cycle lane scheme to be implemented.

### **Corporate and service priorities**

The report helps to meet the corporate priority of a safe and clean city and the service plan priority to implement the Local Transport Plan and Norwich Area Transportation Strategy.

### **Financial implications**

This cycle lane forms part of the Drayton Road / St Martins Lane junction local safety scheme of £118,462 funded from the jointly by £35,000 DfT Cycle Safety Funds, £35,000 LTP improvement budget and £50,000 structural maintenance budget.

Ward/s: Mile Cross

Cabinet member: Cllr Stonard, cabinet member for environment, development and transport.

### **Contact officers**

Linda Abel – Senior transportation planner 01603 212190

Joanne Deverick – Transportation & network manager 01603 212461

### **Background documents**

Consultation responses.

## **Report**

1. A collision cluster site was identified at the mini roundabout junction of Drayton Road with St Martins Road. An accident investigation study was carried out by Norfolk county council officers in April 2012 which proposed improvements to the junction.
2. During the 3 year accident study period there had been 9 recorded personal injury accidents, 5 of which involved two wheeled vehicles.
3. Part of the proposals was to install an advisory cycle lane on Drayton Road between Stone Road and St Martins Road junction. This was aimed to help cyclists negotiate the hill without the need to overtake parked cars, whilst giving cyclists a presence on the road and therefore making drivers more aware.
4. The improvements to the mini roundabout were installed recently as part of a resurfacing scheme. The proposed cycle lane and waiting restrictions Traffic Regulation Order were advertised on 1 November 2013. The consultation plan number 13-HM-026-06 is attached as appendix 1.
5. This report discusses the responses received from that consultation.

### **Consultation response**

6. Twelve responses were received from the consultation. Nine in objection and three in agreement to the proposals. A summary of these can be seen in appendix 2.
7. Two of the three responses in agreement with the proposals had concerns for the probability of problems being caused on nearby residential streets by displaced parking. One requested extra parking restrictions were considered in Lime Kiln Mews.
8. The majority of objections were for loss of residents / visitors parking and the probable effects of displaced parking including commuters and visitors to Wensum Park. Many of the properties in this area are relatively new and have limited parking space off the highway. It is felt that if more vehicles park in the nearby residential streets, which are mostly shared spaces, this will cause access problems for residents. Some respondents requested more robust enforcement of restrictions.

### **Officers comments**

9. It is important to consider this cycle lane scheme for road safety concerns but also as promoting cycling as a sustainable form of transport.
10. The City Cycle Ambition Grant recently attained by the council is promoting and encouraging cycling in Norwich by installing 8km of pedalways in Norwich. This section of Drayton Road forms part of the orange pedalway, an important circular route.
11. Many of the vehicles parked on Drayton Road west of the junction with St Martins Road are believed to be commuters' vehicles. Officer visits to this area have shown there are substantially less vehicles during the evening and on Sundays. Past experience has shown that when commuters are prevented from parking on

these areas just outside CPZs, some drivers will find alternative places to park within walking distance. Most drivers will stay on the main roads and are unlikely to park in narrow confined residential streets such as Lime Kiln Mews and Clickers Road.

