



Norwich Highways Agency committee

Date: Thursday, 21 September 2017

Time: 10:00

Venue: Mancroft room, City Hall, St Peters Street, Norwich, NR2 1NH

Members:

County Councillors:

Fisher (chair)*
Vincent *
Bills
Jones (C)
Thomson

City Councillors:

Stonard (vice chair)*
Bremner*
Carlo
Lubbock
Peek

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Agenda

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1 Apologies

To receive apologies for absence

2 Public questions/petitions

To receive questions / petitions from the public

Please note that all questions must be received by the committee officer detailed on the front of the agenda by **10am on Monday, 18 September 2017**

Petitions must be received must be received by the committee officer detailed on the front of the agenda by **10am on Wednesday, 20 September 2017**

For guidance on submitting public questions or petitions please see appendix 1 of the council's constitution.

3 Declarations of interest

(Please note that it is the responsibility of individual members to declare an interest prior to the item if they arrive late for the meeting)

4 Minutes

5 - 18

To approve the accuracy of the minutes of the meeting held on 20 July 2017.

5 Transport for Norwich – City Centre Access Strategy

19 - 58

Purpose - To consider responses from consultation and approve changes to city centre access restrictions and installation of contraflow cycle facilities.

6 Proposed Conversion of Three End of Life Signalled Pedestrian Crossings

59 - 90

Purpose - To advise of the consultation results and request agreement to install three zebra crossings with associated works on Constitution Hill, Grove Road and Unthank Road.

7 Transport for Norwich - Queens Road - Brazengate 91 - 116

Purpose - To consider the results of the consultation and to agree to implement the scheme.

8 Lakenham Permit Parking Extensions - Barrett Road issues 117 - 128

Purpose - To consider further the options for allowing or banning parking on Barrett Road as part of the planned extension to the Lakenham area controlled parking zone.

9 Proposed Variations to Off-Street Car Park Fees and Charges 129 - 144

Purpose - To give members the opportunity to comment on proposed revisions to off-street car park fees and charges, prior to the proposal going before the city council's cabinet for decision.

10 On-Street Parking Charges Review 145 - 156

Purpose - To seek approval for an increase in current on-street parking charges and to consider whether to extend the current charging periods.

Date of publication: **Wednesday, 13 September 2017**



MINUTES

Norwich Highways Agency committee

10:00 to 11:50

20 July 2017

Present:	County Councillors: Fisher (chair) (V)* Vincent (V) Bills Jones (C) Thomson	City Councillors: Stonard (vice chair) (V) Bremner (V) Carlo Lubbock Peek
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*(V) voting member

1. Public questions/petitions

Petition in favour of permit parking in College Road (between The Avenues and Earlham Road)

Professor Chris Edwards, College Road, presented the following petition:

“Since permit parking was introduced in the part of College Road between Unthank Road and The Avenues in late March 2017 there has been a marked increase in the number of non-residents parking on the portion of College Road for which permit parking is now requested, as well as a commensurate increase in vehicular traffic. This creates considerable inconvenience for residents as well as a risk to road safety, particularly in respect of children from the three schools in the immediate vicinity. The majority of residents of the area covered by the petition are at a loss to understand why the council chose to institute a partial permit parking scheme and repeated enquiries of Bruce Bentley and his team have drawn a blank.

The majority of residents of the area covered by the petition are at a loss to understand why the council chose to institute a partial permit parking scheme covering only part of College Road given that an informal survey of the residents conducted by ward councillors in June 2016 showed a majority in favour of permit parking. Instead, the council decided to include the non-permitted section of College Road in the Welsh streets area that was added to the permit parking consultation programme for 2018-19. However, the Welsh streets are much further away from the newly permitted College Road and they are not suffering from parking displacement. We would like the council to bring forward a Traffic Regulation Order for extending permit parking along College Road to a much earlier date by including it in the area next programmed for formal consultation.

A petition has been circulated to residents of the properties in the affected area of College Road asking the following question:

'We, the undersigned residents living on College Road call on Norwich Highways Agency to extend permit parking at the earliest possible time. A partial permit parking introduced along two thirds of College Road in spring 2017 has displaced parking onto College Road between Avenue Road and Earlham Road. Together with traffic generated by three local schools, this has created additional parking difficulties for local residents and additional road safety risks due to increased traffic volumes.'

Of the 72 residential properties in the affected area, we were able to talk to 52 households of which 42 households (81%) have supported the petition. The petition has 54 signatures."

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

"Thank you for the petition.

The extent of the consultation on permit parking was consequent on the informal survey undertaken by ward councillors, and despite Professor Edwards assertion, that survey did not show a majority support for permit parking in the northern section of College Road between The Avenues and Earlham Road, and consequently we did not consult in that area.

I understand that residents who have contacted the council have been advised that further extension of the permit parking area might be possible but that currently, the team who undertake this work are fully committed to implementing permit parking schemes elsewhere in the city, and will be unable to progress any additional changes until next financial year at the absolute earliest. We are considering two schemes at the committee today, and have already committed to further extensions around the University of East Anglia, and in Thorpe. These committed locations must come first as residents in these locations have already been promised a consultation."

The following questions related to agenda items 5 and 6 (items 4 and 5 below):

Question 1 – Kelly Bray, Long John Hill, asked the following question:

"I am Kelly Bray, proprietor of pod (hairdressing salon) Long John Hill. It was my dream to have my own salon and after 17 years' hard work, I had the capital to open the salon. If this proposal goes ahead, it will have a massive financial impact on our businesses within the salon. I have four staff who are all self-employed. We need longer than two hours parking for our clients as colours and colour corrections can take far longer than two hours. If the salon ceases to trade then their businesses will also fail. I am very concerned about the future of the salon. The proposals do not provide adequate parking for our clients and it is unfair that our businesses are being penalised for this. If members agree the proposals, is there an option where I can purchase or reserve spaces for our clients? How will the permits be issued for clients and staff as this is a necessity

for my business and our future, please bear in mind we have minimum of four members of staff which each all will have a client at any one time.”

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

“I note from the report that originally a one-hour period was proposed for the car park, which was supported by four of the businesses in your parade, but that now, a mixture of one and two-hour spaces are recommended, with an additional bay on-street with parking limited to four hours. This is a direct response to the concerns that you have raised.

I believe that you have already been advised of the permits that are available to you, that would enable you to park in the permit bays in the area, but in common with every other business in our non-city centre permit areas, you would be able to apply for two permits for employees vehicles (each can have two registration numbers on them) and one two-hour permit valid on any vehicle for customers. If you wish, you can swap one or both of the employee permits for the customer ones, which, I understand, is what many salons in other permit areas actually do.

We have a report before us today, about the possible extension of permit parking into the Lakenham area, and I am certain that members will consider your concerns whilst considering that report.”

Question 2 – Sheree Leeds, Milverton Road, asked the following question:

“The changes proposed hint at reducing cars used by commuters into the city. As there's no provision of any bus or cycle lanes on Bracondale this reduction is not about to happen any time soon. My question is how would adding to the congestion on Bracondale during the morning and evening rush help to reduce pollution?”

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

“The introduction of permit parking areas is for two principle reasons. One is to ensure that the very limited parking available on-street within the city centre and surrounding areas is prioritised for residents to use, and the other is to reduce the amount of free parking available for commuter and shopper parking in those areas, to encourage the use of Park and Ride services and other forms of sustainable transport.

Overall, our transport strategy has increased usage of public transport, and levels of cycling have risen by 40 per cent in the past two years. Levels of traffic in the city centre have been stable over many years, so I am confident that we are making inroads into reducing congestion. There is no reason to believe that any part of the current proposals for changes to the permit parking areas will have any negative impact on Bracondale.”

As a supplementary question Sheree Lees said that cars coming into the city centre would not be able to pass on Corton Road because the road was not wide enough for cars to pass when cars were parked on both sides. The principal planner (transportation), Norwich City Council, said that the chair had replied to this question

and that the presentation of the report would demonstrate that the changes to permit parking would not lead to an increase of traffic on Bracondale.

Question 3 – Question asked on behalf of Philippa Smith, Bracondale, by Richard Lee-Warder, also of Bracondale:

“When planning the changes to the parking bays in Corton Road what, if any, consideration has been given to the safety and health of the local population who include pedestrians, cyclists and those with disabilities e.g. the blind, the elderly and infirm or those who need to use wheelchairs or mobility scooters?”

My reason for asking this question is that at the moment Corton Road is wide enough for two cars to pass each other safely or indeed for a car to overtake a cyclist or someone who is using the road with their wheelchair or mobility scooter. In places the pavement is not wide enough for a mobility scooter or a wheelchair to pass safely and, therefore, on occasions users have to use the carriageway for a short distance. This works well at the moment and does not cause a problem for anyone.

Corton Road has a 90 degree bend in it. Parking bays on each side of the road will mean that as the road will only be wide enough for one car to pass between the parked vehicles and drivers wanting to pass along the road will be tempted to gamble that the route is clear enough for them to get from one end to the other (round the blind corner) before they meet a car coming in the other direction. Inevitably drivers are likely to speed to complete this dangerous manoeuvre as quickly as possible, so that they do not meet a car coming in the other direction, and have to reverse, potentially out into the main road of Bracondale. It is also likely that drivers, many of whom seem to have very little understanding of how to overtake a cyclist safely, will be tempted to “just get past the cyclist” when it is too narrow to do so safely. If the proposed changes are made to Corton Road it will be extremely dangerous for cyclists and those in wheelchairs and mobility scooters to use.

At present there is a route which can safely be used by pedestrians, cyclists and those in wheelchairs or mobility scooters which allows access from Bracondale along Corton Road to Lakenham Primary School, The High School, Sainsburys, Tesco Express, the doctor’s surgery at Wessex Street and numerous other locations. It avoids the necessity to be on the main road and subject not only to the danger of vehicles (in the case of cyclists), but also the noise and the extremely high volume of fumes and pollution. You will be aware that there is not a cycle lane along Bracondale or City Road. The present route via Corton Road makes use of minor roads, the church and several pedestrian crossings and is an asset to the community.

It may be that plans are afoot to make Corton Road one direction, but this in itself will cause further problems, including increased pollution and not make it any safer for pedestrians, cyclists, wheelchair users or mobility scooters. To add a few parking bays, which may I add have not been universally requested by those in either zone Y or zone Z seems a small gain in comparison to the potential dangers to which those not in cars will be exposed.”

The chair replied on behalf of the committee as follows:

“Corton Road, like many side streets in the city centre, already has permit parking along both sides for some of its length. I note that the proposal is for another short length with permit parking on both sides, separated by quite long lengths where parking is more restricted. The carriageway on Corton Road is also 7.5 metres wide which is significantly wider than many city streets (many of which are less than 6 metres wide and have parking on both sides for their entire length resulting in parking on footways).

Therefore, there is more than enough room to have parking bays on both sides of Corton Road within the carriageway, without any obstruction to the footways. Clearly the existing permit parking on both sides of Corton Road does not cause congestion issues, so it seems unlikely that this similar arrangement would either.

Residents made it clear to their local councillors that they were concerned to ensure that more permit parking was made available but wished to see the retention of the short stay bays, so the scheme that was put for consultation includes both those elements. The single yellow line is retained at the junction with Bracondale, so there is little likelihood of any need to reverse out of Corton Road.

There are no proposals to make Corton Road one-way.”

Richard Lee-Warder by way of a supplementary question referred to Corton Road and said that the Zone Y part of the road was wide enough but Zone Z was not wide enough. The principal planner (transportation) confirmed that both parts of the road had been measured and there was sufficient room for the proposed scheme.

Question 4 - Richard Lee-Warder, Bracondale, asked the following question:

“We feel privileged to live in the centre of our wonderful city and to protect and work with you trying to protect and develop Norwich for everyone

Although we live in Zone Z permit parking and within a few yards of the proposed permit bay changes to Corton Road which will affect every type of user from pedestrian to cyclists, schoolchild to elderly, infirm to able, we did not receive any notification by letter.

You will be aware we first became aware of changes when paper planning notices were displayed late in June thus discharging a statutory duty.

You will be aware that sadly these were destroyed after two days by the heavy storms and many Zone Z residents have not seen the proposed changes. There is extremely strong feeling that this has been slipped in under the radar.

Please could you vote for a stay of execution today so that we don't feel the councillors have been railroaded into these changes and would councillors confirm, please, if they have visited Corton Road since the changes to Finkelgate as we would wish to extend them an invitation please?

Councillor Patrick Manning has visited the site and road very recently.”

The chair replied on behalf of the committee as follows:

“It is a statutory requirement that both site and press notices are published when changes to parking and waiting restrictions are proposed. The site notices that are posted are prepared on special weatherproof paper, and three were posted on Corton Road. Other notices that were posted at the same time in other locations were not affected by the weather, so it seems very unlikely that uniquely, all these notices were. In addition, I understand that every resident who responded to the original consultation and provided an email address was sent a link to the report before this committee today a week ago. This report clearly outlines the proposals, and details the closing date for representation. I do not accept therefore, that these proposals have ‘slipped under the radar. In fact, there has been substantially more opportunity to find out about them than would normally be the case.

It is not normal practice to write to residents (and particularly residents of a different street) where minor changes to parking are proposed, particularly where this affects arrangements that could be used by anyone. A site notice ensures that everyone who makes use of a particular facility have the opportunity to comment. It is clear from the level of response received that residents of the area have had the opportunity to make their views known.

I propose that the committee discusses the proposals whilst considering this report.”

The chair confirmed that he had visited Corton Road and surrounding streets several times in recent months.

By way of a supplementary question, Richard Lee-Warder referred to the omission of Bracondale residents between City Road and Corton Road from the consultation on the extension of permit parking to 24/7 and asked whether members were aware of this. The principal planner (transportation) confirmed that a supplementary report containing the consultation responses and officer response had been circulated to members at the meeting and would be incorporated into the presentation.

Question 5

Councillor Bremner presented the following question for Councillor Patrick Manning, Lakenham ward councillor, on behalf of Barrett Road residents:

“Residents living on Barrett Road in houses 6-60 are deeply concerned at the possible loss of currently unrestricted parking spaces outside their properties resulting from the introduction of double yellow lines.

These residents do not object to the establishment of a permit parking zone in surrounding roads in which they might park instead if double yellow lines are introduced but are afraid that in reality they will be unable to park there under the proposed new scheme. The closest roads – Arnold Miller Road, Arnold Miller Close, Long John Hill, Huxley Road and Huxley Close – already suffer high competition for on-road spaces. In addition, many homes on these roads have driveways which reduce the capacity even further for cars displaced from our area as we could not park opposite those driveways without risk of effectively blocking them in. New double yellows have been painted on the lower part of Netherwood Green which runs onto Arnold Miller Road, reducing capacity further still.

That part of the report to this committee dealing with these residents’ stretch of Barrett Road notes that pedestrians are forced into the road because parked cars obstruct the pathway. Whilst it is true that cars are usually parked partly on the footpath so as to reduce obstruction to traffic travelling east towards County Hall, pedestrians are not in fact made to walk on the road because a second, parallel footpath, on the bank on which nos. 6-60 sit, runs exactly the same length as the path by the roadside. Pedestrians prefer the path in front of the houses as it is screened from the road by iron posts and by trees. The eastern end of this path has a very gentle incline onto the lower end of Arnold Miller Road and the western end of the path, by the Red Orange convenience store, is accessible by just two steps, directly next to which a small earthen slope also exists where wheeled transport such as bikes, pushchairs and wheelchairs have worn away part of the grass bank in preference to negotiating the two steps. If these two steps were removed and converted to a gentle slope to match the other end of the path, then pedestrians would have little or no need to use the roadside path, where residents park, at all.

Traffic moves very freely along this stretch of road at all times of day. Even when cars are parked along the entire stretch of the lower path, traffic heading east is not forced to slow down or to stray into the western-heading side of the road. Cars parked in this area by County Hall staff can occasionally interfere but the introduction of permit parking would resolve that issue.

Many residents in houses 6-60 have children or are of advanced years. The need to park by their homes is great. The reasons given to this committee for altering the existing arrangements could be addressed without removing residents’ right to park in front of their homes.

The question submitted for your consideration is therefore this: can plans to prevent parking on this stretch of Barrett Road via double yellow lines be placed

'on hold' whilst consideration is given to allowing parking to continue on the current basis, applying funds instead to the conversion of the steps at the western end of the higher path to a slope?"

The chair replied on behalf of the committee as follows:

"This is a case where it is necessary to balance the desires of residents to park with the need to keep the Ring Road free of obstruction and the footpath clear for pedestrians to use.

The parked cars clearly do obstruct the footway, and whilst there is an alternative route, this is too narrow and constrained for wheelchairs and pushchairs to pass and includes ramps and steps. Removing the steps would be difficult given the varying levels of the footway and the adjoining private gardens.

This particular issue has been raised as part of the consultation on the extension of permit parking into Lakenham and discussed within the report. I understand that the committee could determine not to introduce double yellow lines on this part of Barrett Road and substitute it with permit parking. I am therefore going to suggest that this issue is debated as part of the consideration of the Lakenham permit parking extension 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 16 March 2017.

4. Potential Changes to the operational hours of Permit Parking Zones W, X, Y and Z

The principal planner (transportation) presented the report and said that a resident had kindly pointed out that two short sections of permit parking on Bracondale between City Road and Corton Road that should have been included in the 24/7 proposals had been omitted. Residents who had responded to the consultation had been informed that these sections were included in the recommendation to the committee. A supplementary report containing the responses received on the Corton Road proposals was circulated at the meeting. The presentation included slides demonstrating the width of Corton Road in both sections of the road.

During discussion members confirmed that they were familiar with Corton Road and the surrounding streets. Members noted that the two hour parking bays had been provided to meet the needs of visitors to the sheltered housing schemes and the care home in the area. The vice chair said that there had been a mixed response from the Bracondale residents, but on balance, when taking into account the officer response, the greatest weight should be given to the needs of the Corton Road residents. The Bracondale Residents' Association had broadly welcomed the provision of additional permit parking.

RESOLVED, unanimously, to:

- (1) note the responses to the permit parking consultation;
- (2) note that no changes are recommended in Zones W and X;
- (3) agree to change the existing permit parking bays to 24 hour, seven day a week operation in the following locations:
 - (a) Zone Y - City Road (from the ring road to just south of the junction with Cricket Ground Road), Doman Road, Kensington Place, Cricket Ground Road (as far as, but not including Geoffrey Road), Carshalton Road, Carlisle Road and Corton Road (part);
 - (b) Zone Z – Corton Road (remaining part) Carrow Hill and Southgate Lane;
 - (c) agree to include the two existing permit parking areas on Bracondale, situated between City Road and Corton Road in the extension of the 24/7 permit parking area;
- (4) agree to the following changes to the parking arrangements in Corton Road:
 - (a) A slight extension to the existing permit bay to accommodate a further two cars (Zone Z);
 - (b) The conversion of the section of single yellow line opposite the existing permit parking to permit parking (approx. 9 spaces – Zone Z);
 - (c) The retention of some of the single yellow line (approx. four spaces).
- (5) ask the head of city development services to complete the statutory processes to implement these proposals shown on Plan No. PL/TR/3584/428.3 and in appendices 3(a) and 3(b) as attached to the report.

5. Lakenham Area Permit Parking Consultation

The principal planner (transportation) introduced the report with the aid of plans and slides. He advised members that a short section of yellow line proposed in the garage court adjacent to number 133 Netherwood Green should be included as a permit parking area.

During discussion members sought assurance that the parking arrangements for the shops would not have an adverse impact on the businesses at Long John Hill. The principal planner (transportation) said that the only change made to the proposals following consultation had been the extension of the waiting period to two hours and the longer four hour waiting bay in response to Ms Bray's comments during the consultation. The original proposal was for a one hour waiting period for the entire car park in front of the shops. Members noted that the bays would be used by other users

but concluded that when taking into account the parking permits available to the hairdressing salon and the revised arrangements, there should be no adverse effect on this business.

Discussion ensued on the proposal to implement the no waiting and limited waiting arrangements associated with the permit parking scheme along the whole length of Barrett Road and the alternative proposal raised on behalf of the residents of 6 to 60 Barrett Road to substitute permit parking instead. The head of citywide development, Norwich City Council, said that consideration would be given to the proposal to replace the two steps at the western end of the path by the convenience store, but it would need to be Disability Discrimination Act compliant and drainage and other issues would need to be taken into account. Councillor Lubbock said that whilst she had sympathy for the residents, Barrett Road was part of the ring road and therefore parking along it was very dangerous. The vice chair said that it was important that the ring road and pedestrian paths were kept clear. However, he considered that further consideration should be given to the impact on the residents of 6 to 60 Barrett Road to provide a more acceptable solution that would address the competing needs. Councillor Bremner seconded this proposal and with the other voting members concurring the principle of not implementing waiting restrictions on this stretch of Barrett Road until other options had been explored was agreed. The major projects manager, Norfolk County Council said that the safety audit had been conducted on the basis of the implementation of waiting restrictions on the whole of Barrett Road and therefore he suggested members deferred a decision on recommendation (3) until a revised safety audit and further consultation had been carried out and the outcome reported to a future meeting.

In reply to a member's question about concern that the introduction of parking restrictions would cause displacement parking into other streets, the NATS/city agency manager, Norfolk County Council, said that the proposal was to prevent county council employees parking in residential streets. The county council's travel plan sought to reduce car use by car sharing and other measures.

The chair then moved to the vote with the recommendation (3) as amended above:

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

- (1) note the responses to the permit parking consultation;
- (2) agree to implement an 8.00am to 6.30pm Monday to Saturday permit parking scheme in Arnold Miller Close, Arnold Miller Road, Birkbeck Close, Birkbeck Road, Barrett Road (part), Hall Road (part), Huxley Close, Huxley Road, Keyes Close, Keyes Road, Long John Hill (part), Longmead, Mansfield Lane (part), Martineau Lane, Mendham Close, Netherwood Green, Suncroft and Sunny Hill as shown on the plans (nos. PL/TR/3584/428.1, 2, and 3) attached in Appendix 1
- (3) agree to implement the short section of permit parking adjacent to no.133 Netherwood Green in lieu of the proposed double yellow line
- (4) defer a decision to a future meeting, on the implementation of the proposed no waiting arrangements associated with the permit parking scheme on the length of Barrett Road in front of 6 to 60 Barrett Road pending further a safety audit.

- (4) introduce pedestrian zones (access only) to the front of 31-69, 103-133 and 116-138 Barrett Road.
- (5) agree to implement a 1-hour limited waiting period on the east side of the car park outside the Long John Hill shops and 2-hour limited waiting on the west side with three 4-hour spaces on Arnold Miller Road in place of the previously advertised double yellow line adjacent to the pet grooming parlour.
- (6) ask the head of city development services to complete the statutory processes to implement these proposals.

6. Miscellaneous Waiting Restrictions for Implementation

Councillor Bremner, University Ward councillor, said that he welcomed the revised proposal for The Avenues as set out in appendix 2(b).

Councillor Lubbock, Eaton ward councillor, pointed out that there were no schemes in her ward and, as residents frequently asked her for double yellow lines, asked what the criteria were. The transport and network manager, Norwich City Council, explained that due to pressure of work there were still some schemes on the list that were outstanding. The schemes proposed in the report had mostly been requested in 2014, prioritised on safety grounds and approved for consultation in January 2016. Other schemes would be considered as work commitments permitted.

In reply to a question, the principal planner (transportation) said that the fire service had requested a double yellow line to prevent parking near the fire hydrant in Carrow Hill.

RESOLVED, unanimously, with all 4 voting members voting in favour, to approve the proposals as set out in the report and ask the head of city development services to carry out the necessary statutory processes to implement the following waiting restrictions:

- (1) as advertised:

Location / Plan number	
Belvoir Street PL/TR/3329/770	Heartsease Lane/Plumstead Rd PL/TR/3329/756
Bishopgate PL/TR/3355/806	Mile Cross Road PL/TR/3329/768
Chapel Break area (various) L/TR/3355/80	Partridge Way PL/TR/3329/757
Colegate PL/TR/3329/772	St Gregorys Back Alley PL/TR/3329/773
Drayton Road (Bignold Rd/Parr Rd) PL/TR/3329/764	Sprowston Road near Gilman Road PL/TR/3329/758
Bowthorpe employment area PL/TR/3329/753	Sprowston Road/ Shipfield PL/TR/3329/759

Location / Plan number	
Carrow Hill PL/TR/3329/754	Sprowston Road/ Wall Road area PL/TR/3329/760
Golden Dog Lane PL/TR/3329/755	Sprowston Road/ Wall Road area PL/TR/3329/760
Heathgate (cycle way access) PL/TR/3329/767	White House Court PL/TR/3329/76

(2) as amended:

Location / Plan number	
The Avenues PL/TR/3329/774 (amended plan no PL/TR3578/798/5)	Christchurch Road area PL/TR/3329/771

7. Dereham Road: East of Outer Ring Road Pedestrian Assessment

Councillor Carlo, Nelson ward councillor, commented on the report and suggested that members undertook a site visit. She suggested that the findings were based on a “snapshot in time” of the current situation and did not show the complete picture. People should be encouraged to walk into the city and cross the road at natural desire lines. There was a lot of traffic and few crossing points.

The chair and vice chair commented that there were clear reasons in the report for the recommended approach.

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

- (1) note the findings of the assessment as described in the report;
- (2) request that a further pedestrian count and crossing assessment is carried out 6-9 months after the completion of the Dereham Road roundabout works to understand if pedestrian movements approaching the new crossings have changed in number or routing.

8. Transport for Norwich – Transport Improvements in Eaton

Councillor Lubbock, Eaton ward councillor, welcomed the proposed scheme and said that the revised scheme was an improvement on the original one. She asked why the 20mph sign was part way down the slip road. The NATS/city agency manager, Norfolk County Council, explained that the location of the sign had been constrained because it was not possible to combine it with the gateway to Eaton sign at a location further up the slip road towards Newmarket Road. A public information notice would be published giving information about the works which would be completed before Christmas.

During discussion a member said that he was sympathetic to the points that had been made by the Norwich Cycling Campaign but the scheme was constrained by funding and it was the best that could be achieved within existing budgets.

In reply to a question, the NATS / city agency manager confirmed that roundels would be used. There was no proposal to use interactive signage.

RESOLVED, unanimously, to approve the changes required to implement the scheme within the city boundary, including:

- (1) reducing traffic speeds by the introduction of traffic calming and the implementation of a 20mph restriction; gateway signs to be introduced on the entry to Eaton from both the slip road and Eaton side of the Cringleford bridge;
- (2) enabling cyclists heading towards the city to reach the recently installed signal controlled toucan crossing and off-carriageway cycle track on Newmarket Road (A11) directly along Eaton Street, rather than crossing traffic lanes under the flyover and up the slip lane; this would be achieved by:
 - (a) providing an on-carriageway feeder lane / Advance Stop Line (ASL) for cyclists on Eaton Street (west) approaching the crossroads heading towards the uphill slip road to enable cyclists to get a prominent head start at the traffic lights.
 - (b) new cycle traffic signal for ahead cycles to be introduced on Eaton Street (west) approach, to allow cycles to be given a green traffic signal in advance of general traffic to give them a head start heading straight on towards the uphill slip road.
 - (c) widening the cycle track that leads up the hill from the Cellar House Public House to Newmarket Road from 1.5m to a 3.0m facility to allow for two way cycle flows.
- (3) simplifying pedestrian crossings in the centre of Eaton, with central islands being removed.
- (4) moving the stop line back in Bluebell Road so buses and other large vehicles can turn left from Eaton Street into Bluebell Road more easily.
- (5) realigning / smoothening the radius of the kerbline to improve the turning movement for buses and other large vehicles turning from Eaton Street into Bluebell Road minimising delays to all road users; as a result, the left turn lane will be slightly widened to allow extra room for larger vehicles turning left.
- (6) resurface the carriageway and upgrade the junction with new traffic signal equipment.

9. Annual Report of The Highways Agency Agreement 2016-17

Discussion focused on the increase of cyclist KSI (killed or seriously injured) casualties by 4.5 per cent in the 12 months to the end of March 2017. Members were advised that

this needed to be balanced with the increase in cycling activity. KSI casualties included minor injuries where the casualty was admitted to hospital and discharged quickly. The NATS/city agency manager, Norfolk County Council, said that there was a lot of detailed information behind the report. The head of citywide development advised members that the outcomes of the Push the Pedalway programme would be considered by the committee in due course. The programme had improved cycling safety and increased the number of cyclists. The increase in cyclist KSIs was in proportion to the number of cyclists.

The chair thanked the officers for the work that had gone into the production of the report. The committee would consider a further report on cycling but trends showed that the roads were safer. Councillor Bremner seconded this by referring members to paragraph 4 of the report and the list of improvements brought about by the NATS (Norwich Area Transport Strategy now known as Transport for Norwich). The success of the strategy was demonstrated by the reduction in traffic flows in Rampant Horse Street from 50,000 to 2,000. He also pointed out that bus use had increased.

