

**Responses to April/May 2008 Public Consultation and Traffic Regulation Order
Statutory Consultation to St Augustine's Street Traffic Gyratory**

Respondent	Comment	Officer Comment
Resident of Albany Road Norwich NR3 1 EE	Telephoned to support proposals. Said it was a good scheme and pleased that pedestrian crossing facilities will be improved at St Augustine's Gate.	Support welcomed. Many other positive comments made at the public exhibitions regarding improved crossing facilities at St Augustine's Gate.
Norfolk Constabulary Bethel Street Norwich NR2 1NN	The proposal should improve traffic movements in the area. There may be increases in traffic using Waterloo Road. Traffic restrictions in Edward Street need to be clearly signed. There is a potential for speeds to increase in the system and raised tables need to be considered. There will be a number of streets where traffic movements will either increase or decrease.	Noted that proposal is generally supported. Post-scheme traffic surveys and speed monitoring will be carried out on a number of roads in the area and the results will be compared to the pre-scheme surveys that have been carried out. This will help inform appropriate responses.
Resident of Russell Terrace White Horse Lane Trowse Norwich NR14 8TQ	Pleased at some of the improvements since last consultation. Will cyclists be able to use a route along Bakers Road? Will cycle crossing access be provided from Heath Road into Esdelle Street/Edward Street?	General positive support welcomed. Cyclists will be able to travel along the section of Bakers Road closed to vehicles. The cycle route crossing Magpie Road at Heath road will be maintained by revised traffic signal facilities.
Resident of Buxton Road Norwich NR3 3HH	Please consider making Buxton Road one-way (Waterloo Road to Aylsham Road) to stop cars cutting through when St Augustine's Gate junction becomes congested.	St Augustine's Gate junction is considerably simplified by the proposals and congestion should generally ease. Before and after traffic flows in Buxton Road will be monitored to allow informed future

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	<p>Please check crossing site lines at Magpie Road.</p> <p>Can bollards be repositioned to stop vehicles parking on the pavement outside the Aylsham Road shops?</p> <p>Cyclists will use St Augustine's Street both ways.</p> <p>Will cyclists be able to turn from Magdalen Street into Edward Street?</p> <p>What will be the most obvious route for cyclists from Magdalen Street to St Augustine's Church?</p> <p>How does a cyclist get from Magpie Road to Aylsham Road? Can a safe cycleway be made through Esdelle Street?</p> <p>Do some more serious research on how cyclists behave.</p>	<p>decisions.</p> <p>Pedestrian crossing points at Waterloo Road / Magpie road junction will be rechecked and optimised at final detail design.</p> <p>The bollards protect the private forecourt as part of these proposals and it is not intended to alter this arrangement.</p> <p>Yes.</p> <p>Cyclists will be able to turn from Magdalen Street into Edward Street. They can reach St Augustine's via the new link road.</p> <p>Cyclists on Magpie Road can reach Aylsham Road either via Heath Road and across, or via Esdelle Street and St Augustine's Street.</p>

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Resident of Shipstone Road Norwich NR3 1JZ	<p>The closure of Bakers Road will remove an important west-east link for cyclists.</p> <p>The narrowing of lanes on Magpie Road is worrying for cyclists</p> <p>The proposed uncontrolled crossing point at the south end of Magpie Road is particularly worrying for pedestrians.</p> <p>The over-runable area of the Edward Street footway/cycleway sounds ominous.</p> <p>The cyclepath on Edward Street does not appear to have provision for cyclists to turn right onto the cyclepath on the new link road to Pitt Street.</p> <p>Will cyclists be able to turn right from Edward Street into Magdalen Street?</p>	<p>Bakers Road will remain available to cyclists.</p> <p>Traffic lanes on Magpie Road are currently at least 3 metres wide and these will not be reduced below 3 metres.</p> <p>The position of the uncontrolled pedestrian crossing points at Waterloo Road / Magpie Road junction will be checked and optimised during the final detailed design.</p> <p>The footway/cycleway along Edward Street will still be delineated by a kerbed edge. The path will not be for general use by motor vehicles and is only expected to be overrun in exceptional circumstances where there are blockages on the main carriageway.</p> <p>Cyclists on the path alongside Edward Street will be expected to reach the path along the new link via a raised table across the east/west section of Edward Street.</p> <p>Cyclists will be able to turn from Edward Street into Magdalen Street.</p>

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<p>Norwich Cycling Campaign 42-46 Bethel Street Norwich NR2 1NR</p>	<p>Major reservations about the concept of one way system in a tight urban setting.</p> <p><u>Overall design concept:</u></p> <ul style="list-style-type: none"> • Serious adverse impact on the amenity of bicycle users making local visits or passing through. • Suppresses cycling and encourages more motor traffic. • Overall negative impact on air quality. • Create disconnected islands of urban activity with no respect to natural/historic desire lines. • Tendency to create 'race-tracks that are difficult to police. • Problems to on-carriageway cyclists in lane switching. 	<p>The proposals are consistent with the identified key cycle route network.</p> <p>The scheme targets the St Augustine's AQMA and will achieve the required improvements in air quality by traffic reduction and freer flowing traffic. There is a consequential redistribution to other parts of the network.</p>

