



Norwich Highways Agency committee

Date: Thursday, 27 November 2014

Time: 10:00

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

Members:

County Councillors:

Adams (chair) (v)
Bremner (v)
Hebborn
Shaw
Sands (M)

City Councillors:

Stonard (vice chair)
(v)
Harris (v)
Carlo
Gayton
Grahame

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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 (notice to be given to committee officer in advance of the meeting in accordance with appendix 1 of the council's constitution) (by 10am on Monday 24 November 2014).	
3	Declaration 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 To approve the accuracy of the minutes of the meeting held on 23 October 2014.	5 - 8
5	Push the Pedalways - Tombland and Palace Street Purpose - To consider the results of the consultation on the proposals for Tombland and Palace Street, update members on progress since the October meeting. Agree that those proposals should be implemented with the suggested modifications highlighted at the consultation, and to agree to advertise an additional Traffic Regulation Order to amend the operation of the parking area in the Tombland Triangle.	9 - 44
6	Push the Pedalways - Park Lane to Vauxhall Street Purpose - To consider the results of the statutory consultation on the proposals for the delivering the pink pedalway between Park Lane and Vauxhall Street and to propose that an amended scheme is implemented.	45 - 58
7	Push the Pedalways - Project 4 - The Avenues and Project 19 - 20mph areas (west section) Purpose - To consider the responses to The Avenues and 20mph area statutory consultation and approve the	59 - 70

proposals for implementation, with amendments.

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| 8 | End of life signalled crossings | 71 - 74 |
| | <p>Purpose - To note that no objections were received for the consultation on the proposal to upgrade the Earlham Green Lane pelican crossing to a toucan crossing with associated measures, and to agree that those proposals should be implemented.</p> | |
| 9 | Catton Grove Road and St Augustine's Street proposed zebra crossings | 75 - 80 |
| | <p>Purpose - To inform members of the results of the consultation on the local safety scheme at Catton Grove Road and the proposed zebra crossing on St Augustine's Street.</p> | |
| 10 | Highway improvement and maintenance programmes for 2015-16 | 81 - 88 |
| | <p>Purpose - To ask members to note the highway improvement and maintenance programmes for 2015-16.</p> | |
| 11 | Major road works - regular monitoring | 89 - 92 |
| | <p>Purpose - This report advises and updates members of current and planned future roadworks in Norwich.</p> | |

Date of publication: **Thursday, 20 November 2014**

MINUTES

Norwich Highways Agency committee

10:00 to 10.40

23 October 2014

Present:

County Councillors:

Adams (V) (chair)

Bremner (V)

Sands (M)

Spratt (substitute for Councillor Shaw)

*(V) voting member

City Councillors:

Stonard (vice chair) (V)

Harris (V)

Gayton

Carlo

Grahame

Apologies:

County Councillors Hebborn and Shaw

1. Push the Pedalways – Tombland and Palace Street

The head of city development services, Norwich City Council, referred to the report on Push the Pedalways, Tombland and Palace Street and said that a number of issues had been raised by the Norwich School and parents of students at the school as late representations. He suggested that officers met with representatives of the school to discuss these issues and come back to the committee with a response to the points that had been made.

The chair and vice chair moved that the item be deferred from consideration to the next meeting of the committee.

RESOLVED, unanimously, with all 4 voting members voting in favour, to defer consideration of the Push the Pedalways – Tombland and Palace Street scheme to provide an opportunity for officers to discuss the scheme with the Norwich School and consider the issues raised in late representations by parents of students at the school and other interested parties to the next meeting of the committee (Thursday, 27 November 2014 at 10:00)

2. Public questions/petitions

The chair said that a public question had been received from Mary Cherry, Bursar to the Norwich School. In view of the decision to defer consideration of the Push the Pedalways – Tombland and Palace Street scheme, Mary Cherry reserved her right to ask a question until the next meeting of the committee.

The chair said that a public question had been received in respect of item 5, Review of visitor parking permits, which would be taken at the start of the item.

3. Declarations of interest

Councillors Stonard, Bremner, Gayton and Grahame declared an other interest in item 5, below, Review of visitor parking permits in that they held parking permits.

4. Minutes

RESOLVED to approve the accuracy of the minutes of the meeting held on 22 July 2014, subject to item 7, Push the Pedalways – The Avenues, paragraph 2 deleting the last sentence.

5. Review of visitor parking permits

(Councillors Stonard, Bremner, Gayton, Grahame had declared an interest in this item.)

Julia Edgeley, Chester Street, Norwich, asked the following question:

“What does one do once your allocation of 60 scratch-cards has gone? To alleviate this problem I suggest that instead of a 24 hour clock system we keep the 24 hour visitors’ pass but make it much more expensive which will then give people the choice of scratch-cards for those who don’t have many visitors and the 24 hour visitors pass for those that do. There are boroughs that use this system, Merton being one, and have found it to be successful and less stressful for the public, particularly the elderly population who sometimes scratch out the wrong date or year and find themselves with a fine. It seems to me the simpler the method the easier it will be to regulate, both for the citizens of Norwich and the council.”

The transportation and network manager, Norwich City Council, responded on behalf of the committee:

“As is explained in the report a number of options for updating our current visitor permit scheme were explored and we looked at how several other local authorities tackle the problem. The option that we are asking to be adopted, a 4 hour permit and up to 60 day permits, is what we believe to be the best compromise to suit the majority of people who live in a permit parking area. Having an expensive 24 hour permit and day permits scratch cards would over cater for the long stay visitors and penalise those residents who have lots of short stay visitors.

With the duration of the short stay permit extended from the 2 hours originally proposed to 4 hours the need to use the daily scratch cards is reduced, especially in the controlled parking zones that do not operate 24 hours, which are the majority outside the city centre. Those on the edge of the city centre, including the one covering Chester Street, operate Monday to Saturday 8am to 6:30 pm and around the university Monday to Friday 10am to 4pm. Within the city centre car parks are available for visitors to use if the full quota of scratch cards have been used.”

By way of a supplementary question, Julia Edgeley suggested that the system would be unfair on the elderly who could become confused. The transportation and network manager said that the review of the visitor parking permits was part of a general review of the controlled parking permit scheme introduced 25 years ago. There had been various problems with the scheme and the proposals sought to address these by taking into account best practice in other areas.

Councillor Stonard proposed that the recommendations in the report should be amended so that the cost of a day permit scratch card in the outer area was 50p, sold in multiples of 20 for £10, and that this was what had been consulted on. Councillor Bremner seconded the amendment. In response to a question, the committee was advised that the city centre area zones started with a "St" such as St Saviours, St Giles, etc. During discussion members considered the cost of purchasing the scratch cards in the outer areas. In response to a suggestion that residents could purchase fewer scratch cards, the transportation and network manager explained that the minimum purchase to cover the cost of administration was £10. Councillor Stonard pointed out that the scheme was self-financing and did not generate a profit. On being put to the vote, with all four voting members, voting in favour it was agreed to amend the recommendations to include the proposal for day permit scratch cards in the outer area to be 50p sold in multiples of twenty.

During discussion, a member pointed out that the proposed visitor parking permit scheme would make it more difficult for people to abuse the system and easier for the civil enforcement officers to enforce. Members considered the situation where households might have a number of regular visitors, including partners living away or a family member who worked away, and whether there was any provision for them to apply for a resident permit. In response, members were advised that the vehicle owner needed to be a resident and that the vehicle documentation needed to be registered at that address. The use of the 4 hour visitor permits would allow parking until the next morning in areas where there was no restriction after 18.30. People could also use limited waiting bays or park in neighbouring streets where there were no restrictions. It was also suggested that two hours was sufficient time for carers to visit their clients using the community care parking permit. Members were advised that residents in receipt of some means tested benefits were eligible for a free visitor permit.

A member asked if the decision on who could be granted a long stay care permit should be a joint one between the cabinet member and the head of city development services, rather than simply resting with officers. The head of city development services confirmed that he would consult with the cabinet member on all applications.

In summing up members considered that the scheme was a fair response to concerns about visitor parking permits being abused and ensuring that limited parking spaces on the highways were shared by residents.

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

- (1) note the consultation responses;
- (2) agree to replace the current visitor parking scheme with:

- (a) a new short stay visitor permit offering 4 hours of parking costing £19 per annum (free to low income households);
 - (b) city centre day permit scratch cards priced at £1 each and sold in multiples of 10, and outer areas day permit scratch cards priced at 50 and sold in multiples of 20, up to a maximum of 60 per household per year.
- (3) agree the terms and conditions for the new visitor permit scheme as set out in appendix 4.
- (4) ask the head of city development services to implement the new visitor permit arrangements when the new permit issuing software goes live early in 2015.

6. Push the Pedalways – Heathgate to Valley Drive

During discussion, members were advised that painted signs on the highway were expensive to maintain but could be considered.

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

- (1) note the consultation responses;
- (2) ask the head of development services to arrange for the necessary statutory processes to implement the advertised proposal for a 20mph zone in Gurney Road, Britannia Road and Vincent Road.

7. Push the Pedalways – Programme update

Councillor Harris welcomed the report and said that she considered it very useful.

RESOLVED to note the report.

8. Major roadworks – regular monitoring

RESOLVED to note the report.

CHAIR

Report to Norwich highways agency committee

Item

27 November 2014

Report of Head of city development services

5

Subject Push the Pedalways – Tombland and Palace Street

Purpose

To consider the results of the consultation on the proposals for Tombland and Palace Street, update members on progress since the October meeting. Agree that those proposals should be implemented with the suggested modifications highlighted at the consultation, and to agree to advertise an additional Traffic Regulation Order to amend the operation of the parking area in the Tombland Triangle.

Recommendations

That the committee:

- (1) Notes the results of the consultation on the proposed plans for Tombland and Palace Street;
- (2) Notes the progress since the October meeting as detailed in the report;
- (3) Agrees the following modifications to the plans, which respond to some of the objections raised through the consultation:
 - (a) Replacing the proposed Toucan crossing on Tombland with a traffic light control at the junction of Princes Street and Tombland, with a pedestrian crossing on Tombland immediately to the south of the junction
 - (b) Introducing an additional loading bay outside 7-11 Tombland and on the north-south arm of the “Tombland triangle”
 - (c) Omitting the proposed pinch point / raised table crossing on Palace Street immediately south of the junction with Pigg Lane.
 - (d) Revising the detail of the courtesy crossing at Erpingham Gate (Appendix 3a)
 - (e) Revising the detail to the layout of the area adjacent to the Tombland Triangle (Appendix 3b)
- (4) Approves the plans for Tombland and Palace Street which (in addition to the features mentioned in (3)) include:
 - (a) Replacing the roundabout in front of the Maids Head Hotel with a priority junction;
 - (b) Removing the central island on Tombland in front of the Erpingham Gate;
 - (c) Removing the signal controlled pedestrian crossing on Tombland by the Edith Cavell Statue;
 - (d) Providing a two-way cycle track on the eastern side of Tombland and the southern side of Palace Street between Princes Street and St Martin at Palace Plain;

- (e) Widening the footpaths in the northern part of Tombland;
 - (f) Amending the waiting, loading and parking restrictions in the area;
 - (g) Introducing contra flow cycling in the area known as the Tombland Triangle.
- (5) Asks the Head of City Development Services to complete the statutory procedures for the following the Traffic Regulation Orders that have been advertised:
- (a) Providing a two-way cycle track on the eastern side of Tombland and the southern side of Palace Street from Princes Street to St Martin at Palace Plain;
 - (b) Introducing a no waiting no loading restriction on Tombland and Palace Street between Princes Street and St Martin at Palace Plain;
 - (c) Introducing a loading bay on Tombland outside Samson and Hercules House;
 - (d) Amending the loading bay outside the Maids Head Hotel;
 - (e) Shortening the coach bay on Palace Street by St Martin at Palace Plain;
 - (f) Amending the position of the bus stops on the west side of Tombland;
 - (g) Allowing contra flow cycling on the one way sections of the Tombland Triangle.
- (6) Ask the head of city development services to advertise additional Traffic Regulation Orders with respect to:
- (a) The additional loading bay outside 7-11 Tombland;
 - (b) Adjustments to the parking arrangements on the north-south arm of the "Tombland Triangle" to include a new loading bay;
 - (c) The reversion of part of the 24 hour taxi rank on the east-west arm of the "Tombland Triangle" to pay and display parking during the day (reverting to a taxi rank in the evening, as the existing bay does);
- (7) Subject to the number and scope of the responses received to the above TROs, delegate authority to the Head of city development services, in consultation with the chair and vice chair of this committee, to consider any comments or objections;
- (8) Ask the head of city development services to progress the detailed design of the modified plans shown in appendix 3 for implementation in 2015.

Financial consequences

As part of the Push the Pedalways bid a budget of £360,000 was initially allocated to this project. During the development of the scheme it became apparent that this was insufficient to adequately provide the necessary improvements to the area. Following the cancellation of the £495,000 Earlham Road roundabout pedalway project the budget has been increased to £802,000. The proposed scheme is affordable within that budget.

Corporate objective / Service plan priority

The scheme helps to meet the corporate priority 'A safe and clean city' and the service plan priority to implement the Local Transport Plan.