RESOLVED, unanimously, to:

- (1) thank the city and county council officers for their contribution to the report;
- (2) approve the Norwich Highways Agency Annual Report for 2016-2017.

CHAIR

Report to Norwich Highways Agency committee
20 September 2017
Report of Head of city development services
Subject Transport for Norwich – City Centre Access Strategy

Item
5

Purpose

To consider responses from consultation and approve changes to city centre access restrictions and installation of contraflow cycle facilities.

Recommendation

To:

- (1) approve the installation of the scheme as set out below:
 - (a) cycle contraflow facilities on Bedding Lane, Lobster Lane, Little London Street, Muspole Street, St Swithins Road (plan CCAG2-HD-45-02-108), Timberhill and Willow Lane;
 - (b) associated changes to kerb alignment and installation of raised separators;
- (2) ask the head of city development services to complete the necessary statutory legal procedures to:
 - (a) allow cycling at all times and loading only between 5pm and 10am (on existing time restricted streets) as shown in Appendices 1c and 1d; and described as option 2 in the consultation;
 - (b) finalise the traffic regulation order to remove the no waiting Monday to Saturday 8am to 6:30pm on the northern edge of Westwick Street opposite property numbers 3 to 15 and replace with no waiting or loading at any time;
 - (c) finalise the traffic regulation order to remove the no waiting Monday to Saturday 8am to 6:30pm on St Swithins Road and replace with no waiting or loading at any time.
 - (d) advertise the revised road hump notice for Westwick Street (plan CCAG2-HD-45-02-107)
 - (e) proceed with an Experimental Traffic Regulation Order to allow contraflow cycling on Cow Hill, Crooks Place (St Stephens Square to

Wessex Street), Redwell Street, St Stephens Square and Ten Bell Lane.

Corporate and service priorities

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

Financial implications

£100,000 to be funded from the Cycle City Ambition fund.

Ward/s: Mancroft and Thorpe Hamlet

Cabinet member: Councillor Mike Stonard - Sustainable and inclusive growth

Contact officers

Ed Parnaby, Transportation planner	01603 212446
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Bruce Bentley, Principal transportation planner	01603 212445
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Background documents

None

Report

Background

1. The City Cycle Ambition Grant (CCAG) was originally awarded to Norwich City Council in 2013 and a further grant was made in 2015. The aim of this scheme is to improve facilities for cycling and encourage as many people as possible, even the most vulnerable, to use this sustainable and healthy form of travel. It is the intention of the CCAG to encourage more people to cycle throughout the city, to make cycling enjoyable for all and improve the infrastructure to benefit all kinds of cycling from commuter to leisure.
2. The City Centre Access Strategy considers two key elements that affect access in the city centre: The restrictions for cycling and for loading of motor vehicles in pedestrian areas and the provision of two-way cycling on some one-way streets (cycle contraflow). A report taken to Norwich Highways Agency committee (NHAC) in November 2016 considered the access restrictions in pedestrian zones. Subsequently a report was taken to NHAC in March 2017 which considered a number of cycle contraflows. At these committee meetings members agreed to public consultation on both of these schemes. The outcome of the consultation on both of these elements will be considered within this report.
3. Pedestrian zones in Norwich vary significantly in function from streets that allow all vehicles for access (Pottergate) through to those that prohibit all vehicles (London Street). A number of the pedestrian zones utilise timed restrictions for all vehicles (Gentlemen's Walk) and these timings vary across the city centre.
4. Many of the existing pedestrian zones in Norwich are what would already be designated as pedestrian and cycle zones within the recently published Traffic Signs Regulations and General Directions 2016 which prescribes the highway signs that can be used on the highway.
5. This scheme proposes to make vehicle loading restrictions more consistent, allow more access for people cycling and providing contraflow cycling provision on suitable streets. It will increase cycle permeability and encourage the use of quieter routes. Restricted access may deter some more vulnerable cyclists from using the pedalways or encourage cyclists onto busier and faster roads.

Public Consultation

6. The consultation period was from 28 July to 22 August 2017.
7. Details of the proposal were advertised in the local press, road notices were erected, statutory consultees and transportation consultees were directly informed. 740 local residents and businesses were written to and details were posted on the websites of Norwich City Council and Norfolk County Council. With regards to loading restrictions and cycle access, the letter sent asked residents to consider two options:
 - a) Option 1: access to existing time-restricted areas in the city centre permitted for all vehicles (including cyclists) between 5pm and 10am, seven days a week. This would include allowing cycling between these hours on streets that currently restrict all vehicles at all times.

- b) Option 2: access by motor vehicles to existing time-restricted streets in the city centre permitted between 5pm and 10am, seven days a week. Cycling permitted at all times.
- 8. The consultation asked for consideration of allowing contraflow cycling on Bedding Lane, Little London Street, Lobster Lane, Muspole Street, St Swithins Road, Timberhill, Westwick Street (from Charing Cross to Coslany Street, completing an existing scheme) and Willow Lane. On Westwick Street, 18 residents and businesses were written to with an explanation of proposed changes to nearby waiting restrictions and an accompanying plan.
- 9. Consultation plans are attached as Appendix 1

Responses

- 10. 89 responses to the consultation were received. 17 from businesses and 67 from residents, five from stakeholders. A summary of all responses can be seen attached as Appendix 2.
- 11. 16 responses were in favour of option 1, to have timed restriction for cycling. 29 responses were in favour option 2, to allow cycling at all times. 12 responses did not support either option and felt that no change was needed and/or cycling should not be allowed in any of the pedestrian zones. Some responses did not state a preference or commented only on the cycle contraflow element of the consultation.
- 12. There were concerns expressed over safety of cycling in the city centre with twelve responses outlining: allowing more cycling as being unsafe, issues with near misses and the proposals increasing chance of conflict.
- 13. Another theme was a concern of allowing cycling on some of the very narrow streets in the city such as Lower Goat Lane, Swan Lane, Back of the Inns, Bridewell Alley, St Gregory's Alley and Old Post Office Court. Nine responses raised this issue.
- 14. Eight respondents commented that the proposals were an important positive step to improve public health, reduce congestion and improve air quality
- 15. Seven responses highlighted the need for more enforcement of the access restrictions.
- 16. Seven responses highlighted that current signage was inconsistent or unclear.
- 17. Five responses specifically mentioned that those cycling need to use a bell and/or keep their speed low.
- 18. Four responses mentioned that motorised vehicles moving and turning in pedestrian zones presented a danger. Bin lorries, vans and drivers using blue badge parking areas were highlighted. The issue of motorised vehicles in restricted pedestrian zones (that prohibit vehicles at all times) such as London Street was raised.
- 19. The contraflow proposals were supported by twelve respondents. A small number of respondents (four) felt that creating provision for two-way cycling on one-way streets did not work well or was dangerous.

20. There were two objections to the removal of the single yellow lines (evening parking) along part of Westwick Street and St Swithins Road.
21. Norwich Cycling Campaign supported the proposed access changes under Option 2. A concern was raised over how cyclists would reach St John Maddermarket from Westwick Street and a response to this issue is later in this report. Maintaining the existing loading area on the south side of Westwick Street (number 23 eastward) was highlighted as a potential increased risk for cyclists.
22. The Norwich Society supported Option 1 and stated that a complete ban should be retained on narrow streets. The Norwich Society raised a number of concerns which form part of the summary of responses in Appendix 2. The Norwich Society also raised a question regarding the right turning movement into Coslany Street from Westwick Street and the installation of a raised table which will be covered later in this report.
23. Green Party city council group response was in support of Option 1. In their response it was highlighted that shared space can raise concerns, particularly for visually impaired pedestrians and those with limited mobility. It was raised that busy city centre streets should not be labelled as part of the cycle network but that there is potential for a useful east-west cycling link from Pottergate, along Bedford Street to the eastern part of London Street requiring improvements to access at the junction with Bank Plain. The Green Party stated their support of the principle of making cycling easy and accessible and was generally supportive of the contraflow cycling proposals provided that clear signage and lines are included.
24. Living Streets were in favour of Option 1 and were opposed to any further relaxation regarding cycling in pedestrianised areas. It was stated that the low accident figures were not reflective of the issue and that allowing more cycling in these streets would lead to fear and anxiety amongst pedestrians.
25. The response from Jarrold and Sons Ltd described near misses between cyclists and pedestrians as being an indicator of risk and allowing more cycling here would be detrimental to pedestrians. Concern was voiced over cycling in narrow streets. The proposed change to loading times in some streets was cited as being a particular challenge to smaller businesses that may have less influence over their suppliers. It was raised that greater consistency of restrictions could overlook the varied nature of the city centre streets. The cycle contraflow proposals were cautiously supported. It was questioned whether the timing and duration (three weeks) of the consultation reduced the chance for businesses owners to engage with the consultation process.
26. The Norfolk and Norwich Association for the Blind (NNAB) were consulted and they stated that they had no specific concerns.

Considerations

Cycle access and loading

27. Although the consultation response overall was positive about option 2, to allow cycle access at all times, there are a number of concerns raised in the consultation that warrant consideration.

28. Whilst the access restrictions for cycling could be set to coincide with the times of greatest pedestrian flow; evidence from Department for Transport shows that those cycling adapt their speed to pedestrian density, and dismount if necessary.
29. The consultation highlighted that there is some level of misunderstanding of the nature of pedestrian zones. In Norwich these zones vary from Pottergate which allows all vehicles for access through to London Street which restricts all vehicles all of the time. The level of restriction on the time-restricted streets is somewhere in between. It is important to understand why these streets need different restrictions but it should be acknowledged that the current time restrictions varying by day and varying by connecting street does give rise to confusion and has been shown to undermine enforcement.
30. Although twelve responses expressed a desire for no change from the present restrictions and/or for cycling to be prohibited from all pedestrian streets, it should be noted that neither of these approaches represent a workable option. The current restrictions changing from street to street and by weekday to weekend creates confusion and a largely unenforceable set of restrictions. Creating a city centre environment that is safe for both cycling and walking will work towards the Norwich City Council priority of a safe, clean and low carbon city.
31. In respect of safety concerns; a review of recorded accidents of all types within the city centre was carried out when considering these proposals. A safety audit was then carried out on the consultation plans which showed the proposed changes in detail. Updated accident data can be seen in appendix 4. It shows the three injuries (recorded as slight) involving both pedestrian and cycle in three years. Put within the wider context, the question over safety would appear to more of perceived risk rather than objective risk. In practice; cycling occurs within restricted times on busy streets such as Gentlemen's Walk and Castle Street at present without any serious injuries. Experience in Norwich on streets like Pottergate or Westlegate, shows that allowing both cycling and limited motorised traffic (access only) can still be harmonious with high pedestrian flow. Increased awareness that safe cycling is welcome across the city centre could reduce the level of conflict associated with observing others contravening regulations.
32. Nine responses showed concern regarding cycling on narrow streets. On first impression, allowing cycling on narrow streets looks to be problematic as these streets are unlikely to be suitable for cycling during busier times. It should be noted that these streets are largely self-enforcing; streets such as Lower Goat Lane, Swan Lane, Back of the Inns, St Gregory's Alley and Bridewell Alley do not currently have any access signage to restrict cycling despite these streets having existing No vehicles restrictions. The evidence in Norwich would appear to align with Department for Transport guidance that typically cyclists dismount, cycle these streets only at quieter times of the day, reduce speed or simply avoid these streets.
33. It is noted that seven responses explained that more enforcement of the access restrictions is needed. These respondents included those supporting option 1 and those supporting option 2, suggesting this is a shared common issue. With the recommended option 2; there is a clearer set of restrictions to enforce and any dangerous cycling or driving can be an enforcement priority. Officers will meet with Norfolk Police to discuss how enforcement work can be tied in with proposed changes most effectively.

34. With five responses mentioning the need to use bells and keep speed low when cycling, consideration should be given to whether issuing a code of conduct would be of overall benefit. The use of *share with care* signs could be considered. These have been used on the scheme at Bussey Road Ives / Road.
35. Four responses mentioned the danger posed by motorised vehicles within the pedestrian zones. The proposed timings further restrict the times in which motorised vehicles can move through some streets. In addition to risk/perceived risk to pedestrians there is also the issue of damage caused by motor vehicles in streets with *No vehicles at any time* restrictions. On London Street in particular this has caused costly damage to benches, paving and bollards and with some areas having to be repaired with asphalt due to reduced maintenance budgets.

Cycle contraflow

36. Responses to the cycle contraflow were strongly positive although there was some question of the need for this on some streets as '*people were already cycling them*'. This should be seen as reason to provide safe provision rather than a reason to save what is in some cases only the cost of minor signing changes (Little London Street, Lobster lane, Timberhill). Cycle contraflow has proven to be a safe way to allow more direct access for cycling which was lost when these streets were made one-way for traffic.
37. The two objections to removing some roadside evening parking on Westwick Street and St Swithins are noted. This was necessary to facilitate a clear eastbound traffic lane and allow two-way cycling. There is not a shortage of evening parking in this area of the city.
38. In response to the issue raised for cyclists moving from Westwick Street to St John Maddermarket, a two-way cycle lane has been considered between Coslany Street and Charring Cross.
39. Maintaining the loading restriction (No loading, 7.30 -9.30 and 16.30-18.30 Monday to Saturday) on the southern area of Westwick Street will mean occasional vehicle loading within the lane requiring a cyclist to pass with care. Only a very small number of businesses need to load this way and cannot load during peak time. This compromise is necessary for the facility and any risk presented to cyclists needing to pass a loading vehicle is comparable to where this happens elsewhere and without the benefit of a peak time restriction. Without this compromise this scheme which is of overall safety benefit could not be implemented.
40. It should be noted that the raised table on Westwick Street is not intended to be used by cyclists. Although it is not intended to be used as a crossing for cyclists, it is acknowledged that placing this to the west of the junction with Coslany Street will make both right turning cycle movements easier whilst retaining its function to keep speeds low and to assist pedestrian crossing. See revised design in appendix 3.
41. In response to question raised in the consultation, this is not a proposal to make these pedestrian and cycle zones part of the pedalway network. However, some pedestrianised streets (Pottergate/ St Andrews Hill) are already part of the pedalway network and allow motor vehicles at all times. The suggestion raised that improvements to where Bank Plain meets London Street could provide a useful addition to an east/west cycle connection has been previously considered by

officers. If Option 2 is in place, feasibility of improvements where London Street meets Bank Plain should be considered.

42. During the pre-consultation stage, safety audit recommended that five of the streets originally considered for contraflow cycling in the report taken to committee in March 2017, should proceed on an experimental traffic regulation order. These streets have sections with restricted widths but low levels of motorised traffic flow. Cycle contraflow on these streets will further the objective of increasing cycling through increased cycle permeability. These are: Cow Hill, Crooks Place (St Stephens Square to Wessex Street), Redwell Street, St Stephens Square and Ten Bell Lane.

Conclusion

43. It is recommended that access option 2 be implemented. This is to allow loading access by motor vehicles to existing time-restricted streets described in appendix 1d in the city centre between 5pm and 10am, seven days a week. Cycling to be permitted at all times within these streets.
44. There is not adequate reason to consider the use of large regulatory pedestrian zone signs (prescribed by the Department for Transport) to prohibit daytime cycling on narrow streets. These streets currently prohibit all vehicles but do not have any signage to this effect, they are largely self-enforcing.
45. Consideration to be given to the use of '*Share with care*' signage within pedestrian and cycle zones.
46. Consideration to be given to whether publishing a code of conduct within pedestrian zones is necessary.
47. If implemented there are a number of methods that can be used to assess how people using these narrow city centre streets including video survey data.
48. Additional bollards need be installed on London Street to protect this area from motorised vehicles as per the existing restriction on this street.
49. To recommend cycle contraflow is implemented on Lobster Lane, Little London Street, Muspole Street, St Swithins Road, Timberhill and Willow Lane.
50. The proposed cycle contraflow on Westwick Street to be revised following consultation. The revised design includes a two-way cycle lane between its junctions with Coslany Street and Charring Cross. This improves safety for eastbound cyclists and to facilitate a safer route towards St John Maddermarket and the city centre.
51. The proposed raised table on Westwick Street should instead be located to the west of the junction with Coslany Street. This will make it safer for cyclists travelling downhill on Westwick Street to give a right turning signal and will be less likely to create a bunching of traffic over the junction with Coslany Street. This location will still improve pedestrian crossing of Westwick Street and aligns with St Lawrence Little Steps

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	20 September 2017
Director / Head of service	Andy Watt
Report subject:	Transport for Norwich - City Centre Access and Loading
Date assessed:	17/08/2017
Description:	To consider consultation responses to the City Centre Access Review (Loading and Cycling)

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme is viewed as value for money
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme helps to encourage sustainable travel to benefit the city and everyone who lives and works here.
Financial inclusion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme promote cycling and walking which are inclusive and low cost forms of transport
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposed facilites will help to encourage more walking and cycling which has been shown to benefit health. If more drivers are encouraged to walk or cycle, air polution will decrease.

	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Both the Norwich Access group and Norfolk and Norwich association for the blind have been consulted and have raised no specific concerns about these proposals
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme helps to meet the corporate priority of a safe, clean and low carbon city
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme will not have any adverse effects on the environment, but by encouraging non motorised travel will help improve air quality.
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme will help improve air quality by encouraging non motorised forms of travel
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme contributes to the corporate priority 'a safe, clean and low carbon city' by encouraging cycle use, reducing car use and CO2 emissions
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The scheme is safety audited to ensure that the measures implemented create a safe environment. Some concerns regarding near misses have been raised in the consultation but local accident safety data supports this as does guidance from Department for Transport
Recommendations from impact assessment				
Positive				
N/A				
Negative				
N/A				
Neutral				
N/A				
Issues				

	Impact	
N/A		

Consultation: access for cycling and loading in Norwich city centre

Norwich City Council and Norfolk County Council are reviewing the city's access restrictions for cycling, contraflow cycling and motor vehicle loading. The aim is to put in place a clearer and more consistent approach across the streets affected.

Current approach and issues

The existing restrictions have developed over many years and current timed restrictions vary across adjoining streets, with the added confusion that some apply seven days a week and others change at the weekend. This has led to confusion around signage and enforcement to protect certain areas from motor vehicles.

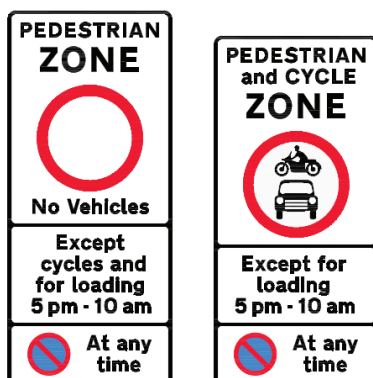
Proposed solutions

A clear and consistent approach is needed. This will help those travelling into the city to understand what's permitted and when, and to allow more effective enforcement. Allowing cycling on these streets, either all or part of the time, will also encourage more people to travel by bike. Experience in Norwich and across the UK shows that these proposals are an effective and safe way of allowing cycling on routes with little motorised traffic and that directly access homes, shops, services and employment.

Options for cycling and loading access:

Option 1: access to existing time-restricted areas in the city centre permitted for all vehicles (including cyclists) between 5pm and 10am, seven days a week. This would include allowing cycling between these hours on streets that currently restrict all vehicles at all times.

Option 2: access by motor vehicles to existing time-restricted streets in the city centre permitted between 5pm and 10am, seven days a week. Cycling permitted at all times.



Option 1

Option 2

Appendix 1a

Changes are proposed for cycling and loading in all or part of the following streets: Arcade Street, Back of the Inns, Bridewell Alley, Brigg Street, Castle Street, Davey Place, Dove Street, Gentlemans Walk, Grout's Thoroughfare, Guildhall Hill, Hay Hill, Haymarket, London Street, Lower Goat Lane, Malthouse Road, Old Post Office Court, Orford Place, School Lane, St Gregorys Alley, St Gregorys Back Alley, St Johns Alley, St Peters Street, Swan Lane, Weavers Lane and White Lion Street.

Contraflow cycling

The second part of this consultation looks at provision of contraflow cycling on one-way streets.

Allowing high levels of accessibility for cyclists is a way to increase capacity of the cycle network and improve air quality.

Contraflow cycling facilities have already worked effectively elsewhere in Norwich. We are proposing to allow this on the following streets:

Bedding Lane, Little London Street, Lobster Lane, Muspole Street, St Swithins Road, Timberhill, Westwick Street (from Charing Cross to Coslany Street, completing an existing scheme) and Willow Lane.

How to comment

We'd like your feedback on these proposals and to find out your preferred options for cycling and loading access in the city centre.

To take part in the consultation, please get in touch with your comments by emailing transport@norwich.gov.uk or writing to:

City centre access consultation
Norwich City Council
St Peters Street
Norwich
NR2 1NH

You can also access these proposals at www.norwich.gov.uk/consultations

For more on Transport for Norwich, please visit www.norfolk.gov.uk/tfn

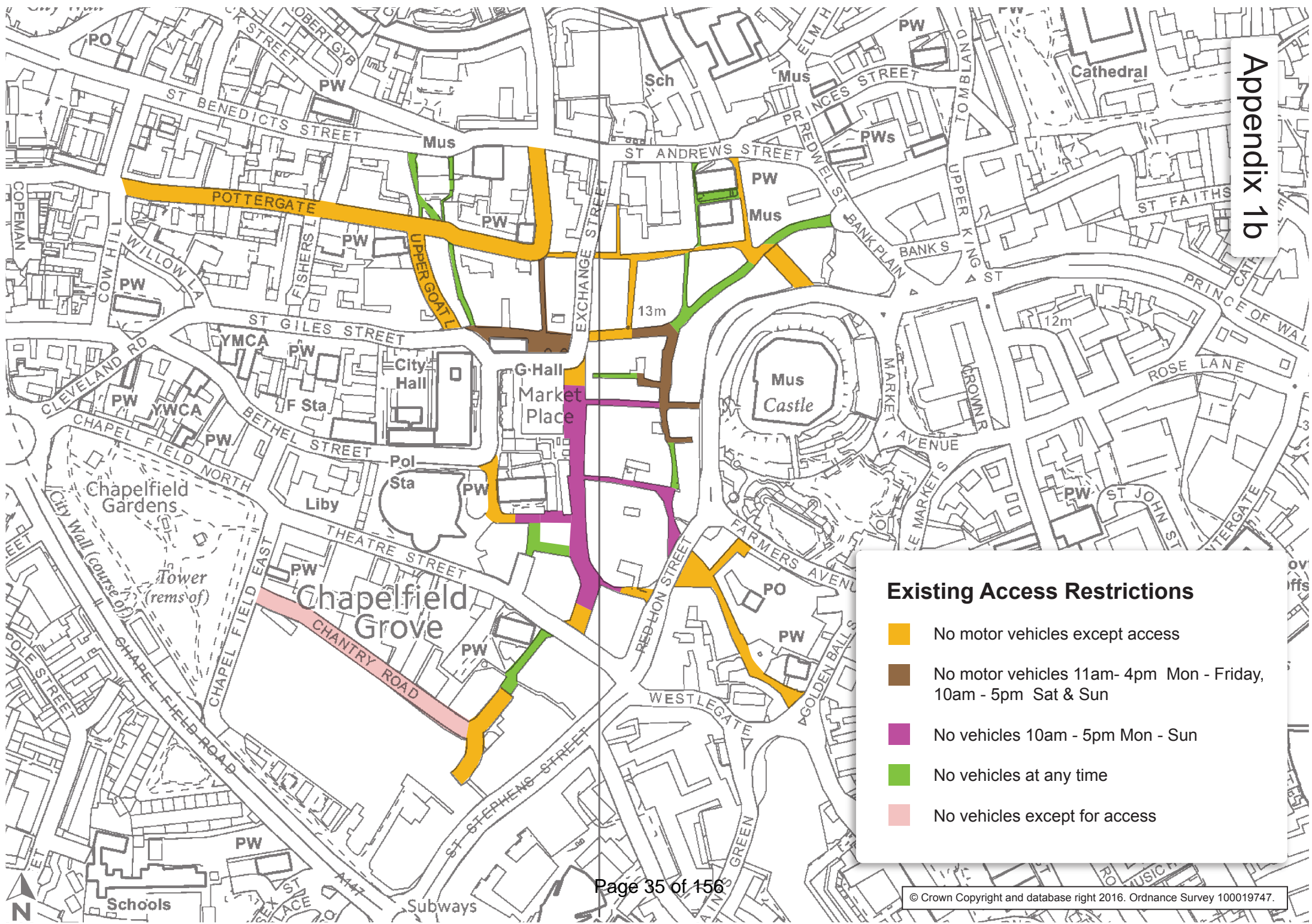
Background/related information

The cost of the scheme will be funded by the Cycle City Ambition Grant awarded to Norwich by the Department for Transport (DfT). This money is specifically allocated to improving our facilities for cycling.

Detailed review of accident levels in the city support proposals to allow wider access for cycling in the way outlined in this consultation. Accidents between pedestrians and cyclists very rarely occur in pedestrianised areas.