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	<p><u>Detailed comments:</u></p> <ul style="list-style-type: none"> • Contra flow cycle arrangements required in the full length of St Augustine's Street. • Contra flow route required along Magpie Road at least to connect Heath Road with Starling Road. • The layout at the south end of Heath Road looks a little awkward. • Advance stop lines should be provided at the southern end of Aylsham Road and the Southern end of Pitt Street. 	<p>Whilst it would be advantageous to provide a direct route southwards along St Augustine's Street, the available width, particularly at the north end precludes a contra flow cycle lane along here. Cyclists will have the option of following the gyratory system or cutting through to Oak Street via Bakers Road or routes further north.</p> <p>There is insufficient available highway width to safely provide a contra flow cycle route along Magpie Road. However, independently of this scheme there are proposals to redevelop along the north side of Magpie Road and this may provide opportunities to deliver cycle improvements.</p> <p>At Heath Road the layout seeks to balance site constraints to provide for the interests of pedestrians, cyclists and the effective operation of traffic control.</p> <p>The provision of advanced stop lines is being actively considered.</p>

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	<ul style="list-style-type: none"> • It is essential that a route off Duke Street roundabout thence to St George's Street be maintained for more confident riders • It is vital that cycle friendly design is provided for cyclists that prefer to use the main carriageway • Off-carriageway cycle paths have customary problems. 	<p>The scheme proposals do not alter present on-carriageway cycle practice at Duke Street roundabout.</p> <p>Off carriageway cycle paths are of benefit to the less confident cyclists.</p>
St Augustine's Community Together Residents Association	<p><i>(C1)The proposed widening of the junction at Magpie Road/Edward Street would necessitate the loss of 30 garages in Edward Street, currently leased from Norwich City Council by local residents in Magpie Road, Esdelle Street and Leonard Street, who are unable to park outside their own homes. No alternative parking has yet been offered to them.</i></p> <p><i>(C2)Motorists wishing to turn out of Esdelle Street, Rose Yard and Sussex Street into the one-way, north-bound, single file traffic flow in St Augustine's Street will find it nearly impossible to find breaks in the traffic flowing north, especially during the evening rush hour.</i></p>	<p>(R1)The scheme requires the demolition of the blocks of garages in order to modify the junction. It is currently intended to landscape this area and it is not proposed to rebuild garage blocks or provide replacement 'private' off street parking. It may be possible to provide some additional controlled parking zone parking by constructing a new on-street parking bay.</p> <p>(R2)The junctions of Sussex Street and Esdelle Street will join the single carriageway section of St Augustine's Street. Both these junction will join St Augustine's Street on the raised table that is proposed here. There should be ample opportunity for traffic on the side roads to emerge onto the one-way system during</p>

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	<p><i>(C3)The main aim of the gyratory system is to improve air quality in St Augustine's Street by making it one-way , but certain areas such as Magpie Road and Edward Street will as a consequence of the proposed changes to traffic flow receive more traffic than at present and so their air Quality will presumably decline, thus robbing Peter to pay Paul.</i></p> <p><i>(C4)Cyclists heading south into the city on Aylsham Road will inevitably be tempted to take the short cut of riding on the newly widened pavements in St Augustine's Street, thus hazarding pedestrians, rather than go all the way around Magpie Road to the new North-South cycle route connecting Heath Road via Edward Street to Anglia Square/Pitt Street.</i></p> <p><i>(C5)While Bakers Road is being blocked off, nothing is being put into place to prevent Sussex Street becoming a rat run - it will in effect be the only route out of St Augustine's Street when traffic is congested there at peak times and may also attract vehicles from Oak Street. While</i></p>	<p>breaks in the traffic created by the signals to the south although this may be more difficult during the evening peak due to the volume of northbound traffic.</p> <p>(R3)The traffic volume will increase on Magpie Road and Edward Street particularly in the morning peak. Vehicle emissions may increase along these roads as a result of this redistributed traffic, but the nature of the building frontages is more open than that along St Augustine's Street which will offset direct comparative effects.</p> <p>(R4)Whilst it would be advantageous to provide a direct route southwards along St Augustine's Street, the available width, particularly at the north end precludes a contra flow cycle lane along here. Cyclists will have the option of following the gyratory system or cutting through to Oak Street via Bakers Road or routes further to the north.</p> <p>(R5)The traffic modelling does not suggest that traffic flows on Oak Street will increase and may significantly reduce in the afternoon peak. It is possible that in some traffic conditions additional traffic could be</p>

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	<p><i>58 new homes being planned in Oak Street on the Talk site will in any case increase traffic in Sussex Street as the only entry and exit to this scheme will be via Chatham Street and Sussex Street. In addition, the likely conversion of the former Norwich Union offices in Sussex Street into residential units with two entrances/exits (in Sussex Street, as now, and directly onto St Augustine's Street near St Martin at Oak Wall Lane) will further increase the traffic here. Where these developments part of the traffic model?</i></p> <p><i>(C6)No lay-bys are being planned for St Augustine's Street, to allow customers' cars to stop and shop, or for deliveries to be dropped off to the traders there, thus making it even harder for them to trade successfully here. A number of traders have threatened to move out of the area already because of this (e.g. Norwich Scuba and Coleman Opticians).</i></p> <p><i>(C7)St Augustine's Street will for the most part be a single track road. If vehicles, including buses, break down here or lorries and vans stop to deliver to the shops, it will completely block one of the major routes out of Norwich. Motorists will inevitably be tempted to get round any such blockage by climbing up onto the pavements, thus hazarding pedestrians and damaging the new paving</i></p>	<p>drawn on to Sussex Street east bound. Before and after traffic monitoring will allow evidence based assessment of the impact of the proposed scheme when implemented, and will allow an appropriate response. Redevelopment of office space to residential should have net traffic decrease. The scale of the proposed housing developments will have insignificant traffic impacts</p> <p>(R6)It is proposed as a change to the layout to provide an unloading/loading facility at the southern end of St Augustine's Street outside Coleman Opticians, which are currently not available. There are no proposals to allow for shoppers vehicles due to width constraints. However, peak hour loading restrictions will be reviewed following scheme implementation and relaxed if possible.</p> <p>(R7)The road will be designed to such a width to allow passing in the event of a breakdown. The footways will be constructed using materials that will support occasional overrunning in the event of a breakdown or a large stationary vehicle partially blocking the carriageway. Street</p>