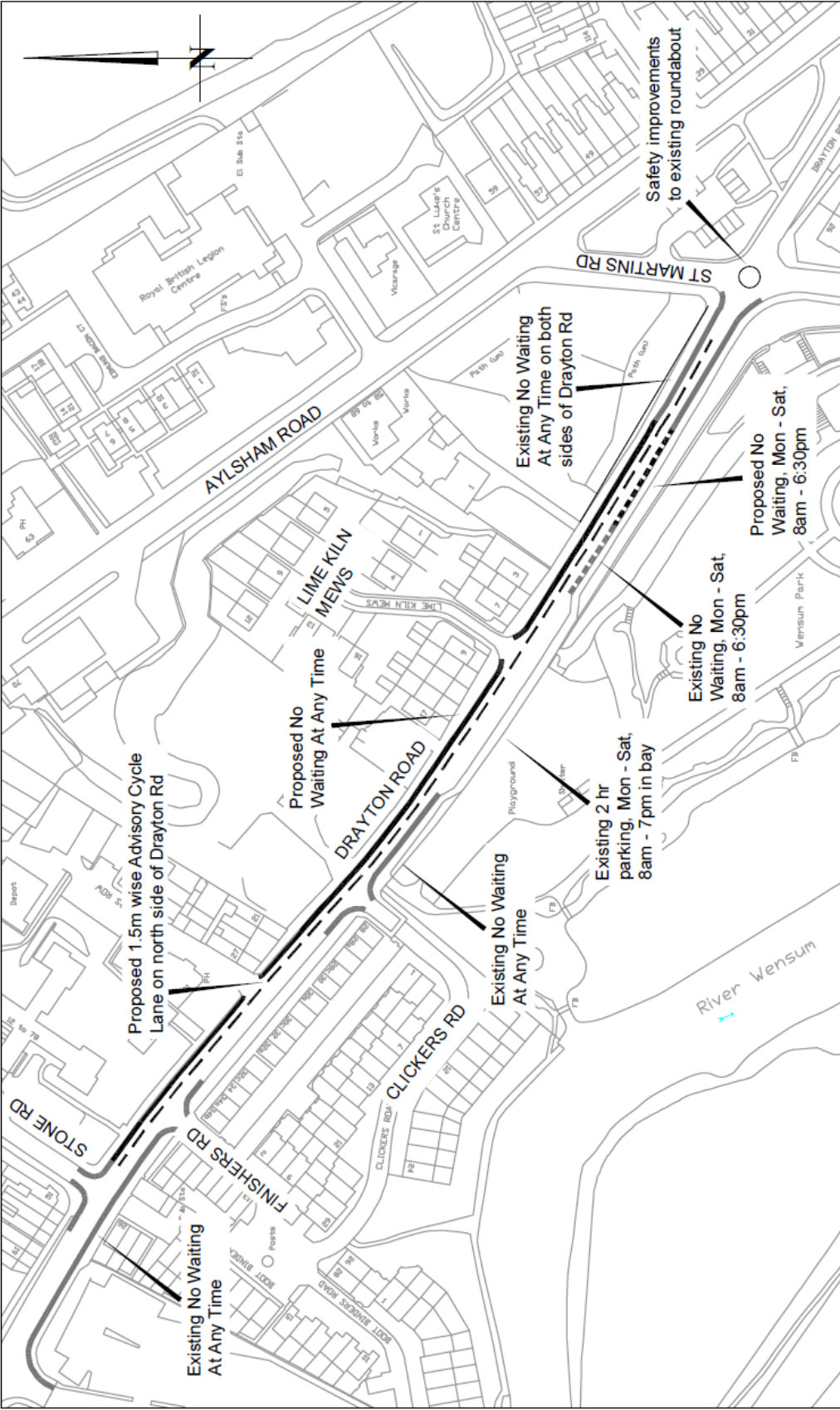
12. Residents are concerned about the lack of off street parking space for the nearby houses and the need for their second cars and visitors to park on Drayton Road. However, the majority of these are relatively new properties and therefore the occupants would have been aware of the limitations to parking when considering purchase. The facility of parking on street can never be considered a right and has to be balanced with the needs of all road users. Where appropriate it may be possible to adjust the proposed restrictions to allow some evening and weekend parking on this section of Drayton Road.
13. Many responses also expressed concerns of inconsiderate parking in the residential streets. The large majority of these vehicles are owned by residents parking without thought for their neighbours and cannot be a justification for further restrictions as this inconvenience is not a safety issue. The parking enforcement officers do not have powers to enforce obstruction or inconsiderate parking, they are only able to enforce signed parking restrictions. The proposed parking restrictions on Drayton Road will be enforced as all restrictions in Norwich.
14. Evening and weekend parking for the dance studio on Ropemakers Row needs to be considered along with visitors to Wensum Park. Where appropriate restrictions could be timed to assist the cyclists when traffic numbers are high but allow parking for these local facilities when most needed.
15. In many of the responses the residents have voiced concerns about the recent works to the Drayton Road / St Martins Road junction and their effectiveness. The safety works to this junction do not form part of this consultation, however the concerns have been forwarded to safety officers at Norfolk County Council and they are reviewing the situation. The need to provide a crossing place on St Martins Road for pedestrians has been forwarded to the scheme designers and the necessary adjustments should be completed soon.

### **The way forward**

16. The advisory cycle lane is an important step in improving cycle facilities in Norwich. It is necessary to introduce parking restrictions to enable the use of this cycle lane and improve road safety for cyclists.
17. After consideration of the objections received, it is proposed to reduce the advertised restrictions to allow evening and all day weekend parking on the section of Drayton Road as shown on plan number PL/TR/3578/793 attached as appendix 3.
18. This approach will ensure the cycle lane between Lime Kiln Mews and St Martins Road is protected from parked cars at all times as it is here the cyclist needs to negotiate an incline towards the junction with St Martins Road. The security of having a lane free of parked cars assists and improves safety for the cyclist.
19. The section of Drayton Road between Lime Kiln Mews and Stone Road will be protected from daytime parking Monday to Friday. This is when there is increased

traffic on the road, assisting cyclists who choose to use this route for commuting. However this section will also be available for on street parking for residents and visitors to the area during the evening and the weekend.