Wards: Thorpe Hamlet

Cabinet member: Cllr Stonard – Environment, development and transport

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Background documents

Traffic counts and traffic modelling data

Drawings

Consultation material available online at:

<http://www.norwich.gov.uk/YourCouncil/Consultations/CurrentConsultations/Pages/TomblandAndPalaceStreetConsultation.aspx>

Consultation responses

Manual for Streets

Introduction

1. The development of a cycle network for the greater Norwich area is a key component of the Norwich Area Transportation Strategy (NATS). Members will be aware that the City Council has received £3.7M of cycle city ambition grant funding from the Department for Transport to fund the Push the Pedalways programme of cycling infrastructure improvements. These are concentrated on the pink pedalway between the Norfolk and Norwich Hospital / UEA and Heartsease / Salhouse Road, along with some important, strategic links to that route such as Magdalen Street. This funding is supplemented by £2M of local funding contributions.
2. At the October meeting, the report recommending agreement of the scheme for Tombland was deferred, following concerns raised by the Norwich School. Members requested that officers meet with the school to discuss their concerns.
3. The schools primary concerns relate to the proposed 'courtesy crossing' at the Erpingham Gate, and the moving of the existing light controlled facility from its current location to a point that connects more directly with Princes Street, and the introduction of contra-flow cycling in the 'Tombland triangle'. Both these issues were discussed in the October report, which is reproduced in Appendix 1

Discussions with the School

4. Officers met with the school's Bursar and a representative of the Cathedral on the 7 November, and had a positive meeting in which both organisations confirmed that they were pleased to see most of the improvements to Tombland, but reiterated the concerns they had already raised. In particular, the school were unconvinced of the safety of the proposed courtesy crossing, which they believe, quite rightly, will be used by a significant number of school children. They are also concerned about potential conflict in the Tombland triangle area, between cyclists and pedestrians at the entrance to St Faiths Lane, especially during periods when parents are picking children up in this area. They do, however, recognise that the scheme has many benefits, and in particular for those students who cycle to the school
5. The original scheme that was consulted on in July had been subject to a safety audit, and no concerns in principle were raised about either of these issues. However, it is recognised that without detailed plans of what the proposals will look like it can be difficult to appreciate how the scheme will work. Detailed plans are not normally produced until a scheme has been agreed in principle.
6. Officers agreed during the discussions to a number of action points.
 - To meet with the school at the time that the school closes in the evening to see first-hand the interaction between the school children leaving the site with other people and vehicles in the area, and with the space and crossing facilities that are currently available. The school acknowledged that officers had already taken the time to do this but all parties agreed that this would be beneficial to exchange views and information.
 - To prepare additional details of the proposed courtesy crossing to demonstrate how the crossing point was intended to operate, how the respective levels

might work, and how the interaction of pedestrians with cyclists would be managed

- To undertake a further safety audit, providing these additional details, and highlighting the concerns of the school, and the particular issues that the area faces as the children left, particularly in the evening (and with particular attention to the crossing proposals, and the contraflow cycling in the Tombland Triangle), and request that the safety audit team took these into account in their assessment of the scheme

7. In the meantime, an equality impact assessment was prepared by the Project manager, and reviewed by the City Council's Equality officer. This report is attached at Appendix 2

Site meeting

8. This took place on 12 November, and was attended by City and County Council officers, and the Bursar of the School. It was confirmed that the detailed drawing were in preparation, and that once they were completed, these would be submitted, together with the overall scheme for safety audit, which would be likely to take place on 19 November, and consequently, was not be available as this report was finalised and published. Officers did agree to let the school have sight of the initial drawings of the new detailed designs on the understanding that these would be draft proposals, and could be subject to revision consequent on any advice of the safety audit, and were being provided to give the school a better understanding as to how the crossing might work. It was confirmed that the safety audit team would visit the site independently to review the area at school closing time
9. A copy of the detail prepared consequent on the discussions with the school is include as Appendix 3a
10. A copy of the Stage 1 Safety Audit will be available for your meeting, with a verbal update. The scheme will be safety audited at several stages, including post completion, to resolve any potential issues

Other Issues

11. To resolve a potential conflict between cyclists and pedestrians at the point where the cycle track joins the Tombland Triangle, a revised detail of this area was agreed by the Pedalways Board. This plan is included in Appendix 3b

Conclusions

12. No scheme can eliminate all potential conflict, which is inevitable where so many users have differing needs within a public space. However, the scheme has been revised following public consultation in order to reduce potential issues so far as practically possible and will result in a significantly improved environment for all users of Tombland, with significant improvements in safety overall
13. Additional work has been undertaken to try to answer the concerns that the Norwich school have raised, and their concerns have been raised specifically with the safety audit team. The scheme, in common with every other highway scheme, will be safety audited throughout the design process and post implementation.

14. The scheme has been significantly amended following consultation, with revisions suggested to the Princes Street junction to overcome issues of conflict, provide better pedestrian and cycling facilities, and improved levels of servicing provision for the businesses in Tombland, as well as addressing the concerns about vehicular capacity on Palace Street. It is also recommended that the waiting restrictions in the 'Tombland triangle' are reviewed, to provide enhanced servicing there, and better parking arrangements.
15. Overall, the scheme now provides a good balance between the needs of all users, and a substantially improved environment for everyone, with substantial improvements in safety, due to the increased areas available for vulnerable users, and the reduced vehicle speeds proposed. The scheme is intended to support cycling and cyclist safety,

Implementation

16. There are a number of small amendments to waiting restrictions that will need to be advertised; including
- The additional loading bay outside 7-11 Tombland
 - Adjustments to the parking arrangements on the north-south arm of the "Tombland Triangle" to include a new loading bay
 - The reversion of part of the 24 hour taxi rank on the east-west arm of the "Tombland Triangle" to pay and display parking during the day (reverting to a taxi rank in the evening, as the existing bay does)
17. Depending on the number of objections received, and assuming they are not significant in numbers or content, it is requested that members delegate authority to the Head of city development services, in discussion with the chair and vice chair, to consider the results of the consultation to enable the detailed design of the scheme to be finalised
18. Technical details of the scheme will be worked up with the aim of commencing on site in April 2015

Report to Norwich highways agency committee

APPENDIX 1

23 October 2014

Report of Head of city development services

Subject Push the Pedalways – Tombland and Palace Street

Purpose

To seek approval for the Tombland and Palace Street cycle and walking improvement project that was agreed in principal by committee in June and which has been modified in response to consultation comments. To seek approval for the advertisement of an additional Traffic Regulation Order to amend the operation of the parking areas around the “Tombland Triangle”.

Recommendations

That the committee:

- (1) Notes the results of the consultation on the proposed plans for Tombland and Palace Street
- (2) Agrees the following modifications to the plans, which respond to some of the objections raised through the consultation:
 - (a) Introducing traffic light control at the junction of Princes Street and Tombland, with a pedestrian crossing on Tombland immediately to the south of the junction
 - (b) Introducing an additional loading bay outside 7-11 Tombland and on the north-south arm of the “Tombland triangle”
 - (c) Omitting the proposed pinch point / raised table crossing on Palace Street immediately south of the junction with Pigg Lane.
- (3) Approves the plans for Tombland and Palace Street which (in addition to the features mentioned in (2)) include:
 - (a) Replacing the roundabout in front of the Maids Head Hotel with a priority junction
 - (b) Removing the central island on Tombland in front of the Erpingham Gate
 - (c) Removing the signal controlled pedestrian crossing on Tombland by the Edith Cavell Statue
 - (d) Providing a two-way cycle track on the eastern side of Tombland and the southern side of Palace Street between Princes Street and St Martin at Palace Plain
 - (e) Widening the footpaths in the northern part of Tombland
 - (f) Amending the waiting, loading and parking restrictions in the area

- (g) Introducing contra flow cycling in the area known as the Tombland Triangle

(4) Asks the Head of City Development Services to complete the statutory procedures for the following the Traffic Regulation Orders that have been advertised:

- (a) Providing a two-way cycle track on the eastern side of Tombland and the southern side of Palace Street from Princes Street to St Martin at Palace Plain.
- (b) Introducing a no waiting no loading restriction on Tombland and Palace Street between Princes Street and St Martin at Palace Plain
- (c) Introducing a loading bay on Tombland outside Samson and Hercules House
- (d) Amending the loading bay outside the Maids Head Hotel
- (e) Shortening the coach bay on Palace Street by St Martin at Palace Plain
- (f) Amending the position of the bus stops on the west side of Tombland.
- (g) Allowing contra flow cycling on the one way sections of the Tombland Triangle

(5) Ask the Head of City Development Services to advertise additional Traffic Regulation Orders with respect to:

- (a) The additional loading bay outside 7-11 Tombland
- (b) Adjustments to the parking arrangements on the north-south arm of the "Tombland Triangle" to include a new loading bay
- (c) The reversion of part of the 24 hour taxi rank on the east-west arm of the "Tombland Triangle" to pay and display parking during the day (reverting to a taxi rank in the evening, as the existing bay does)

Ask the Head of Development services to progress the detailed design of the modified plans shown in appendix 3 for implementation in 2015.

Financial consequences

As part of the Push the Pedalways bid a budget of £360,000 was initially allocated to this project. During the development of the scheme it became apparent that this was insufficient to adequately provide the necessary improvements to the area. Following the cancellation of the £495,000 Earlham Road roundabout pedalway project the budget has been increased to £802,000. The proposed scheme is affordable within that budget.

Corporate objective / Service plan priority

The scheme helps to meet the corporate priority 'A safe and clean city' and the service plan priority to implement the Local Transport Plan.

Wards: Thorpe Hamlet

Cabinet member: Cllr Stonard – Environment, development and transport

Contact Officers

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Background documents

Traffic counts and traffic modelling data

Consultation material available online at

<http://www.norwich.gov.uk/YourCouncil/Consultations/CurrentConsultations/Pages/TomblandAndPalaceStreetConsultation.aspx>

Manual for Streets

Introduction

1. At the NHAC meeting on 12 June 2014 the committee agreed in principle the proposals for Tombland and Palace Street, as shown on the plans attached in Appendix 1.
2. Public consultation was carried in July and August 2014. 1750 letters were sent to all local residents and businesses informing them of the proposals and inviting them to comment. A 'drop in' session was held at the Cathedral Hostry and an exhibition was on display in City Hall. The required traffic regulation orders and notices were advertised in the local press, and street notices were placed in Tombland and Palace Street. The closing dates for representation on these were the 28th July 2014 and 11th August 2014 respectively. The public were invited to email or write in with their comments, suggestions or objections.
3. All the responses received are detailed in Appendix 2. In many cases, these have been summarised because of their length, but full copies of all the responses are available on request. Overall 102 responses were received with 54 fully or partially supporting the proposals. Letters of support from English Heritage and Living Streets were especially welcome. The report discusses issues of wide concern while other issues that were only raised by one respondent are listed with a response in appendix 3.

Discussion of issues raised during consultation

No need / justification for scheme, use alternative route for cyclists

4. Tombland is a critical point of convergence on the city's movement network and a destination in its own right. It carries three of the pedalways including national cycle route one. Many journeys made by cyclists necessarily pass through Tombland and conditions for them are currently poor. There is already a significant level of cycle movement in Tombland, and the accident record there (dominated as it is by accidents involving cyclists) fully justifies the need to provide better facilities for cyclists in this area. Other routes would involve an inconvenient detour.

Provide cycle lanes on both sides of the carriageway

5. A number of consultees suggested that cycle lanes should be provided on both sides of the carriageway, with cyclists travelling with the traffic flow. This has not been proposed because it would be very difficult to stop motorists blocking the cycle lanes by parking in them. Furthermore, painted lanes on the carriageway do not make less confident cyclists feel safe or offer the additional protection from buses and lorries that cyclists will value when passing through Tombland on the pink pedalway. Priority has been given to the provision for a high quality connection to Palace Street rather than Wensum Street because Palace Street has a more

important status on the cycle network and the width of Wensum Street, Fye Bridge Street and Magdalen Street mean that an cycle track on Tombland would abruptly end as it entered Wensum Street.

Position of the light controlled crossing and the Princes Street junction

6. Significant levels of concern have been raised by the Norwich School and parents of its pupils about relocating the signal controlled pedestrian crossing from near the Erpingham Gate to the junction with Princes Street.
7. It is accepted that there is a significant demand from pedestrians to cross Tombland opposite the Erpingham Gate, but placing a light controlled crossing in this position is not possible because the gate has vehicular access. The current crossing position is conveniently placed between the school exit and the local sweet shop but it does not serve the pedestrian crossing demand between Erpingham Gate and Tombland Alley or between Princes Street and the Ethelbert Gate. Consequently there are currently a significant number of pedestrian movements at these points with no crossing.
8. The existing crossing is also not compatible with the proposed cycle track on the east side of Tombland. The proposed toucan crossing by Princes Street, which in the consultation version of the plan would have been shared by cyclists and pedestrians, has been replaced by a signal controlled junction for cyclists and vehicles with a separate pedestrian crossing. This is a response to concerns that were raised about potential conflict between waiting pedestrians and cyclists using the cycle track. Providing a formal crossing at this point, centrally in Tombland, links with more of the pedestrian and cyclist crossing desire lines than at any other point.
9. The provision of this new junction does have the potential to limit the flow of traffic on Tombland during peak hours (and in particular the evening peak) which could lead to increases in congestion. To avoid this, the lights will be on a longer phase at peak time so that sufficient time is given to movements on Tombland at the expense of a longer wait to cross Tombland from Princes Street. In the longer term, the implementation of other changes in the city centre will reduce traffic levels here, allowing crossing times to be reduced without needing to redesign the junction again.

Courtesy crossings and raised tables

10. The proposed courtesy crossings have been largely supported. The Norwich School support their provision on Palace Street and Wensum Street but have raised significant concerns about the safety of the proposed crossing on Tombland outside the Erpingham Gate, preferring the retention of the existing light controlled facility. The proposed courtesy crossing picks up the desire line from Erpingham Gate to Tombland Alley

providing a safer facility at a location where a significant number of people already cross.

11. The courtesy crossings on raised tables have a dual function of slowing vehicles in support of the proposed 20mph limit and making pedestrians more visible at popular crossing points, thereby providing a safer crossing opportunity. Despite the concerns that have been raised, there is no evidence to suggest that crossings of this nature are unsafe, and indeed many respondents have supported their use, except in this location. Experience elsewhere has demonstrated that the traffic calming effect results in motorists being more aware of pedestrian movement, and more inclined to cater for it in their driving style. This would not be achieved with other forms of speed management, such as camera enforcement. This benefit is achieved without significantly impacting on traffic flows in the way that light controlled crossings do. In addition, the proposal removes obtrusive highway equipment for around the Edith Cavell Statue and the Erpingham Gate, which are historically and architecturally important.

