

Report for Resolution

Report to Norwich Highways Agency Committee
24 May 2012

Item
6

Report of Head of city development

Subject Traffic Orders and public notices of Connect 2 cycle schemes at Gurney Road, Sprowston Road and Drayton Road.

Purpose

To consider the objections and comments received from the advertising of Traffic Orders and public notices for proposed cycle/pedestrian facilities at Gurney Road, Sprowston Road and Drayton Road which form part of the Connect 2 cycle route.

Recommendations

That the committee asks the head of law and governance and the head of city development to

- (1) complete the necessary statutory processes to implement the advertised Traffic Regulation Orders, Traffic Speed Order and public notices for:
 - (a) Gurney Road - 20mph zone, road humps and conversion of footway to un-segregated cycle track / footpath as shown on Plan No. PL/TR/4142/216-3a,
 - (b) Sprowston Road - No waiting at any time restrictions adjacent to the proposed pedestrian refuge as advertised Plan No.12/HD/025/01 but amended by reducing the north west restriction by 3m.
 - (c) Drayton Road - zebra crossing, road hump and un-segregated cycle track / footpath as shown on Plan No. PL/TR/4142/217A:
- (2) advertise the proposed changes to no waiting at any time restrictions in Sprowston Road and Gilman Road as shown on Plan No.12/HD/025/01A and delegate the final decision of the Traffic Regulation Order to the head of city development in discussion with the chair and vice-chair of this committee.

Financial Consequences

The financial consequences of this report are proposed installations in Gurney Road and Sprowston Road will be financed from Connect 2 (Sustrans / Lottery) money (£115,000 and £20,000 respectively). The proposed installation at Drayton Road will be financed from Section 106 monies (£50,000). All schemes to be delivered by December 2012.

Strategic Priority and Outcome/Service Priorities

The report helps to meet the strategic priority "Safe and clean city – working with our residents and partners to maintain street and area cleanliness, maintain a safe

highway network and reduce road casualties.” and the service plan priority to implement the Norwich Area Transportation Strategy.

Contact Officers

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Background Documents

Traffic Regulation Order advertisement and consultation documents

Report

Background

1. Norwich City Council has recently been allocated Sustrans Connect 2 funding to deliver a cycle and pedestrian route in the north-east of the city, linking the east of the city with existing routes including the traffic-free route of Marriott's Way.
2. A section of this route aims to give safe passage to pupils moving between the Open Academy on Heartsease Lane and Sewell Park College on St Clements Hill. This route forms part of the improved Norwich Cycle Network which was approved in January this year and is an essential element of the Norwich Area Transport Strategy. A plan showing the network can be viewed on the Norwich City Council website on the cycling page.
3. Improvements to assist cyclists and pedestrians are proposed in three areas where the route joins the highway at Gurney Road, Sprowston Road and Drayton Road. The proposals for these three areas will be considered separately.
4. One condition of the Connect 2 funding is that all work must be completed by December 2012. This gives a tight timescale, so the decision was made, with agreement from NHAC chair, vice chair and ward members, to advertise the necessary Traffic Regulation Orders, Speed Regulation Order and notices prior to full design.
5. The Orders and notices were advertised in the local press on 1st March 2012. Street notices were erected and nearby residents, businesses and other stakeholders were advised.

Gurney Road

6. This section of the route travels through Mousehold on Valley Drive, to Gurney Road and onto Gilman Road via Mousehold Avenue. The proposed works in the highway on Gurney Road enable a safe crossing of Gurney Road at the junction with Valley Drive and an off road path along Gurney Road to Mousehold Avenue for the use of cyclists and pedestrians.
7. Plan No. PL/TR/4142/216-3a, attached as appendix 1 is the plan used for consultation. This plan shows the area covered by the proposed 20mph zone, two speed tables which will act as crossing points and one set of speed humps. Also, the extent of the footpath widening to accommodate an unsegregated cycle track / footpath on the north side of Gurney Road.
8. No objections were received from the advertising of this proposal.
9. One email was received from Zaks Mousehold Diner, off Gurney Road which gave support for the scheme and requested the works are executed to avoid unnecessary disruption to their business; As with all works in the highway, officers will ensure access to properties is available at all times.