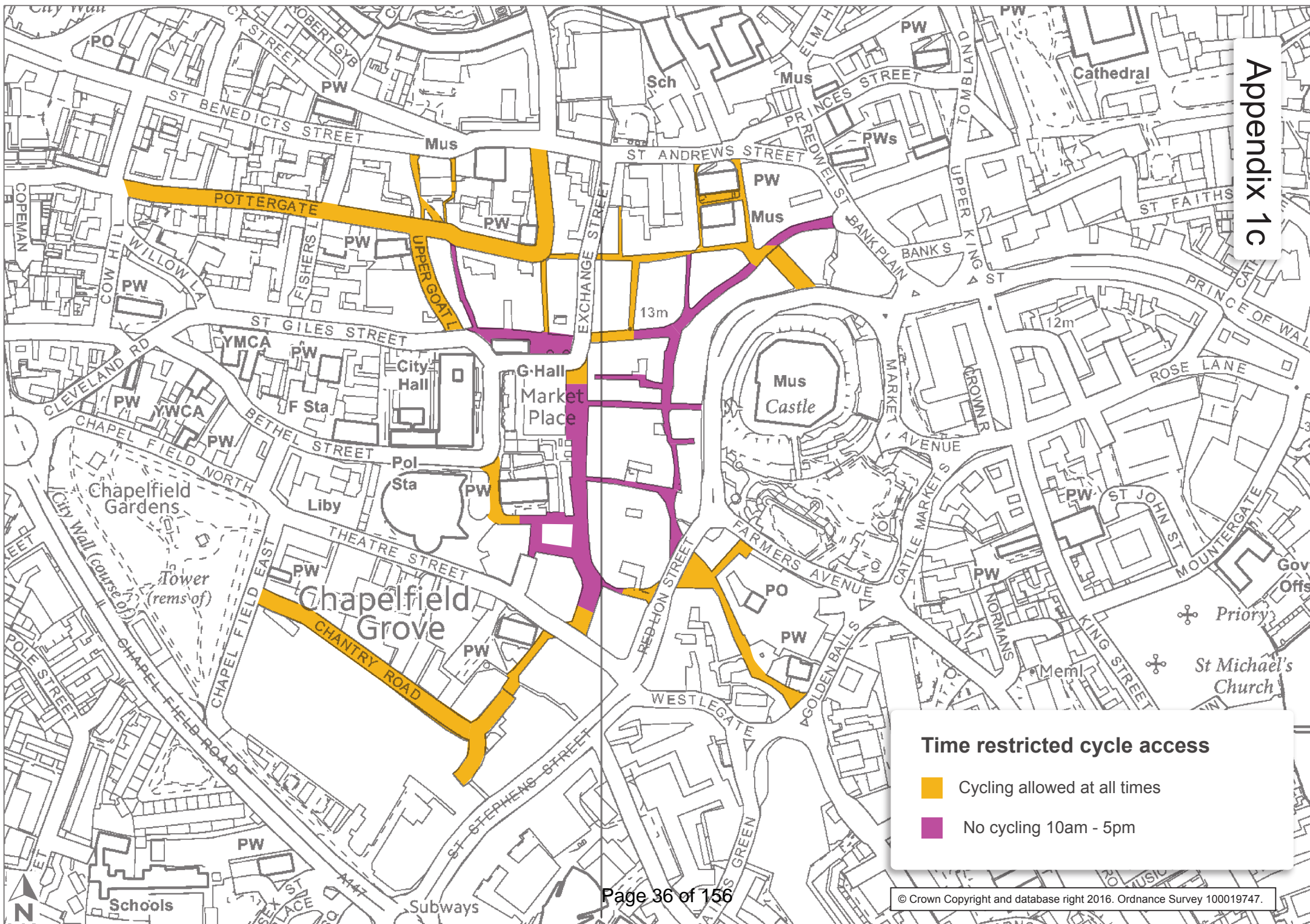
These proposals are in line with DfT recommendations. In its publication 'Cycling in Pedestrian Areas', it says: *"Observations revealed no real factors to justify excluding cyclists from pedestrianised areas, suggesting that cycling could be more widely permitted without detriment to pedestrians."*

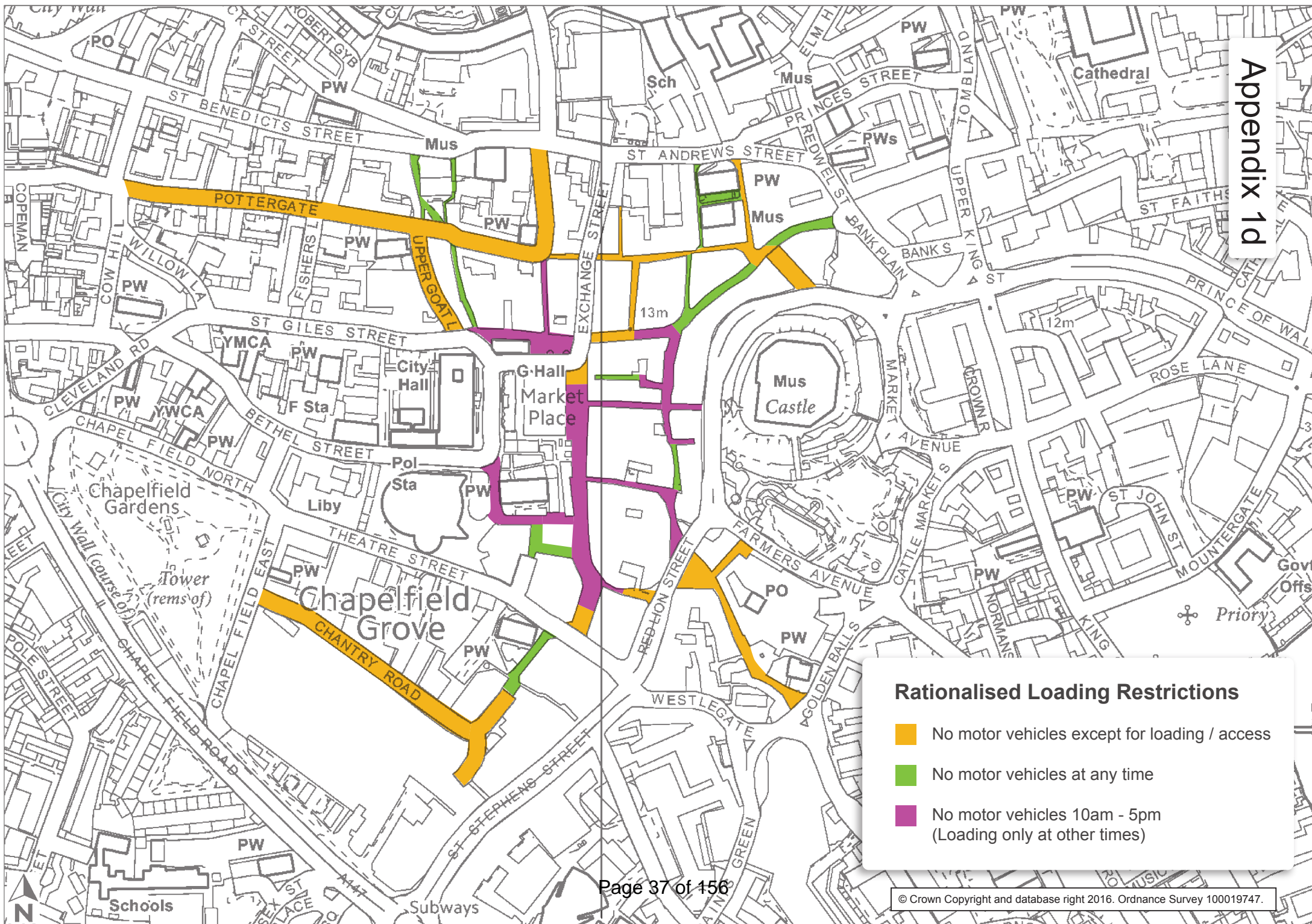
The existing motor vehicle exemptions will remain and access to blue badge parking retained.

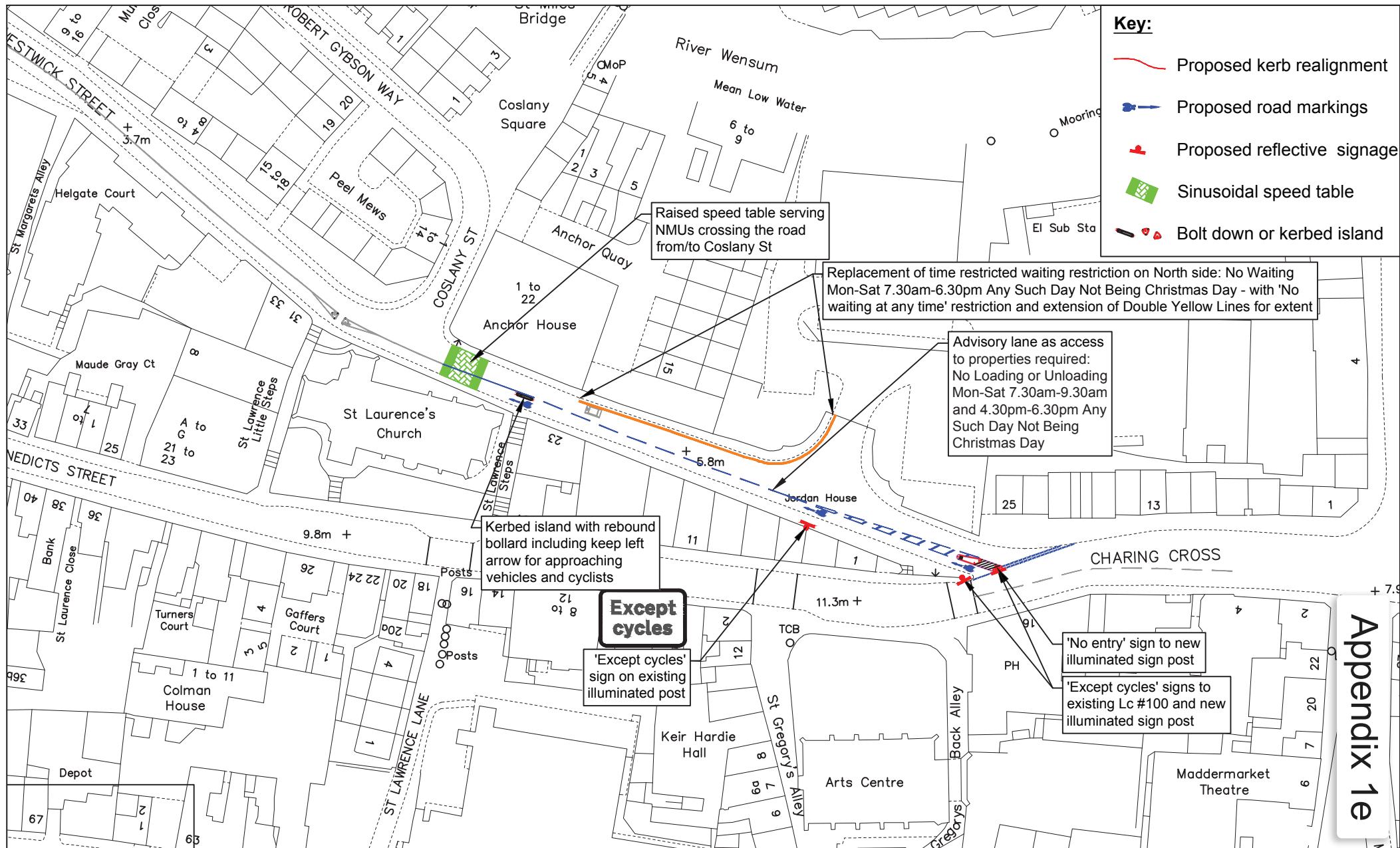


Existing Access Restrictions

- No motor vehicles except access
- No motor vehicles 11am- 4pm Mon - Friday, 10am - 5pm Sat & Sun
- No vehicles 10am - 5pm Mon - Sun
- No vehicles at any time
- No vehicles except for access







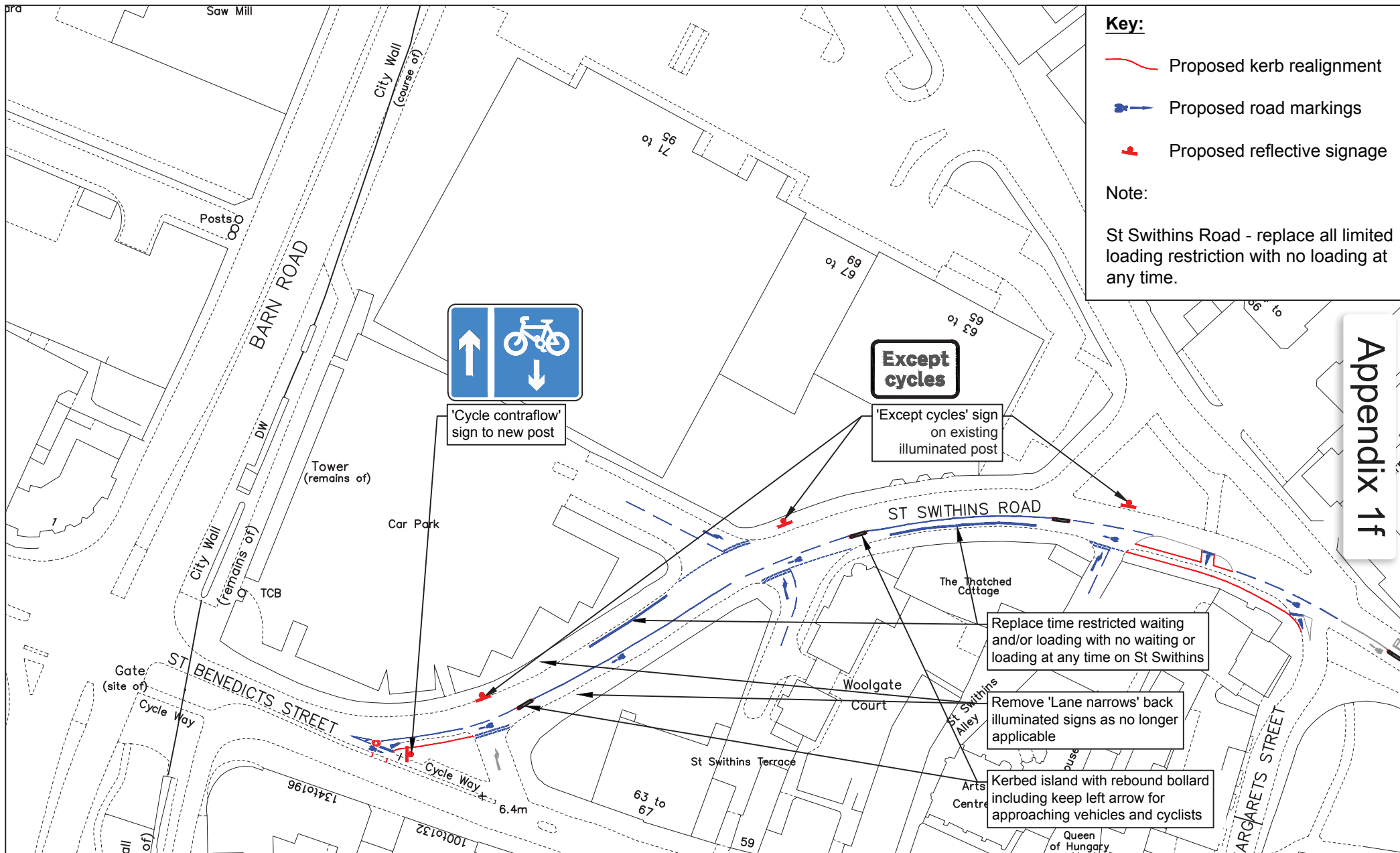
Appendix 1e




Title
City Cycle Ambition Grant Funding
Safety Audit Stage 2 Proposed Works
Westwick Street (East area)

No.	Date	Notes	REVISIONS	Int.	Ckd.	Date	Scale(s)
						May 2017	1:100
						Drawn By JG	Designed By JG
						Checked By TC	NEG. No.
						DWG. No. CCAG2-HD-45-02-107	

Andy Watt
Head of City Development Services
City Hall, Norwich, NR2 1NH
tel 0344 980 3333
highways@norwich.gov.uk



Appendix 1f

 <div>NORWICH City Council</div>	Title City Cycle Ambition Grant Funding Safety Audit Stage 2 Proposed Works Westwick Street (West area)	No.	Date	Notes	REVISIONS	Int.	Ckd.	Date	Scale(s)	<div>Andy Watt</div> <div>Head of City Development Services</div> <div>City Hall, Norwich, NR2 1NH</div> <div>tel 0344 980 3333</div> <div>highways@norwich.gov.uk</div>
		A	29/8/17	Post consultation		JG	EP	May 2017	NTS	
								Drawn By JG	Designed By JG	
								Checked By TC	NEG. No.	
								DWG. No. CCAG2-HD-45-02-108		
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Response on access and loading proposals	Number	Officer response
In favour of option 2	29	Covered in report
In favour of option 1	16	Covered in report
No change needed / don't allow any cycling	12	Outside scope of consultation. Consultation material outlines why not making any change leaves restrictions difficult to follow and challenging to enforce.
Allowing more cycling is unsafe / near misses are commonplace / conflict will increase	12	Covered in report
Cycling not suitable for a few very narrow streets	9	These streets currently restrict all vehicles at all times but without any dedicated signage. This helps to demonstrate that streets of this nature are largely self-enforcing. To restrict vehicle movements on these streets alone would require a cluttered approach to street signing. For example, signing timed restrictions on Swan Lane would require a sizable pedestrian zone sign on its corner with Bedford Street in addition to new signage at the lower end of London Street. There is a very low level of cycling on these streets at present and we would not anticipate this changing significantly on these narrowest of streets. There is no clear justification to prevent cycling outside business hours or potentially cycling at any time.
Increasing cycling important for public health / reducing congestion / improving air quality	8	Agree - outlined in consultation
More enforcement needed	7	We will speak to Norfolk Police in this regard. Specifically to see if any changes can be accompanied with enforcement of clear contravention of the restrictions and of any genuinely dangerous behaviour.
Current signage is inconsistent	7	Agree - outlined in consultation
Majority of people cycle carefully and respectfully	6	This is part of the basis for the proposals
Those cycling need to use bell more / ride slower	5	In practice this is difficult to enforce. Although nothing in the proposals prevents police enforcement of

Response on access and loading proposals	Number	Officer response
		genuinely dangerous cycling using existing powers.
Some/many/all cyclists don't follow signs	4	Some do not but this is not an issue unique to cyclists.
Bin lorries / blue badge parking / vans present danger in pedestrian zones/ on London Street	4	Potentially so but we there are a number of streets where some access by motorised vehicle is necessary. On London Street (where access is restricted to all vehicles at all times) costly damage to the paving and seating is frequently caused by motorised vehicles and this will remain prohibited on London Street under the proposals. Improving the arrangement of bollards to protect this area and making improvements that make it clearer where large vehicles can access should be considered.
Welcome allowing cycle access on London Street	3	Noted
Will need clear markings on the ground and signage	3	Agree, this is outlined on the consultation plans and will be finalised during detailed design.
Could cycle speed limit signs be used	3	Whilst we welcome cycling that is at an appropriate speed to the situation, we would not be able to implement a cycle speed limit and this would in itself be unenforceable. Police can (and still will be able to) enforce any level of dangerous cycling on these streets.
Use cycle lanes on Gentlemens Walk, Haymarket, Bedford St etc	3	Cycle lanes have the potential to reduce conflict and improve safety and function. In busy streets like these, lanes tend to encourage cycling and walking right up to the line and encourage greater speeds. A lane may also imply to cyclist that there is not a need to dismount which inevitably at the busiest times there is likely to be and on these streets is what is typically observed. Surface improvement on Bedford Street (raised in consultation) may improve this route for cycling could but is

Response on access and loading proposals	Number	Officer response
		outside the scope of this consultation.
Distances are low so do not allow cycling and encourage people to walk with their bikes instead	3	Allowing more cycle permeability along routes with low motorised traffic is essential to encouraging more people to cycle and who may not be capable or confident to cycle on busier streets. Whilst the distances are modest, steering cyclists towards less direct, more hilly or high traffic flow routes cannot on balance be viewed as viable alternative.
Could affect businesses by deterring pedestrians	3	We believe the overall effect on business will be positive. However, the consultation does demonstrate some feeling that more cycling could affect pedestrian comfort. Enabling more people to travel to and through the city by bike is an area where further and sustainable growth in numbers is possible. It should be noted that as well as being both healthy and zero emission travel; ten bikes can park in the space taken by one car and cycling is particularly important to growth in cities where space is often limited.
Not suitable to mix pedestrians and cyclists where there is a gradient	3	Gradients do present a challenge as speeds tend to increase. However the streets within this consultation are not steeper than Westlegate which already operates (and is signed) as a pedestrian and cycle Zone.
Changing from 4pm to 11am access will be too restrictive, particularly on smaller businesses	3	The proposed 10am until 5pm restrictions may require some adjustment by businesses within zones where the timings are changing. Many businesses such as those on Gentlemen's Walk already ensure all deliveries take place before 10am or after 5pm. There are nearby loading bays that facilitate loading at all times.

Response on access and loading proposals	Number	Officer response
		Many of the city's smaller and independent business are on streets that actually prohibit all vehicles at all times. Swan Lane, Lower Goat Lane and Bridewell Alley are examples of streets with a strong presence of independent businesses who all need to load from nearby unrestricted streets or loading bays.
More cycle parking needed	3	Agree. We included provision of cycle parking within our bid for the Cycle City Ambition Grant. We continue to identify further opportunities than can help facilitate continued growth in cycling.
Restriction should operate from 10am until 6pm	3	This proposal may further protect these streets from vehicles but would be overly restrictive on businesses for loading and on cycle commuting if a timed cycle access was implemented.
It will / will it still be possible to enforce reckless cycling	2	Yes, nothing in this consultation affects protecting people from dangerous cycling or driving.
Accident figures are not reflective because bikes are untraceable	2	The accident figures include reported injuries even where the incident was reported to the police over the counter. The vehicles involved did not need to be traceable for this to be reported and included in the data.
London Street is a historic pedestrian street and it should remain this way, not allowing any vehicles including cycles	2	There has historically been a level of cycling on this street and all vehicle types can be seen on London Street despite the all vehicles restriction. We are considering how we can better protect this area from expensive damage to benches and paving from large motorised vehicles which affects the streetscape and amenity of this area.
Consultation should have run for longer / not during summer	2	Cycle City Ambition Grant funded schemes are both limited in time and funding. To delay the scheme or to operate it for longer than is necessary could not have been justified. The city centre areas are typically busy during the summer months and many people would have

Response on access and loading proposals	Number	Officer response
		encountered the consultation material.
Proposals may not be compatible with growing night time economy	2	Even with a growing night time economy, numbers of evening visitors are unlikely to exceed current daytime peaks. For many, cycling presents a key way to reach the city in the evening and it would reasonably appear that allowing cycling more widely is compatible with a growing economy.
Norwich should utilise rising bollards to protect pedestrian areas from motorised vehicles	2	Rising bollards and registration recognition systems for vehicles appear to resolve many of the issues associated with vehicles entering prohibited streets. In practice, this infrastructure requires a large capital outlay and ongoing maintenance. They are not always the appropriate solution as review of automatic bollards in other cities will show; they can on occasion present a safety hazard when used inappropriately which goes well beyond the need to protect pedestrian spaces. Consideration should be given to where any further conventional fixed (or manually droppable) bollards could be placed to protect streets that restrict motor vehicles at all times.
This is positive for facilitating some switching of vans to cargo cycles within the city	2	Further use of zero emission deliveries is welcome. Applying all of the experience and available guidance that applies to how those who cycle respond to high pedestrian flow then this poses little concern.
Need awareness campaign to reduce conflict with new access restrictions	2	We will consider whether an awareness campaign to encouraging all users to share carefully can be delivered that would be a good value accompaniment to this scheme.

Response on access and loading proposals	Number	Officer response
Cycling and loadings are separate issues / should have been separate consultations	2	In practice, access and loading are covered by the same existing Traffic Regulation Order and are both signed on street with the prescribed pedestrian zone signage. Separating these would have added additional cost and time.
Bedford Street and eastern end of London Street should be open to cyclists at all times and made into clear continuous cycle route	1	If the proposals are approved then improvements including cycle access at the eastern end of London Street should be considered. Liberalising cycling in the city is largely about creating route options to encourage more people to cycle which work to compliment the pedalway network.
Too many drivers flouting access rules on Bedford Street and Pottergate	1	Changes to these streets were beyond the scope of this consultation. These streets are for motorised vehicles for the purpose of access only. We are aware that some level of misuse might occur but owing to the level of partial blocking from loading on these streets they do not make particularly useful opportunities for rat running.
Allowing cycling on London Street and Gentlemens Walk will provide a safe alternative to Castle Meadow	1	Offering quieter and traffic free routes is particularly useful to less confident cyclists
Having a 10am to 5pm loading restriction will concentrate vehicle loading at the busiest times	1	We believe this timing is the right balance between allowing necessary loading and protecting these streets from motorised vehicles. Outside these hours the city centre streets are less busy with pedestrians and can more adequately accommodate loading vehicles
Making the restriction 9am to 5pm would be safer and still allow cycling to work	1	With many workers in Norwich on flexible hours starting work at 10am is increasingly popular to assist with work life balance. Prohibited access before 10am would be overly onerous on businesses and commuters in what is usually a quieter time of day.

Response on access and loading proposals	Number	Officer response
Cyclist shave dedicated routes in the city already	1	Whilst cyclists do have a network of routes in the city as a whole, looking at these routes on map will show clearly that there is an absence of routes in the city centre itself. This encourages cyclists onto busier routes that present a challenge with higher traffic flow where there are limits to how much speed and volume of traffic can be reduced
Why can't cyclists pay to park their bikes?	1	Carpark costs include substantial building, ongoing maintenance costs and often security/enforcement staff. This is not the case for cycling parking where typically ten bikes fit within one car parking space. It is unlikely to be practical to charge users on this basis. Added to this, cycling is zero emission transport that fits within national and local objectives to create healthy, low emission cities.
This won't deal with pollution caused by buses and taxis	1	It won't but more journeys made by bike will make progress towards a cleaner, healthier city.
Pedestrianise Bridewell Alley and Dove Street	1	These streets are pedestrianised already. Pedestrianised streets vary in the level of restriction to vehicles and their function.
Include Timberhill and Bedford Street in timed vehicle restriction	1	Outside scope of consultation.
Proposals not future proof in respect of electric cycles	1	This an emerging and potentially growing sector within the cycle market. Government guidelines class an electric bike that meets the criteria for an electrically assisted pedal cycle (EAPC) as a normal pedal cycle. These bikes must have a 15.5mph limited speed assist. We will continue to review how changes in technology might affect these streets or influence policies.

Response on access and loading proposals	Number	Officer response
Proposals not future proof if cycling levels reach Danish levels (~40% of all journeys)	1	We have seen an increase in cycling in Norwich but it should be noted that a 40% share of journeys being made by bike is unlikely in the short term. In order to grow cycling levels we must make positive steps towards a cycling culture where it is cost effective to do so. This scheme has the potential to be a positive step to encouraging less confident cyclists and commuters onto their bikes.
Is Norwich [City Council] admitting the pedalways are too dangerous by now allowing more cycling through the city centre?	1	One of the key aims of the pedalways scheme is to create safe routes that are suitable for less confident cyclists. The city centre is predominantly a mix of busy motorised traffic streets and quieter streets (mostly pedestrianised). To provide useful cycle facilities the quieter streets provides a clear choice and compliments work on nearby pedalways
Were Living Streets consulted?	1	Yes. We have had a response and they are in favour of Option 1
Increased loading from adjacent unrestricted streets could become a problem and should be monitored	1	We will continue to monitor this.
Will this affect disability vehicles?	1	Blue badge parking access is not being changed within these proposals. Mobility vehicles access throughout the pedestrian zones remains unchanged also.

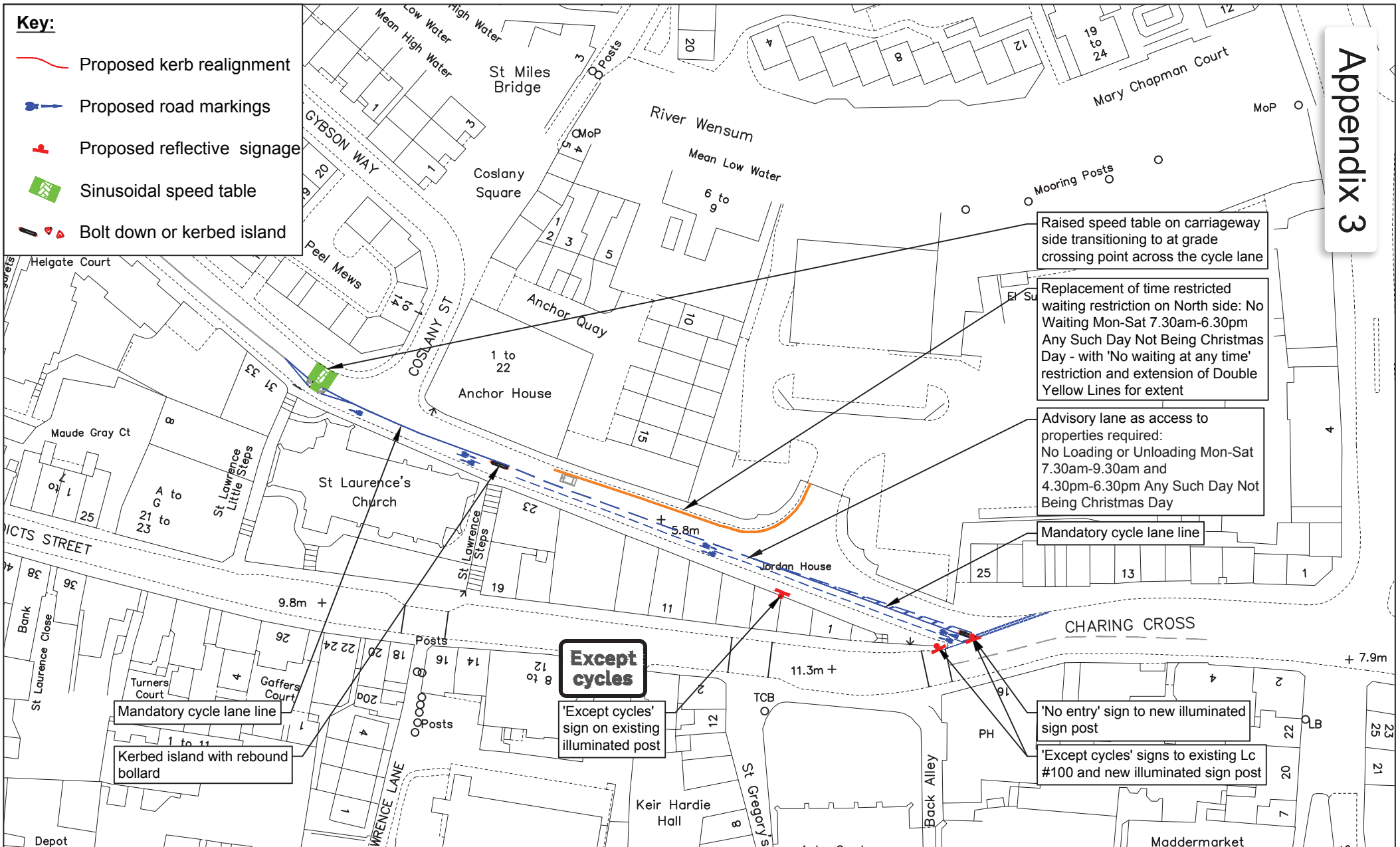
Specific comments on contraflow proposals	Number	Officer response
Support the contraflow proposals	13	Noted
Support contraflow on Westwick Street	6	Noted
Contraflow cycling on one-way streets don't work well / are dangerous	4	Experience in Norwich and accident data shows this to be incorrect
Support contraflow on Muspole Street, will need lots of signage due to St Georges Works	3	At detailed design we will consider this further
Contraflows will need to be well signed to avoid conflict	3	We will use an appropriate level of regulatory signage
Support contraflow on St Swithins Road	2	Noted
Westwick Street Contraflow will mean any traffic overtaking parked cars will risk head on collision	2	Whilst this design required a compromise on loading, there is a peak time and an all times loading restriction on this street. Overtaking parked cars is a practical reality on many routes and we expect the level of vehicles loading here to continue to be very low.
Object to losing evening parking on Westwick Street and St Swithins Road	2	The evening parking that is being changed to <i>No loading</i> is for safety reasons and cannot be retained. There is no shortage of parking in this area for the evenings. Please see On-street parking charges report taken to the Norwich Highways Agency Committee for further details on changes to on-street parking charging
Use a box junction around Coslany Street to keep it clear	2	We would not consider the ongoing maintenance of a box junction marking to be warranted on a minor junction.
Proposal for Westwick Street does not adequately allow for movement from Westwick Street to St John Maddermarket. Make Westwick Street facility two-way cycle lane	2	See updated plan in appendix

Specific comments on contraflow proposals	Number	Officer response
Westwick Street contraflow is <u>not</u> needed as people can use St Margaret's Street or Duke Street	2	For many these two alternatives are less direct. This route can give direct access from the city for residents in Coslany Street and much of the residential area west of Oak Street. We cannot rely on providing only less direct routes and along routes with high traffic volumes.
Relocate proposed raised table further west to slow traffic before the Coslany St junction	2	See updated plan in appendix
Cyclists using raised table to cross Westwick Street risk conflict with cars pulling out of Coslany Street	1	Raised tables are not intended to be used by cyclists but we are proposing to relocate this to the west of the junction. See updated plan in appendix
Cycle contraflows should also include Tombland Triangle / Lower Queen Street	1	Outside scope of this consultation
Lobster Lane, Little London Street and Timberhill are not wide enough for cycle contraflow. Pavements next to cycle contraflows should at least allow two people in wheelchairs or with buggies to pass.	1	Like with many of the streets within this consultation, motorised vehicle flow is low along these streets. Lobster Lane is between 3.8m and 5.8m wide and only when large vehicles come down here on occasion or at high peaks should users find space constrained. Primarily these contraflows increase the options for quite routes for those cycling outside the busiest times. It should be noted that in the case of these streets, many people are unaware of the current restrictions and cycle these streets in either direction without recorded incident.
Support contraflow on Muspole Street	1	Noted
Contraflow should apply to Ten Bell Lane and St Stephens Square	1	See main report, these streets are being covered separately under an experimental traffic regulation order.