The need for guard railing

12. A number of respondents have expressed concern about the removal of the guard railing in Tombland. The pavement between Princes Street and Palace Street on Tombland is around 100m in length, and the existing barriers extend to around 20m. Barriers have historically been overused in an attempt to force pedestrians to cross at places other than on a desire line. The barriers in Tombland do not achieve this because they do not and cannot extend to the Erpingham Gate. The proposals cater better for pedestrian crossing on the desire lines and therefore the barriers are not needed. Furthermore the barriers narrow the pavement considerably and disfigure the space.
13. It has been suggested by some consultees that a barrier should be erected between the pavement and the proposed cycle track on the east side of Tombland. This is unnecessary because there a kerb and a change of surface materials that will provide separation. The pavements outside the Erpingham Gate will also be substantially widened from as little as 1.6m now to a minimum of 2.8m and up to 9m wide. There is little risk of anyone inadvertently walking into the cycle track. Where there is a desire to cross the cycle track, such as at the proposed courtesy crossings, these points will be highlighted to ensure that pedestrians are aware that they are crossing a cycle track and a refuge area is provided to allow pedestrians to wait and check for traffic before crossing the carriageway.
14. The value of the barriers to blind and partially sighted people in the absence of other detectable features is accepted. There is a misunderstanding that the proposed bollards are acting as a substitute for pedestrian guard railing, when in fact they are primarily there to protect the cycle track from parked cars. Following discussions with the Norfolk and Norwich Association for the Blind it is proposed to use a textured sett detail

to mark the transition between footpath and cycle track and the edge of the loading bays.

Congestion on Palace Street

15. Concerns have been raised about the reduced width and traffic calming proposed for Palace Street. Palace Street carries around 5500 vehicles southbound and 2700 vehicles northbound (7am to 7pm), with very few larger vehicles. The proposed chicane arrangement is widely used in the UK and is appropriate for streets with this level of traffic. The chicane is deliberately sited on the southbound (busier) carriageway because there is greater opportunity for vehicles to pass it with the lighter oncoming traffic. In addition, there is little potential for queuing on the northbound carriageway thereby minimising the potential for the chicane to be blocked by queuing traffic. The consultation plans featured two chicanes but on reflection the narrowing to the south of Pigg Lane is considered to be too close to the junction with Tombland and has been omitted from the revised plans. It might be introduced in the future when traffic levels are lower. The removal of this narrowing will also help address the concerns raised about potential rat running in Fishergate as it reduces the potential for queuing traffic on Palace Street.

Removal of the roundabout and concerns about the operation of the priority junction

16. The current roundabout is the location of the majority of accidents on Tombland, and almost all of them involve cyclists. In addition, the roundabout and associated splitter island take up a large proportion of the space available and unless it is removed there is little potential to increase space for pedestrians and cyclists. Traffic already gives way at the roundabout to vehicles from Wensum Street, so the effect of changing the junction is unlikely to have any significant impact on this movement. Only 1500 vehicles exit from Wensum Street into Tombland between 7am and 7pm, so there are plenty of gaps for the 2500 vehicles wanting to turn right from Tombland into Palace Street. The proposed arrangement gives priority to the considerable number of bus services using Tombland and Wensum Street (around 1000 movements a day) and priority for cyclists using this route, who do not have the benefit of the cycle track, as has been discussed already.

Parent drop off

17. The issues caused by parents picking up and dropping off children is a concern for a number of respondents, both those who find the behaviour unacceptable and those who believe that it should be accommodated. It is impractical to provide a facility that would only be useful for a small part of the day. The changes in Tombland should make it easier for those parents who have to drive their children to school to drop them in nearby streets and allow them to walk to school, as the overall environment in Tombland

will be significantly safer, with much greater space for pedestrian movement.

Business Servicing

18. Tombland is surrounded by businesses operating from historic buildings with little or no servicing provision. Currently, many businesses service from the street, one-wheel up on the narrow pavements, to the detriment of pedestrians. However, a number of businesses raised concerns through the consultation that the amount of servicing space and its location was not suitable or adequate, and provided details of their servicing requirements. As a consequence of this, the scheme has been revised to increase the number of loading bays by providing an additional off-carriageway bay on the western side. This will make the footway adjacent to the loading bay very narrow when it is occupied but it will not be occupied for most of the time. If loading vehicles cause an obstruction to pedestrians when the scheme is operating then it would be possible to introduce a time restriction. A new service bay is also being proposed within the "Tombland Triangle". It is also recommended that the current parking and taxi rank arrangements are altered to provide increased levels of parking during the day because the current taxi rank is hardly used, and could be significantly reduced in size.

Princes Street Cobbles

19. There were several suggestions that the cobbles in Princes Street should be removed for the benefit of cyclists. This is outside the scope of this project, which is focussed on the northern part of Tombland, with minor traffic management changes elsewhere. Any alteration of this historic cobbled street would require very careful consideration to ensure that its historic quality was not damaged.

Design issues, paving, bollards

20. During the consultation, an artist's impression of how the scheme could look was presented to help people to understand the proposals. This impression was based upon the draft plans for the area and the scheme had not been fully developed. The scheme will need to be subject to full detailed design before construction and issues relating to the choice of bollard, the nature of the paving and the final detailing will all require refinement.

Landscaping and loss of tree

21. The tree currently in the centre of the island in Tombland was planted by the Norwich Society in 1993. Although the tree is reasonably healthy, it is routinely damaged by high sided vehicles due to its location. Its removal and replacement with enhanced tree planting is supported by the Council's arboricultural team, particularly in view of the other benefits of the scheme in terms of hard and soft landscaping. Some respondents have asked for

the tree to be replanted elsewhere, but this is unlikely to be practical because it was planted in a sewer ring and would be expensive to move with little guarantee that it would survive. New planting is much more likely to establish effectively and would be the better option.

Two-way cycling in the “Tombland Triangle”

22. Concerns have been raised that the “Tombland Triangle” street sections are not wide enough to allow for contra flow cycling. The north-south arm of the triangle is 5.77m wide, and the east-west arm is 6.45m, although both arms have parking areas, which reduce the useable width to 3.97m (3.37 when the loading bay is in use by a large vehicle, but this is expected to be for limited periods only) and 4.45m respectively. Manual for Streets advises that 4.1m is an adequate width for two cars to pass at low speed, so there should be no issue at all on the east-west arm. There is no advice on the minimum width for contraflow cycling, but Transport for London suggest a minimum of 3.5m (2m carriageway, 1.5m cycleway) on lightly trafficked streets and there is nearly half a metre more than this available most of the time. Consequently, the concerns that have been raised are not justified.

Scheme should cover the whole of the Tombland area

23. Tombland is divided into three quite distinctive areas. The northern square, surrounded by the Erpingham Gate, Augustine Steward House and the Maids Head Hotel, which connects though a narrower street section to the substantial southern square. Ideally, the whole area should be redesigned at the same time, but this is not currently affordable within existing budgets. The southern square deserves very significant changes that are beyond the scope of highway budgets and improvements, but the current project for the northern square will allow a significant re-prioritisation of the space away from vehicular movement towards walking and cycling, which would be consistent with any scheme for the southern square.

Road width

24. The carriageway width proposed for Tombland is 6m, with selective widening to ensure that buses can get around the bends without traversing onto the opposite side of the road. This has been questioned by some consultees.
25. Manual for Streets advises that streets should no longer be designed by assuming ‘place’ to be automatically subservient to ‘movement’. They should be considered in combination, with their relative importance depending on the street’s function within a network. It is only by considering both aspects that the right balance will be achieved. It also says that bus routes should be a minimum of 6m wide for two directional travel.

26. In view of the importance of Tombland as a public space, the current bus routing via Magdalen Street, and the provision of improved off carriageway loading facilities, a width of 6m is considered appropriate. Providing a wider carriageway would reduce the width available for extending the currently inadequate pavements, reduce the width of the proposed cycle track below acceptable standards and potentially remove the opportunity to create off-carriageway service areas.

Conclusions

27. The scheme has been significantly amended following consultation in order to address legitimate concerns that have been raised. The project is a critical component of the Push the Pedalways programme to create a great new cross-city cycle route and will make Tombland and Palace Street much better places to spend time on foot or on a bike, without undermining their ability to carry large flows of traffic.

Implementation

28. Technical details of the scheme will be worked up with the aim of commencing on site in late spring 2015. Any objections to the further consultation on the recommended changes to the waiting restrictions in the “Tombland Triangle” will be reported to the January meeting

Wensum Street

Maid's Head Hotel

Chapel

Erpingham Gate

Nelson's Statue

St Mary The Less Church

Tombland

Proposed courtesy crossings on raised tables

Existing roundabout to be removed and converted to priority junction

Proposed margin area for pedestrians

Proposed loading area

Existing guardrails to be removed

Existing footway to be widened

Proposed courtesy crossing on raised table to match pedestrian desire line

Proposed 3m wide two-way cycle path

Shared use path

Proposed footway surface over junction

Shelters

TCBs

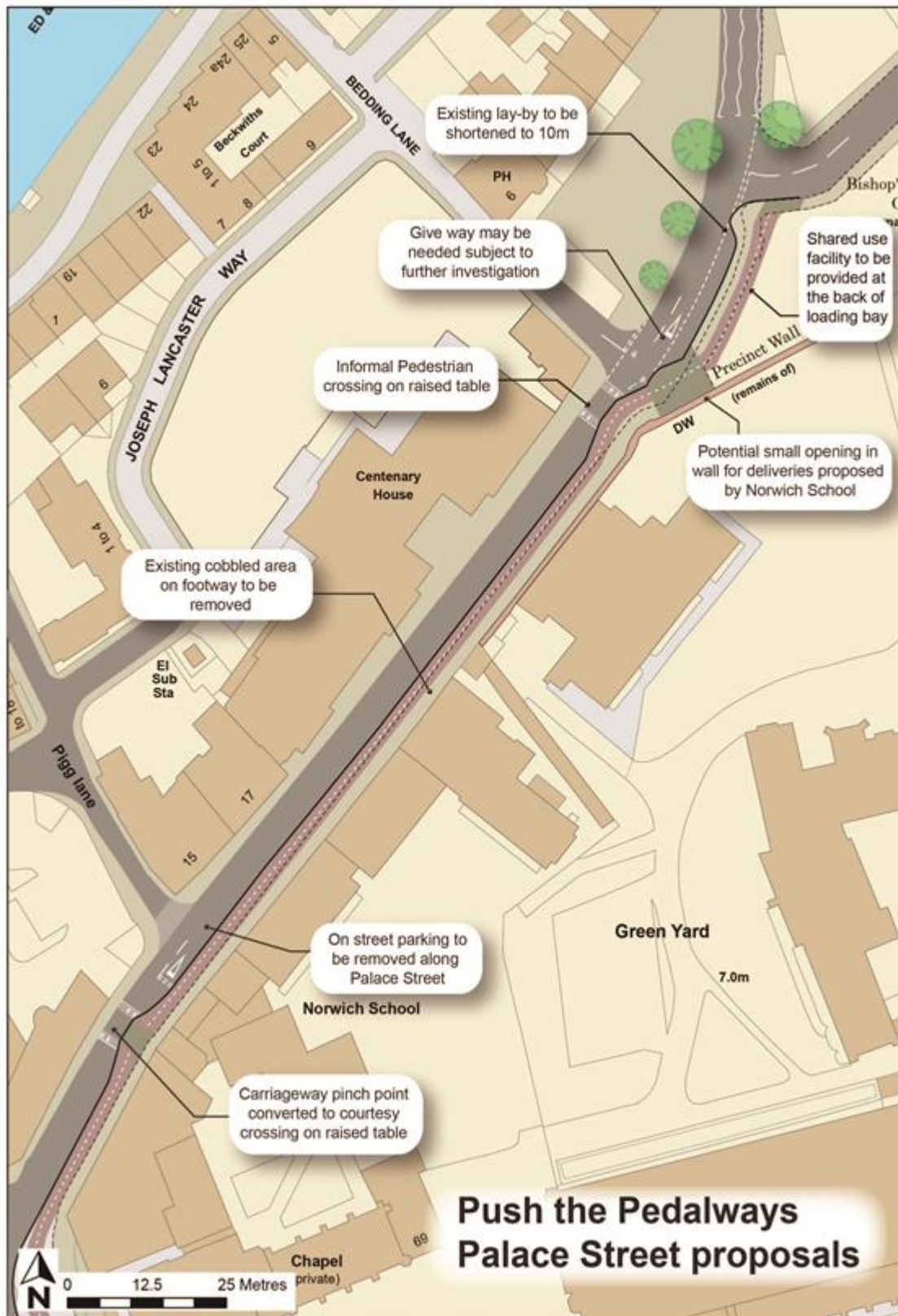
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Push the Pedalways Tombland proposals

Appendix 1 – Tombland & Palace Street proposals



Appendix 2 – Consultation responses

Issue	Number of times raised	Officer Response
Total number of responses	100	This is broken down below into supporters and objectors. However, many comments received were suggestions or comments/questions. This is why the figures do not add up
Support scheme	33	Level of support welcomed (comments are included in the analysis)
Object to scheme	23	Issues raised are included in the analysis
Generally Support scheme (except moving of crossing)	14	Officers recognise that for many people, whilst supporting the general aims of the scheme, the crossing is a particular issue. These comments re included in the overall levels of concern about the moving of the crossing in the comment above. See Report
Object to light controlled crossing being moved	20	See paragraphs 6 - 9
Cycle Lane will be dangerous for pedestrians/other traffic	18	See paragraphs 12 - 14
Pinch points/narrowings in Palace Street will cause congestion	11	See paragraph 15
Two way cycling in Tombland Triangle dangerous/ will cause congestion	11	See paragraph 22
Loading facilities in Tombland will not be adequate	8	See paragraph 18
Support 20mph	6	Support noted
Area not suited as a cycle route - cyclists should be diverted elsewhere	6	See paragraph 4
Cyclists should be allocated road space	5	See paragraph 5
Removal of roundabout is unnecessary/retrograde step	5	See paragraph 16
Will be a visual improvement	5	Support noted