10. One email was received from a resident on Howard Close expressing his disappointment that the proposed route does not take a more direct route from the Academy on Heartsease Lane, west across the Heath. Mousehold Heath is a protected area and the cycle track / footpath has been designed as the most direct route without encroachment or new paths on the heath.
11. The Mousehold Conservators gave their approval of the scheme at their March meeting, with the suggestion of extending the proposed cycle track / footpath onto Mousehold Avenue to connect directly with Gilman Road. This was on the understanding that it would be necessary to extend the existing pathway into the heath. While this additional work is not affordable within the Connect 2 budget, officers are exploring the possibility of using other funding to provide this.
12. At the January meeting of Norwich Connect 2 stakeholders group members were supportive of the scheme.

Conclusion

13. As the consultation on the Speed Restriction Order and public notice did not receive any objections, the detailed design of the scheme can now be produced. Issues raised from the stage 1 safety audit carried out on the outline scheme will be addressed prior to stage 2 detailed design audit.
14. Therefore members are recommended to agree the implementation of the Gurney Road scheme as shown on Plan No. PL/TR/4142/216-3a including the 20mph Speed Restriction Order.

Sprowston Road

15. The route continues from Gilman Road onto Sprowston Road. At this location, cyclists travelling west will be able to turn left onto Sprowston Road with relative ease. However, there is no existing assistance for cyclists travelling along the route in an easterly direction, which will mean a right hand turn from Sprowston Road at this junction.
16. To help protect cyclists from oncoming traffic at this junction whilst turning right, it is proposed to provide a pedestrian refuge north of this junction, along with a dedicated right turn lane for cyclists. The proposed pedestrian refuge will be constructed wide enough to allow less confident cyclists to dismount and use the pedestrian refuge safely. The refuge will also be of great benefit to pedestrians needing to cross Sprowston Road to access Mousehold Heath via Gilman Road.
17. To minimise traffic congestion it is necessary to install double yellow lines either side of the proposed refuge and move the existing bus stop by around 10 metres. Plan No.12/HD/025/01 attached as appendix 2 was the plan used for consultation on the necessary Traffic Regulation Order (TRO).
18. Three objections to the advertised TRO were received. All three were concerned about further restrictions to road side parking. One expressed surprise for the need of a cycle route between The Open Academy and Sewell Park College, and one was concerned about the proposed position of the bus stop, opposite an entrance to St Georges Catholic Church car park. One

telephone caller also pointed out there is an entrance to property No. 221 not shown on the plan which would reduce the available space for parking on the east side of Sprowston Road.

Officer comments

19. The Open Academy and Sewell Park College work in close collaboration on facilities for their older students and sixth form. This partnership is proposed to grow and become better used in the future. Furthermore, the route to be improved forms part of the new city cycle network.
20. The positioning of a bus stop opposite a car park entrance is not considered a safety problem.
21. To help mitigate lost parking, it would be possible to delete some existing double yellow lines in Gilman Road. The removal of 10m on the south side of this road will allow two parking spaces. Like the existing parking spaces to be lost on Sprowston Road, these new parking spaces cannot be allocated for the residents on Sprowston Road but they will ease the limited parking in the surrounding area.
22. It is also proposed to move the existing bus stop (outside Nos.192 to 200) further north than originally planned to where there is not such a demand for residential parking. The chosen relocation, which has been agreed by First, would be outside No. 228, fronting a row of retail properties. The advertised double yellow lines outside No.198 could be reduced by 3m, and the existing double yellow lines outside No.208 reduced by 5 metres which would then give a parking area of 22m (the length needed for 4 cars) but still be sufficient to protect the refuge. The proposals can be seen on Plan No.12/HD/025/01A attached as appendix 3.
23. If the above amendments were applied to the proposals, there would be no loss of parking space within the vicinity of the proposed pedestrian refuge.
24. A recent pedestrian and cycle survey at the location of Gilman Road junction with Sprowston Road found 259 pedestrians crossing Sprowston Road near this location during 6 hours. Within this time there were also 35 cyclists turning in or out of Gilman Road. When a crossing facility is provided and the cycle route promoted, it is anticipated that the numbers will increase.