Specific comments on contraflow proposals	Number	Officer response
Cycle lanes should use concrete kerbs to protect from motorised vehicles / elevate cycle routes to pavement level	1	Further steps to achieve segregation are often welcome by all users. We have chosen an outline design that is cost effective within the available budget for Westwick Street and St Swithins Road. We will consider exactly what separation can be achieved given the need to maintain some loading on Westwick Street.
People already cycle on some of these streets two-way already so why spend money on these facilities?	1	We are aware of some level of existing cycle contraflow on these streets, this goes some way to demonstrating there is already a need. A dedicated and signed facility is likely to improve safety for both pedestrians and cyclists who will be more aware of permitted traffic movements. Some of these streets require little more than an 'Except cycles' sub plate on an existing No entry sign so are cost effective.
Muspole Street and Willow Lane are not suitable for cycle contraflow	1	Allowing two-way cycling on these streets occurs without recorded incident, provides alternatives to busier routes and has passed safety audit.
Reducing two lane section of Westwick Street to one lane will cause traffic to back up to Barn Road	1	It is highly unlikely that traffic along this route would need to queue to the inner ring road.
Loading on Westwick Street will be more difficult	1	Loading on Westwick Street will require drivers to consider what would effectively be two-way traffic. This is not dissimilar to the considerations needed on any two-way street.
Contraflow on Willow Lane and Muspole Street not suitable as they are sharply curved. Cyclists will use the safer and more direct route	1	For many journeys these streets are the safer and more direct route. With the regulatory signage outlined in the proposals, drivers should expect some oncoming traffic and be driving with full care and attention.

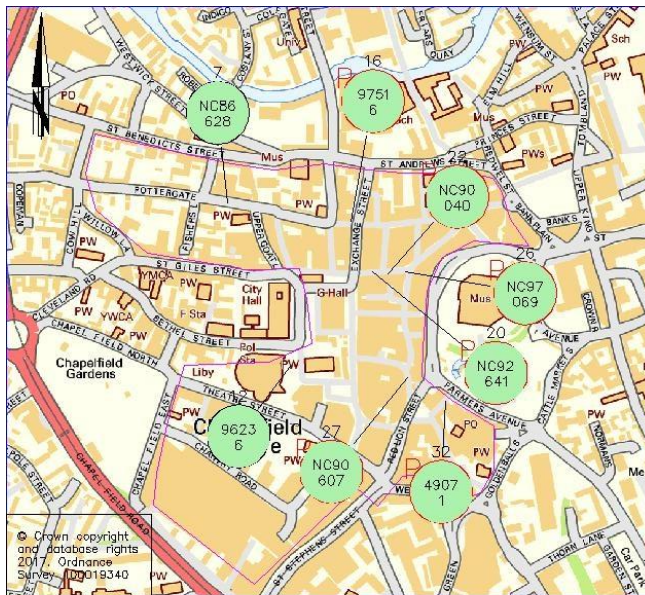
Specific comments on contraflow proposals	Number	Officer response
Concerns about the point where the cycle lane from Dereham Road meets St Swithins Road contraflow	1	Consideration was given to how to make this a safe connection to Dereham Road. City bound cyclists (and motorised vehicles) are only present intermittently due to the light controlled junction at the end of Dereham Road. Sight lines are very good so cyclists on the new facility should have clear view and not often need to give way. In addition, the new proposed facility will be clearly marked and a raised protector will deter drivers from encroaching in the lane.
To avoid conflict with loading vehicles serving the eastern part of Westwick Street create a wider footway to incorporate the advisory section of cycle track.	1	This would have the effect of placing loading vehicles in the remaining traffic lane
Use coloured asphalt to show lanes clearly	1	Visibility of the cycle lanes is important but ongoing maintenance costs being need to be kept affordable. Owing to the higher costs, coloured surface treatments will only be used where we believe they are absolutely necessary
Put loading on opposite side of the Westwick Street (northern)	1	This would require loading of large objects to take place across the carriageway which would increase any hazard posed from loading.
Department for Transport guidance is not to use Except Cycles sub plates on No Entry sign	1	This is incorrect. Guidelines have allowed for use of except cycles sub plate and it is already used successfully in Norwich.
Signs need to read 'No Vehicles <i>including cycles</i> '	1	This is not an option available to us.
Advisory contraflow section on Westwick Street does not meet guidelines for motorised speed and volume	1	Guidelines recommend that <u>either</u> speed or volume of motorised traffic must be below the specified figures. Speed on this street is at an acceptable level with further speed calming in the proposals.
Has a health and safety risk analysis been conducted to assess the suitability of these changes?	1	A safety audit has been completed prior to consultation.

Specific comments on contraflow proposals	Number	Officer response
Cyclists already cycle the wrong way up Queen Street and with table and chairs too it is difficult for pedestrians	1	Queen Street is already two-way for cycling (and signed). There are some large vehicles loading which present more concern, motorised vehicles are accordingly time restricted here. Queen Street is not being considered for review within this consultation.



Appendix 4 - Accident data for pedestrian zones in last three years

Three slight injuries within pedestrian zones in accidents that involved both cycles and pedestrians in three years of data.



Reference Number	7	12	16	20	22	26	27	32
Date / Day	Th18	Tu19	Mo25	Th30	Fr01	Fr15	Tu26	Th11
Month	Dec	Jul	Jul	Jul	May	Jan	May	Feb
Year	2014	2016	2016	2015	2015	2016	2015	2016
Time	1650	0550	1410	1525	0950	1550	1029	0830
Severity	SI	SI	SI	SI	SI	SI	SI	SI
Dark / Lit								
Weather Conditions								
Road Surface								
Special Conditions								
Carriageway Hazards								
Vehicle Manoeuvres								
Vehicle 1	45	57	17	21	11	17	31	21
Vehicle 2	37	21						
Vehicle 3								
Vehicle 4								
Casualty /age	37	21	26	41	56	41	33	17
Failed to Give-Way								
Signal Ignored								
Loss of Control								
Hit Object <u>IN</u> C'way								
Hit Object <u>OFF</u> C'way								
Vehicle Left C'way								
Breath Test								
Contributory Factors	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
* possible, ** very likely	5/6	5/6	5/6	5/6	5/6	5/6	5/6	5/6
School No./Ref.								
User fields:								
1								
2								
3								
4								

Report to Norwich Highways Agency committee

Item

21 September 2017

Report of Head of city development services

6

Subject Proposed Conversion of Three End of Life Signalled
Pedestrian Crossings

Purpose

To advise of the consultation results and request agreement to install three zebra crossings with associated works on Constitution Hill, Grove Road and Unthank Road.

Recommendation

To:

- (1) ask the head of development services to carry out the necessary legal process of advertising the proposal of replacing Constitution Hill signalised crossing with a zebra crossing on a raised table in the position of the existing signalised crossing, including removal of all pedestrian guardrail as shown on Plan No.16/HD/24/06. Consideration of comments received from the consultation to be delegated to the head of city development services in consultation with the chair and vice chair of this committee;
- (2) approve the replacement of Grove Road signalised crossing with a zebra crossing and associated road works as shown on Plan No.15/HD/31/02;
- (3) approve the replacement of Unthank Road signalised crossing with a zebra crossing and associated road works as shown on Plan No.16/HD/30/01.

Corporate and service priorities

The report helps to meet the corporate priority to provide a safe, clean and low carbon city and the service plan priority of implementation of the Transport for Norwich strategy..

Financial implications

£99,300 to be funded from the traffic signals upgrade programme

Ward/s: Nelson, Sewell and Town Close

Cabinet member: Councillor Stonard – Sustainable and inclusive growth

Contact officers

Linda Abel, senior transportation planner 01603 212190

Joanne Deverick, transportation and network manager 01603 212461

Background documents

Constitution Hill pedestrian crossing assessment November 2015

Grove Road pedestrian crossing assessment July 2015

Unthank Road pedestrian crossing assessment July 2016

Report

Background

1. In accordance with the procedure agreed at the 18 July 2013 meeting of this committee (the Norwich Highways Agency committee (NHAC)) for end-of-life signalled crossings, pedestrian crossing assessments were undertaken for the crossings at Constitution Hill (by Ash Grove), Grove Road (by Victoria Street) and Unthank Road (by College Road). At each location, the pedestrian crossing assessment concluded that the most appropriate form of crossing to continue with was a zebra crossing.
2. For each location, outline designs were drawn up based on the recommendations of the pedestrian crossing assessments. Permission to advertise and consult on the proposals was obtained from Ward councillors and the chair and vice chair of NHAC.
3. For each location, the necessary road hump, crossing notice and traffic regulation order was advertised in the Eastern Evening News on 16 June 2017. Road notices were installed on site, local residents and businesses were written to and statutory transportation stakeholders notified. The consultation period ended on 11 July 2017, however responses were accepted until the end of July as a Sewell ward councillor was arranging a residents meeting at a later date.
4. The consultation documents can be found on the Norwich city council web site (<https://www.norwich.gov.uk/info/20193/consultations>).

Constitution Hill

5. The pedestrian crossing assessment was carried out in November 2015. It was informed by a pedestrian survey that had been carried out between 7am and 7pm on 7 July 2015. 502 pedestrians and cyclists were recorded crossing Constitution Hill in the area outside Sewell Park Academy, but only 139 of those crossing the road chose to use the existing signalised crossing.
6. The main pedestrian desire line, with most crossing activity was noted as 80m south of the existing pedestrian crossing. The majority of older children were observed crossing at gaps in traffic rather than using the push button call up. Younger children tended to use the crossing.
7. At present many pedestrians are choosing to cross unaided on this road but there have been no recorded personal injury accidents in the area in the last 5 years. Constitution Hill has a 20mph speed limit, moderate traffic flow (9950 vehicles a day) and generally small delays in waiting for a gap in traffic. It was for these reasons that the crossing assessment concluded that a zebra crossing would be the most appropriate form of crossing for this location. This would increase pedestrian priority and help those who have difficulty in assessing gaps in traffic. The zebra crossing is proposed to be installed on a raised table to further enhance the prominence of the crossing.
8. The advertised design for the replacement of the signalised crossing on Constitution Hill is shown in Appendix 2. As recommended in the pedestrian crossing assessment, the location of the new zebra crossing was proposed south of the existing crossing in

an area viewed to be the pedestrian desire line. In moving the crossing, the entrance to Ash Grove and Sewell College Academy would not be covered by the existing white zig zag markings, therefore new double yellow lines were proposed. The new zebra was proposed to be on a raised table to enhance the crossing and reduce traffic speeds.

Consultation results

9. A total of 17 responses to the consultation were received (3 of which were general for all three crossing consultations), of which 3 agreed with the proposed changes and 14 had concerns. A summary of all the responses received from the consultation on Constitution Hill are shown in appendix 1, including the survey independently conducted by Sewell councillors. The councillor survey had 36 responses, some of which had also responded independently.
10. The main issues raised are:
 - (a) The location of the crossing;
 - (b) The suitability of a zebra crossing;
 - (c) Traffic speeds on Constitution Hill.

The location of the crossing

11. Ten people and organisations responded to the consultation suggesting the crossing should remain in the same place. The reasons given were the existing crossing is near the pedestrian access to school and on direct route to school grounds to the east of Constitution Hill, pupils using a nearby local shop and connectivity to a new primary school to be built off Wall Road.
12. From the consultation carried out by Sewell councillors, 30 people indicated they thought the current crossing outside Sewell Park Academy should be retained and eight added comments that the crossing should remain in the same location.
13. From the consultation it is understood that since the crossing assessment, pedestrian access points to Sewell Park Academy may have changed, with the most northern access the only pedestrian access used from Constitution Hill. Sewell Park Academy has sport grounds on the east of Constitution Hill and pupils use these grounds for school lessons. The existing crossing is on the direct route to the sports fields and response received from Sewell Park Academy requested the crossing is left in the same location.
14. A local resident conducted their own pedestrian survey. In the three main times of pedestrian movement (school start, lunch and school end) it was found 66 people crossed at the existing crossing location and 46 between the crossing and Ash Grove (directly at the access into school). This gives 112 pedestrians crossing at or close to the existing crossing who would be likely to use a more reactive crossing such as a zebra in this location. South of Ash Grove, 106 pedestrians were recorded crossing Constitution Hill in different locations but mainly concentrated near Tillett Road junction (58).

15. To evidence this information, a further pedestrian survey will be carried out in September when Sewell Park Academy is open. The results of this survey will be available at the September meeting.

The suitability of zebra crossings

16. In the council consultation, three people agreed with the installation of a zebra and eight people and organisations objected. Of those objections, most were concerned that zebras would not be safe for children to use and some were concerned that zebras would be more difficult for people with disabilities to feel confident in their use.
17. From the consultation carried out by Sewell councillors, three people agreed with the installation of a zebra, but 11 were concerned with the safety of zebras.

Traffic speeds on Constitution Hill

18. Two people expressed concerns for traffic speeds on Constitution Hill and in the Sewell councillors' survey 11 people commented on non-compliance of the speed limit and the need to enforce.
19. This section of Constitution Hill is a signed only 20mph speed limit with no physical traffic calming. Traffic monitoring conducted in the week beginning 21 September 2015 recorded the average traffic speeds of around 28mph. This shows poor compliance with the 20mph speed limit. The average daily number of vehicles was recorded as about 9500 with a HGV percentage of 5%.
20. The southern section of Constitution Hill (south of De Caux Road) has traffic cushions installed. Interactive signs are installed either side of Sewell Park Academy entrances. These help to lower vehicle speeds.
21. The introduction of a zebra crossing should help reduce speeds as drivers will have to anticipate whether someone is likely to start crossing. The fact that it will be on a table further reduces speed and should improve compliance with the 20mph. restriction.

Stakeholder comments

22. Councillor Julie Brociek-Coulton instigated the separate consultation on the crossing proposals along with other ward councillors. Details of the survey results are included above and summarised in Appendix 1. Councillor Brociek-Coulton also gave a personal response requesting a signalised crossing is kept in the same position outside Sewell Park Academy.
23. Norfolk and Norwich Association of the Blind (NNAB) strongly objects to the removal of the signalised crossing. They state that signalised crossing give a clear message when it is safe to cross and are a vital aid to safe and confident navigation for visually impaired people (VIPs). They believe removing these crossings is a retrograde step and could stop VIPs from using the area.
24. Sewell Park Academy would like to see the crossing kept in the same location and to remain as a signal controlled crossing. The reasons stated were that the crossing is used for school children to get to school each day and is in the direct route for the journey between the two sites for the school.

Discussion

25. The public response and evidence supports installing the new crossing in the same location as the existing signalled crossing. This would mean a large number of pedestrians would possibly still choose to cross Constitution Hill unaided, but there is no evidence this has been unsafe in the past. The existing location does provide a crossing close to Sewell Park Academy pedestrian entrance to aid the more vulnerable pedestrian and is on route between the schools two sites.
26. If funding were available it would be an added benefit to consider installing an extra crossing further to the south near Tillett Road. This would accommodate pedestrians wishing to cross Constitution Hill in the lower section of this road and also pedestrians accessing Sewell Park. Aid in accessing Sewell Park was requested by some responses to the consultation. An additional crossing could further enhance compliance with the 20mph restriction. At the moment there are no further funds to pursue this suggestion, but it will be added to the list of requests for crossings for consideration when funds are available.
27. The NNAB, Norwich Access Group, Sewell Park Academy, Councillor Julie Brociek-Coulton and some residents are concerned about the safety of zebra crossings, especially for children and disabled pedestrians. There is no evidence that Zebra crossings are less safe for pedestrians. Evidence has shown the opposite, such as on St Andrews Street where the signalised crossing was replaced with a zebra crossing in 2008. Here, there were 8 recorded personal injury accidents recorded in the 5 years prior to the replacement and only 2 in the 9 years after. In other locations in the city where signalised crossings have been replaced with zebra crossings such as Ber Street and Bowthorpe Road, there have been no accidents recorded since their installation (September 2016 and April 2015 respectively).
28. The NNAB and Norwich Access Group are concerned for visually impaired people (VIPs) having a lack of confidence using a zebra crossing. With a signalised crossing they have the added benefit of either hearing the audio signal to tell them when to cross or feeling the rotating cone on the equipment. VIPs do not have the ability to see vehicles slowing down or achieving eye contact with the driver. However, in a residential, 20mph speed limit area, drivers should be more aware of pedestrians. Most VIPs would be able to hear the traffic and by standing at the kerb edge will give a clear message to drivers they wish to cross. The Highway Code says drivers must give way to pedestrians crossing. In the initial pedestrian survey carried out for the crossing assessment, 4% of pedestrians were classed as elderly and 1% were classed as disabled, which includes those that could be identified as VIPs, as well as those in wheelchairs and using walking aids. It is acknowledged that some VIPs are not easily detected, as they chose not to use a white stick or other aid, but these percentages are very low. It is not possible to justify the retention of a signalised crossing in this location for such a small percentage of users. In addition, given the very limited public funds available for highway works the most cost effective ways of providing suitable crossing facilities has to be found that will enable the installation and upkeep of acceptable crossings in as many necessary locations as possible.
29. It should also be remembered that zebra crossings have been used for many years both in the UK and in various formats across the world. Extensive research has been done by officers to find whether there have been studies proving the fears of the VIP community about the safety of zebra crossings for them. While it is acknowledged

that the use of zebra crossings may be more stressful for visually impaired people, no evidence has been found to suggest that they are less safe.

30. The Department for Transport recommend in their publication 'Local Transport Note 1/95 The assessment of pedestrian crossings' that zebra crossings are considered a suitable form of crossing provision in streets where traffic flows are moderate and 85th percentile vehicle speeds are under 35mph. Constitution Hill falls well within those thresholds.
31. The issue of traffic speed has been highlighted by many respondents to the consultation. The initial crossing assessment found the mean vehicle speed of around 28mph which is poor compliance within a 20mph speed limit. For this reason and to help slow traffic down, the zebra crossing is proposed to be installed on a raised table. This area is soon to be converted to a 20mph zone as part of the Magdalen Road area 20mph zone agreed at the March meeting of this committee. As the traffic speeds are higher than desirable, consideration will be given to install extra repeater signs and 20mph roundels on both approaches to the crossing.
32. If a zebra crossing on a raised table is to be located at the existing location of the signalised crossing, the legal procedure of advertising a road hump and crossing notice would need to be taken. Plan No.16/HD/24/06 shows details of a replacement zebra crossing in the location of the existing signalised crossing. The plan attached as Appendix 3 details these revised proposals

Grove Road

33. The pedestrian crossing assessment concluded the given the low vehicle speeds (average 19mph), moderate traffic flows (5040 vehicles per day) and that many pedestrians did not wait for the green man signal that most appropriate pedestrian crossing for this location was a zebra crossing.
34. The advertised design for the replacement of the signalised crossing with a zebra crossing on Grove Road is shown in Appendix 4. The crossing assessment recommends the new zebra should be located in the same position as the existing signalised crossing; therefore there are no proposed changes to existing parking restrictions on Grove Road.

Consultation results

35. Thirteen comments were received for the proposal for Grove Road. A summary of the responses can be seen in Appendix 1.
36. Including the general responses received for the consultation, six respondents approved the proposals and nine objected. The NNAB, Norwich Access Group and three residents were concerned for the safety of changing the signalised crossing to a zebra crossing. One resident thought it was a waste of resources and another thought that the proposal will not be good for the motorist. Norwich Conservatives and Norfolk Living Streets gave their support for the proposals.
37. The NNAB association strongly objects to the removal of the signalised crossing and guard railing. They state that light controlled crossings give a clear message when it is safe to cross and are a vital aid to safe and confident navigation for VIPs. They believe removing the guardrails takes away a clear aid to navigation and stops

vehicles mounting the kerb. Norwich Access Group supports the response from the NNAB.

Discussion

38. The pedestrian crossing assessment found that traffic flows are moderate (around 5000 a day) with low speed for this 30mph speed limit (average around 19mph). Five personal injury accidents were recorded in 6 years prior to the report for the area between Brazengate and Grove Avenue. Three of these included pedestrians and one was on the existing signal crossing when a pedestrian was crossing on a vehicle green phase.
39. A pedestrian survey carried out for the initial crossing assessment showed in a 12 hour period, 820 people crossed on the crossing and 225 crossed nearby. A record of the number of times the push button is activated in a 12 hour period reveals it is on average activated around 235 times, meaning only a quarter of pedestrians crossing at the signal crossing location activate the push button. This shows that with the low levels of traffic and speed, most people feel it is safe to cross the road unaided (840 out of 1,045). The proposed zebra crossing will be of greatest benefit to pedestrians, giving a priority to pedestrians which should help to attract those crossing in the vicinity but not on the existing crossing.
40. Some responders were concerned about the removal of the pedestrian guardrail. Railings can cause a barrier to pedestrians and can sometimes make it less safe if a pedestrian is stopped from walking onto the pavement. The railings also add to street clutter, reduce the width of available footpath and are expensive to install and maintain.
41. The NNAB response received for this consultation was similar to their response to the crossing on Constitutional Hill as above. In the survey 3% of pedestrians crossing at the existing crossing were recorded as elderly, 0.2% were classed as disabled, which includes those that could be identified as VIPs, as well as those in wheelchairs and using walking aids. For the reasons outlined above in paragraphs 28 to 31, these fears are not considered justified to retain a signalled crossing at this location.

Unthank Road

42. The pedestrian crossing assessment concluded that given the moderate traffic flows (9833 vehicles per day) and good compliance with the 30mph speed limit (average speeds 23mph) the most appropriate pedestrian crossing for this location was a zebra crossing. The advertised design for this is shown in Appendix 5. The crossing assessment recommends the new zebra should be located in the same position as the existing signalised crossing; therefore there are no proposed changes to existing parking restrictions on Unthank Road. The new zebra will be installed on a raised table to enhance the crossing and reduce traffic speeds.

Consultation results

43. Seven responses were received to the consultation. One from Ward Councillor Denise Carlo, one from the NNAB and five from residents. Including the general responses made to all 3 crossings, five responders objected to the crossing and five support the proposals, but three of these are concerned with traffic speeds and recent accidents in this location. A summary of the responses can be seen in Appendix 1.

Discussion

44. 314 pedestrians used the crossing in the 12 hour survey period and the average speed in the vicinity of the crossing was 23.2mph. Just under 10,000 vehicles are day use this section of Unthank Road.
45. The NNAB expressed a similar concern to this proposal as to the proposals for Constitution Hill and Grove Road (see above). In the survey 5% of pedestrians crossing at the existing crossing were recorded as elderly, 0.3% were classed as disabled which includes those that could be identified as VIPs, as well as those in wheelchairs and using walking aids. For the reasons outlined above in paragraphs 28 to 31, these concerns are not considered justified to retain a signalled crossing at this location.
46. Due to the concern for road accidents in the vicinity of the pedestrian crossing, a fresh assessment was carried out on the available accident data. None of the accidents recorded in the last five years involved a pedestrian, but there have been nine accidents, three of which stated "loss of control" and six involved two wheeled vehicles. Road safety officers from Norfolk County Council considered the data and concluded that the "out of control" accidents were not related to high speed but consequences of road users actions such as passing too close or turning into another's path. The proposal of installing the zebra crossing on a raised table will help to calm traffic which should help to reduce these incidences. It is not considered appropriate to install a 20mph speed restriction on this section of Unthank Road as there are no shops or other premises to attract extra pedestrian activity.

General comments to all three proposals

47. Three general comments were received to the proposals. One resident in agreement saying they were "an excellent idea". One from a resident who is a wheelchair user, objecting to the proposals, considering the changes will have a negative effect on people with disabilities. They expressed appreciation of the feeling of safety that comes with knowing traffic has stopped in response to the red light and the possibility that some people may feel excluded from the areas.
48. Norwich Access Group protested at the continuing removal of controlled pedestrian crossings around the city, stating that this is making life more dangerous and restricting independence. A serious disadvantage for a great number of people who are already facing extreme challenges.

Discussion

49. The two objections carry the same concerns as the response from the NNAB. In general people with disabilities find using zebra crossings not as reassuring as signalised crossings. This is understandable, but the Norwich transport network has to work for all pedestrians and as stated before, with the very limited resources of the highways budget, it is not possible to justify the retention of some signalised crossings. Each signalised crossing is assessed when it comes to the end of its life to find the most suitable crossing in accordance with current DfT guidance. This guidance takes into consideration traffic speeds and numbers, numbers of pedestrians and the percentage of vulnerable users, road safety and the road environment. The assessment also considers how the local environment and transport network has changed in the last 30 years since the crossing was originally

introduced. When many of the existing signalled crossings were introduced 20mph speed restrictions and traffic calming were not an option that could be considered. Creating an environment where motor vehicles are less dominant is far preferable for the majority of pedestrians across the city.

Conclusion

50. In consideration of the above it is recommended to install on:

- (a) **Constitution Hill**, a zebra crossing on a raised table in the location of the existing crossing as shown on plan No.16/HD/24/06 attached as Appendix 3. For this proposal a further hump and crossing notice would need to be advertised. It is suggested consideration of any comments is delegated to the head of city development services along with the chair and vice chair of NHAC. Also, consideration should be given when budget becomes available, to install a further zebra crossing to the south near the junction with Tillett Road.
- (b) **Grove Road**, a zebra crossing in the location of the existing signalised crossing as shown on Plan No.15/HD/31/02 attached as Appendix 4.
- (c) **Unthank Road**, a zebra crossing on a raised table, in the location of the existing signalised crossing as shown on Plan No.16/HD/30/01 attached as Appendix 5.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	21/09/2017
Director / Head of service	Andy Watt
Report subject:	Three pedestrian crossings
Date assessed:	21/08/2017
Description:	Three pedestrian signalised crossing on Constitution Hill, Grove Road and Unthank Road have come to the end of their lives and need to be replaced. An assessment of the suitability of each crossing has been undertaken and the recommended replacement crossings were consulted on. This report advises of the consultation responses received and recommends the installation of zebra crossings at each of the locations.

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The long term of the replacement of existing signal control crossings with zebra crossings will reduce maintenance liabilities.
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A zebra crossing gives preference to pedestrians over vehicles on the road and therefore encourages usage. This leads to more people using the crossing, increasing safety on the highway.
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Suitable pedestrian crossings encourage people to walk which is good for the health and well being of the individual.

	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	In areas where there are zebra crossings, drivers need to be more aware of pedestrians, which encourages consideration between different types of road user.
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A zebra crossing is usable by all road users, but some people with disabilities may find their use not as assuring as signal controlled crossings and feel they are not safe. However, this is not evidenced. Because the feeling of "not being safe" is real, this can limit the independent travel the person wishes to do. Training by specialists may be able to overcome this, but may not be available to all.
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The introduction of Zebra crossings in the three areas will reduce the amount of time pedestrians have to wait to cross, increase useage of the crossing and also reduce the time a vehicle has to wait each time. The priority to pedestrians will encourage more walking and reduce the number of short trips carried out in a vehicle.
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Street clutter will be kept to a minimum. Traffic signals and extensive guard railing will be removed.