Appendix 2 – Consultation responses

Issue	Number of times raised	Officer Response
Loss of exiting tree/landscaping regrettable	5	Replacement landscaping will take place in Tombland, and the precise details have yet to be worked up.
Scheme should include wider area (all of Tombland)	5	It is agreed that this is desirable, but it is not affordable within current budgets. Scheme will act as a template for any improvements in the main Tombland square
Removal of roundabout is welcomed	5	Support noted
Reduction in carriageway width welcome	4	Support noted, See paragraphs 24 - 26
Courtesy crossings difficult/ dangerous to use	4	See paragraphs 10 & 11
Scheme is a waste of money	4	Tombland is both a critical part of the cycle network and an important historic meeting point. Scheme aims to balance the needs of all users with this historic space
Access to Erpingham Gate an improvement/ will protect historic gateway	4	This was one of the aims of the scheme
Concerns about shared areas	4	See paragraphs 6-14
Bollards are unsuitable (design)	3	Detailed design had yet to take place. Bollards were shown for demonstration proposes only
Scheme should not include speed ramps	3	Speed ramps are multifunctional, and are required to slow traffic.
Side streets will become rat runs because of increased congestion	3	See paragraph 15
T junction will cause congestion in palace Street	3	See paragraph 16
Coach bay on Palace Street won't be adequate	3	Norwich School, who use the bay most, confirm that they can manage their coaches so that there is only one there at a time
Do not agree with narrowing of carriageway	3	See paragraph 24-26
Support contraflow cycling	2	Support noted
Cycle path not necessary	2	See paragraph 4

Appendix 2 – Consultation responses

Issue	Number of times raised	Officer Response
School drop off should be catered for	2	It is not appropriate to design an area around a short term issue such as the dropping off of children by car. The more this is accommodated, the greater the issue will become.
Concern that area will not be suitable for disabled people	2	The needs of disabled people will be taken into account in the detailed design.
Princes Street cobbles should be removed	2	This is outside the scope of this project, but in any case, would be inappropriate in this historic street
Consultation inadequate	2	Letters were written to everyone in the area, and we held a drop in session in the Cathedral, and the proposals were on extended display in City Hall
Support courtesy raised crossings/traffic calming	2	Support noted
Scheme has not been based on evidence	2	See report and consultation material
Concerns about conflict in Erpingham Gate	2	There are no changes within Erpingham Gate, which is beyond the highway boundary
Motorists should be considered and take priority	2	This is a key City Centre location where the needs of all users need to be taken into account
Extended pedestrian areas will enhance area and setting of Edith Cavell memorial	2	Support noted
Light controlled crossings inappropriate in urban areas	1	Light controlled crossings are appropriate in locations of high traffic flow, and are particularly valued by the blind community
Concern about detail of cycle path termination in Bishopgate	1	Detailed design work has yet to be done on this scheme
Concerned about implications for those with impaired vision	1	We are in discussions with the NNAB, to ensure that the scheme is detailed appropriately to help blind people

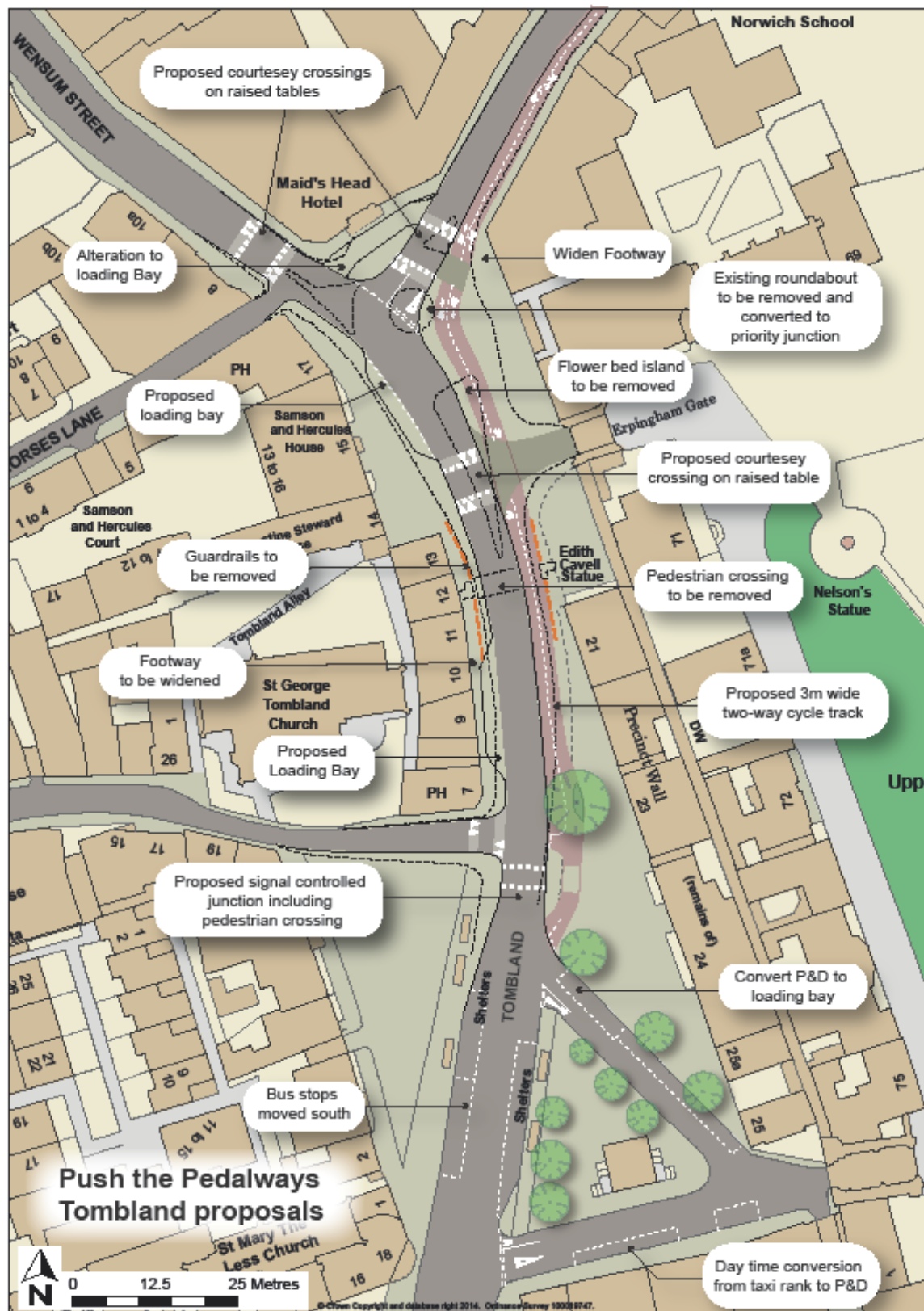
Appendix 2 – Consultation responses

Issue	Number of times raised	Officer Response
Where will the bus stops be	1	The bus stop will remain in their present location (slightly adjusted position)
Priority should be to traffic into Palace Street rather than Wensum Street	1	See paragraph 16
Parking on Bull Close Road should be removed	1	This is outside the scope of this project
Cycle routes should not be severed by the NDR	1	This is outside the scope of this project
National Cycle route along Bracondale/ King Street is unsatisfactory	1	This is outside the scope of this project, but the long term aspiration is to move the national Cycle route via Riverside and the deal Ground
Improvements for cyclists are inadequate	1	The scheme aims to balance the needs of all users
Streetscape inappropriate to area	1	The scheme is being designed to complement the historic setting
Should be allowed to drop off/ deliver on cycle path	1	This would undermine the purpose of providing the cycle path. It is not intended for car parking
design will attract anti-social behaviour	1	Detailed design work has yet to be done on this scheme
Would like to see bollards extended into Palace Street	1	There is insufficient width to extend the bollards into palace street, without severely compromising both the footway and the cycle path
Scheme will prevent access to Princes Street	1	Access to princes Street will not be compromised
Pedestrian crossing will cause delays to traffic	1	The timing of any junction or crossing is managed to minimise impact
Object to loss of parking on palace Street	1	Alternative parking is available in the area, particularly in the evening, whn most car parks have plenty of space
Wants traffic lights at Princes Street junction	1	These are being suggested
Scheme needs to be considered in a wider context from a cycling perspective	1	The scheme is an integral part of the 'Push the Pedalways' programme, and a number of routes meet in Tombland
More soft landscape needed	1	Detailed design work has yet to be done on this scheme

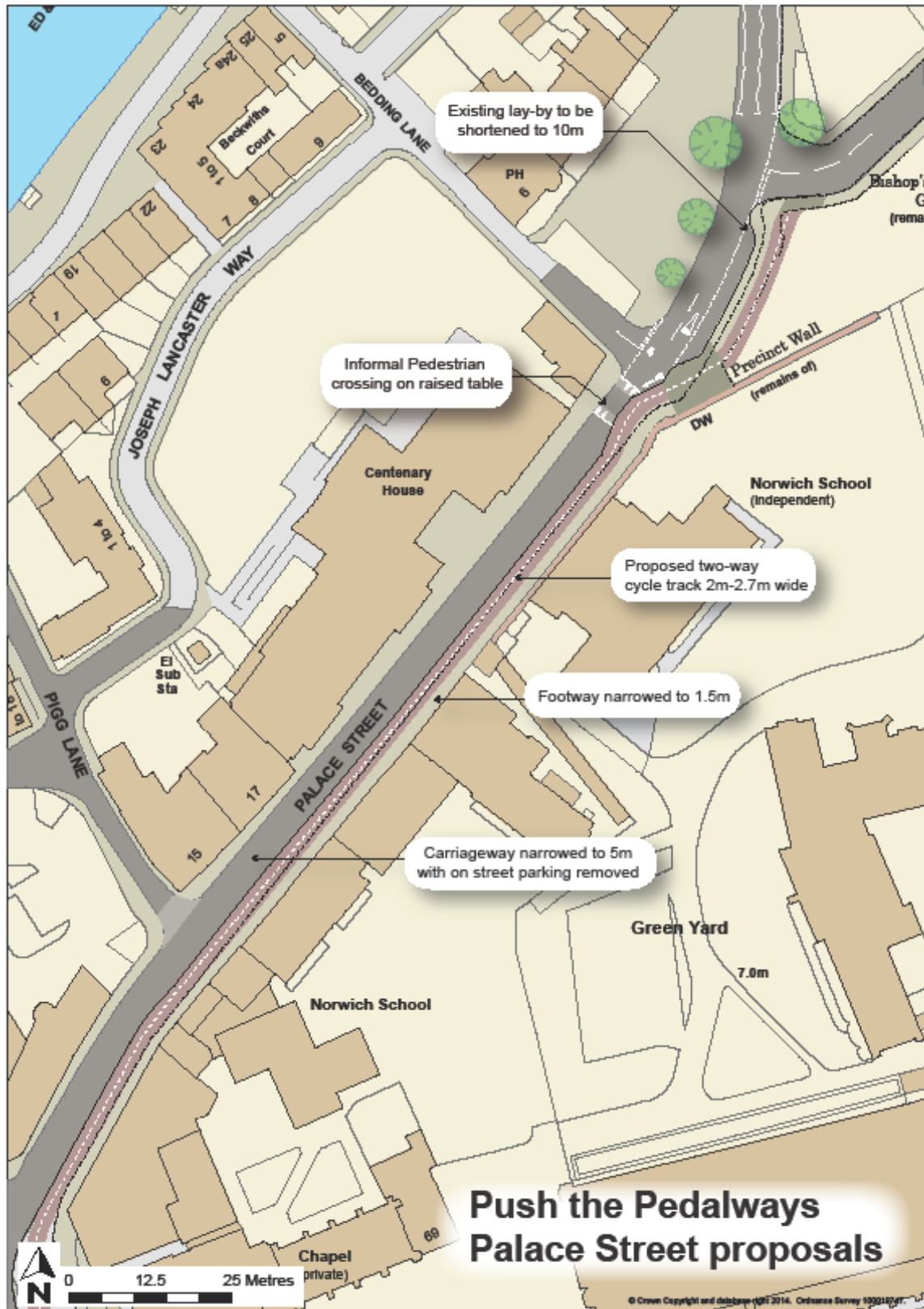
Appendix 2 – Consultation responses

Issue	Number of times raised	Officer Response
will scheme increase risk of flooding	1	The area is already mostly hard landscaped. New planting areas will provide additional natural drainage
Would like to see Tombland completely pedestrianised	1	Noted
Maintenance will be an issue	1	Maintenance issues will be considered as part of the detailed design
Support removal of parkin on Palace Street	1	Support noted

Appendix 3a – Tombland revised proposals



Appendix 3b – Palace Street revised proposals



Equality impact assessment template



NORWICH
City Council

Name of head of service or executive head authorising:	City development Services
role:	Head of Service
Brief synopsis of assessment	Overall, the effects of this proposal are likely to be positive for potentially affected groups.
Lead review manager name:	Bruce Bentley
Role:	Project Manager
Date:	30 th October

1. Title of proposed policy, function or project:

City Cycle Ambition Grant project 13. Tombland and palace Street

2. What are the aims and objectives?

The Tombland scheme is part of an overall project (Push the Pedalways) that seeks to

1. Boost economic growth by enabling residents to reach job opportunities, city centre facilities and linking major development sites to the cycle network.
2. Tackle health problems in parts of the city with high levels of obesity by providing cycling infrastructure and targeted cycling promotion.
3. Double the level of cycling within ten years.
4. Broaden the demographic appeal of cycling.
5. Reduce the rate of accidents involving cyclists and pedestrians.
6. Cut carbon emissions from journeys within the city.