Conclusion

25. The proposed pedestrian refuge would provide great benefit to both cyclists and pedestrians at this location. All three objections were mainly concerned with the loss of car parking space and this can be mitigated by the above amendments.
26. Detailed design of the scheme can now be produced and issues raised from the stage 1 safety audit carried out on the outline scheme will be addressed prior to stage 2 detailed design audit.
27. Members are recommended to agree the installation of the advertised TRO, with amendments as shown on Plan No.12/HD/025/01A (attached as appendix 3), and to agree to the advertisement of the TRO to delete 10m of existing

double yellow lines on Gilman Road and 5m of existing double yellow lines on Sprowston Road as shown on the same plan.

28. Members are also recommended to agree to the final decision of the advertised TRO for Gilman Road and Sprowston Road to be delegated to the head of city development in discussion with the chair and vice-chair of NHAC. This will enable the proposals to be installed without further delay.

Drayton Road

29. The Connect 2 cycle route travels down Junction Road and joins Dolphin Path (leading on to Marriots Way) at Drayton Road. The new orange pedalway travels west down Drayton Road and turn left into Dolphin Path making this an important intersection of cycle routes. There is no existing facility to help pedestrians cross Drayton Road at this location.
30. To assist pedestrians and less confident cyclists crossing Drayton Road, it is proposed to install a zebra crossing on a raised table which will act as a traffic calming feature.
31. Dolphin Path is already an unsegregated cycle track / footpath and to provide a smooth transition from Drayton Road to Dolphin Path it is proposed to convert a section of path on the south side of Drayton Road into an unsegregated cycle track / footpath. A small section of unsegregated cycle track / footpath was also proposed from the north end of the zebra to Junction Road.
32. The public notice of proposed zebra crossing, speed hump and unsegregated cycle track / footpath sections on both north and south sides of Drayton Road were advertised. Street notices were erected and local residents, businesses and stakeholders were contacted. The plan used for this consultation was Plan No. PL/TR/4142/217, attached as appendix 4.
33. Three objections were received from the advertising of the proposals and four in support.
34. All three objections were from the same property, an industrial unit at No.88 Drayton Road. One from the landlords and two from occupiers. The concerns stated were the proposed zebra on a raised table could make access to their premises for large articulated vehicles difficult, it would not be permissible to wait in the zebra zig zag markings to turn right, drainage problems on Drayton Road that cause their property to be flooded could be made worse and the crossing facility is not needed.
35. The four communications of support did voice some concerns for loss of residential parking and visibility of pedestrians using zebra due to parked cars. Norwich Cycling Campaign requested alterations to improve facilities for cyclists travelling in all directions. At a stakeholders meeting, a Sustrans representative also suggested extending the cycle path / footpath into Junction Road.

