

Norwich Highways Agency committee

10:00 to 11:30

15 September 2016

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

*(V) voting member

1. Public questions/petitions

Hotblack Road

Mr Liam Calvert, Hotblack Road, to ask the following question:

“Currently a large volume of traffic travels from Waterworks Road to the ring road via the small residential streets Hotblack Road and Bowthorpe Road due to the low capacity of the Dereham Road/Ring Road roundabout and the poorly designed Waterworks/Dereham Road junction.

As you consider improvements to the roundabout, what consideration has been given to improving the Waterworks/Dereham Road junction that could discourage rat running (for example lights or a mini roundabout)?

Does the committee consider the volume of traffic using Hotblack and Bowthorpe Roads acceptable when their width and residential nature is taken in to account?”

The chair replied, on behalf of the committee, as follows:

“It is the policy of both the county and city councils to encourage traffic onto major routes and discourage the use of more minor ones; and this is one reason why we are proposing major changes to the Dereham Road/ Guardian Road roundabout.

Waterworks Road, Hotblack Road and Bowthorpe Road are not considered major routes.

Redesigning junctions (such as Waterworks Road/ Dereham Road) to improve traffic capacity would only encourage more traffic to use Waterworks Road which is not something that we would wish to encourage.

The local geography is such that motorists tend to use Hotblack Road as part of the route between Heigham Street via Bowthorpe Road to the Ring Road. Hotblack Road already has the benefit of traffic calming measures in an attempt to limit its attractiveness. Currently, there is no funding available for any additional measures for traffic calming or traffic management in any residential areas in the city and our experience is that only major interventions (such as road closures) are effective in preventing through traffic. Any proposals, were we to be in a position to make changes (which as I have said we are not) would need to be considered over a much wider area than just Hotblack Road to avoid any knock-on effects.”

By way of a supplementary question, Mr Calvert asked why priority could not be given to Hotblack Road to prevent traffic on it and sought clarification on the classification of roads. The transportation and network manager explained that all roads were classified as A strategic routes such as the ring roads; B roads were main roads (for example, Earlham Road); and C roads were local distributor roads. Waterworks Road, Bowthorpe Road and Hotblack Road were categorised as C roads for local traffic and therefore treated equally. It would be difficult to downgrade Hotblack Road to unclassified, given that it had a signalled junction onto the main road network.

St Clements 20mph zone

(The chair agreed that Councillor Brociek-Coulton, local member for Sewell Ward and Division, could present the results of a survey of 54 households in St Clements Hill and Millcroft Lane without providing a written statement. Copies of the survey sheets were circulated at the meeting.)

Councillor Brociek-Coulton referred to the proposals set out in item 4 (below) Transport for Norwich – Cycling Improvements St Clements Hill and reported the outcome of the survey. She said that 36 of the respondents had opposed the proposal to plant a tree outside the Whalebone Public House because it would be detrimental to road safety and access to the public house. All 54 of the respondents disagreed with the proposal to remove the railings across the road from the Millcroft Lane junction because they considered that it would not be safe for children and dogs. The majority of the respondents agreed with the proposal for double yellow lines to provide a safe haven for people approaching the brow of the hill and to prevent parking close to the St Clements Hill and Millcroft Lane junction. She asked members to consider the survey results when they considered the report.

2. Declarations of interest

There were no declarations of interest.

3. Minutes

RESOLVED to agree the accuracy of the minutes of the meeting held on 21 July 2016.

4. Transport for Norwich – Cycling Improvements, St Clements Hill

The senior transportation planner, Norwich City Council, introduced the report with the aid of plans and slides. The transportation and network manager referred to the outcome of the local members' survey, which indicated that residents opposed the removal of the guard rails and explained that guard rails were no longer considered necessary and added to street clutter and maintenance costs. She suggested that the scheme, which had been safety-audited, could be implemented without the rails and reviewed if there were still concerns, as part of the post implementation safety audit. The tree outside the Whalebone Public House could be omitted from the scheme. Councillor Brociek-Coulton confirmed that residents were satisfied with the proposals for yellow lines.

During discussion the transportation and network manager referred to the report and answered members' questions. There had been full consultation on the scheme. Tactile paving would be used at the corners of St Clements Hill and Magdalen Road to prevent potential conflict from cyclists and pedestrians. Following discussion with the Norwich Cycling Campaign the planned cycle bypass in front of the Whalebone PH had been omitted from the scheme.

Members noted the concerns about the tree obstructing access and views and were advised that there was not room to move the tree nearer the public house because of utilities and as a member pointed out, concern about tree roots being too near the foundations of the building. The design of the cycle racks could be amended to omit the tree.