	Impact			
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	In each case a zebra crossing has been assessed to be the best crossing solution for the location. These will cost less to install and maintain in the future than signposted crossings.
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There will be less standing time for motorists so less running time for vehicles. With the encouragement of walking, less short trips in a car will mean less exhaust fumes.
Sustainable procurement	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The zebra crossings will reduce the budget for signal replacement and maintenance in the future.
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	As above, the zebra crossings help to prioritise pedestrian priority, encouraging walking and other forms of transport that cause less pollution.
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All construction of the proposed installations will be risk assessed and dealt with as necessary.

Recommendations from impact assessment

Positive

The proposals are very positive for impact to most area except some disabled people who may benefit from seeking some expert training in using the crossings.

Negative

Some disabled people may not like the change and are concerned at using zebra crossings.

Neutral

Issues

A zebra crossing is usable by all road users, but some people with disabilities may find their use not as assuring as signal controlled crossings and feel they are not safe. Because the feeling of "not being safe" is real, this can limit the independent travel the person wishes to do. Training by specialists may be able to overcome this, but may not be available to all.

Responses to the consultation for the three pedestrian crossings.

Constitution Hill crossing

Constitution Hill responder	Object to replacement with zebra	Object to moving crossing	Comments	Officer comments
Resident	No	No	"a very sensible move"	Support welcomed
Resident	Yes		A light controlled crossing is far safer for pedestrians (mainly school students at this location), we have seen near misses on a zebra. Generally traffic travels too fast on Constitution Hill, the existing traffic calming does not work. Enforcement is needed on this 20mph especially at morning peak time.	A zebra crossing reduces waiting time for pedestrians and helps to assert pedestrian dominance. As the crossing will be quicker to use, young pedestrians will be more likely to use it, increasing safety. The proposed zebra will be installed on a raised table which will help speed enforcement.
Resident	Yes	Yes	Moving the crossing will serve no purpose, you are moving away from the shop which is used by pupils. The zebra crossing at the bottom of Constitution Hill is difficult to see, lights are safer.	The location of the crossing is discussed in the report. High visibility "zebrite type" beacons will be used at the new zebra crossing and will be seen from a suitable distance.
Resident	No	Yes	The existing crossing location is better as more direct route to new primary school and the scheme would be cheaper if a zebra was put in the same place. People do not use the crossing at the moment because they have to wait for the lights, this will change if it becomes a zebra.	The location of the crossing is discussed in the report.

Constitution Hill responder	Object to replacement with zebra	Object to moving crossing	Comments	Officer comments
Resident	Yes	Yes	The crossing needs to remain in the same location because it is near the school entrance, it is the route children take to the school grounds on the east site and the shop and would save tax payers money. The raised table is not needed as there is traffic calming on Constitution Hill. A signalised crossing is safer for children; there have been no accidents in the past.	The location of the crossing is discussed in the report. The proposed raised table helps to slow traffic and also gives prominence to the crossing. As above, zebra crossings are considered safe for children.
Resident	Yes	Yes	The crossing is used by school children and should stay where it is. A signalised crossing is safer for children, there have not been any accidents at this site.	The location of the crossing is discussed in the report. As above, zebra crossings are considered safe for children.
Resident		Yes	The crossing should remain in the same place. Pedestrian crossing survey undertaken and handed to officers.	The location of the crossing is discussed in the report.
Resident	No	No	A good idea and have no objections.	Support welcomed
Resident	Yes		There have been no accidents for years, why change things? If it is to save money it will be a shame if accidents increase..	The existing crossing signals have come to the end of their life. Consideration of past safety records is a useful assessment, but not the only consideration when deciding the type of crossing necessary in the present environment. Cost is taken into account but is not the reason for change.

Constitution Hill responder	Object to replacement with zebra	Object to moving crossing	Comments	Officer comments
Resident	Yes		The signal lights help drivers to emerge from Ash Grove. Traffic calming is needed on Constitution Hill. The new primary school will increase traffic and the need for parking.	Traffic on Constitution Hill will still be stopped by the zebra crossing, enabling vehicles to emerge from Ash Grove. The proposed raised table will act as traffic calming.
Resident		Yes	A signal crossing is safer for school children. The position of the existing crossing is correct for school children and it would be cheaper to put a zebra in the same place. The new proposed site would cause problems for residents accessing their properties.	The location of the crossing is discussed in the report. As above, a zebra crossing is considered safe for young pedestrians.
NNAB	Yes		The NNAB objects strongly to the removal of signalised crossings on this stretch of road. Light controlled crossings are an essential navigation aid for VIPs.	Please see report for response.
Sewell Academy	Yes	Yes	The current crossing is used by pupils coming to and from school and also to cross the road for P.E. lessons on our other site. The crossing should remain signal control and in the same location.	Please see report for response.
Cllr Brociek-Coulton	Yes	Yes	A signalised crossing should remain in the same place as the existing. With the new school on Wall Road it would be best to leave the crossing as it is until the school opens. A zebra would not be safe for the children because of traffic speeds on Constitution Hill.	Please see report for response.

Constitution Hill crossing continued

Survey conducted by Sewell councillors

Total 36 returns

	Number
Yes, remove crossing and replace with a zebra crossing	3
No, signalised crossing outside Sewell Park Academy should be retained	30
Comments:-	
Traffic speed is an issue	11
Signal crossings are safer	11
Existing crossing is in correct place	8
Another crossing at entrance to Sewell Park on Constitution Hill is needed	4
Leave the decision until the new primary school is open	3

Grove Road crossing

Grove Road responder	Objection to proposal	Comments	Officer comments
Resident	Yes	Will a zebra without pedestrian guardrails be safe for the visually and hearing impaired to use?	Concerns for pedestrians with disabilities are covered in the report.
NNAB	Yes	The NNAB objects strongly to the removal of signalised crossings on this stretch of road. Light controlled crossings are an essential navigation aid for VIPs. The same applies to the removal of the guard tiling, it is a vital and clear navigation aid to the crossing and stops vehicles mounting the pavement.	Please see report for response.
Norwich Access Group	Yes	This change would make it more difficult for disabled people since there is more discretion by drivers and partially sighted people usually cannot engage with the drivers directly. Supports NNAB response.	Concerns for pedestrians with disabilities are covered in the report.
Resident	Yes	Converting the crossing on Grove Road to a zebra seems a waste of time, energy and money. There is nothing wrong with it. Why change it?	The crossing has come to the end of its life and in need of replacement.
Resident	Yes	"You are making it so difficult for motorists"	It is important to consider vulnerable road users such as pedestrians and cyclists. Motorists are provided for but are not the priority mode of transport in Norwich.

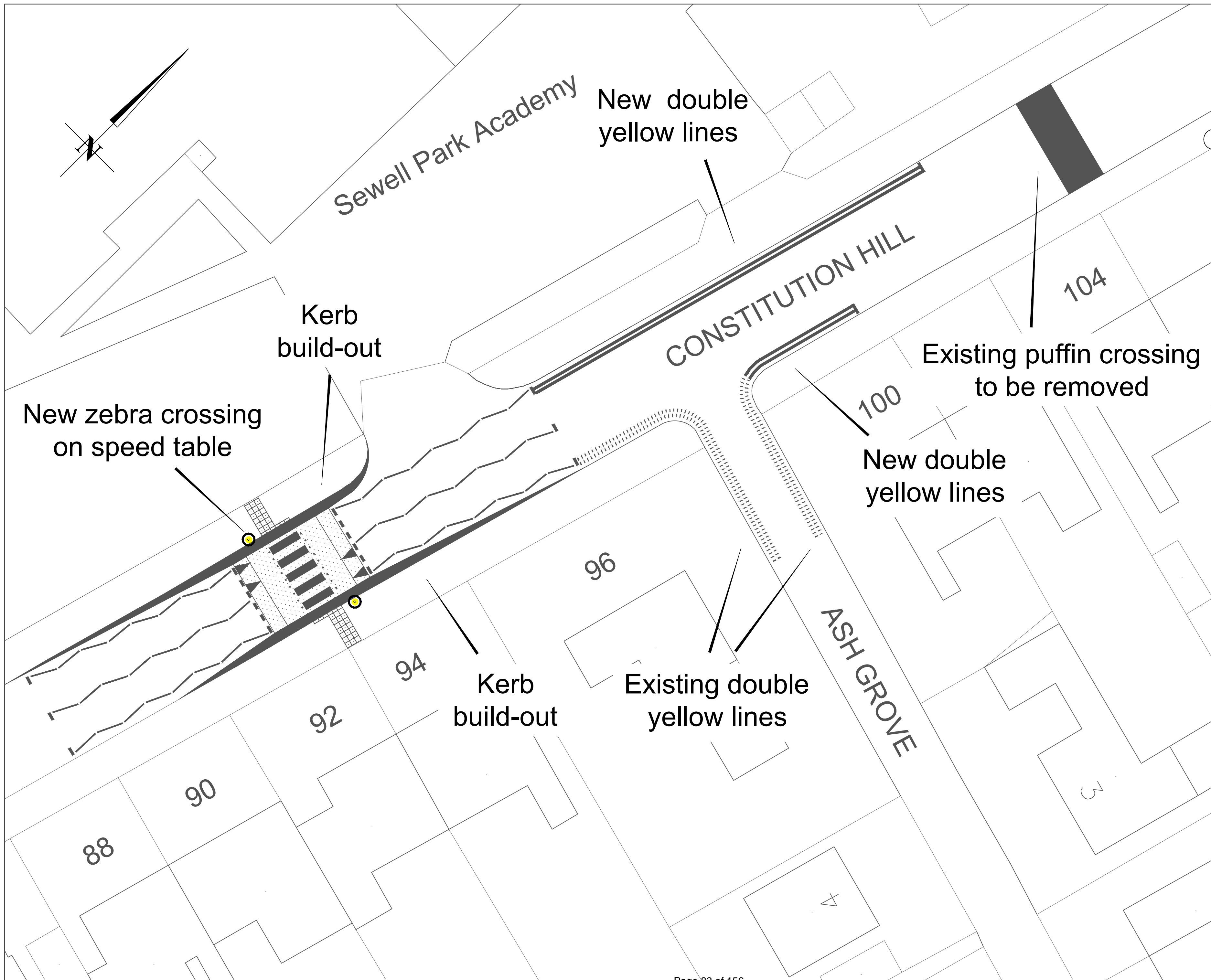
Grove Road responder	Objection to proposal	Comments	Officer comments
Resident	Yes	Would be helpful to have a controlled crossing here	A zebra crossing is more beneficial to pedestrians as they do not have to wait for a light. A zebra will also impress on drivers that pedestrians are top priority in this residential area.
Resident	Yes	A signalised crossing is safer as drivers' vision is limited. I also object to the removal of the railings as this stops jaywalking.	Railings cause a barrier to pedestrians and can sometimes make it less safe if a pedestrian is stopped from walking onto the footpath. In this area the average speed of motorised vehicles is under 20mph, drivers have good visibility of the crossing.
Resident	Yes	The changing of the crossing to a zebra will be dangerous.	Zebra crossings are not dangerous. In this residential area drivers should be looking and reacting to pedestrians actions.
Norwich Conservatives		A zebra should be adequate with the reduced traffic flow. Will help pedestrians by reducing waiting time and help traffic as no unused red light time. Help residents by no more "cross now" beeps, reduce street clutter, more footway space and enhance the appearance of the residential area.	Support welcome
Resident		Fully supports the improvements	Support welcome
Resident		Fully supports the improvements	Support welcome
Resident		Pleased with the Zebra crossing ideas in the area	Support welcome

Grove Road responder	Objection to proposal	Comments	Officer comments
Norfolk Living Streets		We are pleased to give general support to the proposals for conversion of the existing signal crossing on Grove Road to a Zebra crossing.	Support welcome

Unthank Road crossing

Unthank Road responder	Objection to proposal	Comments	Officer comments
Cllr D. Carlo		I'm happy to see a zebra on a raised table in place of the traffic signal crossing.	Support welcome
NNAB	Yes	The NNAB objects strongly to the removal of signalised crossings on this stretch of road. Light controlled crossings are an essential navigation aid for VIPs. The same applies to the removal of the guard tiling, it is a vital and clear navigation aid to the crossing and stops vehicles mounting the pavement.	Please see report for response.
Resident		I support the proposed replacement of the crossing, but think it would be better to extend the 20mph speed limit to this area. The raised table will help, but further traffic calming is clearly warranted	Support welcomed. Traffic speed is discussed in the report.

Unthank Road responder	Objection to proposal	Comments	Officer comments
Resident	Yes	The crossing is used by children and elderly pedestrians, the signal lights and railings make it safe for them. One set of signals and railings have been replaced recently, they do not need replacing again. Barriers protect pedestrians.	A zebra crossing reduces waiting time for pedestrians and helps to assert pedestrian dominance. The whole signal is at the end of its life and needs to be replaced. The recently installed lights and railings will be re-used elsewhere if possible.
Resident		Supports the proposal but there have recently been 2 accidents at the existing crossing due to speeding cars and the road narrowing. The railings protect pedestrians. The area should be made a 20mph. The kerb buildout should be removed if the barriers go.	Support welcome. Traffic speed is discussed in the report. The kerb buildout shortens the crossing time for pedestrians and gives a prominence to the crossing.
Resident		Potentially a good idea but there has recently been 2 accidents at the existing crossing due to speeding cars. The railings protect pedestrians. The area should be made a 20mph.	Support welcomed. Traffic speed is discussed in the report.
Resident	Yes	I strongly feel that this crossing should remain as it is as it provides a much more solid stopping deterrent whereas the zebras are more ambivalent. I have seen drivers continue when there are people crossing on zebras.	It is unfortunate that some drivers are inconsiderate for pedestrians. However, pedestrians must not be disadvantaged because of this. It is the legal duty of drivers to stop for a pedestrian on a zebra crossing.



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REVISIONS

No.	Date	Notes	Int.	Ckd.
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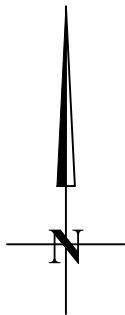
Title
Constitution Hill
pedestrian crossing
PH2118
Scheme outline

Scale(s) NTS

Date	March 2017	DWG. No.	16-HD-24-04
Designed by	PW	NEG. No.	
Drawn by	PW		
Checked by	LA		

Andy Watt
Head of City Development Services
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tel 0344 980 3333
highways@norwich.gov.uk

APPENDIX 3



Existing signal controlled crossing replaced by zebra crossing on raised speed table with 2m length guard rail panel on both sides of the crossing and both sides of the road.

Sewell Park Academy

CONSTITUTION HILL

ASH GROVE

108

104

100

96



NORWICH
City Council

Andy Watt
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Title	Date	Scale(s)	No.	Date	Notes	REVISIONS	Int.	Ckd.
	August 2017	NTS						
	Drawn By PW	Designed By TC						
	Checked By LA	NEG. No.						
Constitution Hill pedestrian crossing PH2118 Revised scheme outline			© Crown Copyright and database right 2017. Ordnance Survey 100019747.					

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REVISIONS				
No.	Date	Notes	Int.	Ckd.

Title

PH2117 Grove Road Zebra Crossing

Consultation plan

Scale(s) NTS

Date3/17

Designed byKD

Drawn byPW

Checked byLA

DWG. No.

15-HD-31-02

NEG. No.

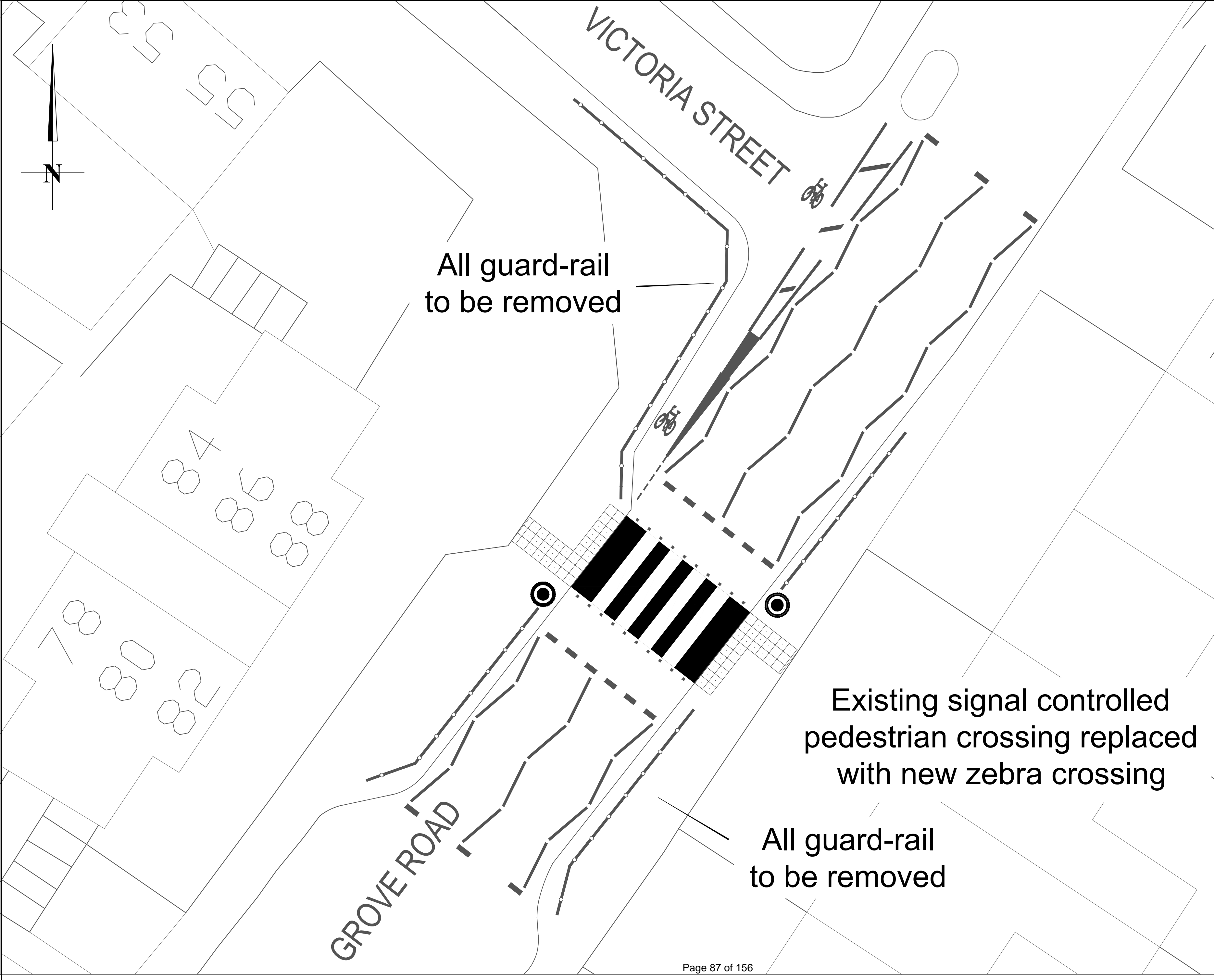
Andy Watt

Head of City Development Services

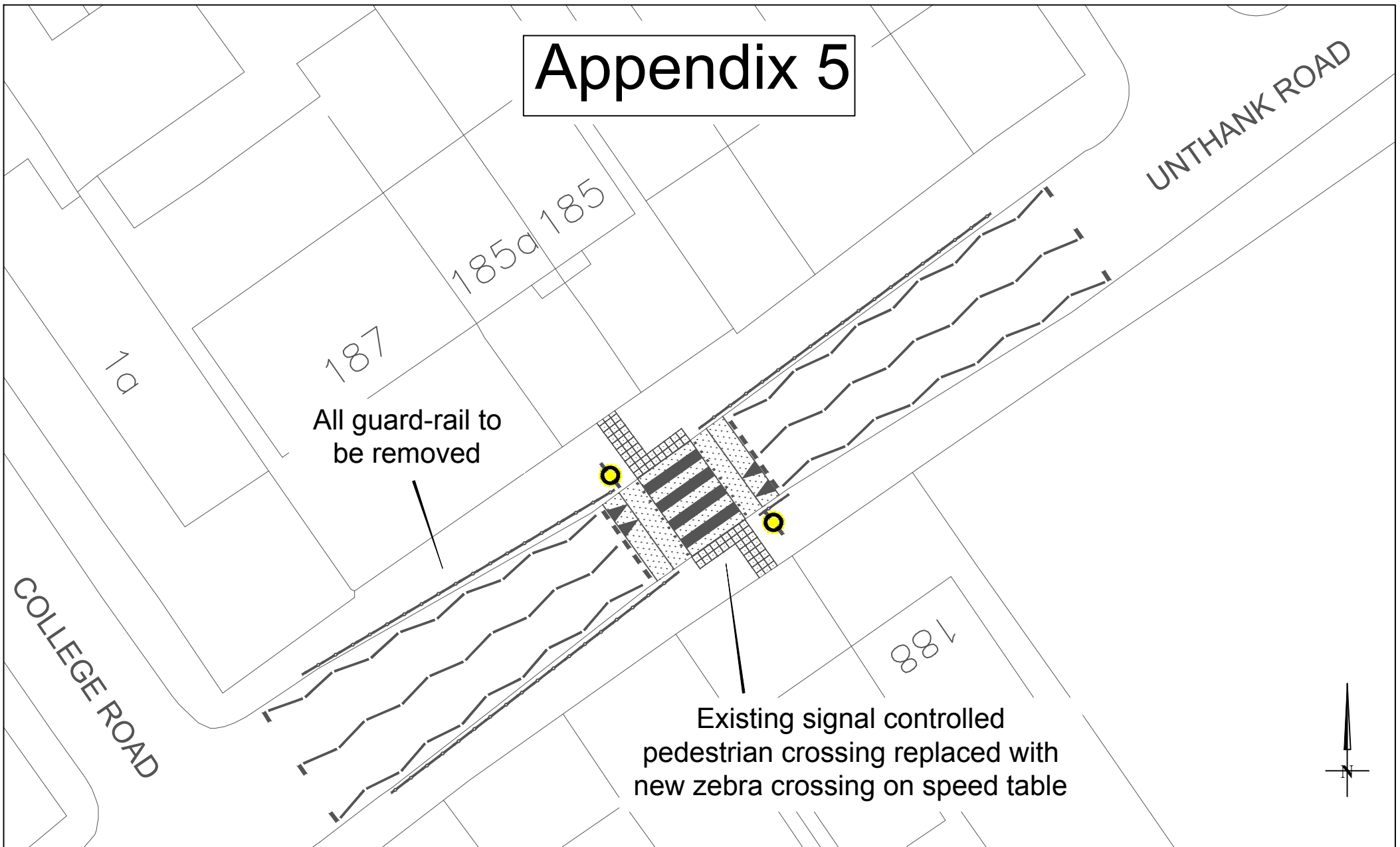
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Appendix 5



NORWICH
City Council

Title
Proposed Zebra Crossing by
185 Unthank Road, Norwich
Consultation Plan

No.	Date	Notes	REVISIONS	Int.	Ckd.

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Date
March 2017
Drawn By
PW
Checked By
LA
DWG. No.
16 HD 30 01

Scale(s)
NTS
Designed By
PW
NEG. No.

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Head of City Development Services
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Report to Norwich Highways Agency committee
21 September 2017
Report of Head of city development services
Subject Transport for Norwich – Queens Road/Brazengate

Item

7

Purpose

To consider the results of the consultation and to agree to implement the scheme.

Recommendation

That the committee:

- (1) approves the changes required to implement the scheme, including:
 - (a) Provision of mandatory and advisory cycle lanes on Brazengate (see Appendix 4, drawing nos. PE4113-MP-002C, 003C & 004C).
 - (b) Removal of a pedestrian refuge on Brazengate, just south of the Grove Road junction, and installation of a zebra crossing in its place (see Appendix 4, drawing no. PE4113-MP-003C).
 - (c) Installation of early release traffic signals with camera detection for cyclists at the Brazengate and All Saints Green junctions with Queens Road, together with changes to the traffic islands and controlled crossings (see Appendix 4, drawing no. PE4113-MP-002C).
 - (d) Changes to the All Saints Green / Surrey Street junction to remove existing traffic signals and controlled pedestrian crossings and install informal crossing points (see Appendix 4, drawing no. PE4113-MP-001C).
 - (e) Provide camera enforcement at the existing bus gate at Grove Road to allow use by buses only from Grove Road to Brazengate during the operational times of 07:30-09:30 Monday to Friday (see Appendix 4, drawing no. PE4113-MP-003C).
 - (f) Provision of a southbound advisory cycle lane on All Saints Green, between the junctions with Surrey Street and Queens Road (see Appendix 4, drawing nos. PE4113-MP-001C & 002C).

- (2) asks the head of city development services to carry out the necessary statutory processes to confirm the following traffic regulation orders (TRO) and notices:
 - (a) the Traffic Management Order - rescind the current TRO that covers the Grove Road bus gate, and introduce a new TRO that allows for civil enforcement of the bus lane over the same length and operational times as the existing one (see Appendix 4, drawing no. PE4113-MP-003C).
 - (b) installation of a new zebra crossing on Brazengate, just south of the junction with Grove Road (see Appendix 4, drawing no. PE4113-MP-003C).

Corporate and service priorities

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

Financial implications

The scheme has been allocated £550,000 of funding from the Department for Transport City Cycle Ambition grant.

Ward/s: Mancroft and Town Close

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

Barry Lloyd, Project Engineer, Norfolk County Council 01603 223248

Bruce Bentley, Principal Transportation Planner, Norwich City Council 01603 212445

Background documents

None.

Report

Background

1. At the meeting in March 2017, members approved for consultation the proposed 'Transport for Norwich' (TfN) scheme to provide improvements for cyclists using the yellow pedalway on Brazengate and All Saints Green, and at the junction with Queens Road. The plans attached as Appendix 1 and 2 show the location of the site and the route of the yellow and orange pedalways through it.
2. Other proposals included the provision of mandatory and advisory cycle lanes on Brazengate, and an advisory cycle lane on the east side of All Saints Green. At the Surrey Street junction with All Saints Green, the proposal included for the removal of the traffic signals, giving priority to Surrey Street, with give-way junctions for All Saints Green.
3. A new zebra crossing was proposed for Brazengate, just south of the Grove Road junction. It was also proposed to provide camera enforcement at the Grove Road bus gate, and to review the operational times of the bus gate.
4. TfN is an overarching programme of strategic works to improve accessibility by all modes of transport around the City, and encourage the use of more sustainable modes of transport, such as public transport, cycling and walking, but also includes capacity enhancement of the strategic road network, and new road building, in particular the Norwich Northern Distributor Road (NDR). The aim of the strategy within the urban area is to stabilise traffic levels and to cater for increased demands for travel by more sustainable means. This scheme provides improvements to the pedestrian and cycling environment.

Consultation

5. The proposed changes were the subject of a recent consultation. The consultation ran for 4 weeks, from 9 June 2017 until 7 July. Copies of the consultation plans are attached as Appendix 3.
6. The details of the consultation were publicised in the local press in order to inform as many people as possible.
7. The consultation material was also available online on Norfolk County Council's website at www.norfolk.gov.uk/brazengate.
8. The consultation material also included details about a separate proposal to convert the existing signalised crossing on Grove Road to a zebra crossing. The consultation results for this proposal are reported separately.

Stakeholder views and feedback

9. During the consultation, a total of 30 responses were received.
10. The consultation results have been analysed. Of the 30 responses received, 9 expressed support of the proposals, either unreservedly or with some concerns.

11. A number of issues were raised by respondents, either disagreeing with the principle of the scheme or parts of the proposals, with some suggesting changes to the proposals. Three respondents objected to the principles of the scheme. The issues have been grouped into a number of common topics and these are discussed below, together with officer comments. Many respondents raised more than one issue.

Traffic impacts and accesses

12. Two respondents said that the proposals would create difficulties for motorists and would not aid traffic flow, one commented that money would be better spent elsewhere rather than on cycle lanes.
13. There are no proposals as part of this scheme to restrict motor traffic. The changes introduced in the city centre in early 2017, with the closure of All Saints Street for traffic from Ber Street, and the closure of Westlegate and Red Lion Street for general traffic, resulted in a large reduction in the amount of traffic using All Saints Green. These changes have meant that cycle improvements can be introduced on All Saints Green and at the junction with Queens Road without the need for significant additional measures that could impact on traffic using the inner ring road.
14. A comment was received from a representative of Marsh Ltd regarding the exit on Brazengate from the Marsh office, suggesting it could be more difficult to exit onto Brazengate due to the changes. However, the nearside lane width will be as existing, and the central cycle lane will be widened by modifying the central island so the new layout won't constrain vehicles emerging from the exit. Although the crossing facilities at the Queens Road junction will be enhanced, it is not intended to introduce additional delay on the signals at Queens Road for traffic on Brazengate. The reduction in traffic from All Saints Green will enable the signal timings to be adjusted, to the benefit of pedestrians and cyclists. Although a yellow box marking was suggested on Brazengate, adjacent to the exit, this type of marking is not appropriate here, and the access will operate as existing.