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	<p><i>stones that are to be laid here, or use Sussex Street as a rat run.</i></p> <p><i>(C8)Breakdown vehicles will find it difficult to access and extract broken-down vehicles in St Augustine's Street, especially the larger buses and coaches.</i></p> <p><i>(C9)The presence of buses and coaches in St Augustine's Street, where there are none or few currently, will lead to an increase in pollution here, which will defeat the object of the proposed gyratory scheme, which is to improve air Quality by reducing vehicle numbers.</i></p> <p><i>(C10)The preferred option of local residents and traders is overwhelmingly for a pedestrianised or access only St Augustine's Street. This has been rejected as unworkable because of expected knock-on effects to neighbouring roads (e.g. Oak Street. Magdalen Street and Barrack Street). Local people feel that the proposals, which will in effect turn the east side of St Augustine's into a traffic island, are a compromise between the need to improve air Quality in St Augustine's Street alone (based on out-of-date, five-year-old figures) and to keep the traffic flowing efficiently in north Norwich generally, and into and out of the Anglia Square redevelopment scheme in particular; while the wishes of local residents and small traders for a</i></p>	<p>furniture will be set back from the kerb edge accordingly. This is no different than other City locations.</p> <p>(R8)In order to recover large vehicles, the footways will be capable of being overrun in an emergency. Street furniture will be set back from the kerb edge accordingly.</p> <p>(R9)The modelling that has been carried out indicates that pollution levels will be reduced in St Augustine's Street. This is achieved by reducing the total amount of traffic and keeping it moving.</p> <p>(R10)The scheme that is being progressed was considered the most acceptable of the four options that were looked at, during the 2006 issues and options consultation. The scheme has to satisfy a number of requirements such as reduction of pollution on St Augustine's Street, improving public transport links, maintaining this important arterial route, improving the area for pedestrians and helping to regenerate the area. The chosen option, currently being progressed, is considered to be the best solution to achieve the required targets and</p>

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	<i>quieter, pleasanter, more sustainable environment with fewer vehicles passing through it that contribute nothing to the local economy has been given a much lower level of importance when designing the gyratory scheme.</i>	has the least impact on other areas, when compared to other options. The detailed development of this option was supported at the City Council's Executive (10 January 2007) and reconfirmed at previous reports to NHAJC.
Norfolk and Norwich Association for the Blind Magpie Road Norwich NR3 1JH	There are a considerable number of blind people either in residence, working or visiting NNAB. Seek assurances about the shared cycle and pedestrian surfaces being segregated in some way, particularly the north south cycle route along Edward Street.	The proposals include for unsegregated footway/cyclepaths. The footway/cyclepath that is proposed for the east side of Edward Street will not be of a sufficient width to allow segregation. Whilst the facility adjacent to the Anglia Square site will be wider, being up to 5 metres wide, there are several reasons for making the path unsegregated. Firstly, a segregated facility can result in a false sense of security and lack of alertness as pedestrians may wander into the cycle lane which can cause conflicts if a cyclist is not expecting to encounter a pedestrian and vice-versa. Secondly, segregating the path reduces the capacity for both types of users and doesn't allow for tidal and peak flows as efficiently as an unsegregated path. Lastly, segregation requires much more engineering such as signing and lining in order to alert users as to its use – generally, the aim of the scheme

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	<p>Possible impacts on centre following alterations to bus routeing and stop locations.</p> <p>A Landrover towed mobile information centre is based at NNAB and accesses/exits the site off Esdelle Street/Edward Street entrance. The new road layout may compromise vehicle turning circles.</p>	<p>will be to minimise such 'clutter'. Note that cyclists proceeding with the traffic flow have the option of using the cyclepath or the carriageway.</p> <p>The detailed design process will seek to tidy up boundary features alongside Edward Street car-park and maximise available path width with better delineation of the car park access.</p> <p>Bus stop facilities will be transferred to Edward Street and this will impact some users of NNAB centre. Advice and support can be offered in due course to help with the introduction of these changes.</p> <p>The concern relating to trailer access has been noted and access layouts will be checked in detailed design.</p>
Evelyn Collishaw CC	The gyratory proposal will put enormous pressure on Magpie Road and Bull Close, as well as Edward Street, which are all unsuitable for the amount of traffic already.	NATS traffic modelling suggests that the gyratory proposal will modestly reduce traffic on Bull Close. Traffic volumes on Magpie Road and Edward Street will increase for some periods of the day particularly the morning peak. However, the simplified