The Tombland scheme itself has the following objectives, and is primarily a scheme that re-allocates existing highway space in favour of pedestrian and cycle movement. The project objectives are

Essential

1. Provide a safer route for cyclists between Princes Street and Bishopgate on the pink pedalway.
2. Reduce the amount of street clutter that disfigures Tombland, especially guard-railing and the lighting column in front of Samson and Hercules.
3. Introduction of 20mph limit and reinforcement with traffic calming if necessary.

Desirable

1. Provide a safer route for cyclists on the green pedalway between Princes Street and St Faiths Lane and on NCN1 (red pedalway) between Princes Street and Upper King Street. (This is subject to

ongoing routing negotiations with Sustrans).

4. Provide additional cycle stands, potentially on the site of the redundant toilet.

5. Enable larger vehicles to enter The Close through the Erpingham Gate rather than the narrower Ethelbert Gate, which is being damaged.

6. Enable cycling from Queen Street into St Faiths Lane and from St Faiths Lane into Princes Street without needing to ride along Tombland.

3. Who are the key stakeholders?

The Council

Members of the public

Local Businesses

Local Residents

Cycling groups

Disabled Groups

Heritage Groups

4. What evidence has been used for this assessment?

Consultation responses

Best Practice guidance

Project Brief

5. Have any concerns been raised about the proposed policy?

(Copy and paste this symbol ✓ to tick the relevant fields below)

	Yes	No	Not known
Age	✓		
Disability	✓		
Gender		✓	
Racial group		✓	
Religion or belief		✓	
Sexual orientation		✓	
Socio-economic status		✓	

5a. What have people from these equalities groups told you about their concerns?

The moving of the current light controlled crossing from its current location will take it away from the desire line for schoolchildren, and will make them use a more dangerous alternative.

Blind people could be adversely affected by elements of the detailed design of the scheme, but overall, the changes are welcomed

**6. Do different groups have different needs in relation to this policy?
(Copy and paste this symbol ✓ to tick the relevant fields below)**

	Yes	No	Not known
Age	✓		
Disability	✓		
Gender		✓	
Racial group		✓	
Religion or belief		✓	
Sexual orientation		✓	
Socio-economic status		✓	

6a. Please explain what the potential outcomes are for these equalities groups:

A poorly detailed scheme could adversely affect the mobility of disabled people, and blind people in particular. The proposed light controlled crossing, which is on a number of desire lines, and central to the area as a whole, will benefit people with walking difficulties by reducing the overall length of journeys for most users. In addition, the reduced width of the crossing will make that movement safer.

The impact on Children over any other group is marginal. A light controlled crossing at a position that picks up more desire lines than the current location is proposed, and in addition, new courtesy crossing points are provided in several positions where there is currently no provision, and there is a need to cross the road. Whilst one desire line (between the School and the local sweet shop) is not catered for by the light controlled facility without a slight diversion, all other destinations have improved facilities. Traffic calming is proposed throughout the area, and pavements are being substantially widened. Off road cycling facilities are also being provided, and consequently the overall environment for all children is likely to be improved

7. Is there a chance to: a. promote equality of opportunity, and b. promote good relations in the community? (Copy and paste this symbol ✓ to tick the relevant fields below)

	Yes	No	Not known
Age		✓	
Disability	✓		
Gender		✓	
Racial group		✓	
Religion or belief		✓	
Sexual orientation		✓	
Socio-economic status		✓	

7a. Please explain whether the potential is for a positive or neutral outcome:

There is potential for a positive outcome. The scheme is being designed at the detailed stage to take account of all relevant best practice guidance with relation to disabled people, and provides enhanced pavements, which currently do not meet recommended standards in some locations. Discussions are taking place with the Blind association to ensure that the scheme is detailed to ensure that the area is designed to account for their needs, which again, is an improvement over the current situation

8. Is there evidence to suggest that the policy may have a disproportionate adverse impact on an equalities group? (Copy and paste this symbol ✓ to tick the relevant fields below)

	Yes	No	Not known
Age		✓	
Disability		✓	
Gender		✓	
Racial group		✓	
Religion or belief		✓	
Sexual orientation		✓	
Socio-economic status		✓	

8a. Please explain what this potential impact is and how you intend to mitigate against it in a proportionate and relevant way:

Overall, impacts are likely to be positive

9. Please outline key recommendations and actions committed to in the future:

Continue to discuss detailed design issues with the Blind Association

10. On the basis of this assessment, should this policy go on to the further impact assessment stage?


No

11b. Please explain:

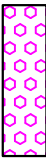
No disproportionate negative impact has been identified

Please note that the further impact assessment is only necessary if a potentially disproportionate negative impact has been identified.


KEY




Two way cycle track



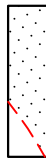
Tactile area - extent tbc




Ramped area or area of raised levels




Conservation kerbs demarcating areas and level change




Area strengthened to take vehicle movements



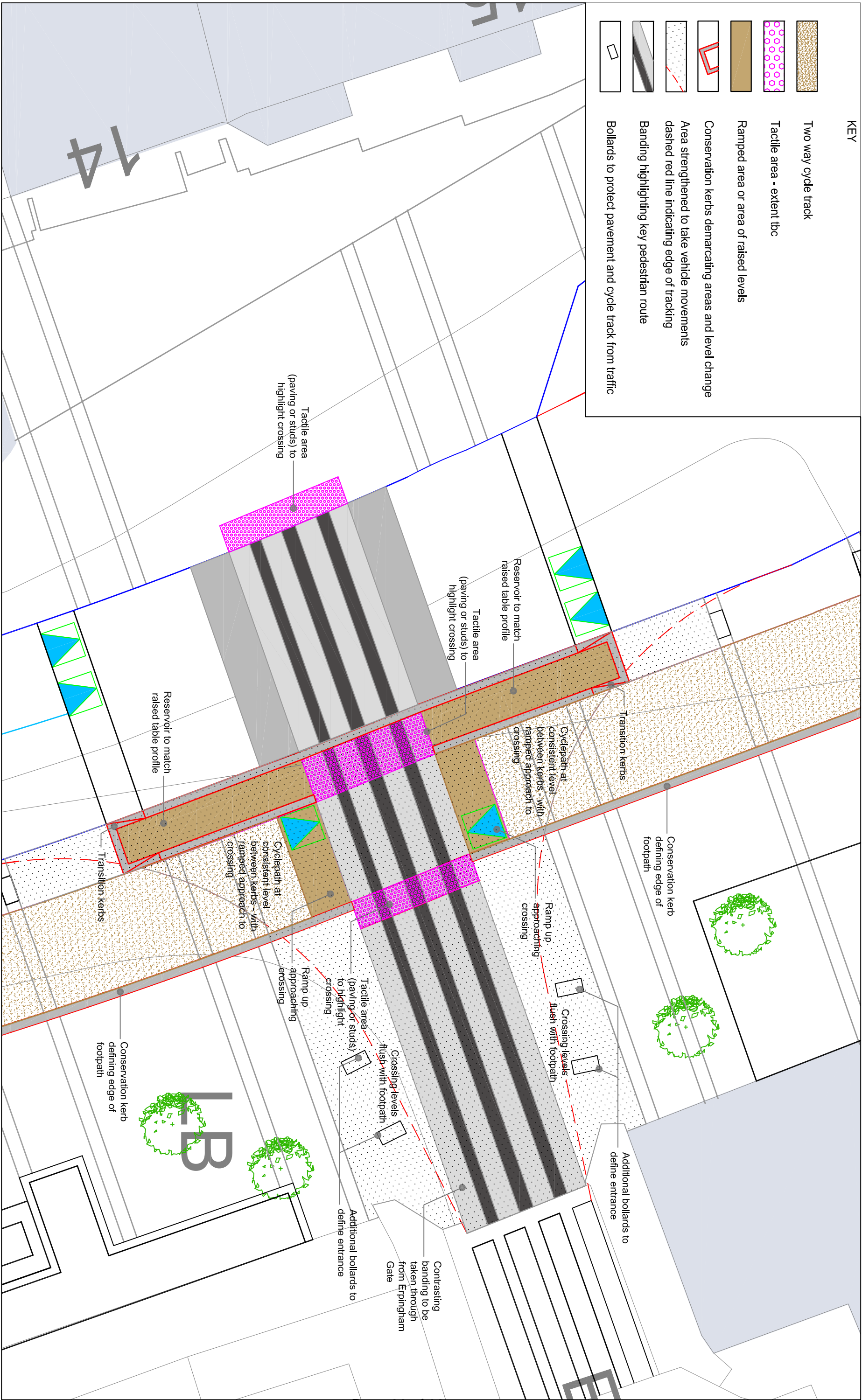
Dashed red line indicating edge of tracking



Banding highlighting key pedestrian route



Bollards to protect pavement and cycle track from traffic



Title

Push the Pedalways
Tomland and Palace Street
Norwich City Council
Erpingham Gate Crossing

Date

14.11.14

Designed by

EH/BB

Drawn By

EH

DWG. No.

CCAG13/FEA02

No.