Pedestrian and cycle access

15. A number of respondents raised concerns relating to pedestrian and cycle access. Issues raised included the following:
 - (a) A respondent queried the need to relocate the Brazengate pedestrian crossing location nearer to the Sainsbury's access, and whether the funding would be better spent improving provision for pedestrians at all the arms of the Queens Road junction;
 - (b) several comments were received regarding the proposal to remove the traffic signals at the All Saints Green junction with Surrey Street, the layout of the junction on the north side, and the proposal to make Surrey Street the priority route;
 - (c) a concern from a respondent that the proposed cycleways are 'too short and dangerous' and that further changes to the cycle network should be abandoned;
 - (d) a concern from two respondents that cyclists turning right from Brazengate into Grove Road would have to wait in the centre of the road;

- (e) a request was received to provide protected two-way cycle lanes on All Saints Green, between Queens Road and Surrey Street;
- (f) a comment was received about perceived high traffic speeds on Brazengate and Grove Road, and the danger to cyclists;
- (g) four respondents commented on the Sainsbury's car park exit, citing issues in the existing layout;
- (h) A comment was received requesting that the existing circular path be retained between Grove Road and Brazengate (south), due to the gentler gradient when compared to the direct route.

Pedestrian access

16. Regarding the crossing facilities at the Queens Road junction, these have been reviewed as part of the detailed design and it is intended to improve these facilities by widening two of the pedestrian refuge islands on Queens Road, as well as reducing the stagger on the Brazengate crossing which will bring the crossing point nearer to the pedestrian entrance of the Sainsbury's store.
17. On the southbound All Saints Green approach to the Queens Road junction, it is proposed to introduce a new traffic island that will reduce the crossing width of the vehicular lane for pedestrians.
18. With Westlegate having been pedestrianised and All Saints Green now being closed to through traffic outside John Lewis, there has been a significant reduction in traffic using the junction and therefore a signalised junction is no longer considered appropriate. From recent surveys, it was identified that the highest flow of pedestrian traffic was that using the northern All Saints Green arm of the junction, including large numbers of secondary school aged children on weekdays. Therefore a continuous footway on this arm is considered best to cater for this dominant pedestrian flow. The other junction arms will still benefit from uncontrolled crossing points, with dropped kerbs and tactile paving, and the reduction in the volume of traffic as stated above makes it easier and safer to cross than was the case when All Saints Street was a through route.
19. Three personal accidents involving pedestrians have been recorded within the last six years at the All Saints Green/Surrey Street junction, all of which involved improper use of the crossing, i.e. crossing on a 'red man'. This suggests that the current signalised layout of the junction is not responsive enough to pedestrian demand.
20. Although the initial proposal involved the installation of a raised table at the junction of All Saints Green/Surrey Street, this is not now proposed as it would provide little benefit, would introduce a vertical feature on the bus route, and would result in the need for changes to the drainage system here in order to prevent ponding of surface water. On the north side of the junction, it is proposed to widen the dropped kerb crossing point and to install a coloured surface on the carriageway. Tactile paving will be provided to the revised crossing widths. It is proposed to tighten the northwest radii of the junction in order to achieve a better alignment over the drop kerb section.

21. One respondent suggested a footway be considered on the western side of Brazengate, to the south of Grove Road junction. Although it is intended to install a short section of footway to the new zebra crossing, extending it further would serve little purpose and there is no width available for a footway where Brazengate passes under the bridge.
22. The current informal path between Grove Road and Brazengate (south) will be formalised and widened. Although this more direct link is steeper than the existing circular path, it is still within acceptable limits regarding its longitudinal gradient. However, a compromise solution will be to retain the existing circular path as well as formalising the straight link so that there is an optional route for those wishing to use it, this will be considered as part of the detailed design.

Cycle access

23. Widened cycle lanes are to be provided along both sides of Brazengate and a new one on the southbound side of All Saints Green. Although this scheme extends over a relatively short length, the proposed changes links to other improvements that have been introduced on the pedalway, such as the new cycle lane up Cattle Market Street and Golden Ball Street. Together, these enhancements provide for a more attractive route for cyclists.
24. It would not be possible to provide a dedicated right turn lane on Brazengate for cyclists turning right into Grove Road as the road space has been used to provide the wider cycle lanes on each side of Brazengate. However the hatched road markings on the northern approach from the traffic and the fact that the road is on a bend, will help to constrain traffic speeds. Traffic from the southern end of Brazengate is predominantly that from the Sainsbury's car park so the low volume of traffic will allow adequate opportunity for cyclists to turn right from the general traffic lane.
25. It is proposed to provide an uphill advisory cycle lane on All Saints Green, this will lead into a protected segregated cycle lane on the approach to Queens Road, with the new traffic island. The centre line will be removed to enable provision of this lane.
26. Regarding traffic speeds, there are separate proposals to introduce 20mph speed limits on both Brazengate and Grove Road.
27. Regarding the request to make All Saints Green the priority route, to aid cyclists, this would result in traffic on Surrey Street having to give way whereas this is the busier route and is also the dominant bus route. In addition, Surrey Street (northbound) leads to the access only on Westlegate – making Surrey Street the main route reduces the chance of traffic inadvertently going north towards Westlegate in error.
28. Regarding the Sainsbury's car park exit on Brazengate, some changes were made as part of the adjacent development within the last couple of years but it is proposed to re-establish the advisory cycle lane southwards across the exit as part of the proposal. Red surfacing will highlight the cycle lane to drivers leaving the car park.

Bus gate

29. Three respondents thought that the bus gate did not serve a useful purpose. The intention of the bus gate is to restrict drivers from using inappropriate routes around the Grove Road / Southwell Road area during the busy morning peak i.e. encourage drivers to use the A11/Ipswich Road or Hall Road to access the inner ring road from the south of Norwich. The bus gate also offers the Harford Park and Ride buses a reduced journey time compared to travelling by private car. Removing the bus gate would see a return to significant amounts of rat running traffic through the Trafford Road / Grove Walk area that was common prior to its installation in the early 1990's.
30. The bus gate restriction will continue to operate under the same times as it currently does (Mon-Fri 07:30-09:30). Local residents who are required to drive to local services in the area are still able to drive through the bus gate outside of the restricted times. Residents of the properties within the restricted area will still be able to access their properties as at present.
31. One respondent cited a general lack of enforcement at restrictions. In the case of the Grove Road bus gate, it is intended to enforce its use by means of a camera. Some of the signing at and on the approach to the bus gate will be modified as part of the scheme.

Street furniture and obstructions

32. A comment was received about the need to reduce street clutter. When scheme such as this are proposed, opportunity is taken to review the existing signing and other street furniture. The removal of the traffic signal poles at the All Saints Green junction with Surrey Street will result in wider useable footway widths along here.
33. A request was received to widen the footway on the south side of Grove Road near the junction with Brazengate. The footway width is currently 1.2 metres and while it could be widened by approximately 300mm, this would be relatively costly. There is an existing island on which the variable bus gate sign is currently located, this could be removed to provide additional width but the cost of this is being investigated, and may need to remain in its current location.

Landscaping

34. A request was received to provide hard landscaping at the widened southern verge between Grove Road and Brazengate rather than grass. It is proposed to plant two trees here, subject to underground utilities, and to provide low planting within the extended verge area.

Timescales

35. Subject to approvals and legal processes the scheme is planned to be constructed during the final quarter of 2017-18 (January-March 2018). The precise duration will be subject to the construction programme, based on the final proposed layout and the agreed traffic management plan, for the work on the inner ring road.

Conclusion

- 36. This project is rooted in strategy documents that have been adopted by Norwich City Council and Norfolk County Council and the proposals will meet the requirements of the brief by providing benefits to cyclists using both the yellow pedalway and the section of the orange pedalway that passes through the extent of the proposal.
- 37. The scheme builds on changes recently introduced within the city centre, including the closure of All Saints Street to traffic, and the closure of Westlegate and Red Lion Street to general traffic. These changes enable the cycle improvements detailed in this report to be made, providing further enhancements to the cycle network.

Resource Implications

- 38. Finance: The TfN programme forms and integral part of strategic infrastructure as set out in the Joint Core Strategy (JCS). The delivery of this work is funded by government grants by way of the City Cycle Ambition programme.
- 39. Staff: The project will be delivered through joint team working involving both County Council and City Council officers.
- 40. Property: The proposals can be provided within the existing highway boundary.
- 41. IT: No implications.

Other Implications

- 42. Legal: None.
- 43. Human Rights: None.
- 44. Communications: The Communications Project Manager for Transport for Norwich schemes will manage publicity and enquiries.

Section 17 – Crime and Disorder Act

- 45. The scheme will be designed to ensure there are no negative effects on crime and disorder and will include adequate lighting levels along the route.

Risk Implications / Assessment

- 46. A risk assessment has been undertaken for development of the NATS Implementation Plan (TfN). The key risks for delivering this are around funding, timescales and planning. These risks are being managed through active project management and ongoing engagement with stakeholders.

A risk register is being maintained as part of the technical design and construction delivery processes.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	21 September 2017
Director / Head of service	Head of City Development Services and Executive Director of Community and Environmental Services
Report subject:	Transport for Norwich – Queens Road/Brazengate
Date assessed:	August 2017
Description:	To seek approval to implement the proposed scheme

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme will improve access to areas of employment, education and leisure and promote cycle use to help reduce congestion which aids the flow of people and goods/services on the road network.
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The enhanced crossing facilities on the ring road and on Brazengate will provide additional safeguards over the existing situation.
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The lighting levels along the route will be appropriate.
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
Health and well being	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme seeks to contribute to a reduction in congestion and an improvement in air quality by encouraging cycle use. Pedestrians will benefit from improved crossing facilities at the Queens Road junction with Brazengate and All Saints Green. A new zebra crossing will be provided on Brazengate, south of the Grove Road.
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposed changes will promote cycle useage and support a reduction in congestion which will allow goods and services to move more freely on the network.
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The removal of traffic signals at the All Saints Green/Surrey Street junction will remove street clutter and help to enhance the built environment. Proposed planting by the Grove Road junction with Brazengate will enhance the natural environment.

	Impact			
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme contributes to the corporate priority of 'a safe, clean and low carbon city' by seeking to reduce congestion and improve air quality.
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme contributes to the corporate priority 'a safe, clean and low carbon city' by encouraging cycle use, reducing car use and CO2 emissions. Removal of traffic signals helps to reduce electricity usage.
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Recommendations from impact assessment

Positive

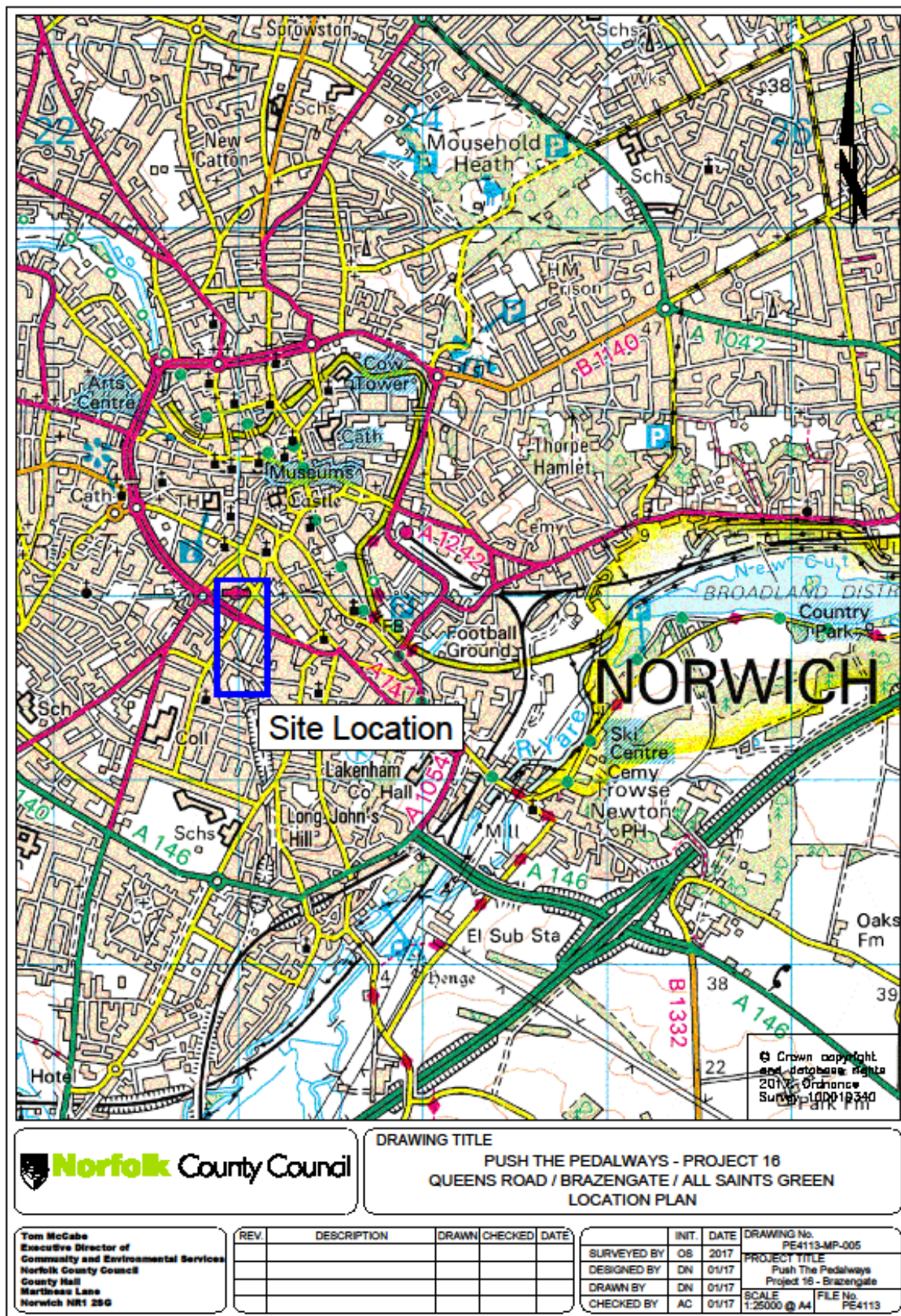
No further comments.

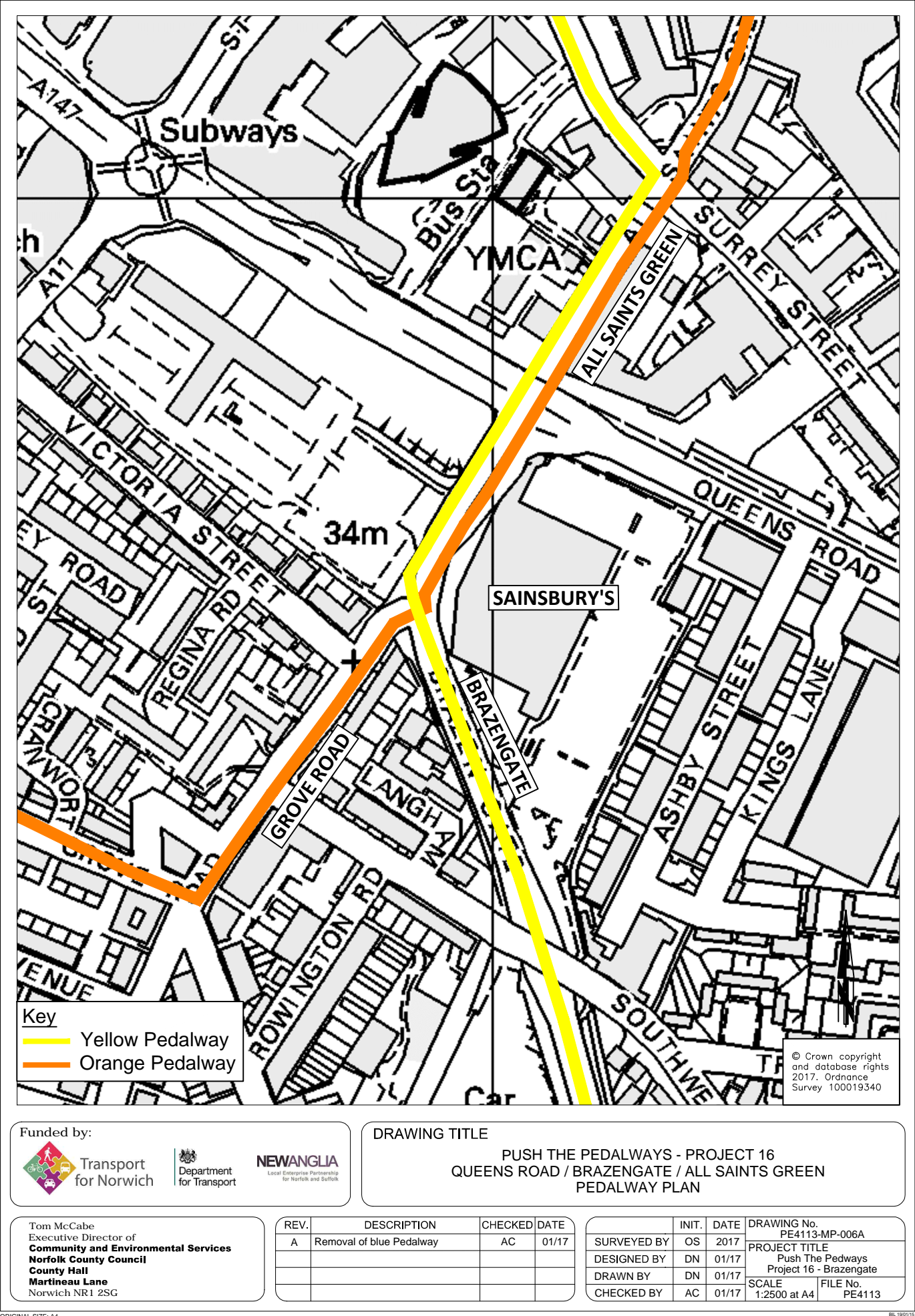
Negative

No negative impacts identified.

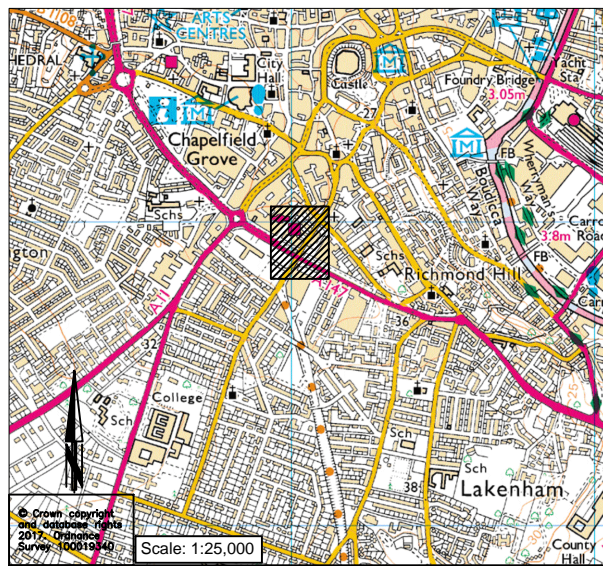
Neutral
No further comments.
Issues
No further comments.

Appendix 1 – Site Location Plan





Appendix 3 Plan 1



Provide new continuous footway across junction arm to aid pedestrian movements.

Remove existing traffic signals from all arms of the junction. Install new give way markings, giving priority to Surrey Street traffic. Informal pedestrian crossing points with tactile paving to be provided.

Notes

1. Ordnance Survey mapping and existing surveyed features shown in grey
2. New paved areas shown in light blue
3. New road markings shown in dark blue

Remove existing centrelines and maintain two-way traffic.

Proposed 1.5m wide advisory cycle lane

Cycle early release traffic signals and camera detection to be provided.

Existing central cycle lead-in lane to be widened to 2.0m with adjustment of existing traffic island as necessary.

Cycle early release traffic signals and camera detection to be provided.

Existing staggered crossing to be relocated closer to Sainsbury's entrance.

Existing advisory cycle lane to be widened to 2.0m and made mandatory.

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Scale: 1:1000

Funded by:



DRAWING TITLE

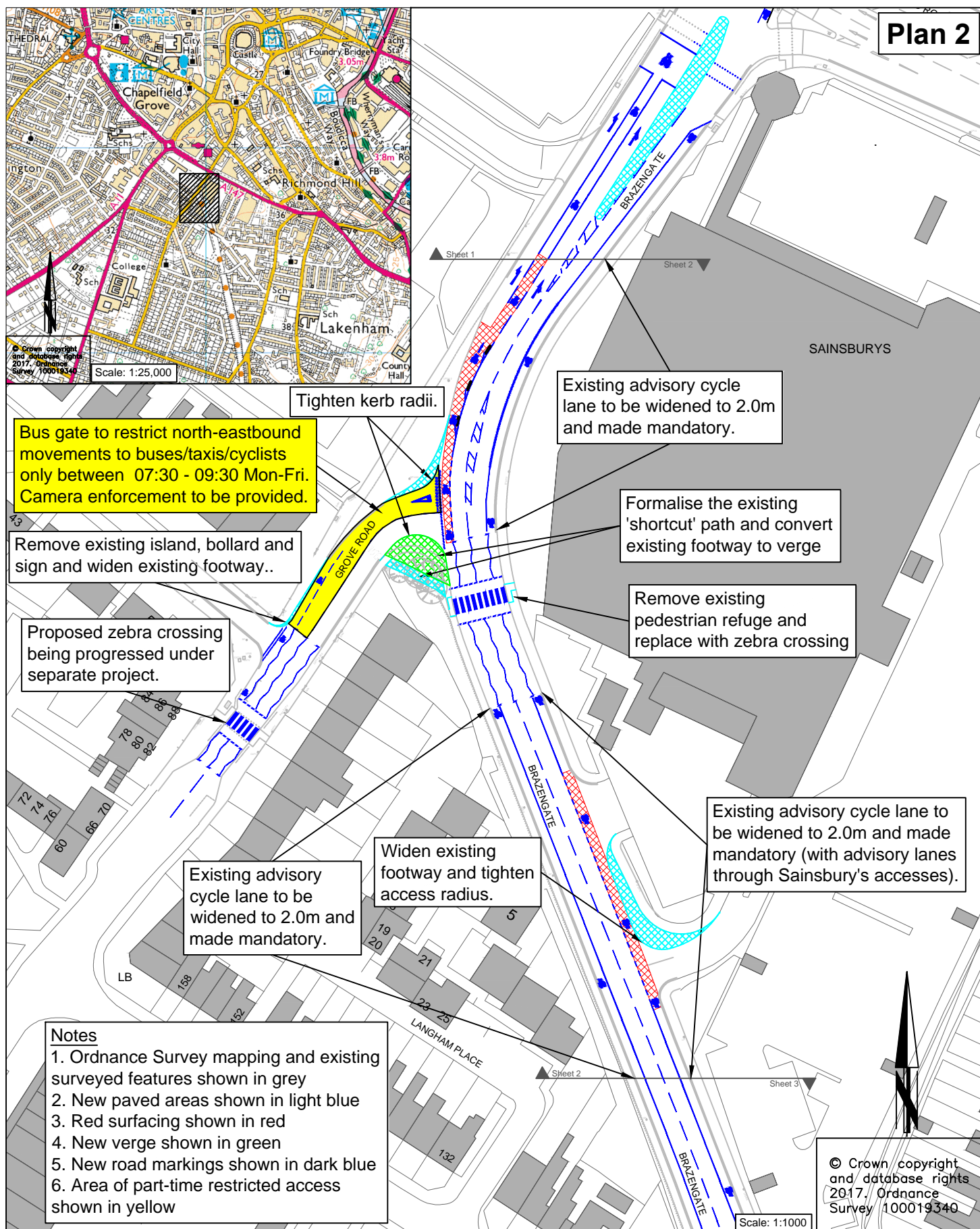
Cycle City Ambition, Phase 2 - Project 16
Brazen Gate to All Saints Green - Cycling Improvements
Consultation Plan - Sheet 1 of 3

Tom McCabe
Executive Director of
Community and Environmental Services
Norfolk County Council
County Hall
Martineau Lane
Norwich NR1 2SG

REV.	DESCRIPTION	DRAWN	CHECKED	DATE

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SURVEYED BY	INIT.	DATE	DRAWING No.
OS/PC	2016	PE4113-MP-012	PROJECT TITLE
DN	06/17	Brazen Gate to All Saints Green	Cycling Improvements
DN	06/17	SCALE	FILE No.
BL	06/17	As shown @A4	PE4113



Funded by:



Transport
for Norwich



Department
for Transport

NEWANGLIA
Local Enterprise Partnership
for Norfolk and Suffolk

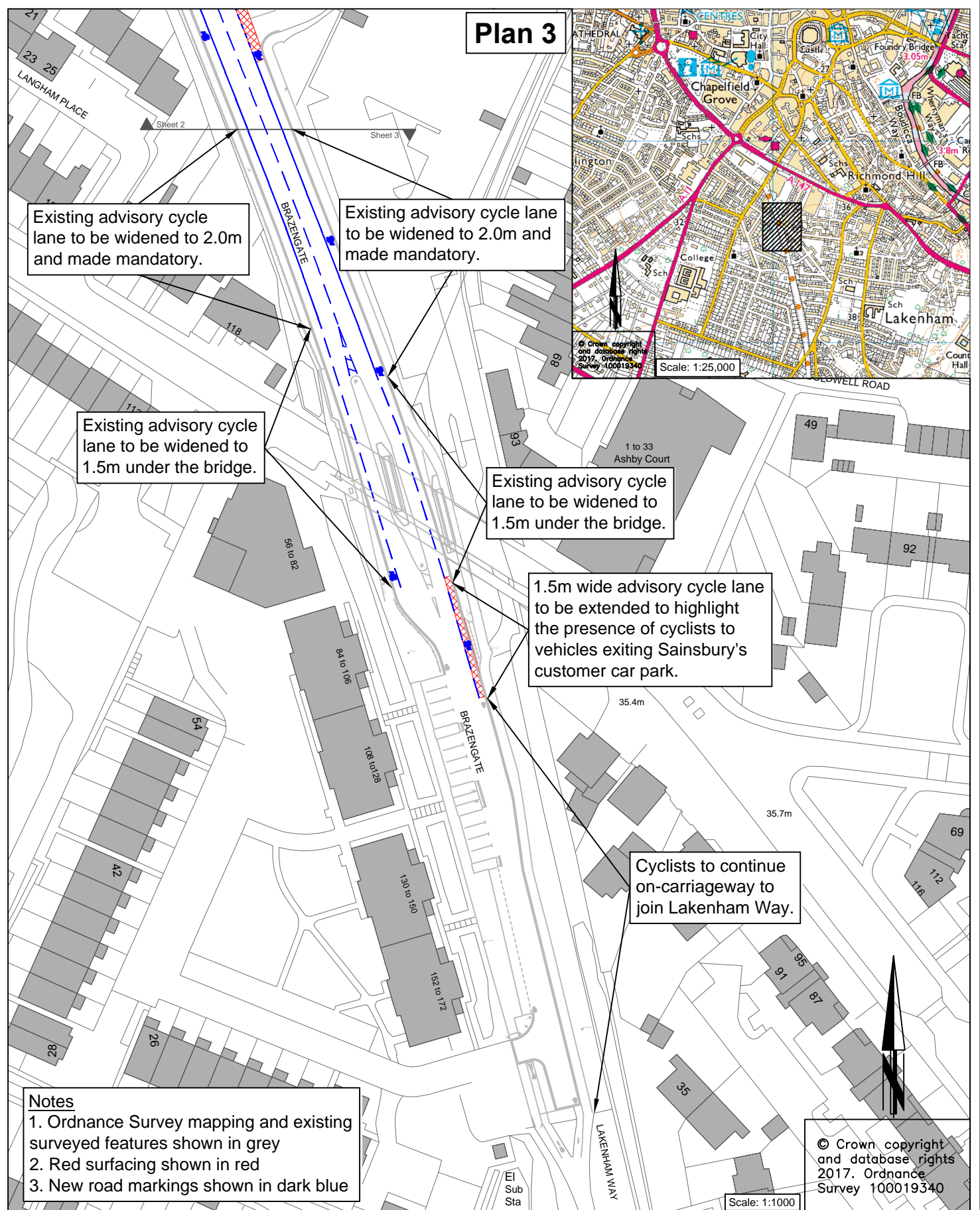
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Cycle City Ambition, Phase 2 - Project 16
Brazen Gate to All Saints Green - Cycling Improvements
Consultation Plan - Sheet 2 of 3

Tom McCabe
Executive Director of
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REV.	DESCRIPTION	DRAWN	CHECKED	DATE