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	<p>Magdalen Street is one way out of the city. If gyratory goes ahead then reverse this so that buses can go straight into the city instead of this ridiculous route. Have seen 6 buses stacked up on Magpie Road which is terrible for the people who live there.</p>	<p>junction layout at St Augustine's Gate and signal control of the key junctions on the gyratory will in general provide freer flowing traffic conditions to the benefit of buses.</p> <p>To reverse traffic flow direction on Magdalen Street will adversely affect outbound bus services along Magdalen Road, as they will be diverted via St Augustine's Street. The scheme allows much improved public transport interchange on Edward Street and takes pressure off inadequate provision in Magdalen Street, and also improves bus reliability to the north-west via Aylsham Road.</p>
Adrian Holmes City Councillor	<p>The wishes of St Augustine's residents have not been taken sufficiently into account. Residents are concerned that a pedestrianisation option for St Augustine's Street has been ruled out, and there was no presentation of information relating to the pedestrianisation option.</p>	<p>The purpose of this consultation was to present a detailed proposal for the preferred scheme option. A recap of the earlier processes that led to the selection of the preferred scheme option was made at the presentations to St Augustine's Residents Association and was referred to in exhibition display material.</p>

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Resident of Magpie Road NR3 1JQ	Concerned that the proposals will make traffic conditions even worse on the top end of Magpie Road.	Traffic flows on Magpie Road (Waterloo Road end) will increase in the morning peak and decrease in the evening peak. The St Augustine's Gate junction area is simplified by the proposals and will generally be less congested.
Resident of Gildencroft Norwich NR3 1DS	<p>Favours an alternative option to pedestrianise St Augustine's Street.</p> <p>Air quality pollution monitoring was made 5 years ago. No good evidence of current pollution levels and no good prediction following the use of a one-way.</p> <p>A pedestrianised St Augustine's would give an open space within a more intimate scale of buildings.</p>	<p>The present consultation relates to the detailed consideration of the preferred option. The pedestrianisation of St Augustine's Street was considered during earlier options assessment processes during 2006 and ruled out. A recap of these earlier options was made at presentations to St Augustine's residents association.</p> <p>St Augustine's is a declared AQMA based on the earlier monitoring. Ongoing monitoring has shown that pollution levels in the area still exceed acceptable levels.</p> <p>One of the aims of the scheme is to improve the area for pedestrians, and this includes improvements to the footways by widening them along here. The footways will be wider on the eastern side where the majority of the shops are.</p>

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	<p>The gyratory will split up a neighbourhood and give a feeling of alienation.</p> <p>The preferred option goes against the aim of the action plan to enhance the area in order to help regenerate it.</p> <p>Cyclists will use the wider pavements on St Augustine's rather than go around the gyratory.</p> <p>No explanation has been given of why pedestrianisation option turned down.</p>	<p>Whilst it would be advantageous to provide a direct cycle route southwards along St Augustine's Street for, the available width, particularly at the north end precludes a contra flow cycle lane along here. Cyclists will have the option of following the gyratory system or cutting through to Oak Street via Bakers Road or routes further north.</p> <p>The proposal is consistent with aims to regenerate the area particularly streetscape enhancements along St Augustine's Street, improved opportunities for public transport and compatibility with proposals to redevelop Anglia Square Shopping Centre.</p>

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Resident of Gertrude Road Norwich NR3 4SF	<p>The Northern City Centre Area Action Plan is still at preferred options stage</p> <p>No details of how air quality will be affected has been published with the scheme.</p> <p>The planning application for Anglia Square is not approved.</p> <p>The scheme is not in the best interests of residents in the area.</p> <p>The consultation process was flawed as the councils had already decided this option in advance of consultations with general public.</p>	<p>The NCCAAP adoption process is on-going. However, this does not preclude either developer or highway schemes being brought forward in an interim period.</p> <p>The Councils have a statutory duty to address air quality issues, and the gyratory proposals also form part of the Greater Norwich Development Partnerships project.</p> <p>The planning application for Anglia Square is on-going and the progression of the gyratory scheme is dependent on the outcome both in planning terms and the willingness of the Developer to release land for the construction of the traffic scheme.</p> <p>This consultation specifically relates to detailed proposals of a preferred option selected following earlier processes.</p>

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Norwich Over the Water Party	<p>The proposed Traffic Order will result in increased highway danger (pedestrian and vehicular) for the following reasons:-</p> <p><u>St Augustine's Street</u></p> <ul style="list-style-type: none"> Increased highway danger resulting generally from the proposed traffic flow. The pavements are very narrow, increased traffic movements in this area will create danger to pedestrians especially children using the numerous facilities in the road (shops, play area, dentist, pub, restaurants) and the residential properties. There are pedestrian entrances to St Augustine's Street from the children's play areas at the rear of Rose Yard and Gildencroft Park. Children and mothers including those with puchchairs will be using the narrow pavement in this area. Pedestrian safety is likely to be compromised. Cars are likely to stop on the road to use shops etc (despite any traffic regulations/orders) to the further risk of pedestrian and vehicular safety. Six side streets join the main St Augustine's Street 	<p>St Augustine's Street is already a significantly busy and congested road environment.</p> <p>The proposed streetscape enhancements include widened footways along the whole length of St Augustine's Street to the general benefit of pedestrians.</p> <p>Footways will be widened rather than narrowed.</p> <p>Cars will not stop if they are blocking the running traffic lanes.</p> <p>Traffic turning in and out of side roads onto</p>