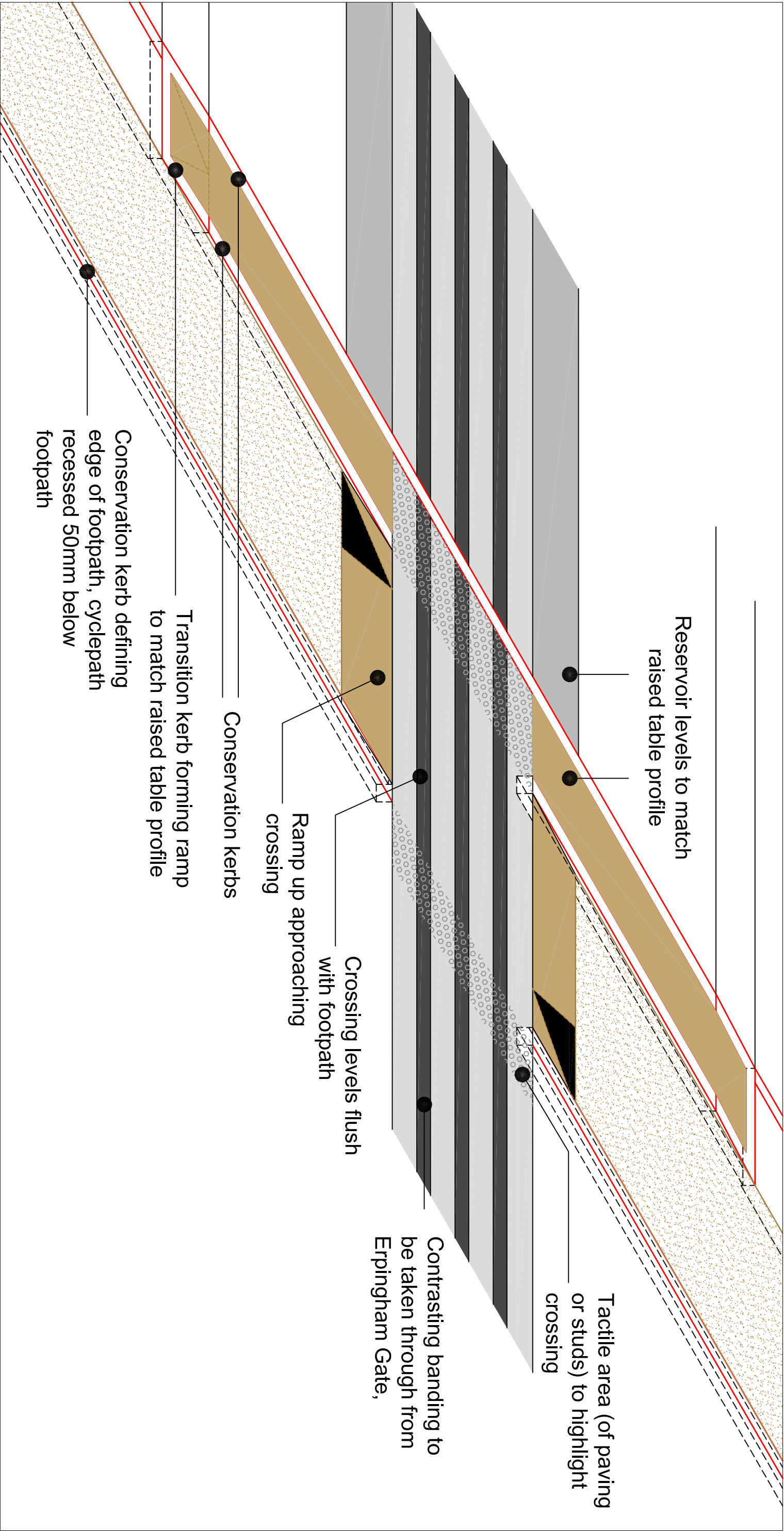
Date

Notes

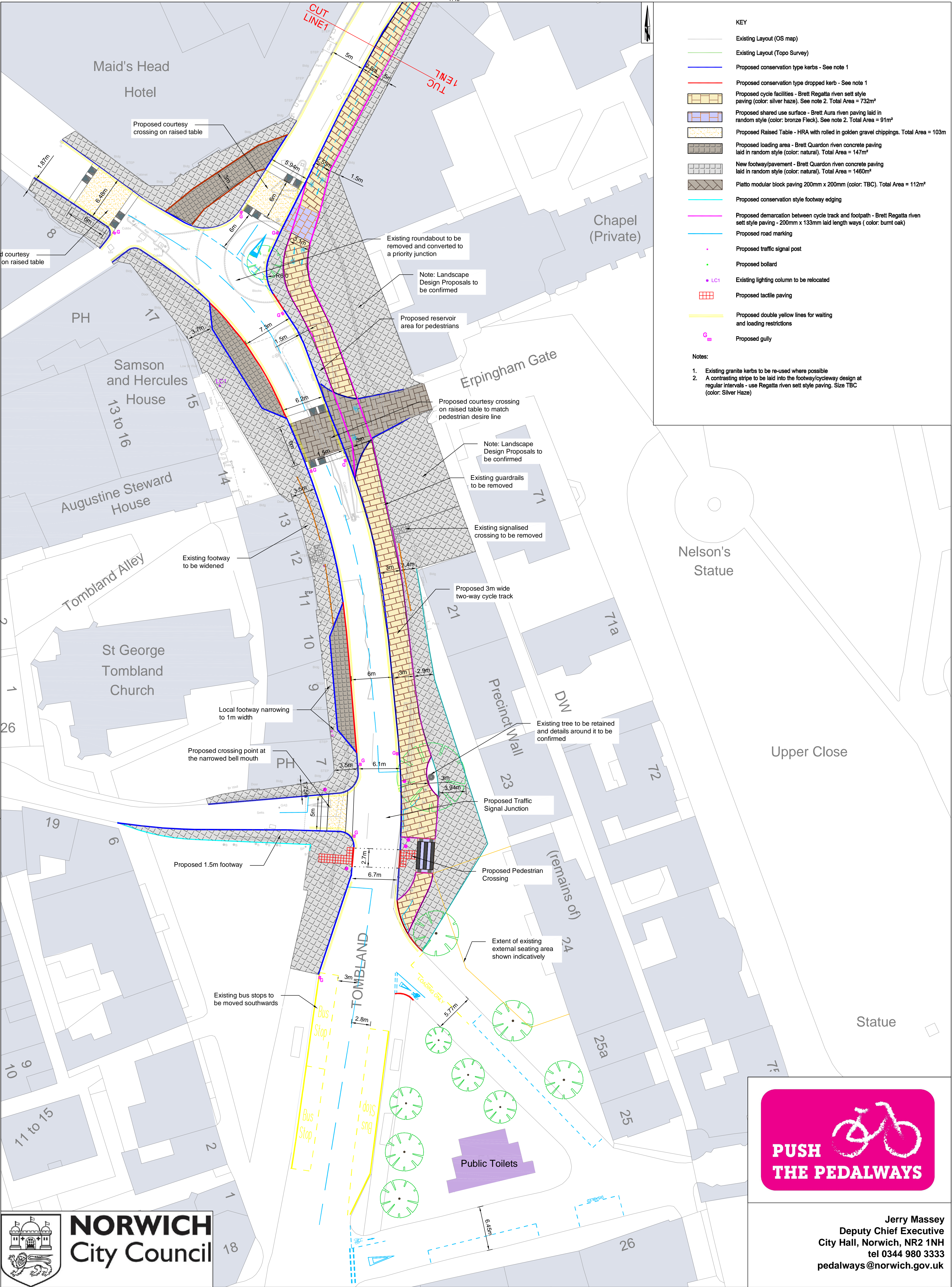
REVISIONS

Int. Ckd.

Jerry Massey
Deputy Chief Executive
City Hall, Norwich, NR2 1NH
tel 0344 980 3333
pedalways@norwich.gov.uk



Title			Push the Pedalways Tombland and Palace Street Norwich City Council Erpingham Gate Crossing Isometric Sketch Detail		
Date	14.11.14	Scale(s)	1:100	No.	
Designed by	EH/BB	NEG. No.		Date	
Drawn By	EH	Checked By	BB	Notes	
DWG. No.	CCAG13/FEA03			REVISIONS	
				Int. Ckd.	
Jerry Massey Deputy Chief Executive City Hall, Norwich, NR2 1NH tel 0344 980 3333 pedalways@norwich.gov.uk					

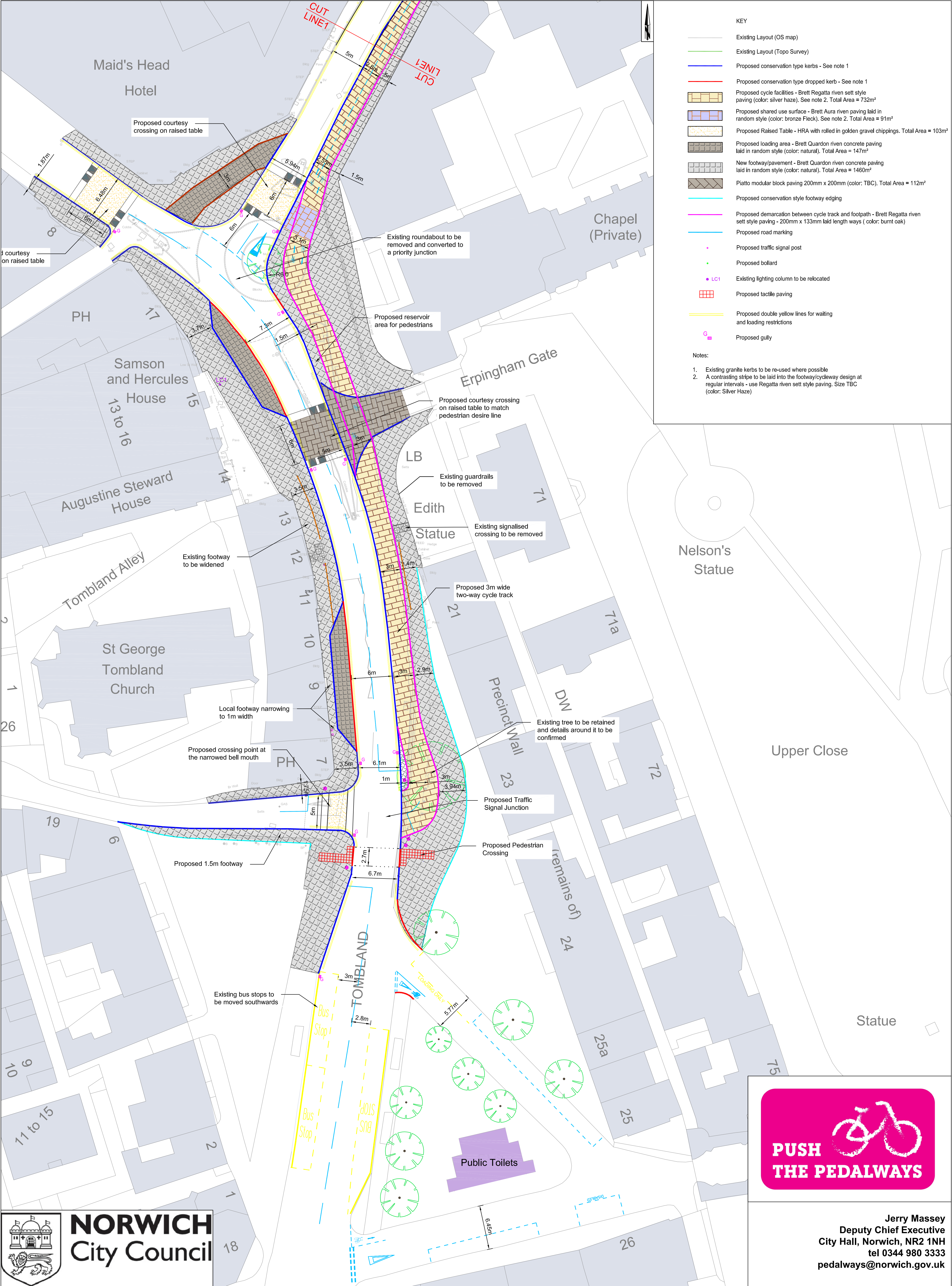


Title		Date		Scale(s)		No.		Date		Notes		REVISIONS		Int.		Ckd.	
Push the Pedalways Tombland and Palace Street Norwich City Council Signalised crossing Feasibility Sketch		08/10/14		1:250													
		Designed by BW		NEG. No.													
		Drawn By EH		Checked By BW													
		DWG. No. CCAG13/FEA/01															

COMMENT



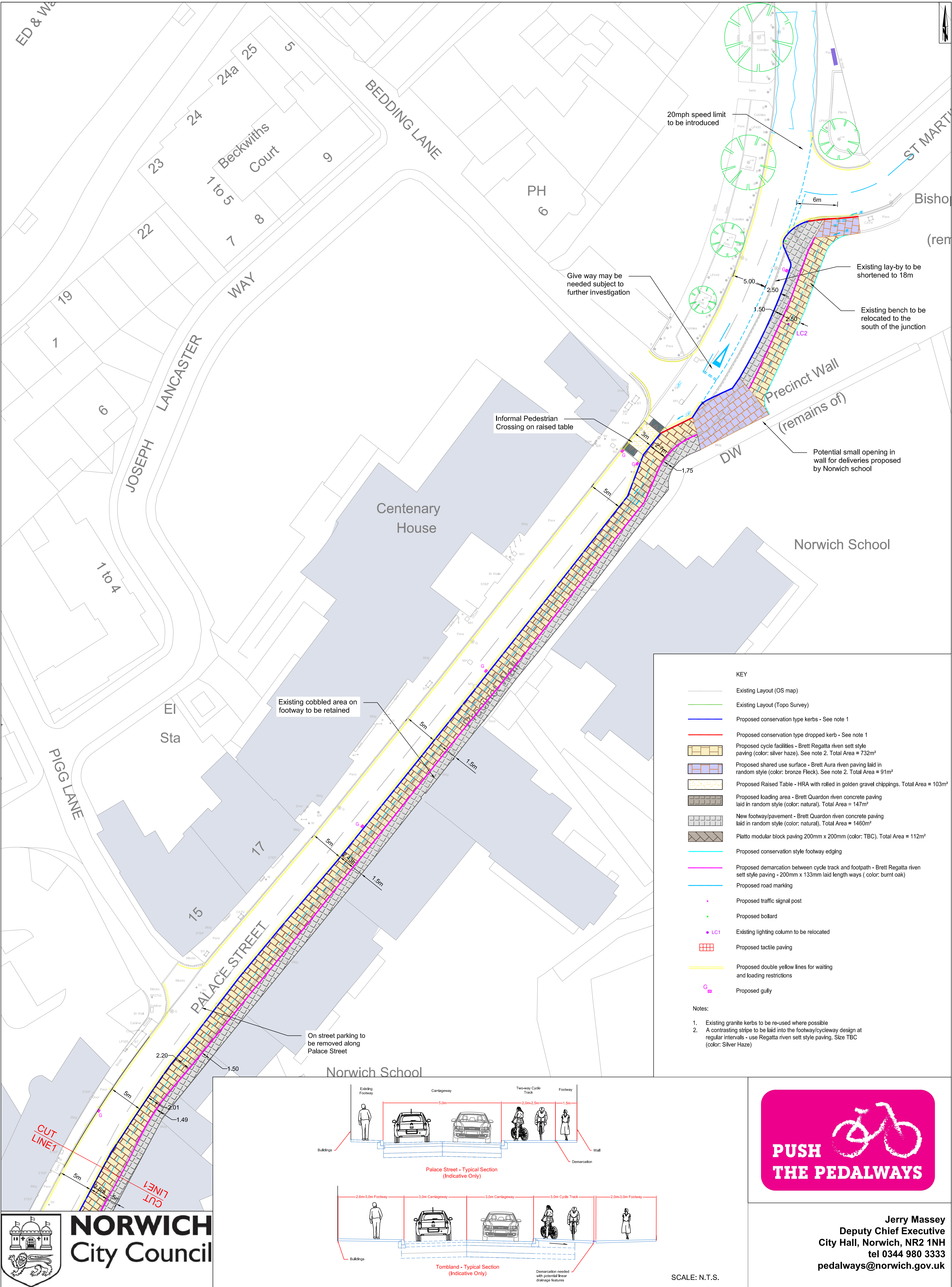
Jerry Massey
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pedalways@norwich.gov.uk

Title Push the Pedalways Tombland and Palace Street Preliminary Design Sheet 1 of 2	Date 21/05/2014	Scale(s) 1:250	No.	Date	Notes	REVISIONS		Int.	Ckd.
	Designed by JR	NEG. No.	D	09/14	Loading Bay added outside No. 9/10	JR	AH		
	Drawn By JR	Checked By DC/AH	E	09/14	Paving details added to key	JCR			
	DWG. No. 301739CA-13-PE4082-PRE-004		© Crown Copyright and database right 2011. Ordnance Survey 100019747.						