SURVEYED BY	INIT.	DATE	DRAWING No.
OS/PC	2016	PE4113-MP-013	PROJECT TITLE
DN	06/17	Brazen Gate to All Saints Green	Cycling Improvements
DN	06/17	SCALE	FILE No.
BL	06/17	As shown @A4	PE4113



Funded by:



**Transport
for Norwich**



**Department
for Transport**

NEWANGLIA
Local Enterprise Partnership
for Norfolk and Suffolk

DRAWING TITLE

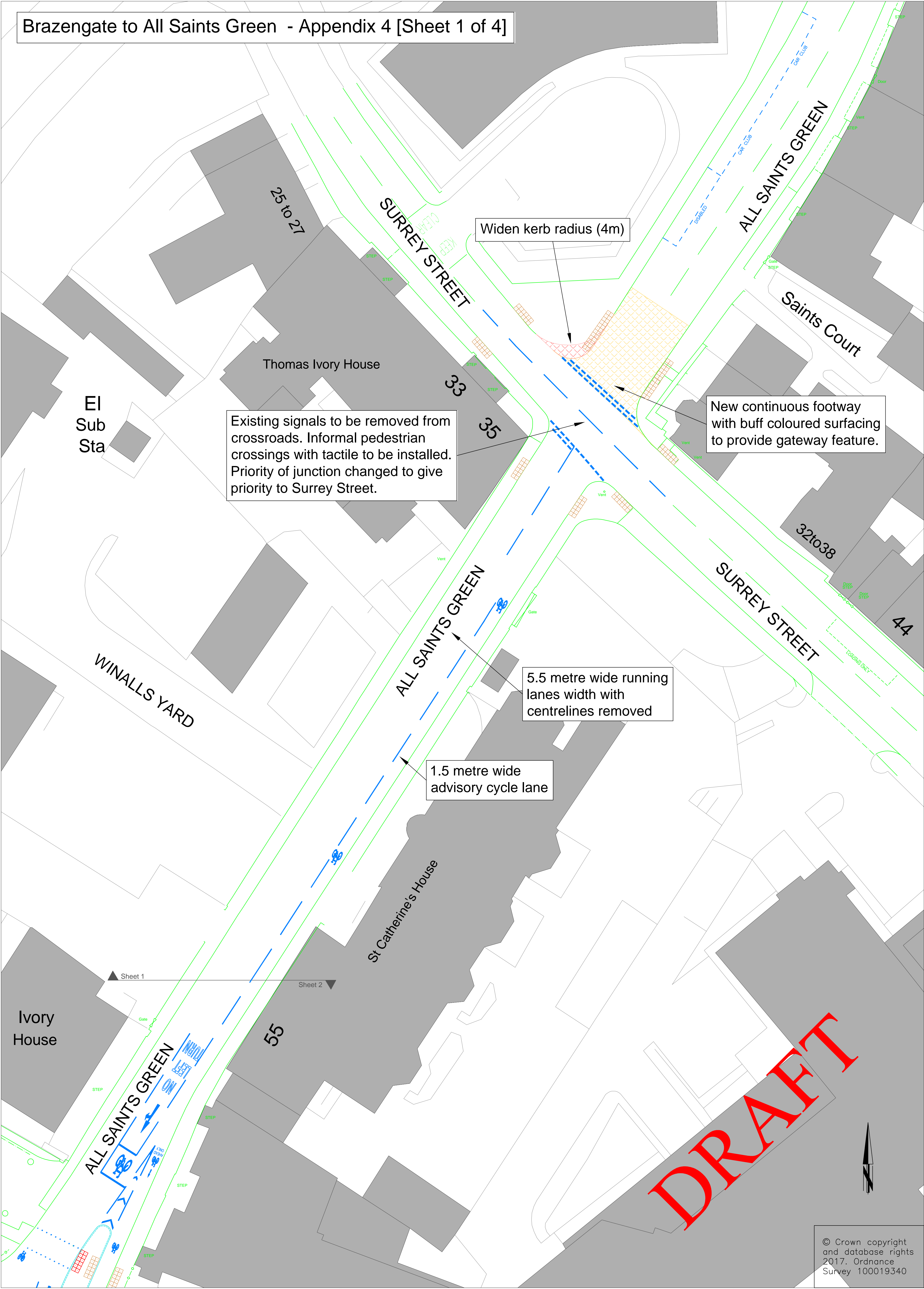
Cycle City Ambition, Phase 2 - Project 16
Brazen Gate to All Saints Green - Cycling Improvements
Consultation Plan - Sheet 3 of 3

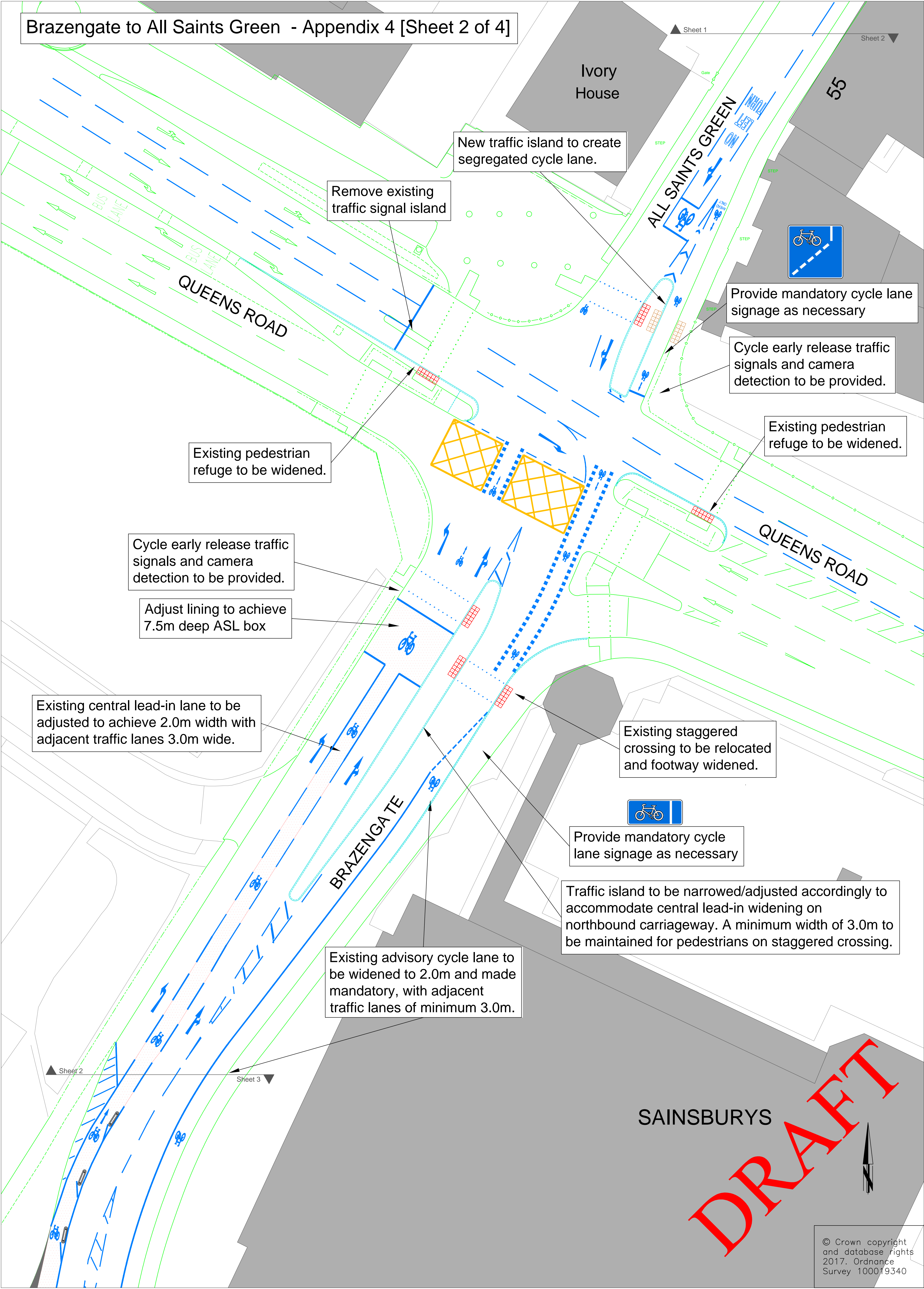
Tom McCabe
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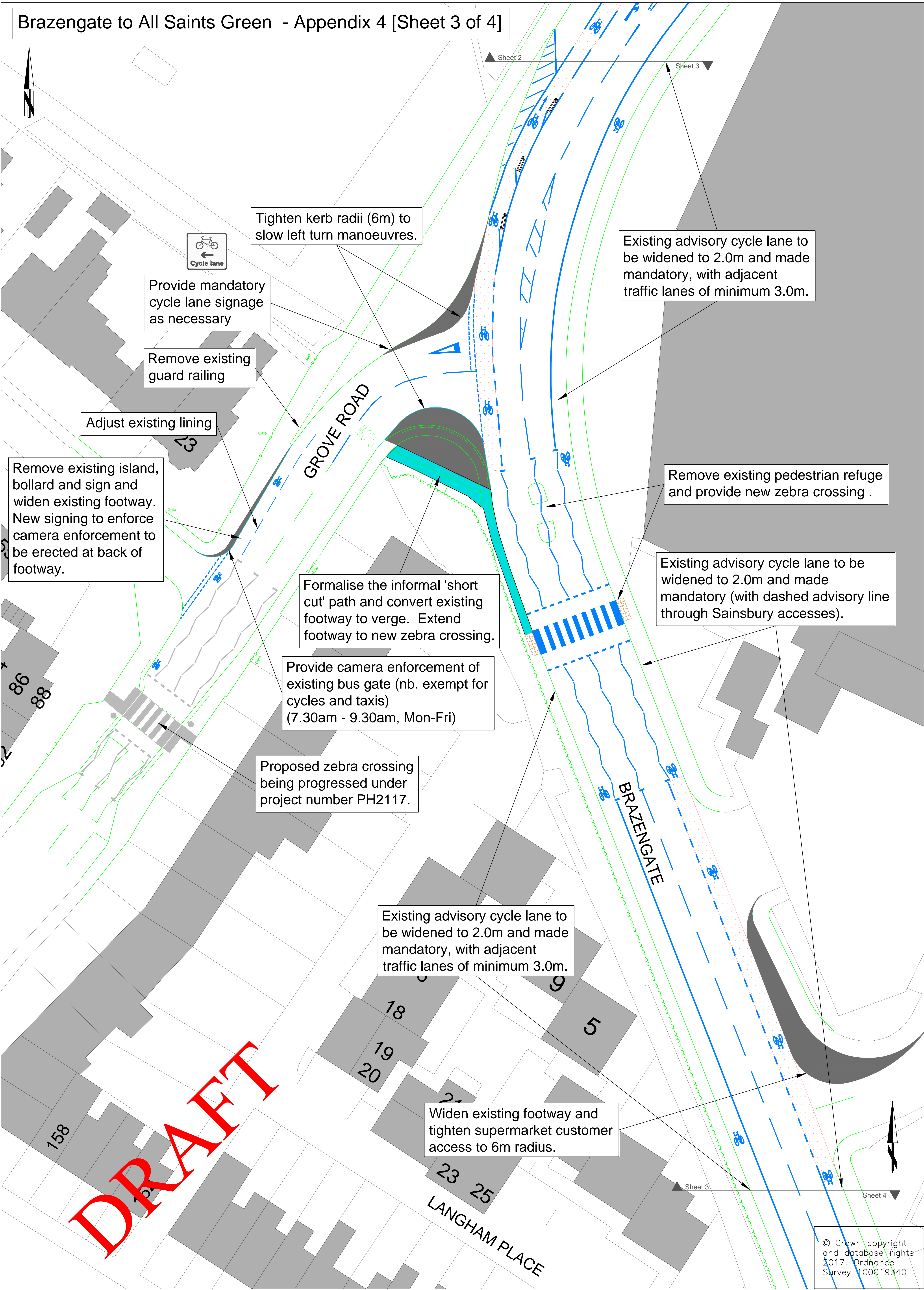
REV.	DESCRIPTION	DRAWN	CHECKED	DATE

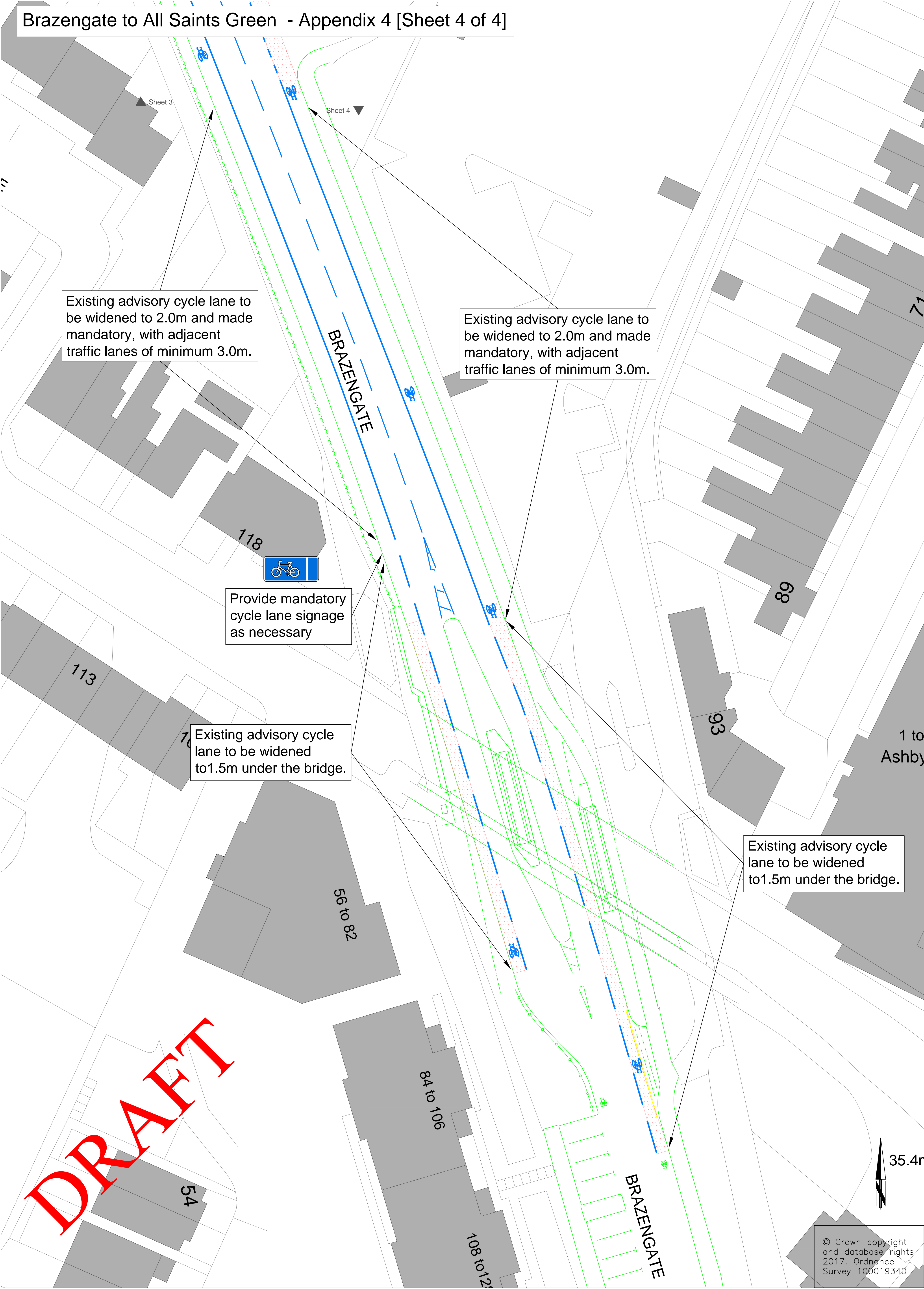
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SURVEYED BY	OS/PC	DATE	2016	DRAWING No.	PE4113-MP-014
DESIGNED BY	DN	DATE	06/17	PROJECT TITLE	Brazen Gate to All Saints Green Cycling Improvements
DRAWN BY	DN	DATE	06/17	SCALE	As shown @ A4
CHECKED BY	BL	DATE	06/17	FILE No.	PE4113









Report to	Norwich Highways Agency committee 21 September 2017	Item
Report of	Head of city development services	8
Subject	Lakenham Permit Parking Extensions – Barrett Road issues	

Purpose

To consider further the options for allowing or banning parking on Barrett Road as part of the planned extension to the Lakenham area controlled parking zone

Recommendation

To ask the Head of city development services to complete the statutory processes to implement double yellow lines on Barrett Road outside nos. 6-60 Barrett Road alongside the implementation of the rest of the permit parking scheme previously agreed as shown on plan number PL/TR/3584/428.1

Corporate and service priorities

The report helps to meet the corporate priority to provide a safe, clean and low carbon city and the service plan priority of implementation of the Transport for Norwich strategy.

Financial implications

The operational and installation costs of the extension to the Lakenham area controlled parking zone will be funded through income from the civil parking enforcement scheme. There is a budget of £40k for this work. The anticipated costs of the proposal to create parking bays on Barrett Road is unaffordable as part of this project.

Ward/s: Lakenham

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

Bruce Bentley. Principal transportation planner

01603 212445

Background documents

None

Report

Background

1. At the July meeting of this committee a decision on the implementation of 'No Waiting at any Time' restriction outside the houses at 6-60 Barrett Road, that was proposed as part of the extension to the Lakenham controlled parking zone (CPZ), was deferred. This followed concerns raised by the residents there that they would be prevented from parking on Barrett Road as they currently do. At the meeting there was a lengthy discussion as to whether a section of permit parking should be allowed on the footway on Barrett Road, and the decision on implementation of the no waiting at any time restriction was deferred to allow the full safety implications of this permit option to be considered.
2. Members will recall that the footway arrangement in this location is unusual in that there is an access footway to the front of the properties, which contains some steps, and a roadside footway running along the side of Barrett Road itself. It is this roadside footway that residents currently park on, taking its entire width to do so. The issue of the roadside footway being blocked by parked cars was raised by other people in the area during the permit parking consultation.

Safety Considerations

3. The safety audit team were asked for a view on the safety implications of allowing some parking on a shortened section of Barrett Road, which would ensure that a level pedestrian route was available along the entire frontage of the properties at 6-60 Barrett Road, by using a combination of the roadside footway and the footway in front of the properties. It is the considered view that compressing the availability of parking into this shortened section would be likely to compress the current parking practices with vehicles parking much closer together, resulting in residents routinely walking in the Barrett Road carriageway to access their vehicles. There was also a fundamental concern that effectively dedicating a footway as a parking bay would be seen to be encouraging parking on footways. The current situation has evolved, but has not been encouraged. By sanctioning it by the provision of permit parking in this location would result in an increased risk to safety.
4. The safety audit team suggested that an alternative approach was considered: removing the central pedestrian islands and installing parking lay-bys. Whilst this would result in the loss of existing pedestrian crossing facilities, signal controlled crossing points are available at nearby junctions. A sketch of this proposal is included as appendix 1. This shows that between 17 and 19 spaces can be achieved for the 26 properties this section of Barrett Road that are unable to park within their curtilage.

Parking options

5. Officers had already considered the possibility of providing parking bays on the carriageway prior to recommending the installation of the 'No Waiting' restrictions at the last Committee, and concluded that this was not an affordable option. However, following the consideration of the safety audit team, further work was carried out in order to get a more informed view of the likely costs associated with the necessary removal of the central pedestrian refuges and the re-kerbing works. As this work

would be on the ring road, there are very substantial costs associated with the required traffic management to implement any changes and following discussions with the contractors' costs in the order of £80,000 are anticipated.

6. Such a cost is considered very poor value for money, working out at over £3k per household or around £4.5k per space, especially at times when funding for ad-hoc highway improvement schemes are limited and improvements that will benefit a fair greater proportion of the population are on hold. Such costs are unaffordable from the civil parking enforcement budget and no other alternative highway funding sources are available.
7. Technically it would be possible to exclude this section of Barrett Road from the CPZ proposals and leave the parking as unrestricted. By doing this the highway authority would not be seen to be condoning parking on the footpath by explicitly saying that permit holders can park there. However if this parking is left unrestricted then anyone could park there, not just the residents, and given that the CPZ is being introduced as a direct result of the commuter parking problems in the area it is certain to happen. This will only exacerbate the safety concerns outlined above.
8. Another option discussed at the meeting was to try to make the footpath adjacent to the properties accessible to all by removing the steps and ensuring that it was sufficiently wide. This option has not been progressed further as it results in the same situation of being seen to condone parking on a footway.

Conclusions

9. Barrett Road is a very major route within the City, and parking obstructing the footway causes issues for those who are mobility impaired, and results in safety concerns as drivers and passengers are effectively forced to walk in the main carriageway to access their vehicles. The proposed restrictions would not prevent the dropping off of passengers, or loading and unloading shopping etc. but would ensure safety and accessibility for mobility impaired people. Residents of the 28 affected properties would be entitled to permits to park in the surrounding streets.
10. Whilst it would be possible to provide on-street parking in dedicated lay-bys which would resolve both the safety and access issues associated with car parking in this location, the costs are prohibitive, and represent very poor value for money, even if a budget were to become available (which is unlikely).
11. Consequently, it is recommended that the double yellow lines are installed as originally recommended and shown on the plan attached as appendix 2.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency committee
Committee date:	21/9/2017
Director / Head of service	Head of city developmet services
Report subject:	Lakenham Permit Parking Extension -Barrett Road issues
Date assessed:	29/08/2017
Description:	

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Whilst residents will be prevented from parking outside their homes, they will retain the ability to pick up and drop off there, and the footway will remain clear for use by mobility impaired people and those with pushchairs
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Natural and built environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Recommendations from impact assessment
Positive
Improved access for mobility impaired people
Negative
Neutral
Issues



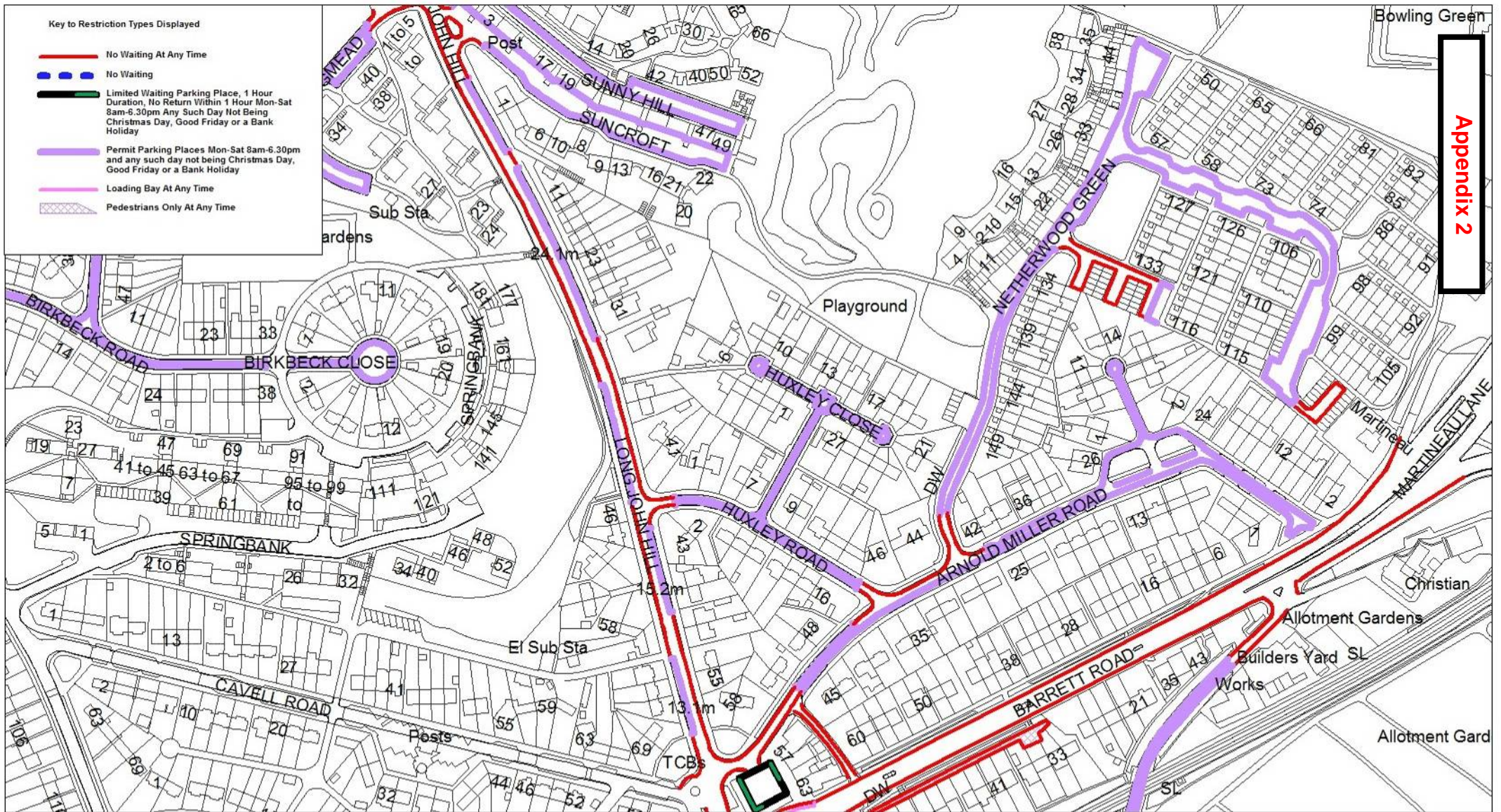
Sketch of proposed parking bays

New on-carriageway
9/10 parking spaces

Remove existing refuges
and narrow carriageway

New on-carriageway
8/9 parking spaces

Existing loading bay



NORWICH
City Council

2017 Lakenham area CPZ

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SCALE	1 : 2500
DATE	27/06/2017
DRAWING No.	
DRAWN BY	

Report to	Norwich Highways Agency committee 21 September 2017	Item
Report of	Head of city development services	9
Subject	Proposed Variations to Off-street Car Park Fees and Charges	

Purpose

To give members the opportunity to comment on proposed revisions to off-street car park fees and charges, prior to the proposals going before the city council's cabinet for decision.

Recommendation

Members are asked to support the proposed revised fees and charges as set out in **appendices C and D** of the report, to take effect from 13 November 2017.

Corporate and service priorities

The report helps to meet the corporate priority a prosperous and vibrant city and the service plan priority to achieve sustainable income growth from off-street parking.

Financial implications

The current car park income projection forecast for 2017-18 is £5.65 million. Based on the current level of demand for city centre parking, the recommended increases, if implemented on 13 November 2017, could generate additional estimated income of £45,000 during the current financial year and £95,000 over a full financial year.

There will be estimated costs of £2,500 for the preparation of notices, advertising and changes to signage.

Ward/s: All Wards

Cabinet member:

Councillor Stonard – Sustainable and inclusive growth and Vice Chair NHAC

Councillor Kendrick - Resources

Contact officers

David Rogers, Client property and parking manager 01603 212463

Background documents

None

Report

Background

1. The provision of adequate off street car parking is an important part of maintaining and improving the economic wellbeing and vitality of the city centre. The city council also generates significant income from its off-street car parks fees and charges, currently projected to be £5.65 million for 2017-18.
2. Off-street and on-street parking capacity serving the city centre increased by 2028 spaces to over 10,000 public spaces (excluding park and Ride) during the course of 2005 but since that time the Anglia Square multi-storey car park (originally 1,000 spaces) has closed and the new Rose Lane car park has opened - see **Appendix E** for the current spaces available. A planning cap of 10,000 off-street car parking spaces limits the number of off-street spaces that may be provided.
3. There remains considerable competition for business between operators. This competition has had the effect of driving down some major private operators tariffs (Chapelfield and the Mall) leaving the city council, in most cases, as one of the higher priced volume operators within the city centre.
4. Park and Ride currently provide 6 sites of which 5 provide services to the city centre. These are operated by Konectbus, on behalf of the county council offering 3704 spaces at extremely competitive prices for longer stay parking compared with city centre car parking.
5. Access to the city provided through good rail links, bus routes, park and ride and off street car parks means that the number of visitors to the city continues to hold up well and the local economy continues to thrive.
6. The city council's car parks continue to be an important factor in providing high quality and centrally located parking facilities which support access to the city for visitors. However, in order to maintain both standards and income, the council will need to continuously re-invest in its car parks. To this end the city council built and opened a new multi-storey car park at the junction of Rose Lane and Mountergate and has carried out major repairs to both St Andrews and St Giles multi-storey car parks.
7. The city council currently has 20% of public off-street car parking serving the city. A list of current public car parks forms **Appendix E**.
8. The purpose of this tariff review is to ensure that the council's car parks continue to operate competitively within the wider off-street parking market in Norwich, to effectively manage demand and to generate sufficient income to adequately maintain and re-invest in those facilities.