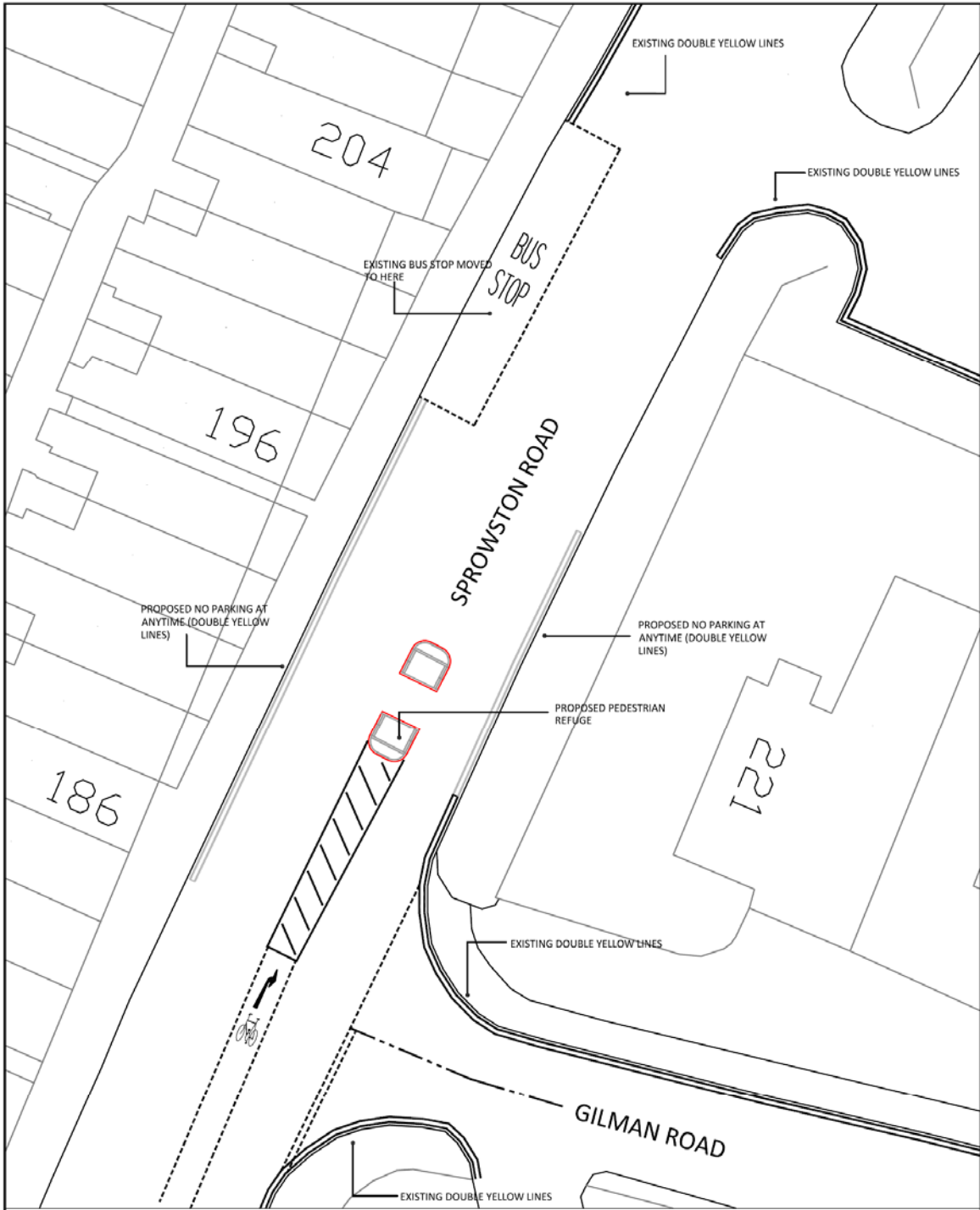
Officer comments

36. Due to the complexity of this junction with accesses to neighbouring industrial units, a zebra crossing was chosen to provide a cost effective crossing without obstruction to vehicle movements.
37. The proposed raised table will be 65mm high, the recommended height for use on bus routes. This will prove no problem to large vehicles driving slowly. The respondents claimed the vehicles will need to wait on the table, blocking the zebra, but the Highway Code advises to wait prior to the zebra. Vehicles are allowed to wait in the zig zag markings until the road is clear to turn.
38. As with any new scheme, it will be designed to ensure appropriate drainage.
39. The road crossing is needed. A survey carried out in March this year showed 251 pedestrians crossed Drayton Road in this location and 178 cyclists travelled along Dolphin Path within 6 hours. These numbers are likely to increase when a crossing facility is provided.
40. The extent of zig zags on the North east side of the zebra has been intentionally shortened to allow as much residential parking as is safely acceptable. The proposed crossing will take away 10m of single yellow line, where two vehicles would have been able to park overnight and on Sundays.
41. After considering consultation returns and comments from the stakeholders meetings, it appears there is no benefit gained from providing an unsegregated cycle track / footpath to the north of the zebra crossing. Cyclists who have dismounted to use the crossing will walk the short distance to join Junction Road.
42. The existing road markings on Drayton Road provide for two cycling right turn lanes, one into Junction Road and one into Dolphin Path. It was felt the original design proposal did not allow for these and would be of less use to confident cyclists wishing to cycle on Drayton Road. Amended Plan No.PL/TR/4142/217A includes a right turn lane facility. This is attached as appendix 5.