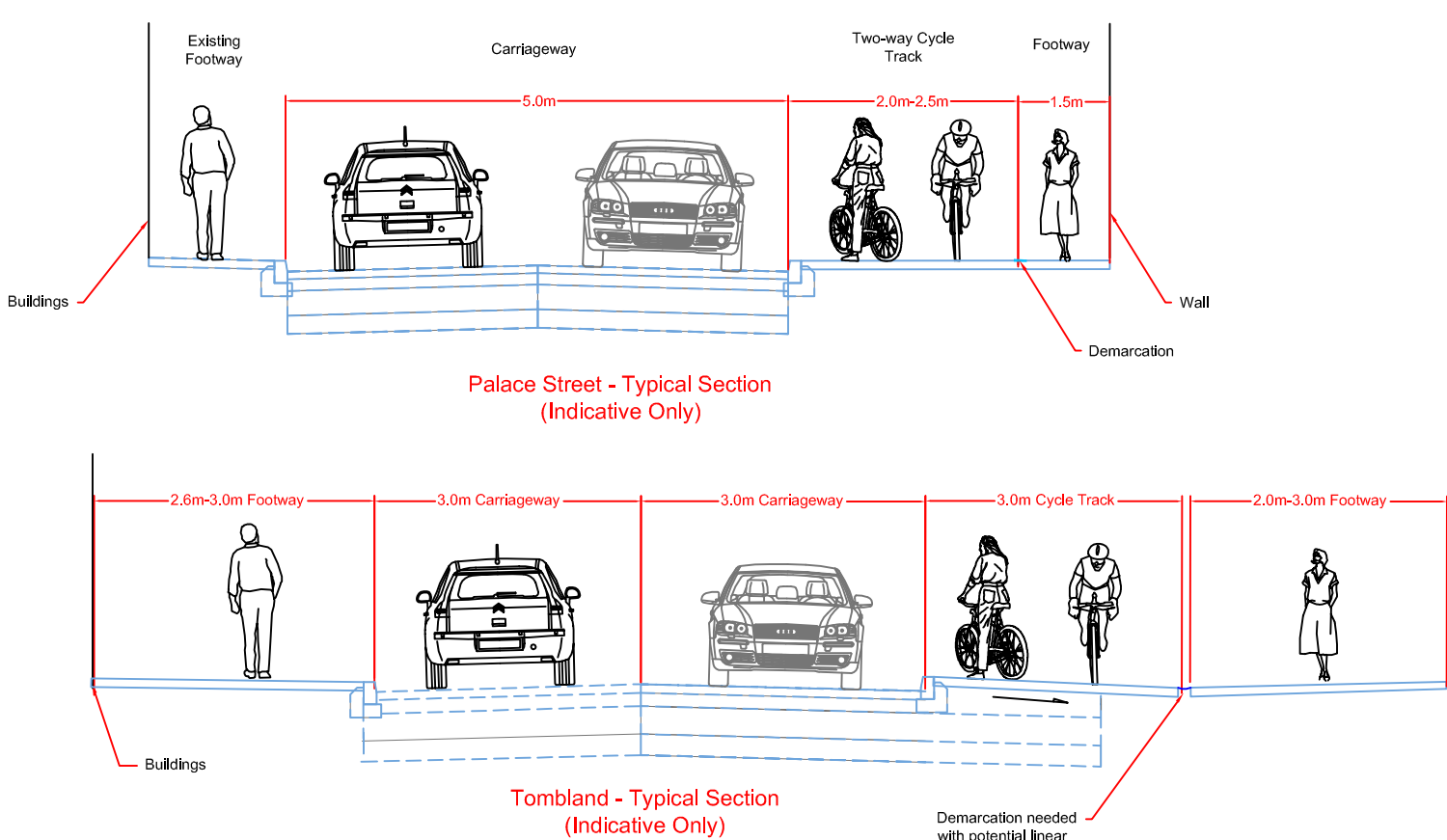
DRAFT



Title

Push the Pedalways
Tombland and Palace Street
Preliminary Design
Sheet 2 of 2

DRAFT



SCALE: N.T.S.



Jerry Massey
Deputy Chief Executive
City Hall, Norwich, NR2 1NH
tel 0344 980 3333
pedalways@norwich.gov.uk

No.	Date	Notes	REVISIONS	Int.	Ckd.
C	06/14	Segregated facilities provided at north end.		JR	AH
D	09/14	Paving details added to key		JCR	

DWG. No.
301739CA-13-PE4082-PRE-005

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Report to Norwich highways agency committee
27 November 2014

Report of Head of city development services

Subject Push the Pedalways - Park Lane to Vauxhall Street

Item

6

Purpose

To consider the results of the statutory consultation on the proposals for the delivering the pink pedalway between Park Lane and Vauxhall Street and to propose that an amended scheme is implemented.

Recommendation

Members are recommended to

- (1) Note the results of the consultation;
- (2) Agree that the following proposals should not be adopted;
 - (a) the proposed road closures on Park Lane to the immediate north of the junction with Avenue Road and on Avenue Road to the immediate east of Maida Vale;
 - (b) The move of Maida Vale from controlled parking zone R to P;
- (3) Agree that the following proposals should be implemented, as shown on plan numbers CCAG8-CON-09 & 10
 - (a) amend the parking restrictions on Avenue Road;
 - (b) replace the speed cushions on Avenue Road with sinusoidal humps;
 - (c) extend the footpath on the northern side of Avenue Road across the junctions of Swansea Road, Cardiff Road and Pembroke Road;
 - (d) remove the existing signalled crossing on Unthank Road and replace with a zebra crossing;
 - (e) introduce a raised table on Unthank Road between from just south of the Park Lane junction to just north of the Essex Street junction;
 - (f) extend the existing 20mph restriction on Unthank Road to the north of the Essex Street junction;
 - (g) introduce a signed only contra flow cycle lane on Essex Street;
 - (h) introduce contra flow cycling on the section of Rupert Street between Trinity Street and Cambridge Street;

- (4) Ask the head of city development services to complete the necessary statutory procedures associated with the measures described in 3 a – h;
- (5) Ask the Head of city development services to proceed with the necessary statutory processes to amend the waiting restrictions on Vauxhall Street, Chester Street and York Street and introduce shared use facilities for cyclists as shown on Plan no CCAG8-CON-11 & 01. Subject to the number and scope of the responses received to these proposals, delegate authority to the Head of city development services, in consultation with the chair and vice chair of this committee, to consider any comments or objections;
- (6) Ask the head of city development services to work with the Department for Transport to agree detailed proposals for the cycle street concept and report to a future meeting of this committee on how this will be implemented in Essex Street, Avenue Road and Park Lane between Unthank Road and Avenue Road;
- (7) Ask the Head of city development services to investigate ways of improving the cycle link between Mill Hill Road and West Pottergate, subject to funding.

Corporate and service priorities

The report helps to meet the corporate priority of a safe and clean city and the service plan priority to implement the Local Transport Plan and Norwich Area Transportation Strategy.

Financial implications

£180,000 of the Department for Transport's cycle ambition funding is available from the Push the Pedalways programme to implement this project.

Ward/s: Nelson & Town Close

Cabinet member: Cllr Stonard, cabinet member for environment, development and transport.

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Background documents

Consultation material available online at
<http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Pages/ParkLanetoVauxhallStreetsecondconsultation.aspx>

Consultation responses

Report

Background

1. The development of a cycle network for the greater Norwich area is a key component of the Norwich Area Transportation Strategy (NATS). Members will be aware that the City Council has received £3.7M of cycle city ambition grant funding from the Department for Transport to fund the Push the Pedalways programme of cycling infrastructure improvements. These are concentrated on the pink pedalway between the Norfolk and Norwich Hospital / UEA and Heartsease / Salhouse Road, along with some important, strategic links to that route such as Magdalen Street. This funding is supplemented by £2M of local funding contributions.
2. In July 2014 this committee considered the results of the options consultation on the proposals for delivering the pink pedalway between Park Lane and Vauxhall Street and agreed to carry out statutory consultation on a scheme which included the following elements;
 - The introduction of a road closure on Park Lane to the immediate north of the junction with Avenue Road and a road closure on Avenue Road to the immediate east of Maida Vale. Cyclists and emergency vehicles will be exempt from those closures.
 - The introduction of a no waiting at any time restriction on the entire length of the northern side of Avenue Road, including the removal of the bus stop cage, the replacement of the bus stop cage and a 9m length of double yellow line on the southern side of Avenue Road with a permit parking restriction and the transfer of Maida Vale from parking zone R to parking zone P.
 - The realignment of the junction of Park Lane with Unthank Road to provide wider shared-use footpath / cycleway in the vicinity of the junction.
 - The removal of the existing signalled crossing on Unthank Road by Essex Street and the provision of a new type of shared-use pedestrian / cyclist crossing on a raised table on Unthank Road between Park Lane and Essex Street.
 - The introduction of contra flow cycling on the section of Rupert Street between Trinity Street and Cambridge Street
 - The introduction of a signed only contra flow cycle lane on Essex Street and the designation of Essex Street as a Cycle Street.
 - The extension of the existing 20mph restriction on Unthank Road to the north of the Essex Street junction.

Consultation process

3. On 3 September 4179 letters that included a leaflet highlighting the proposals, were posted to addresses within the area bounded by (and including) Earlham Road Recreation Road, College Road, Unthank Road, Cambridge Street, Rupert Street, Union Street, Walpole Street, Vauxhall Street, Chapel Field Road, and Convent Road. On 11 September letters were hand delivered to the residents in the

Christchurch Road area when it was realised that they had been missed from the original letter drop. The standard stake holder list was also informed of the consultation. An exhibition was held in the Trinity Church Hall on 12 September, where staff were on hand to answer questions

Consultation responses

4. The consultation generated a huge number of responses, the vast majority of which were concerned about the proposed road closures on Avenue Road and Park Lane. In total 716 individual responses were logged, although it is acknowledged that in this there has been a small degree of duplication with, for example, an individual sending in an email and also completing a comment form at the exhibition. However these instances are relatively few in number and do not materially affect the overall results.
5. The table below shows an overall summary of the respondents in favour and opposed to each element of the proposed scheme. The table attached as appendix 1 shows the breakdown of responses by area, however as the vast majority of representations were received by email and the consultation did not ask for a postal address, it has not been possible to accurately derive where around a third of the responses came from. However, it is believed the vast majority live in the area bounded by Colman Road, Earlham Road and Unthank Road.

Proposal	Number who support the proposal	Number who oppose the proposal	Number who commented on the proposal but did not express an opinion either way.
Close Avenue Road	160	500	4
Close Park Lane	161	513	2
Changes to parking restrictions on Avenue Road	28	10	0
Move Maida Vale from zone R to P	0	11	0
Remove the existing signalled crossing and replace with a parallel pedestrian / cycle crossing	36	34	1
Introduce contra flow cycling on Essex Street	35	22	0
Introduce contra flow cycling on Rupert Street	27	6	0

6. In addition to the individual responses received, a petition opposing the road closures was submitted. The local MP also submitted 102 copies of a survey he organised about the closures which showed that 93 respondents were against the closure and 9 were in favour. 89 people who responded to the MP's survey indicated that they had also responded to the city council directly.

Discussion on issues raised

Proposed road closures

7. The vast majority of representations received related to the proposed road closures on Avenue Road and Park Lane. Over 70% of respondents were concerned about displaced traffic, either in the side roads in the immediate vicinity of the closure points such as Doris Road, Pembroke Road and Portersfield Road, or on the roads that directly connect Unthank Road and Earlham Road such as College Road, Glebe Road and Christchurch Road. The concerns focused on the effect that additional traffic would have on the safety of children attending schools in the area, the unsuitability of the roads to carry any additional traffic and the problems already encountered when two vehicles meet on a road that effectively has one running lane due to the number of cars parked in the area.
8. The traffic modelling suggests that the majority of through traffic using Park Lane and Avenue Road will divert to the main road network, but it is accepted that approximately 20% of through traffic will continue to use streets in the area. Local traffic that would pass through the closure points would also need to divert onto other roads and therefore some displaced traffic is inevitable. This is acknowledged in the traffic modelling report that formed part of the consultation.
9. A number of people concerned about the proposed road closures suggested that they may be acceptable if accompanied by further traffic calming across the area, or the introduction of a network of one way streets. One way streets increase vehicle speeds and contra flow cycling would need to be accommodated in each one way street, which given the presence of parking on both sides of the road on most streets would be difficult to achieve.
10. It is clear from the volume of representations received that there are deep concerns among the local community on the impact that road closures may have. There have been suggestions that the closures could be introduced on an experimental basis. This has been considered, but given the strength of feeling that is evident in the area it is not believed that at the current time such an experiment would be appropriate and it has the potential to detract from the delivery of the overall pink pedalway implementation project.
11. It is therefore proposed that the road closures are not progressed as part of the current works.
12. Consideration has been given to looking to implement either of the 2 options that were also consulted on in June;
 - closing Park Lane to the north of Avenue Road and making Park Lane one way westbound between Unthank Road and Avenue Road

- making Park Lane one way westbound between Unthank Road and Avenue Road
13. While the effect on displaced traffic of both these options would be less than the published proposals, there would still be an impact on the surrounding streets, and it is likely that a statutory consultation that would be required for the traffic regulation orders backing both these options would generate significant opposition, based on the recent consultation results.
 14. It is therefore proposed that the project for implementing the pink pedalway in Park Lane and Avenue Road should be accommodated within the existing traffic management arrangements.

Avenue Road Parking

15. The majority of people who commented on the proposals to introduce a double yellow line on the whole length of the northern side of Avenue Road and replace the bus stop cage on the southern side of Avenue Road and 9m of double yellow line with permit parking, supported the idea.
16. Of the issues raised in relation to the parking arrangements in Avenue Road, the most predominant one raised by 15 people was concerning the loss of the bus stops, and more particularly the loss of the thrice daily bus service. The bus operator had taken the decision prior to the proposals being published that the service was no longer commercially viable and the service was withdrawn at the beginning of September 2014. There is no prospect of it being reinstated in the foreseeable future.
17. The other main concern raised by 9 people was on the loss of parking spaces for residents. It is acknowledged that there will be a small reduction in the number of spaces potentially available to residents but the benefits for cyclists using the street would be significant, and it should be noted that more people support the scheme than oppose it.
18. It is therefore proposed that the changes to the waiting restrictions on Avenue Road be implemented as advertised.
19. With the levels of traffic to remain the same as existing in Avenue Road is critical that the environment for cyclists is improved. Removing the parking on the north side of Avenue Road will allow the existing speed cushions to be removed and replaced with sinusoidal road humps which are more cycle friendly. It is also proposed to adopt the cycle street approach that is planned for Essex Street in both Avenue Road and the section of Park Lane between Avenue Road and Unthank Road..
20. The concept of a cycle street is one that has been recently raised by the Department for Transport (DfT) and it is understood that the DfT are looking to work with local authorities to develop the idea. One of the key elements of a cycle street is that vehicles will be banned from overtaking cyclists. It is proposed that the city and county councils work with the DfT to refine the cycle street concept and report back to a future meeting on exactly how it would be implemented in the three streets suggested.
21. The revised proposals for Avenue Road are attached as appendix 2

Maida Vale permit parking

22. There was unanimous opposition to moving Maida Vale from CPZ zone R to P. If the road closures are not progressed then the need for this is removed. It is therefore proposed not to implement the change.

