

**Report to** Norwich Highways Agency committee  
16 March 2017  
**Report of** Head of city development services  
**Subject** Response to the petition by the Mount Pleasant residents

**Item**

**6**

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### **Purpose**

To consider the response to the petition submitted by the Mount Pleasant residents asking for traffic calming measures in their street.

### **Recommendation**

That the committee asks the head of city development services to consider improved 20mph signing and the use of 20mph roundels in Mount Pleasant as part of the 20mph project that is funded by the Cycle Ambition Grant and due for implementation by March 2018.

### **Corporate and service priorities**

The report helps to meet the corporate priority a safe, clean and low carbon city

### **Financial implications**

The Cycle Ambition Grant from the Department for Transport includes £600k for the implementation of 20mph restrictions in the vicinity of the blue and yellow pedalways

**Ward/s:** Town Close

**Cabinet member:** Councillor Bremner - Environment and sustainable development

### **Contact officers**

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### **Background documents**

None

# Report

## Background

1. At the January meeting of this committee the residents of Mount Pleasant submitted the following petition:

“Mount Pleasant Road Safety: We support a formal complaint to Norwich City Council about the lack of action on road safety improvements in Mount Pleasant NR2.

Nearly 60 residents have signed a complaint to the council regarding the dangerous road conditions in Mount Pleasant. Mount Pleasant has been designated a city cycle route and is a 20mph road. However, the following problems have been identified:

- Injuries: five RTC (Personal Injury) in five years. two involved pushbikes;
- Damage: one car has been written off, a garden wall was demolished by a car, damage to narrow pavements and drains. Over 12 matters reported to Police;
- Speed limit: is extensively flouted. Average speed is 24mph in a 20mph zone with 85th percentile measuring reaching 28mph (source: Council data).

Clearly the 20mph limits without self-enforcing traffic calming measures are not working.

Department of Transport Guidance: DoT Advisory notices and leaflets clearly require councils to prioritise safety measures for residential roads within school areas and areas used by disabled residents. Mount Pleasant meets these criteria by having four schools and The Cedars in the vicinity and by being a designated cycle route.

Proposal: It appears that a timely solution might be available to all parties that will solve the problem. Mount Pleasant requests to apply for funding under the Push the Pedalways scheme which allows for adjacent roads to be upgraded with self-enforcing safety measures. In this case, we wish apply as an ancillary project to the Push the Pedalways scheme for Newmarket Road:

In a survey over 90 percent of the residents support traffic calming measures.

A constructive meeting between Mount Pleasant and other local roads suggested that chicanes would be the most universally acceptable solution.

A large number of Mount Pleasant residents would also be very content if speed bumps were proposed.”

2. In response to the petition, the committee chair asked officers to prepare a report setting out recommendations on how to approach the introduction of 20mph speed restrictions and under what circumstances physical traffic calming measures should be considered. (This report will be considered at the committee meeting on 16 March 2017, agenda item 5 – Guidance on the use of 20mph speed restrictions”.)

### **20mph framework**

3. The following framework for implementing 20mph restrictions has been proposed
  - a) 20mph should be considered the default speed restriction for all residential C and U class roads and these should be rolled out as and when funding is available.
  - b) In streets where the existing average speeds are 23mph or less then a signed only speed limit with repeater signs at 200m intervals should be implemented. 20mph roundels may be used at the entry points from a 30mph road.
  - c) In streets where the existing average speeds are between 23mph and 26 mph signed only speed limit with repeater signs at 100m intervals should be implemented. 20mph roundels should be used at the entry points from a 30mph road and may be repeated at appropriate intervals across the area
  - d) On roads where existing average speeds are over 26 mph consideration can be given to also using physical traffic calming if it is considered necessary to augment widespread sign and the use of roundels.
4. A survey undertaken in December 2016 shows that the on that day the average speed in Mount Pleasant was 23 mph. This is a similar result to surveys undertaken since the 20mph speed limit was introduced in 2008. It therefore falls into category C in the framework.
5. Currently Mount Pleasant benefits from 20mph speed limits signs at intervals greater than 100m. Therefore it is considered appropriate that additional signs and some roundels are implemented as part of the 20mph restrictions that are planned as part of the cycle ambition funded project. Further details of this project will be reported to this committee later in the summer.
6. In their submission the residents state that there have been 5 recorded injury accidents in the last 5 years in Mount Pleasant. Only 1 of those collisions occurred along the length of Mount Pleasant, the other 4 occurred at the junctions with either Newmarket Road or Unthank Road. Vehicle speeds in Mount Pleasant would therefore play no role in the accidents at the junctions on the main roads

## **Newmarket Road cycle track**

7. Another report on this agenda details the results of the consultation on the Newmarket Road (Daniels Road to Hanover Road) cycle track. One of the elements of this scheme is to introduce a speed table across Mount Pleasant at its junction with Newmarket Road. While this is unlikely to reduce speeds in Mount Pleasant itself it may well deter non residents from using the road, thus reducing the volume of traffic in the street.