Conclusion

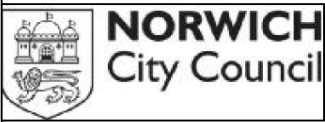
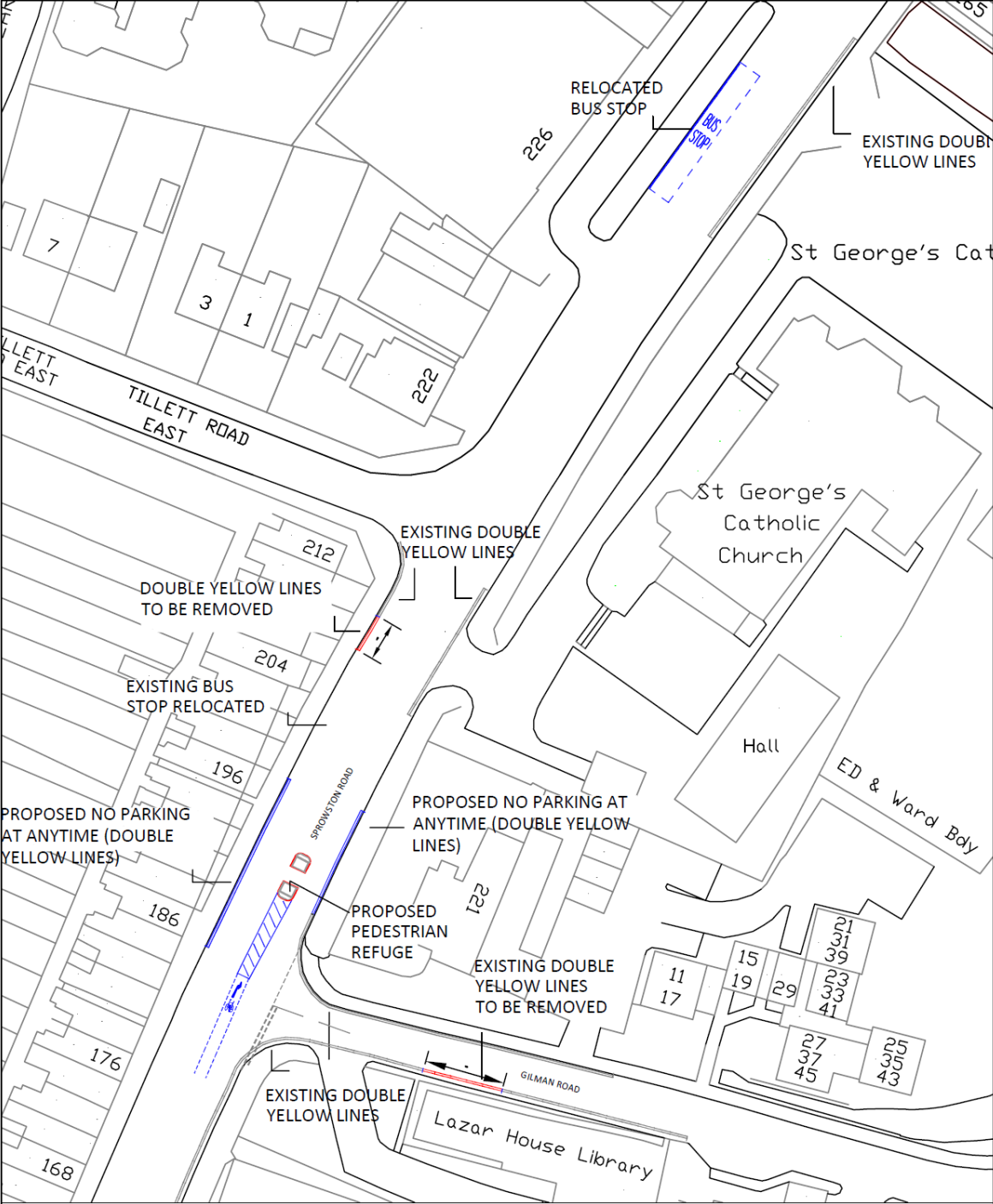
43. The proposed zebra crossing would provide great benefit to both cyclists and pedestrians at this location.
44. Members are recommended to agree the installation of the advertised zebra crossing on a raised table with the unsegregated cycle track / footpath to the south of Drayton Road as shown on Plan No. PL/TR/4142/217A. Attached as appendix 5.