Discussion ensued on the proposals to remove the guard rails across the road from the Millcroft junction and that there was local opposition to this proposal. Members noted that guard rails had been removed several years' ago at the junction of Park Lane and Unthank Road and despite similar public concerns there had been no problems and the streetscene was more attractive. The entrance to the school near the Millcroft junction was not the main one. The major projects manager, Norfolk County Council, said that a similar scheme had been implemented in Kings Lynn several years ago where guard rails were removed at a major junction with schools in the vicinity. There had been no incidents recorded. The committee commented on the residents' opposition to the removal of the guard rails and the function of guard rails to manage pedestrian flow. The transportation and network manager said that the guard rails were in a poor state of repair and would need to be replaced if retained as a feature of the scheme.

The transportation and network manager confirmed that speed humps on Elm Grove Lane would be full road width and would be implemented in accordance with the specification on the drawings.

Discussion ensued in which the voting members considered that the concerns of the residents should be taken into account. The chair moved and the vice chair seconded that the planting of a tree outside the Whalebone Public House be

removed from the scheme and with all four voting members voting in favour the motion was carried. The chair moved and Councillor Morpew seconded that the railings should be retained and replaced as necessary and therefore the proposal to remove the railings should be deleted from the scheme, and on being put to the vote with all four members voting in favour the motion was carried.

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

- (1) note the responses to the consultation;
- (2) approve the installation of:
 - (a) Traffic calming on Elm Grove Lane as shown on plan no.CCAG2-36-025;
 - (b) Improvements to the junction of Millcroft with St Clements Hill, consisting of a raised table, kerb realignment and amended proposals for double yellow lines as shown on plan no.CCAG2-36-027, subject to the existing guard railing being replaced rather than removed;
 - (c) Install the existing zebra crossing at the Magdalen Road and St Clements Hill junction on a raised table and provide a raised table on St Clements Hill to the north of that junction as shown on plan no.CCAG2-36-026. This arrangement includes kerb realignment and the provision of cycle racks, but the tree will be omitted;
- (3) ask the head of city development services to complete the necessary statutory process associated with the installation of the 20mph Speed restriction Order for the area shown on plan no. CCAG2-36-028 and the Traffic Regulation Order for the proposed waiting restrictions on St Clements Hill and Millcroft.

5. TRANSPORT FOR NORWICH – EATON AND CRINGLEFORD AREA

The principal planner (transport) presented the report with plans and slides.

During discussion the principal planner (transport) together with the transportation and network manager and the NATS manager (Norfolk County Council) referred to the report and answered members' questions. Consultation on this scheme was welcomed by members, including Councillor Lubbock, Eaton ward councillor. Members were advised that the consultation would start as soon as possible and that there would be a leaflet drop to residents in Eaton and Cringleford next month. Members noted that blanket 20mph zones in residential areas was more effective than piecemeal provision and would be achieved as schemes came forward. It was noted that the proposals for a 20mph restriction in the wider Eaton village area would form part of the 20mph project associated with the blue pedalway. There was a lot of pedestrian activity in the Eaton centre. The scheme had been developed with early consultation of local members and stakeholders in July and key stakeholders would be kept informed as the project progressed.

Councillor Lubbock thanked the officers for the involvement of local councillors and residents' groups and said that the pre-consultation had been useful.

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

- (1) note that the scheme for Eaton and Cringleford crosses the city boundary;
- (2) agree to consult on the scheme to improve cycling facilities, and improve the junction and pavements in Eaton Village Centre and provide light controls on the Cringleford Bridge as shown on Plan No. PE4118-HP-010;
- (3) ask the head of city development services to advertise the necessary traffic regulation orders and notices to:
 - (a) introduce a 20mph Zone in Eaton Centre extending from the City boundary into Church Lane, Bluebell Road and the slip road from Newmarket Road;
 - (b) provide a series of road humps throughout this 20mph Zone;
 - (c) provide mandatory cycle lanes outbound from the City on the approaches to Cringleford Bridge, and inbound to facilitate access to facilitate cycle access to a revised Eaton Crossroads junction;
 - (d) widen existing footways along the slip road and Eaton Street to extend the existing shared use cycle track from Newmarket Road through the village centre;
 - (e) remove the parking bays on the slip road and the extension of double yellow lines on the slip road and into Eaton Street as shown on Plan No. PE4118-HP-010;
- (4) note that any objections received will be considered by a future meeting of the committee.

6. A11 Newmarket Road project (Daniels Road to Eaton Slip Road)

During discussion the NATS manager and the principal planner (transport) referred to the report and answered members' questions.

Members noted that the proposal was for a shared cycle and footpath and were advised that consideration of surface signage could be considered as part of the detailed design. Members were advised that there was a similar crossing to the proposed Sunningdale/Claremont Road junction on Earlham Road at West Pottergate, which had the same detail but although was for pedestrians not cyclists. The committee also noted that the existing cycle-footpath would be resurfaced in asphalt.