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	<p>(Esdelle & Leonards Street, Sussex Street, Botolph Street, Catherine Wheel opening & St Martins at Oak Wall Lane). The hazard risk in the area must surely be increased by the proposed order with vehicles turning/joining the traffic flow.</p> <ul style="list-style-type: none"> • There is no room to expand the existing pavement or carriageway to ameliorate the anticipated effects of the proposed Order. • In practice it is extremely likely that vehicles will defy the proposed 20mph limit. The creation of a one way system would in our view aid the opportunity for speeding not reduce it. • Rose Yard has vehicular access very close (within 5 metres) from the proposed new road system with two vehicular access yards between no 56 to 64. These represent additional hazards in the proximity. • Proposal will inevitably lead to greater air pollution/poor air quality to the detriment of the amenities of the residential occupants and damage to the fabric of historic listed and other buildings. Most of the buildings (approximately 64) are 3 & 4 storey terrace buildings (houses and flats above shops). 36 of the buildings are historic listed 	<p>St Augustine's Street should find the manoeuvres easier as they are only dealing with one direction of traffic.</p> <p>The 20mph zone is compatible with the proposed alterations to the street scene. Traffic speeds will be further constrained by the proposed raised table to the north of Sussex Street.</p> <p>The scheme is directly targeted to provide air quality improvements along St Augustine's Street by an overall reduction in traffic volumes and freer flowing traffic conditions.</p>

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	<p>buildings. The air circulation in the confined space will be restricted.</p> <ul style="list-style-type: none"> As a result of the Order buses would travel along St Augustine's Street potentially causing a further traffic hazard. <p>The air quality assessment which has been carried out in the area appears to be unavailable to the public. Please confirm if this is not the case and where a copy may be obtained.</p> <p>There appears to be no information readily available as a public document directly supporting the need for the changes to the highway and the implementation of a Traffic Regulation Order; or to demonstrate the consideration of alternative proposals/assessments which have been undertaken. We consider that an alternative route could be as detailed below.</p> <p><u>The alternative route which should be considered is Oak Street.</u></p> <ul style="list-style-type: none"> The buildings are mostly single story industrial units setback from the road. There are approximately 7 houses only facing onto the street. 	<p>Air quality assessment reports are freely available on the Norwich City Council Internet site.</p> <p>Alternative Options were presented in a report to the City Council Executive (10 January 2007) and are again set out in the Northern City Centre Area Action Plan – Preferred Options Report (November 2007).</p> <p>A one-way system using Oak Street was previously considered but rejected as an expensive solution which would cause a wide range of adverse impacts on residential areas.</p>

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	<ul style="list-style-type: none"> • There are 5 historic houses plus the remains of the Great Hall. The hall has parking spaces and the pavement between it and the road. • There is only one convenience store on the road. • There are three side streets joining the main Oak Street. Key and castle yard, Sussex Street and St. Martins at Oak wall lane. • Pavements are twice as wide as those in St Augustine's. • The accesses are generally wide with good visibility. • There are no pedestrian entrances to children's play areas or public parks. • There is room for road expansion. • Blocking off St Augustine's Street (like St Giles) could be beneficial. 	

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Resident of unknown address	<p>Please can a similar one-way traffic system be considered for Magdalen Road and Denmark Road outbound, and Sprowston Road inbound</p> <p>The proposal may cause increases in traffic travelling along Magdalen Road up St Clements Hill.</p>	<p>This request is beyond the scope of the present proposal. Such a scheme is unlikely to be developed.</p> <p>The present proposals are unlikely to increase traffic on St Clements Hill. Magdalen Road may see a small increase city bound in the morning peak.</p>
The Norwich Society The Assembly House Theatre Street Norwich NR2 1RQ	<p>Detailed proposals are being advanced even before NCCAAP processes have concluded.</p> <p>The traffic management proposal is ad-hoc. There is potential to miss out on the opportunity to properly plan traffic movement for the whole quadrant of the City.</p> <p>How will the success of air quality improvements be determined?</p>	<p>The NCCAAP adoption process is on-going. However, this does not preclude either developer or highway schemes being brought forward in an interim period.</p> <p>The gyratory scheme is a significant traffic management investment with clear and contained objectives. More substantive relief road building proposals set out in earlier submissions from Norwich Society do not feature in present or proposed or likely transport planning policies.</p> <p>Air quality improvements are achieved by reductions in total traffic flows along St Augustine's Street and by freer flowing traffic conditions. Success will be initially determined by post construction confirmation of traffic flows and comparison</p>

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	<p>Could a south bound cycle lane be reconsidered?</p> <p>Can yellow hatch box junctions be considered to allow residents from Sussex St and Esdelle Street to access St Augustine's Street?</p> <p>Concerned that there will be insufficient space for delivery vehicles serving businesses on St Augustine's Street.</p>	<p>of pre and post-scheme air quality measurements.</p> <p>Whilst it may be advantageous to provide a direct cycle route southwards along St Augustine's Street the available width, particularly at the north end, precludes a contra flow cycle lane along here. Cyclists will have the option of following the gyratory system or cutting through to Oak Street via Bakers Road or routes further to the north. Northbound cyclists will need to use the carriageway along St Augustine's Street.</p> <p>The junctions of Sussex Street and Esdelle Street will join the single lane section of St Augustine's Street. Both these junction will join St Augustine's Street on the raised table that is proposed here. There should be ample opportunity for traffic on the side roads to emerge onto the one-way system during breaks in the traffic created by the signals to the south.</p> <p>It is proposed to add an unloading/loading facility at the southern end of St Augustine's Street outside Coleman Opticians. One of the key aims of the scheme is to improve</p>