Appendix 2



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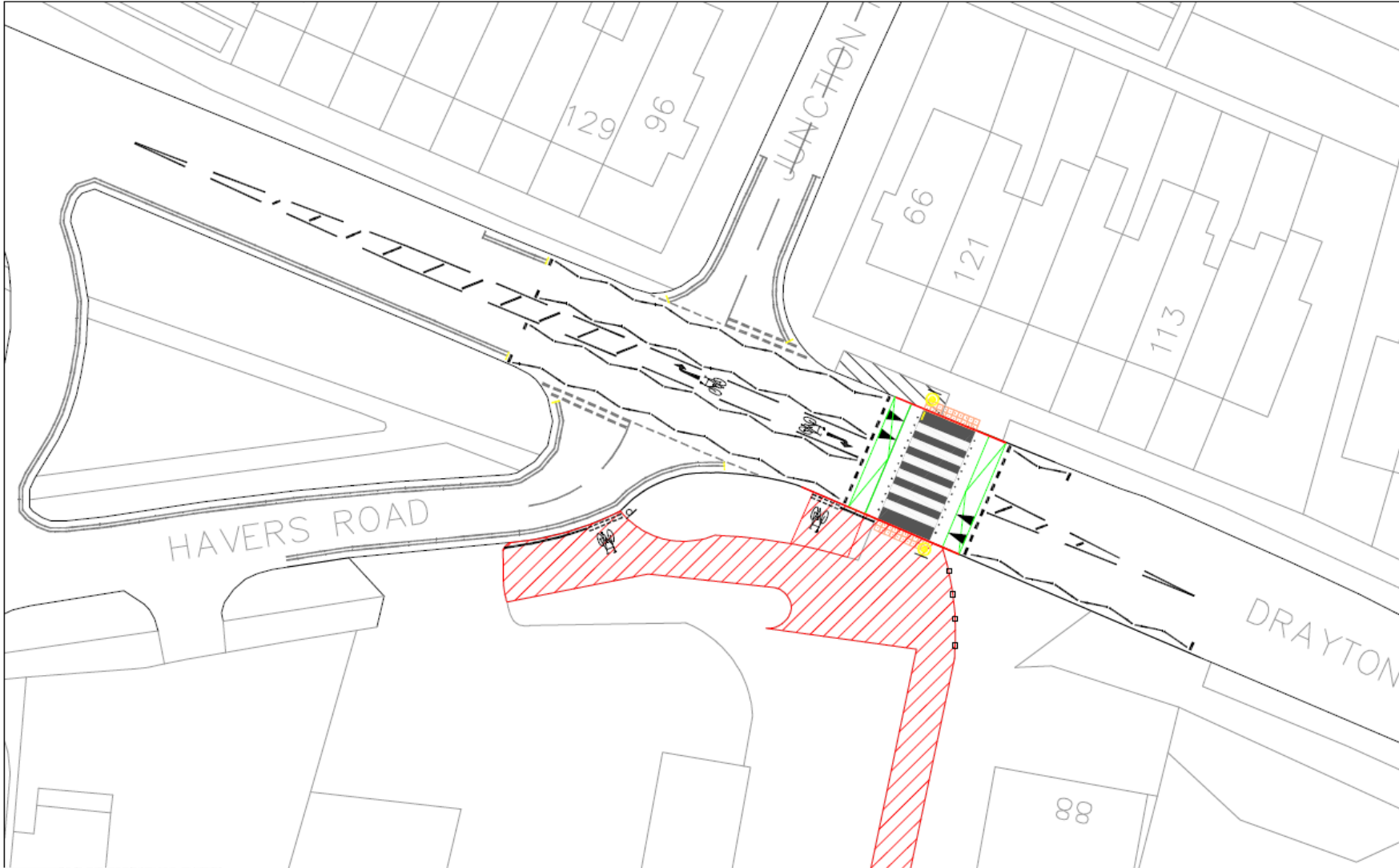
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Title SPROWSTON ROAD/GILMAN ROAD PROPOSED PEDESTRIAN REFUGE TRO CONSULTATION	Date MAY 2012	Scale(s) NTS	No.	Date	Notes	REVISIONS	Int	Ckd.
	Drawn By CS	Designed By LA						
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CONNECT 2
DRAYTON ROAD CYCLE LANE IMPROVEMENT
OPTION 1 AMENDED

Date	JANUARY 2012	Scale(s)	1:250 @ A3
Designed by	LA	NEG. No.	
Drawn by	CS	Checked By	LA
DWG. No.	PL/TRA142/217A		

No.	Date	Notes	REVISIONS	Int.	Ckd.
A	04/12	added cycle lane on drayton rd			

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