20. The proposed double yellow lines where Lime Kiln Mews meets Drayton Road will ensure the junction is free of parked cars which will benefit visibility at this junction.



**NORWICH**  
City Council

**Title**  
Drayton Rd / St Martins Rd LSS PG4309  
Proposed cycle lane

**Consultation drawing**

**No.**

**Date**

**Notes**

**REVISIONS**

**Int.**

**Ckd.**

**Date**

**Scale(s)**

**NTS**

**Drawn By**

**Checked By**

**DESIGNED BY**

**NEG. No.**

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**DWG. No.**  
13-HM026-06

## Comments from the Drayton Road cycle lane consultation.

## Appendix 2

Address of correspondent		Comments	Officer comments
23 Boot Binders Road	Objection	Concerned with lack of on-street parking space for residents and visitors as they now use Drayton Road. Understands the reason for the cycle track but would like to see some consideration for residents needs.	Please see paragraph 12.
7 Clickers Road	Objection	Considers the cycle track is not needed. Some properties have no off street parking, others have very limited parking. Residents and visitors, including visitors to Wensum Park, will be forced to park in less suitable roads.	Please see paragraphs 9, 10, 12 and 14.
15 Clickers Road	Objection	Recent works to the junction of Drayton Road / St Martins Road has not improved road safety and the dropped kerbs on St Martins Road have been removed. Requested FIA information on scheme. Proposed parking restrictions will displace vehicles to other residential streets and cause problems. There will also be enforcement problems. Cyclist should use the off road cycle lane on Dolphin Path / Marriots Way.	Please see paragraphs 10, 11, 13 and 15
19 Clickers Road	Objection	Considers the recent works to the Drayton Road / St Martins Road junction have made the area worse for pedestrians, and requested information on the scheme evaluation. Considers the parking restrictions as "strong handed" and thinks they could be reduced. The restrictions will take parking away	The existing bus stops on Drayton Road will not be changed and the extent of the proposed cycle lane has been decided due to the existing conflict between parked vehicles, moving traffic and

		from visitors to Wensum Park. The lack of parking for residents / visitors will cause displacement and inappropriate / illegal parking, such as at the junction with Clickers Road. Will the bus stops be moved, will there be enforcement? Suggested the cycle lane is only needed from the junction with St Martins Lane to Lime Kiln Mews.	cyclists. Please see paragraphs 12, 13 and 15.
21 Clickers Road	Agrees with scheme but has concerns	Concerned that the recent works at Drayton Road / St Martins Road junction may not have improved road safety. The parking restrictions may increase the number of vehicles parked inconsiderately / illegally in Clickers Road, enforcement will be necessary.	Please see paragraphs 11, 13 and 15.
26 Clickers Road	Objection	The raised table at the St Martins Road junction is ineffective. Drivers will park in nearby residential streets. Will the cyclists use it, many ride on the pavement?	Please see paragraphs 9, 10, 11, 13 and 15.
28c Drayton Road	Objection	The proposed cycle lane and parking restrictions will cause displacement / illegal commuter parking on the private road behind Drayton Road properties, causing problems for residents.	Please see paragraph 13.
6 Lime Kiln Mews	Objection	Concerned that the recent works at the Drayton Road / St Martins Road junction have not improved road safety. More drivers and pedestrians use Drayton Road than cyclists, have they been considered? Where will delivery lorries for John Boag House park? Parking restrictions will cause displacement / illegal parking on Lime Kiln Mews, some houses are multi-occupation residence with insufficient off road parking facilities. Visitors to	There are no proposed loading restrictions on Drayton Road. Active loading will be allowed in the areas covered by yellow lines. Please see paragraphs 9, 10, 11, 12, 13 and 15.

		Wensum Park will also park in Lime Kiln Mews, more restrictions will be needed here to ensure access.	
11 Lime Kiln Mews	Agree with scheme but has concerns	With probable displacement of parking, restrictions need in Lime Kiln Mews to protect access and visibility at the junction.	Please see paragraphs 11, 12 and 13
5 Ropemakers Row	Objection	Ropemakers Row has very limited parking for residents, this is upset by visitors to Millars Dance Centre. When planning permission was given for the dance centre, it was in agreement that members would park on Drayton Road. There will also be displacement of commuters and Wensum Park visitors to Ropemakers Row.	Please see paragraphs 11, 12, 13 and 14.
Resident, local address not given	In support with scheme but has concerns	Concerned with displacement of parking into Lime Kiln Mews which already has problems of vehicles parked near the junction with Drayton Road causing problems. Suggests double yellow lines in this area.	Please see paragraphs 11 and 13.
Resident, address not given	Agrees with scheme	Cyclists will be much safer in this cycle lane than on the footpath, especially where a road joins Drayton Road.	Agreement with scheme appreciated.