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	<p>The garages to be demolished at Magpie Road could be rebuilt.</p> <p>The impact on surrounding roads, Oak Street in particular has not been properly considered.</p>	<p>the area for pedestrians, and this includes improvements to the footways by widening them along here.</p> <p>The proposed realignment of the Magpie Road/Esdelle Street junction requires the demolition of the block of garages nearest the road in order to modify the junction. The other garage block is to be demolished at the same time to enable this area to be landscaped. It is not proposed to rebuild garage blocks or provide replacement 'private' off street parking. It may however, be possible to provide some additional controlled parking zone parking by constructing a new on-street parking bay.</p> <p>The impact on the surrounding road network has been considered in detail during the earlier options selection considerations. Specifically with regard to Oak Street the traffic modelling suggests that morning flows will change very little, and afternoon flows may actually decrease significantly (by over 30%).</p>

**Responses to April/May 2008 Public Consultation and Traffic Regulation Order
Statutory Consultation to St Augustine's Street Traffic Gyratory**

Respondent	Comment	Officer Comment
Resident of Esdelle Street Norwich NR3 3BN	<p>Already existing problems with street parking. What will be done to replace the lost garages and parking on Esdelle St/Edward Street?</p> <p>Edward Street will get busier and noisier. Is the road being moved further away from properties? Will bushes be planted to screen some of the noise? Will speed be limited?</p>	<p>It is not proposed to rebuild garage blocks or provide replacement 'private' off street parking. It may be possible to provide some additional controlled parking zone parking by constructing a new on-street parking bay.</p> <p>Due to land constraints it is not possible as part of these proposals to alter the general alignment of Edward Street except near Magpie Road. The proposals include for planting street trees by the Magpie road/ Esdelle Street junction. Longer term planning aspirations envisage environmental improvements along Edward Street possibly in the context of other redevelopment proposals.</p>

**Responses to April/May 2008 Public Consultation and Traffic Regulation Order
Statutory Consultation to St Augustine's Street Traffic Gyratory**

Respondent	Comment	Officer Comment
Questionnaire 1 NR3 3DY	A cycle route is required in St. Augustine's.	
Questionnaire 2 NR3	There will be more pollution. Additional parking should be provided for residents.	
Questionnaire 3 NR3 1JG	Additional parking for residents. Speed tables / ramps to be provided in Magpie Road.	
Questionnaire 4 NR1 4JN	The area should be pedestrianised, especially St. Augustine's Street.	
Questionnaire 5 NR3 3DQ	Cycle provision is required, south bound on St. Augustine's Street.	
Questionnaire 6 NR3 3BY	Completed Questionnaire, but made no comments.	
Questionnaire 7	Felt that the Exhibition was not well presented.	
Questionnaire 8 NR3 3AP	The proposals will encourage drivers to speed. Traffic volumes will increase, unless traffic from the City centre is restricted. The route may be used as a 'rat run' for drivers travelling across the City, south to north.	
Questionnaire 9 NR3 3BZ	Completed Questionnaire, but made no comments.	
Questionnaire 10 NR3 3DB	Concerned about the closure of Bakers Road. Also concerned that roads close to the Gyratory System will become much busier, and may become 'rat runs'.	
Questionnaire 11 NR3 3AP	Concerned that traffic volumes, and speed of vehicles will be increased on Duke Street. Feels that traffic to the north of the City will be much increased.	

**Responses to April/May 2008 Public Consultation and Traffic Regulation Order
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Respondent	Comment	Officer Comment
Questionnaire 12 NR3 3BG	Top (north) end of St. Augustine's: No improvement – narrow pavements and heavy traffic. Cycling in St. Augustine's will be a hazard. There is no cycling provision for the south-east direction, and cyclists may use the pavements. This may result in injury for pedestrians. There should be more parking for businesses, otherwise they will suffer. Combine residential parking with restricted parking, during working hours, to allow more access to shops.	
Questionnaire 13 NR3 3DE	Feels that the proposed Gyratory System is purely to accommodate the Anglia Square redevelopment.	
Questionnaire 14 NR3 3EU	Cycle provision on St. Augustine's Street is required.	
Questionnaire 15 NR3 3DH	Camera to monitor St. Augustine's Street, to monitor speed of traffic and general security.	
Questionnaire 16 NR3 3DH	Would like extra landscaping at the cul-de-sac, and ends of Esdelle and Leonards Street (to limit noise). Concerned that Double Decker buses on St. Augustine's will lead to a loss of privacy. These large vehicles will increase vibration to buildings. Welcomes the 20 MPH limit, and wider pavements in St. Augustine's.	
Questionnaire 17 NR3 3DH	Cycle provision has not been considered properly. Adequate parking provision is required for customers of local shops. Speaker seemed inadequately prepared for meeting.	
Questionnaire 18 NR3 3DA	Completed Questionnaire, but made no comments.	
Questionnaire 19	Completed Questionnaire, but made no comments.	