Proposed revisions to fees and charges

9. Off-street parking tariffs were last revised by the city council in November 2016.
10. There remains very little scope within the current market for across the board price increases. Consequently it is proposed to make selective adjustments to charges where the market and demand will permit.

Short and Medium stay proposals

11. Comparisons with local competitor short and medium stay charges are set out within **Appendix A**.
12. Comparisons with other regional cities whilst of interest are not material factors given the local parking market in which the council's car parks must compete.
13. City centre short stay facilities are priced between £1.00 and £2.50 per hour. The city council's highest priced short stay car parks are currently priced at £1.90 per hour.
14. There are some very central car parks in the council's portfolio which are relatively small in size and where demand is very high. At these sites a higher tariff can be set in order to manage that demand and ensure continued parking use for the land.
15. There are also some very central car parks where a high tariff is justified in order to maintain availability throughout the day for visitors.
16. The following recommendations are highlighted with regard to short to medium stay tariffs:
 - (a) Increase the hourly rate (and multiples as laid out within **Appendix C** up to any maximum day-time rates) to £2.00 (currently £1.90) at Chantry, St Giles, Chapelfield East and Pottergate
 - (b) Increase the hourly rate (and multiples as laid out within **Appendix C** up to any maximum day-time rates) to £1.80 (currently £1.70) at St Andrews and Rose Lane
 - (c) Increase the hourly rate (and multiples as laid out within **Appendix C** up to any maximum day-time rates) to £1.50 (currently £1.40) at Colegate
 - (d) Increase the hourly rate (and multiples as laid out within **Appendix C** up to any maximum day-time rates) to £1.40 (currently £1.30) at Barn Road, Magdalen Street, Queens Road, Rouen Road and Westwick Street.
17. Maximum day-time rates apply to the period between 05:00 and 18:30 only. The evening rate applies from 18:30 through to 05:00. Where a parking duration crosses over between the day-time and evening periods then the two charges are added together.
18. A full list of the proposed tariff changes is set out within **Appendix C** to this report.
19. As part of the Norwich Area Transportation Strategy (NATS), on-street parking is charged at a premium rate during the day between Monday and Saturday, to encourage the use of these spaces for very short stays. A separate report on this discusses the proposed changes to on-street tariffs. Currently these spaces are free of charge in the evenings and on Sundays and this provides an incentive to park on-street at these times. As part of the upcoming review of NATS it is proposed that consideration be given to extending on street charging to cover evenings and Sunday

Maximum stay proposals

20. Comparisons with competitor long stay charges and standard bus fares are set out within **Appendix B**.
21. Competitor long stay surface car parks in the Anglia Square area offer all day parking at £5.00 to £5.50 and the Riverside car park continues to offer all day parking at £6.00 for rail users. NCP continue to offer reduced price long stay parking, at £7.50 all day (compared to £13.00 previously,) at their St Stephens Gate multi-storey car park.
22. Park and Ride cash charges are currently £3.50 per adult all-day or £2.50 per person after 12:00 daily. Further concessions are available for groups travelling in the same vehicle.
23. Equivalent bus fares for journeys into the city using First's bus services are currently:
- (a) City inner 2 stop return trip = £3.50
 - (b) City Centre from/to All zones = £4.30 round trip
 - (c) All zones that typically extend out to towns such as Wroxham and Aylsham to the North of the City and to Loddon, Long Stratton and Wymondham to the South.
24. The following recommendations are highlighted with regard to maximum stay day-time tariffs:
- Taking account of current usage trends, competitor tariffs and local transportation strategies, it is recommended to increase the day-time maximum stay rates as follows;
- a) at Westwick Street to £5.00 (currently £4.90);
 - b) at Magdalen Street to £5.20 (currently £5.00);
 - c) at Rouen Road to £5.40 (currently £5.20);
 - d) at St Andrews and Rose Lane to £6.00 (currently £5.90).
25. See paragraph 17 above regarding the treatment of charges for evening and day-time periods.

Evening tariff

26. Taking account of competitor pricing for evening tariffs, but wishing to continue to encourage visitors to the city during the evening, it is recommended that the evening tariff be increased to £2.20 (currently £2.00) for all car parks.
27. A full list of the proposed tariff changes is set out within **Appendix C** to this report.

Season Tickets and Contract Parking proposals

28. Taking account of usage trends, competitor tariffs and local transportation strategies it is recommended to increase the following season ticket and contract parking tariffs as follows:

Season tickets

- (a) Increase the 'St Andrews' and 'Rose Lane' 5 day week rate to £1,030 pa (currently £1,000 pa) and proportionately for the 6 and 7 day week rates;
- (b) Increase the 'Category C' season ticket 5 day week rate to £1,000 pa (currently £980 pa) and proportionately for the 6 and 7 day week rates;

Contract parking

No variations to contract parking tariffs are recommended at this time.

29. It is recommended that the client property and parking manager retains the authority to negotiate price based on volume for organisations seeking to purchase season tickets or contract parking.
30. A full list of the proposed season ticket and contract parking tariff changes is set out within **Appendix D** to this report.

Blue Badge concessions

31. In recognition of the additional time required by disabled people, it is recommended that the council continues to offer time concessions to blue badge holders, as approved by cabinet 16/02/2011.

These time concessions are:

At St Andrews, St Giles, Chantry, Chapelfield East, Pottergate, Rouen Road and Magdalen Street car parks:

- (a) Buy one hour and get one additional hour free
- (b) Buy two hours and get two additional hours free
- (c) Buy three hours and get three additional hours free
- (d) Buy four hours and park all day.
32. At Barn Road, Colegate, Monastery Court, Queens Road, Rose Lane, St Crispins and Westwick Street car parks, it is not cost effective to replace payment machines

to comply with the relevant British Standard, and where a valid blue badge is properly displayed, parking remains free of charge.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency committee
Committee date:	21 September 2017
Director / Head of service	Andy Watt
Report subject:	Proposed variations to car parks fees and charges
Date assessed:	August 2017
Description:	

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Helps enable sufficient income to be generated to re-invest in top quality parking facilities
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>S17 crime and disorder act 1998</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Enables continued investment to be able to achieve park mark status
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

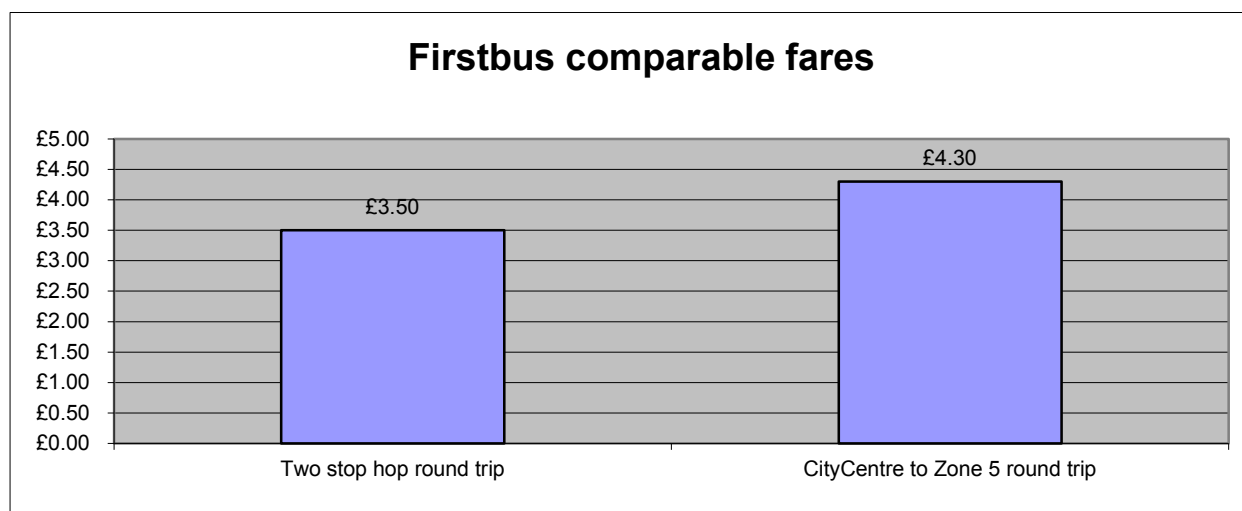
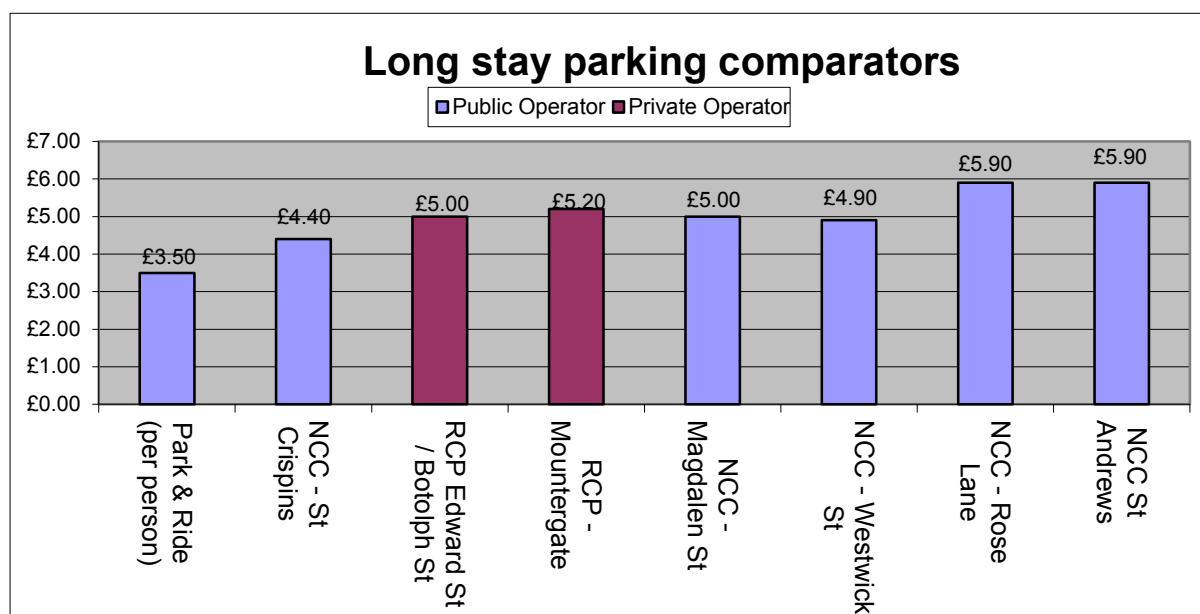
	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Natural and built environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Recommendations from impact assessment
Positive
Negative
Neutral
Issues

Norwich parking comparitors

Norwich Comparators		Spaces	Mon to Saturday 0500 to 1830						
Car Park	Operator		1 hr	2 hrs	3 hrs	4 hrs	5 hrs	6 hrs	Eve.
Botolph Street	RCP	160	1.00	2.00	3.00	4.00	5.00	5.00	n/a
Anglia Square MSCP	Anglia Square/RCP	Closed							
Anglia Square surface	RCP	138	1.20	2.40	3.60	4.80	5.50	5.50	n/a
Riverside MSCP (rail users £6 up to 24hrs)	X-Leisure (National Express)	738	2.00	2.00	3.00	4.00	5.00	20.00	n/a
St Stephens MSCP * If arrive before 9.30am.	NCP	260	2.50	4.50	7.50 *	7.50 *	7.50 *	7.50*	n/a
Castle Mall MSCP	Mall Corporation	800	1.30	2.50	3.70	5.00	8.00	12.00	1.50
John Lewis mscp (non-shoppers in brackets)	John Lewis	650	1.00 (1.50)	2.00 (3.00)	3.00 (4.50)	4.00 (6.00)	6.50 (8.00)	10.00 (12.50)	n/a
Forum	Mill Co	204	1.80	3.60	5.40	7.20	9.00	10.80	2.50
Chapelfield	Intu	1000	1.30	2.60	3.90	5.20	8.00	8.00	2.50 from 3pm
NCC Short stay	Norwich CC	647	1.90	3.80	5.70	7.60	8.50	15.00	2.00
NCC Medium stay	Norwich CC	1016	1.40 to 1.50	2.80 to 3.00	4.20 to 5.00	4.90 to 5.90	4.90 to 5.90	4.90 to 5.90	2.00
NCC Long stay	Norwich CC	74	1.30	2.60	3.90	4.40	4.40	4.40	2.00
NCC St Andrews MSCP	Norwich CC	1084	1.70	3.40	5.10	5.90	5.90	5.90	2.00

Long stay and bus fare comparators



Zone 1 typically extends to Magdalen Street and Bracondale.

Zone 2 typically extends out to villages such as Spixworth, Rackheath, Blofield, Newton Flotman, Costessey and Horsford.

Zone 5 typically extends out to towns such as Wroxham and Aylsham to the North of the City, Easton to the West, Acle to the East and to Loddon, Long Stratton and Wymondham to the South.

APPENDIX C

Summary of proposed revisions to parking charges

Current and proposed parking charges for Council car parks				Mon to Sun & Bank Hols 0500 to 1830						Mon to Sun & Bank Hols
Car Park	Total spaces	Tariff type ***		Up to 1 hr	Up to 2 hr	Up to 3 hr	Up to 4 hr	Up to 5 hr	5hr +	1830 to 0500
St Andrews MSCP	1084	S/M	Existing	1.70	3.40	5.10	5.90	5.90	5.90	2.00
			Proposed	1.80	3.60	5.40	6.00	6.00	6.00	2.20
St Giles MSCP	330	S	Existing	1.90	3.80	5.70	7.60	8.50	15.00	2.00
			Proposed	2.00	4.00	6.00	8.00	No change		2.20
Barn Road	147	M	Existing	1.30	2.60	3.90	5.20	5.20	5.20	2.00
			Proposed	1.40	2.80	4.20	No change			2.20
Chantry	78	S	Existing	1.90	3.80	5.70	7.60	8.50	15.00	2.00
			Proposed	2.00	4.00	6.00	8.00	No change		2.20
Chapelfield East	17	S	Existing	1.90	3.80	5.70	7.60	8.50	15.00	2.00
			Proposed	2.00	4.00	6.00	8.00	No change		2.20
Colegate	94	M	Existing	1.40	2.80	4.20	5.60	8.00	8.00	2.00
			Proposed	1.50	3.00	4.50	6.00	No change		2.20
Magdalen Street	206	M	Existing	1.30	2.60	3.90	5.00	5.00	5.00	2.00
			Proposed	1.40	2.80	4.20	5.20	5.20	5.20	2.20
Monastery Court	55	S	Existing	1.60	3.20	4.80	6.40	8.00	15.00	2.00
			Proposed	No change						2.20
Pottergate	26	S	Existing	1.90	3.80	5.70	7.60	8.50	15.00	2.00
			Proposed	2.00	4.00	6.00	8.00	No change		2.20
Queens Road	61	M	Existing	1.30	2.60	3.90	5.20	6.50	8.00	2.00
			Proposed	1.40	2.80	4.20	5.60	No change		2.20
Rouen Road	187	M	Existing	1.30	2.60	3.90	5.20	5.20	5.20	2.00
			Proposed	1.40	2.80	4.20	5.40	5.40	5.40	2.20
St Crispins	74	L	Existing	1.30	2.60	3.90	4.40	4.40	4.40	2.00
			Proposed				No change			2.20
Westwick Street	107	M	Existing	1.30	2.60	3.90	4.90	4.90	4.90	2.00
			Proposed	1.40	2.80	4.20	5.00	5.00	5.00	2.20
New Rose Lane MSCP	600	S/M	Existing	1.70	3.40	5.10	5.90	5.90	5.90	2.00
			Proposed	1.80	3.60	5.40	6.00	6.00	6.00	2.20

*** Tarrif type S = Short M = Medium L = Long

APPENDIX D

Summary of proposed revisions to season ticket and contract parking charges

Current and proposed charges for Council car park season tickets			Price per annum		
Season Ticket	Car parks included		5 day/wk	6 day/wk	7 day/wk
St Andrews	St Andrews MSCP	Existing	£1,000	£1,200	£1,400
		Proposed	£1,030	£1,236	£1,442
New Rose Lane	Rose Lane MSCP	Existing	£1,000	£1,200	£1,400
		Proposed	£1,030	£1,236	£1,442
Category A	Queens Rd, Barn Rd, Colegate, Rouen Rd, Magdalen Street, St Andrews, Westwick St, St Crispins.	Existing	£2,380	£2,856	£3,332
		Proposed	No change		
Category B	Magdalen St, St Crispins, Westwick St, St Andrews.	Existing	£1,195	£1,434	£1,673
		Proposed	No change		
Category C	Magdalen St, Westwick St, St Crispins.	Existing	£980	£1,176	£1,372
		Proposed	£1,000	£1,200	£1,400
Category D	St Crispins.	Existing	£780	£936	£1,092
		Proposed	No change		

Current and proposed charges for Contract Parking		Price per annum		
Permit/car park		5 day/wk	6 day/wk	7 day/wk
St Andrews	Existing	£1375	£1650	£1925
	Proposed	No change		
Colegate	Existing	£2600	£3120	£3640
	Proposed	No change		
Barn Road	Existing	£1,100	£1,320	£1,540
	Proposed	No change		
Westwick Street	Existing	£1,100	£1,320	£1,540
	Proposed	No change		

Summary of public parking spaces available

	Car Park	Operator	Standard spaces	Disabled spaces
	On Street pay and display	City/County Council	650	59
	Sub Total		650	59
Multi-storey	St Andrews	City Council	1032	52
	St Giles	City Council	319	11
	New Rose Lane	City Council	560	35
	Chapelfield	Capital Shop Centres	954	50
	Castle Mall – Farmers Ave	The Mall Group	76	5
	Castle Mall – Rose Lane	The Mall Group	702	25
	The Forum	Forum	192	12
	Riverside	X-Leisure	735	22
	John Lewis	JLP	635	15
	Anglia Square	Closed	0	0
	St Stephens Gate	NCP	260	2
	Sub Total		5465	229
Off Street Pay and Display	Barn Road	City Council	143	7
	Colegate	City Council	88	5
	Chantry	City Council	75	4
	Chapelfield East	City Council	17	1
	St Crispins	City Council	74	0
	Monastery court	City Council	52	3
	Rouen Road	City Council	179	9
	Magdalen Street	City Council	191	10
	Pottergate	City Council	24	2
	Queens Road	City Council	59	3
	Westwick Street	City Council	105	3
	Assembly House	Assembly house	48	3
	Botolph Street	RCP	160	0
	Edward Street	RCP	22	0
	Lower Clarence Road	RCP	385	0
	Anglia Square	RCP	95	0
	St Helens Wharf	Jarrold	134	4
	Mountergate	RCP	120	0
	Hollywood Cinema	RCP	69	0
	Riverside surface		1062	27
	Sainsbury Queens Road	Sainsbury	335	16
	Toys R Us	Euro car parks	242	8
	Rear of NCFC	NCFC	400	18
	Sub Total		4079	123
Park & Ride	Postwick	County Council	527	25
	Airport	County Council	591	29
	Sprowston	County Council	756	36
	Harford	County Council	1039	49
	Thickthorn	County Council	750	36
	Costessey	County Council	1051	49
	Sub Total		4714	224
	Total		14908	635

Report to Norwich Highways Agency committee
21 September 2017
Report of Head of city development services
Subject On-street parking charges review

Item

10

Purpose

To seek approval for an increase in current on-street parking charges and to consider whether to extend the current charging periods

Recommendation

To:

- (1) ask the head of city development services to carry out the necessary statutory processes to change the on street charges as follows:

A flat 50p parking charge and then:
 - 50p for each 15 minutes parked in higher band spaces.
 - 30p for each 15 minutes parked in lower band spaces.
- (2) note that charging during evenings and on Sundays will be considered as part of the up coming Norwich Area Transportation Strategy review.

Corporate and service priorities

The report helps to meet the corporate priority value for money services

Financial implications

Reprogramming the ticket machines will cost approximately £5000. This will be met from the on-street parking income generated. It is anticipated that income generated by the on street pay and display bays will increase from approx. £600k to £675k.

Ward/s Thorpe Hamlet/ Mancroft

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

Bruce Bentley - Principal transportation planner 01603 212445

Joanne Day – Parking manager (operations) 01603 212453

Background documents

None

Report

Background

1. On street parking charges have not been reviewed since August 2013, whilst off street parking charges are reviewed annually. Historically, the council has always aimed to keep the on-street charges just above those of comparable off-street car parks. This is to encourage the use of the off-street car parks and manages demand to ensure that the premium on-street spaces are readily available when needed. The on street parking spaces also offer the ability to pay for 15 minute increments rather than whole hours, which is not available in any off street car park; this is another reason that a premium rate should be charged.

Norwich Area Transportation Strategy (NATS)

2. The overall parking strategy for the city is to ensure that increasingly, parking within the city centre favours short and medium stay use whilst the overall provision is capped at a maximum of 10,000 spaces (Currently, the level of off-street public car parking in the city centre stands at around 9790 spaces.) The level of parking within the centre is such that solely providing short and medium stay results in underuse of the car parks, and hence longer stay tariffs are routinely available. However, as the city expands, and demand increases, this will increasingly favour the desired short and medium stay provision, with longer stays being catered for by 'Park and Ride'.

Current charging

3. On-street parking charges are currently levied during the day only, Monday to Saturday. Charges in Band A (the most central spaces) are £2 per hour (50p for fifteen minutes) whilst the lower band is charged at £1.20 per hour (30p for 15 minutes)
4. There is a separate report on this agenda that details proposals for price rises in the city council owned car parks, and the charges levied at other privately owned facilities. Tariffs of £2 plus will be charged in many city car parks, whilst only the un-made car park near to Anglia Square will charge less than £1.20.
5. As a result of these planned increases neither of the on-street bands is charged at the premium rate required to ensure regular availability for very short stay use
6. The primary purpose of charging for on-street spaces is to effectively manage this limited resource, and not to raise income. However, this year it is anticipated that a small loss will be made from in the on-street parking (on a gross income of £1.35m) although there has been more machine upgrades this year than is usual. However, the current charges are only just adequate to cover operational costs
7. Currently, 40% of users of the spaces in the heart of the city pay for the full hour, with only 13% opting for 15 minutes. The overall breakdown is as follows;

Overall length of paid stay	Percentage of Customers
15 minutes	13%
30 minutes	31%
45 Minutes	15%
1 hour	40%

Frequency of review of on-street charges

8. Off street car parks are usually serviced by a few relatively sophisticated payment machines that can take coins, notes and electronic payments, and can also give change. By contrast, on-street machines service only a few spaces each and therefore necessarily use less sophisticated payment machinery. Consequently, the ones in use on street can accept coins only, and do not give change.
9. Altering the machines to revise payments is therefore disproportionately expensive for on-street payment machines, due to the high number needed for relatively few spaces. In addition, when setting prices, it is important to consider the ease with which the payment can be made in denominations that customers are likely to have, so small incremental changes which result in odd amounts are not practical as it is less likely that the customer would have the correct money, and would not receive any change. Consequently, the review of on-street pricing tends to be every four or so years, as prices are varied in the city's off street parking provision. This also means that price rises when they occur do seem large by comparison with the small incremental rises seen at the off-street sites
10. In addition, since the charges were last reviewed, the government has introduced a 10 minute grace period on the enforcement of all on-street parking spaces. This has had the effect of making the shortest stay period effectively 25 minutes at an equivalent hourly rate of £1.20 in the premium spaces and 72p in the lower band. This is substantially lower than the comparable current off-street charges.
11. Since on-street parking charges were last reviewed the cost of living has risen by approximately 9%

Options

12. Officers have considered three possible options.

Option 1 - No Change

13. This would undermine the long established principals of the on street charging regime as explained earlier in the report and could encourage people to park on street for longer periods thus depriving those who want to stay for periods of less than an hour the ability to park conveniently. It would also mean that increasingly the permit parking scheme would be financially supporting the on-street 'Pay and Display' scheme. For these reasons this is not considered a viable option.

Option 2 – across the board increase

14. An option could be to increase the charges across the board by 10p per 15 minutes. This would increase the hourly rate to £2.40 in the most central spaces (60p per 15 minutes) and £1.60 in the lower band spaces (40p per 15 minutes). The following table shows the effective charge currently for the on-street spaces taking account of the grace period, and the effective charge should a 10p increase be made.

15. It can be seen that only the longest period in the premium spaces would attract the premium price as intended, and that premium is marginal. The lower band charges would also remain mostly below the cheaper city centre car parks. To achieve a charge level equivalent to off-street charges for the 15 minute period would mean a rate of at least 90p for 15 minutes parking in the premium spaces, making the hourly charge £3.60

Period charged (premium spaces)	Actual period allowed	Charge made	Effective charge per hour	Effective charge per hour if a 10p increase were made
15 minutes	25 minutes	50p	£1.20	£1.44
30 minutes	40 minutes	£1.00	£1.50	£1.80
45 minutes	55 minutes	£1.50	£1.64	£1.96
1 hour	1 hour 10 minutes	£2.00	£1.72	£2.06
Period Charged (lower band spaces)				
15 minutes	25 minutes	30p	72p	96p
30 minutes	40 minutes	60p	90p	£1.20
45 minutes	55 minutes	90p	98p	£1.31
1 hour	1 hour 10 minutes	£1.20	£1.03	£1.37

Option 3 – Up –front charge plus hourly rate

16. In this option, the parking charge would be made up of an up-front flat rate charge, with an additional charge for every 15 minutes parking purchased. For the premium spaces, the recommendation is for a 50p flat rate charge and then 50p for each 15 minutes. That would make the charge £1 for 15 minutes (effective charge, given the grace period £2.40 per hour) up to £2.50 for an hour (effective charge £2.15 per

hour). This is a more robust position with respect to potential future changes in off-street parking charges

17. The current lower band charges would be increased by introducing the 50p flat rate charge with a 30p charge for each 15 minutes. That would make the charge 80p for 15 minutes (effective charge, given the grace period £1.92 per hour) up to £1.70 for an hour (effective charge £1.46 per hour). This is consistent with the less expensive car parks in the city centre, but again provides some leeway to ensure that no further review of pricing is required for some time.
18. The revised charges do result in increases that exceed the rise in the cost of living over the period since the charges were last reviewed, but changes to the grace period, the need to ensure the premium nature of the on-street parking provision, and the need to ensure infrequent upgrades all result in the recommended rises in parking charges

Recommendation

19. To increase the on-street parking charges as described in option 3 above and detailed in the following table

	15 minutes	30 minutes	45 minutes	1 hour*
Band A				
Existing	50p	£1.00	£1.50	£2.00
Proposed	£1.00	£1.50	£2.00	£2.50
Effective price per hour (inc. grace period)	£2.40	£2.25	£2.18	£2.14

	15 minutes	30 minutes	45 minutes	1 hour*
Band B¹				
Existing	30p	60p	90p	£1.20
Proposed	80p	£1.10	£1.40	£1.70
Effective price per hour (inc. grace period)	£1.92	£1.65	£1.53	£1.46

¹ some Band B spaces can be used for up to two hours. Prices would increase by a further 30p for every additional 15 minutes This is an equivalent rate per hour of £1.33 for a two hour stay

Future Changes

20. The recommended changes to the current on-street charges should ensure that on-street charges during the working day, Monday to Saturday, will better reflect the premium nature of the spaces for a reasonable time into the future. However, despite the stated intention that the on-street parking provision should be charge at a rate just higher than comparable off-street car parks, no charges are made either in the evenings, or on Sunday.
21. With the substantial changes to Sunday trading and the evening economy that have occurred over the years this is no longer considered to be a tenable position, with all on-street provision (including single yellow lines) effectively filled whilst off-street car still have plenty of space. Not only does this cause unnecessary congestion during what are increasingly busy periods, it also encourages additional traffic whilst motorist search for an elusive free space.
22. As part of the forth coming update of the Norwich Area Transportation Strategy, charging on-street in the evening and on Sundays will need to be reviewed, as will all the existing single yellow lines within the city centre that currently permit free parking during these times.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency committee
Committee date:	21 September 2017
Director / Head of service	Andy Watt
Report subject:	On-street parking charges review
Date assessed:	17 th August 2017
Description:	

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This will help to ensure that the on-street parking service continues to cover its operating costs
Other departments and services e.g. office facilities, customer contact	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There may be a negative response in the short term to increased charges
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Financial inclusion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	On-street parking operations already take account of the needs of affected protected groups
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	On-street parking operations already take account of the needs of affected protected groups
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Managing parking provision reduces the need to drive around to find a free space
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	"
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	"
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	"
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	"
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	"
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments

	Impact			
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Recommendations from impact assessment
Positive
Implement price rises
Negative
keep front of house staff informed about price rises and the justification for them
Neutral
Issues