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

- (1) agree to consult on the scheme to improve the existing cycling facilities, and improve the provision for cyclists on the junctions of Elveden Close, Sunningdale, Branksome, Camberley and Claremont Roads as shown on Plan Nos. PE4120-HP-0100-011 to PE4120-HP-0100-014 attached in Appendix 1
- (2) ask the head of city development services to advertise the necessary notices to implement any raised tables required as part of the scheme

- (3) note that any objections received will be considered by a future meeting of the committee.

7. Transport for Norwich – Dereham Road/Guardian Road/Sweet Briar Road Junction Improvement

The principal planner (transport) presented the report with the aid of plans and slides. He said that the allotment holders had been advised of the proposals and their initial response was relatively supportive.

Discussion ensued in which the principal planner (transport), the NATS manager, the major projects manager and the project engineer, referred to the report and answered questions. Members commented on the scheme and in general considered that it would address existing traffic congestion at this junction and improve safety. The provision of a crossing for pedestrians and cyclists was welcome. Cyclists could use the crossing though more experienced cyclists could choose to use the highway.

The NATS manager said that the works would ease congestion at the junction and would future proof the roundabout to reduced length of queues from all directions. He confirmed that the land was not a 'site of special scientific interest' (SSSI) as had been suggested by a member and that the land for the embankment was mostly from the allotment car park and that allotment holders affected would be assisted to move to another plot. Following consultation, and subject to the scheme being approved, the road would be widened first off the highway to minimise congestion and impact on the network by keeping traffic moving. Signalled options had been considered but would have a negligible impact. A roundabout was considered to be the best option. The scheme would improve bus rapid transit and customer confidence in bus journeys.

As part of the discussion members commented that this scheme was part of the Transport for Norwich programme and noted that the Northern Distributor Road (NDR) would reduce traffic on the outer ring road in the north of the city. There was acknowledgment that there remained a section from the A1067 (the end of the NDR) to the A47 and southern bypass that was not being delivered as part of the NDR. The major projects manager said that a report to the county council's environment, development and transport committee on 8 July 2016 set out the current position (<http://norfolkcc.cmis.uk.com/norfolkcc/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/423/Committee/18/Default.aspx>) and confirmed that traffic would be monitored following construction and opening of the NDR.

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

- (1) approve for consultation the proposals included in the Dereham Road/Guardian Road/Sweet Briar Road Junction Improvement project, including:
- (a) provision of a new enlarged (48 metre diameter) roundabout in place of the existing (38 metre diameter) roundabout.

- (b) provision of a controlled pedestrian crossing on Dereham Road, immediately east of its junction with Hellesdson Road;
 - (c) provision of a controlled pedestrian crossing on Guardian Road, Road, approximately 42 metres south of the roundabout;
 - (d) A reduction in the length of the existing Dereham Road city bound bus lane by approximately 59 metres;
- (2) note the following Traffic Regulation Orders/pedestrian crossing notices that would be required for the implementation of the scheme as described in this report, including:
- (a) the reduction of the existing Norwich bound 24-hour, 7-days a week bus lane on Dereham Road by approximately 59 metres;
 - (b) the provision of the new pedestrian crossing on Dirham Road immediately to the east of the junction with Hellesdson Road;
 - (c) the provision of the new pedestrian crossing on Guardian Road;
- (3) ask the head of city development services at Norwich City Council to begin the necessary statutory procedures associated with dedicating part of the existing Bellacre and Woodland allotment land to the northwest and northeast of the junction to highway; as required by the proposed scheme;
- (4) agree that the outcome of the proposed consultation will be reported to a future meeting of the committee.

8. 'A' Board Policy

The vice chair said that the city council's cabinet had adopted the 'A' Board policy at its meeting on 14 September 2016.

Councillor Lubbock said that she considered that the policy could have been bolder and that the policy should have allowed no 'A' boards at all, especially as, in a growing technological age, the use of boards obstructing the street seemed outdated.

RESOLVED, unanimously, with all 4 voting members voting in favour, to support the adoption of the A board policy, as outlined in the attached cabinet report.

9. Proposed Variations to Car Park Fees and Charges

Councillor Carlo referred to the city council's car park fees and charges competing with charges for Park and Ride and asked that the committee had an update on the Park and Ride scheme at a future meeting. The major project manager confirmed that the contract for the Park and Ride sites was with the county council but agreed that a 'for information' update report could be provided to a future meeting of the committee.

RESOLVED to support and recommend the proposed revised fees and charges to the city council's cabinet, as set out in appendices C and D of the report, to take effect from 14 November 2016.

10. Major road works – regular monitoring

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

CHAIR