**Responses to April/May 2008 Public Consultation and Traffic Regulation Order
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Respondent	Comment	Officer Comment
NR3 3BG		
Questionnaire 20	'Yellow box' required at raised table, where Esdelle Street and Sussex Street meet Magdalen Street. Parking provision must be made for those residents who used the garages on Esdelle/Edward Street, which are due to be demolished.	
Questionnaire 21 NR3 3BY	Completed Questionnaire, but made no comments.	
Questionnaire 22 NR3 1DF	Completed Questionnaire, but made no comments.	
Questionnaire 23 NR3 4AZ	Completed Questionnaire, but made no comments.	
Questionnaire 24	Is glad to see that pedestrians are being considered (traffic signals). Asks if the upper pedestrian signal could be raised, above umbrella height.	
Questionnaire 25 NR3 1EW	Completed Questionnaire, but made no comments.	
Questionnaire 26 NR3 3DE	Feels that the proposals are a compromise between improving air quality and accommodating expected traffic flows. Also feels that an opportunity to make the area traffic free has been lost. Is uncertain if the proposals make the area better, or worse.	
Questionnaire 27 NR3 3AY	"Don't overcrowd Oak Street".	
Questionnaire 28 NR3 3DY	"There needs to be a cycle lane, for people who use green transport". Welcomes the proposed 20mph limit.	
Questionnaire 29 NR6 7RL	Completed Questionnaire, but made no comments.	

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Respondent	Comment	Officer Comment
Questionnaire 30	Thinks that the proposals are a very good solution.	
Questionnaire 31 NR3 3ET	Completed Questionnaire, but made no comments.	
Questionnaire 32 NR3 3AZ	Is happy that Bakers Road will be closed, but concerned that this might not start for another year, and that it will happen towards the end of the proposed works. Would welcome a cycle path on St. Augustine's Street.	
Questionnaire 33 NR3 3HH	Concerned that more traffic will cut through from Waterloo Road to Alysham Road, via Patterson Road and Buxton Road. Is otherwise happy with the proposals.	
Questionnaire 34 NR3 1DS	Happy with the proposals.	
Questionnaire 35 NR3 3HH	Thought that the Exhibition was helpful, but poorly displayed. Had difficulty reading information on the display boards, when someone was standing in front of them.	
Questionnaire 36	Completed Questionnaire, but made no comments.	
Questionnaire 37 NR3 3DG	Is concerned that the proposals will increase traffic at the Artichoke pub junction (at the end of Magpie Road), which is already very busy. Would very much like cycle paths to be constructed on Aylsham Road, and St. Augustine's Street. Otherwise welcomes the proposals.	
Questionnaire 38 NR3 3AZ	Hopes that the 'turning area' on Bakers Road will be tasteful, and non destructive to the 'old City wall' and the pine trees that are there. New landscaping / trees should be planted if any is removed, otherwise welcomes the	The new turning head has been redesigned to limit its impact on existing trees.

**Responses to April/May 2008 Public Consultation and Traffic Regulation Order
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Respondent	Comment	Officer Comment
	proposals.	
Questionnaire 39 NR3 1NE	Does not think that road improvements are needed, as "traffic is not that bad". Considers that Magdalen Street is worse, although the junction at the Artichoke pub is very busy.	
Questionnaire 40 NR3 3BN	"The loss of the garages, and parking space is a concern, as it's a problem to park in the area now".	
Questionnaire 41 NR3 3HB	Concerned that traffic might increase on Sussex Street. Also there is heavy traffic, and 'speeding' on Oak Street / St. Martins Road, the proposals might make the situation worse.	
Questionnaire 42 NR3 3EJ	Any traffic related problems occur during the 'rush hour', especially at St. Crispins". A cycle path on Pitt Street is required. New business should be 'low key'. Public Transport is adequate. Does not like the proposals for Baker Road. Concerned that Eade Road may become a 'rat run'.	
Questionnaire 43 NR4 7TF	"My only concern, is the island's built in for pedestrian crossing, in that people just walk out into the road".	
Questionnaire 44 NR12	Completed Questionnaire, but made no comments.	
Questionnaire 45 NR3 1JQ	"This will totally destroy the area". From a resident of Magpie Road, NR3 1JQ.	
Questionnaire 46 NR3 3DE	Concerns regarding parking for delivery vehicles at St. Augustine's.	
Questionnaire 47 NR3 3	Completed Questionnaire, but made no comments.	
Questionnaire 48	"Hopefully the boarded up business shown in the	

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Respondent	Comment	Officer Comment
NR3 3BW	simulation will be open".	
Questionnaire 49 NR2 3ND	"Only reservation is the one-way cut via St. Augustine's. That will be a real bottleneck".	
Questionnaire 50 NR3 3EW	Completed Questionnaire, but made no comments.	
Questionnaire 51	Completed Questionnaire, but made no comments.	
Questionnaire 52 NR6 7EW	Completed Questionnaire, but made no comments.	
Questionnaire 53 NR3	Completed Questionnaire, but made no comments.	
Questionnaire 54 NR7 8XN	Lives in Spixworth. Uses the Anglia Square area regularly. Thinks that the proposals look very good.	
Questionnaire 55 NR3 4BT	Completed Questionnaire, but made no comments.	
Questionnaire 56	Would like to cycle lanes on / to Duke Street.	
Questionnaire 57 NR3 2BP	Did not understand what 'Protecting the built environment' means.	
Questionnaire 58 NR3 3EG	Completed Questionnaire, but made no comments.	
Questionnaire 59 NR3 3BL	Completed Questionnaire, but made no comments.	
Questionnaire 60 NR3 3BE	Feels that the proposals will provide a safer environment for pedestrians and vehicles.	
Questionnaire 61 NR3 3DF	Completed Questionnaire, but made no comments.	

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Respondent	Comment	Officer Comment
Questionnaire 62 NR3 1EE	"Not enough cycle routes in the area". "The scheme needs to look at, and work in with a new route / use of Magdalen Road, not act in isolation". "A bus mini point needed, why not plan for it"?	
Questionnaire 63 NR6 7EW	Completed Questionnaire, but made no comments.	
Questionnaire 64 NR3 3NG	Completed Questionnaire, but made no comments.	
Questionnaire 65 NR3 1JN	Completed Questionnaire, but made no comments.	
Questionnaire 66 NR3 1BL	Completed Questionnaire, but made no comments.	
Questionnaire 67 NR3 4BS	Would welcome a congestion charge, for vehicles entering the City centre.	
Questionnaire 68 NR6	Inadequate signing to Exhibition. Would prefer the plans (at Exhibitions) to be horizontal (on tables), rather than vertical (on boards). Feels that the proposals will make access into the City, from Cromer Road more difficult.	
Questionnaire 69 NR3 3HB	"The proposals will prohibit business growth, or even survival in St. Augustine". "The introduction of a one-way system is welcome, but on-street parking has been overlooked". "One Council official at Anglia Sq, on 19/4/08 said that on-street parking would be allowed, the other official said business development was not a priority".	
Questionnaire 70 NR3 4RG	Completed Questionnaire, but made no comments.	
Questionnaire 71 NR3 1DS	"CCTV cameras on St. Augustine's to check on crime and speeding, would be good". "Instead of buses why not	

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Respondent	Comment	Officer Comment
	trams running on the one-way system"? "It will make many people's journey home, or to work, so much longer. So how would this improve the pollution, if we have to drive further"? "Tesco will attract more people to the area, causing more congestion, especially during rush hour". "Making people travel in this one way system with the number of situated traffic lights, will not increase traffic flow, it will cause confusion and congestion". "Planning ahead for housing and expansion should be thought of by the building developers, and it is up to them to consider alternative routes". "For many people working in St. Augustine's, it will make parking more difficult, this will affect many local businesses". "Where is the support for local businesses and their staff" "Thought for existing businesses should be made a priority, over new businesses". "Although businesses have suffered due to the traffic, how will a one way system improve it. It won't as the same amount of traffic will still pass through St. Augustine's Street, and no parking is provided close enough"! "Local businesses should be given sufficient parking allocation with either permits, or reserved parking spaces.	
Questionnaire 72 NR3 3BG		The width along St Augustine's Street is constrained and this prevents the provision of on street parking. There is currently parking available at Anglia Square and there will also be parking when the site is redeveloped. There are also existing car parking facilities adjacent to Edward Street.
Questionnaire 73 NR3 3BG	"Provisions for residents is understandable, but what about staff in local businesses? If you want to regenerate the	

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Respondent	Comment	Officer Comment
	<p>area you need established reputable businesses to stay. Staff and customers are constantly penalised by parking restrictions. This is only going to get worse, with the new plans. Local businesses should also get more permits and customers somewhere to park".</p> <p>"Punishing businesses in favour of more cramped living arrangements is totally ridiculous".</p> <p>"Stop throwing up housing to get a quick buck, and start thinking"! </p> <p>" Maybe the housing developers should provide more parking spaces, with each property, rather than squeezing in another money grabbing cramped house".</p> <p>"We are not living in the 1900's most households have at least two cars and visitor's, it's not rocket science!"</p> <p>"The Planning Department needs more consideration when granting Planning Permission!"</p>	
Questionnaire 74 NR3 1DS	Completed Questionnaire, but made no comments.	
Questionnaire 75 NR3 3DR	<p>"The plan ignores the environment, better to use Oak Street as one-way out".</p> <p>"St. Augustine's has old historic buildings".</p>	
Questionnaire 76 NR3 1EE	"One way systems need to be monitored better, regarding the illegal riding of bicycles, in particular from going the wrong way against the flow of traffic".	
Questionnaire 77 NR6 7HN	"We visited the Exhibition, as we are members of Surrey Chapel and will be directly affected by the plans". "It would have been helpful to have a representative from the Developers to answer any questions relating to the	

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Respondent	Comment	Officer Comment
	buildings, old and new". "The video animation was very helpful".	
Questionnaire 78 NR3 1JZ	Not able to visit exhibition. Requested details. Further comments provided by letter.	
Questionnaire 79 NR3 3AD	Project has missed opportunity to include loading bays/ parking to help retailers in St Augustine's Street. If parking not improved retailers will leave area.	
Questionnaire 80 NR3 3AD	The proposal is a missed opportunity to improve loading /short term parking for retailers in St Augustine's St. Include loading bays / 30min parking bays in the street.	
Questionnaire 81 NR3 3HH	No comments.	