Unthank Road crossing

23. Opinions on the replacement of the signalled crossing on Unthank Road north of Essex Street with a combined pedestrian / cycle parallel crossing on Unthank Road between Park Lane and Essex Street are evenly divided with 36 favouring the idea and 34 opposing it. This result mirrors the result of the June consultation when there was a very small majority in favour of the new style crossing.
24. Over 80% of people opposing the combined pedestrian / cycle parallel crossing were concerned about the shared used footpath / cycleways that would need to be created in the vicinity of the crossing. Among those objecting to the shared use are the Norfolk and Norwich Association for the Blind and a local ward member.
25. The current signalled crossing was introduced at a time when it was felt that pedestrians were subservient to vehicles and they had to be controlled to help the flow of traffic. Thinking has moved on in recent years and within urban areas the focus has changed to all modes sharing space. In a 20mph zone such as Unthank Road a signalled crossing is no longer considered appropriate and a zebra style crossing affords more priority to pedestrians.
26. Given the level of concerns raised about the shared use paths that would be needed if a zebra crossing with a parallel cycle crossing were to be provided, it is suggested that the parallel cycle crossing is not implemented along side the zebra crossing. Cyclists wishing to travel between Park Lane and Essex Street will have the choice of staying on the carriageway which will be traffic calmed or dismounting and pushing their cycles across the zebra crossing
27. The original proposal that was consulted on saw the existing zebra crossing on Park Lane by the junction of Unthank Road removed, as with very low levels of traffic in Park Lane it would not be necessary. As traffic levels in Park Lane will now remain as they currently are it is proposed that a zebra crossing is retained here, in a slightly realigned position to accommodate the proposed junction table.
28. The proposed layout for this area is shown on the plan attached as appendix 3

Essex Street

29. The consultation responses show that there is overall support for the Essex Street proposals and it is therefore proposed to implement the contra-flow cycling as advertised.
30. Discussions continue with the Department for Transport on what the mechanisms are for dedicating a street as cycle street and a further report may be needed to complete this process.

Rupert Street

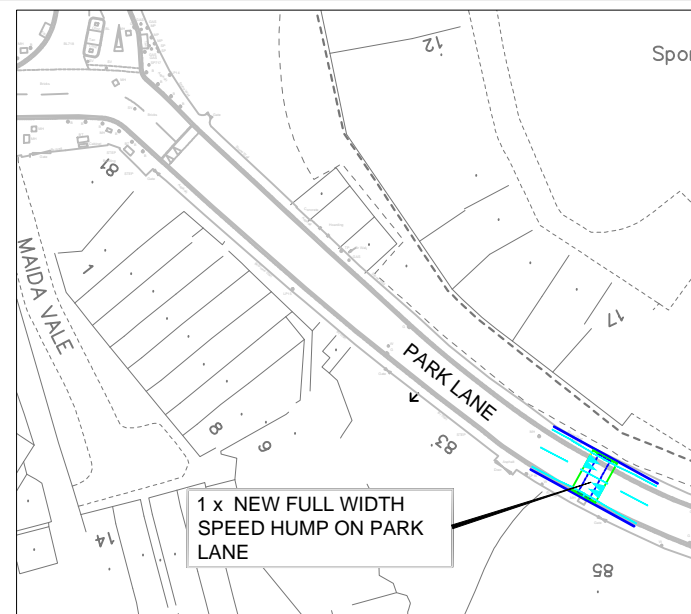
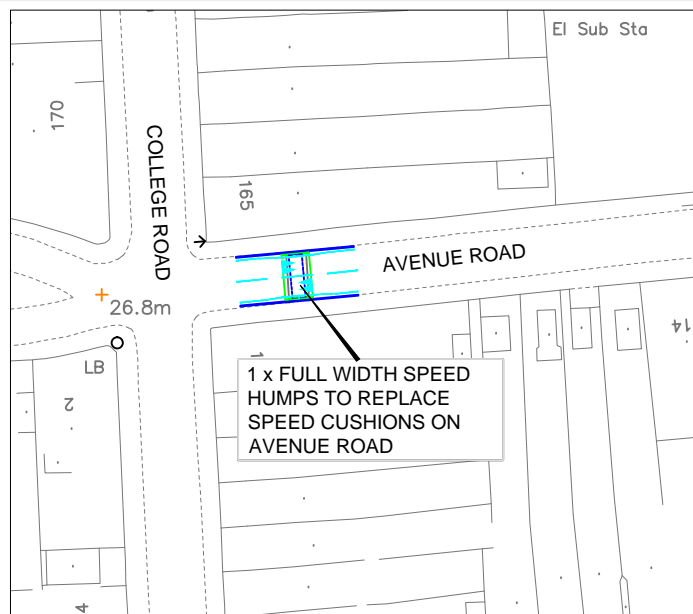
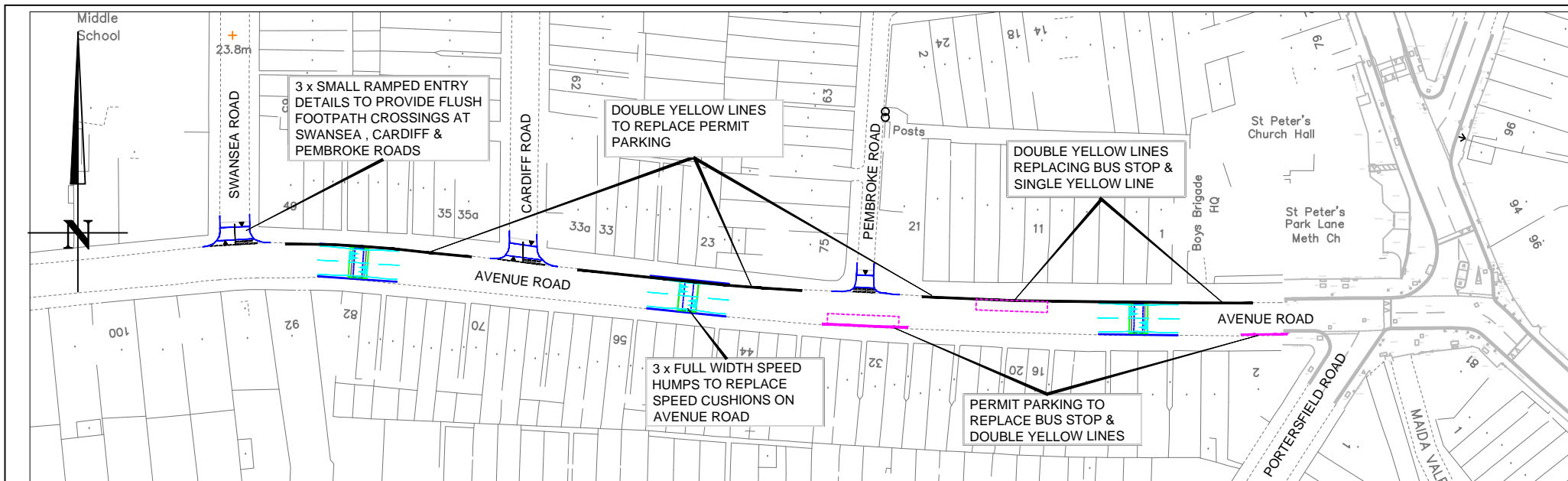
31. The consultation responses show that there is overall support for the Rupert Street proposals and it is therefore proposed to implement the contra-flow cycling as advertised.
32. Subsequent to the consultation it has become apparent that there is a need to make some very minor amendments to waiting restrictions and the shared use arrangements in the area to ensure that cyclists can access the proposed cycle facilities in the Rupert Street area. The proposals for York Street are shown on the plan attached as appendix 4 and Vauxhall Street, appendix 5. . As these are minor modifications it is suggested that the determination of any objections to the statutory consultation is delegated to the Head of city development services in discussion with the chair and vice chair of this committee.

Conclusions

33. This public consultation has sparked considerable debate in the local area and the proposals have been radically altered to take account the concerns of local people.
34. It is acknowledged that as a result of this the pedalway proposals for the area will be less effective for cyclists than if traffic levels in Park Lane and Avenue Road could be reduced. It remains the ambition of the city council to reduce through traffic in all residential areas and there may be an opportunity in the future to look at alternative options for doing this in the Park Lane area.
35. Recognising that these pink pedalway proposals for the Park Lane area are a compromise to accommodate local concerns, it is suggested that as part of the wider implementation of the pedalway network, Mill Hill neighbourhood route is given more prominence to enable a connection to be made to the green pedalway. This is likely to involve improvement to the Mill Hill Road / Earlham Road junction to enable cyclists to cross safely between Mill Hill Road and West Pottergate. Funding for this proposal is not available as part of the current cycle ambition grant and alternate sources of funding will need to be secured in order for this to be progressed.
36. Should members agreed to the proposals outlined in this report, it is anticipated that they will be implemented on site during summer 2015.

Appendix 1 Summary of responses by area

	Park Lane, Mill Hill Road & Avenue Road		Vicinity of proposed closures		College Road / Christchurch Road area		Vauxhall Street Area		Immediately outside of consultation area		Wider Norwich and beyond		Address not known	
	Agree	Dis agree	Agree	Dis agree	Agree	Dis agree	Agree	Dis agree	Agree	Dis agree	Agree	Dis agree	Agree	Dis agree
Close Avenue Road	39	23	7	83	6	186	2	10	5	23	11	11	90	164
Close Park Lane	39	24	8	87	6	185	2	10	5	23	11	11	90	173
Changes to parking restrictions on Avenue Road	6	3	1	2	4	2	3	0	2	0	2	0	10	3
Move Maida Vale from zone R to P	0	0	0	7	0	0	0	0	0	0	0	0	0	4
Remove the existing signalled crossing and replace with a parallel pedestrian / cycle crossing	6	2	5	7	6	7	2	2	2	2	3	2	12	12
Introduce contra flow cycling on Essex Stree	7	0	1	3	3	4	4	2	2	0	3	2	15	11
Introduce contra flow cycling on Rupert Street	6	1	1	0	4	0	2	0	2	0	2	1	10	4



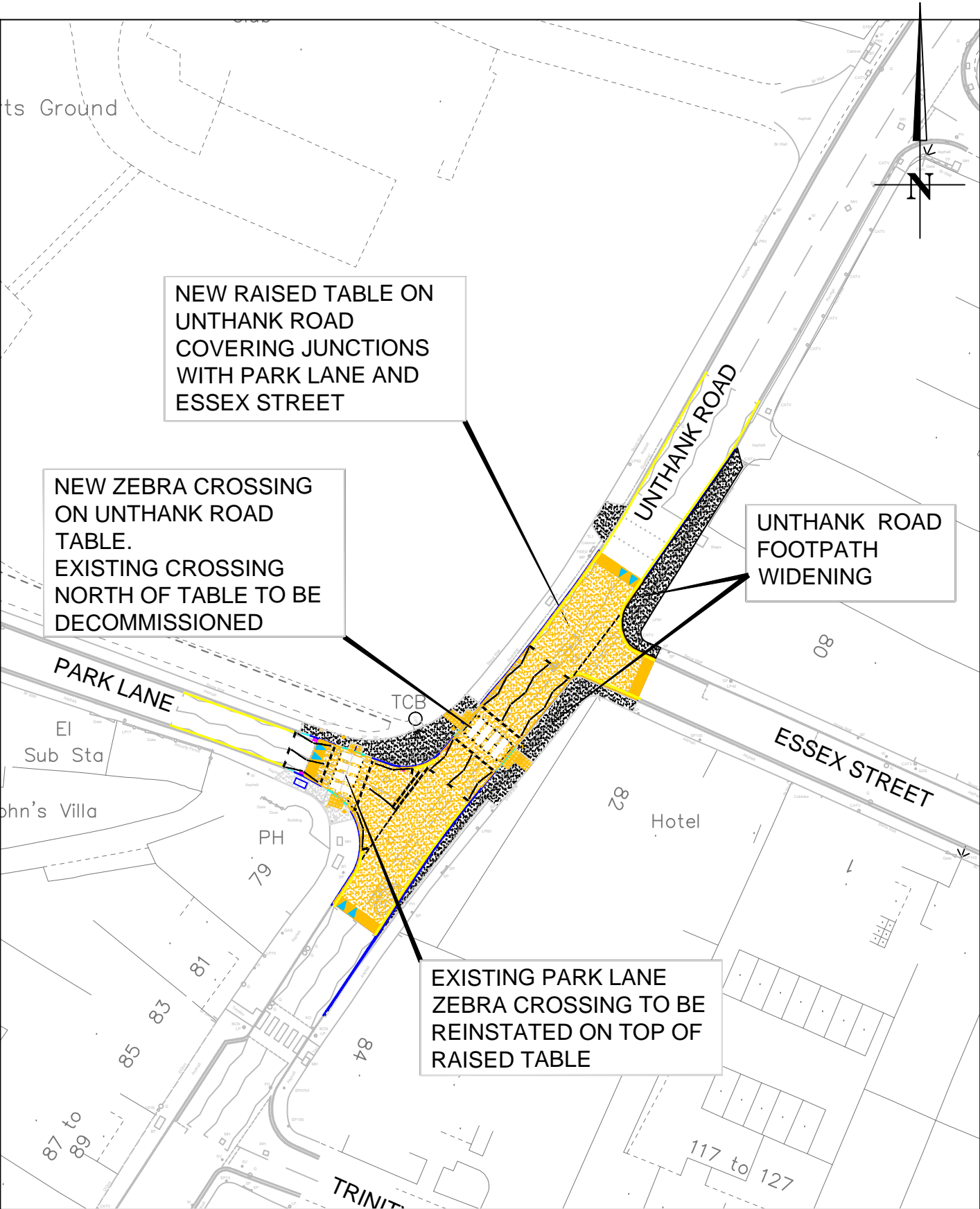
NORWICH City Council

Title
CCAG8 PARK LANE - VAUXHALL STREET

AVENUE ROAD AND PARK LANE
TRAFFIC CALMING AND PARKING AMENDMENTS

No.	Date	Notes	REVISIONS	Int.	Ckd.	Date	Scale(s)
						NOV' 2014	N.T.S.
						Drawn By AJDE	Designed By AJDE
						Checked By JD	NEG. No.
						DWG. No. CCAG8-CON-09	

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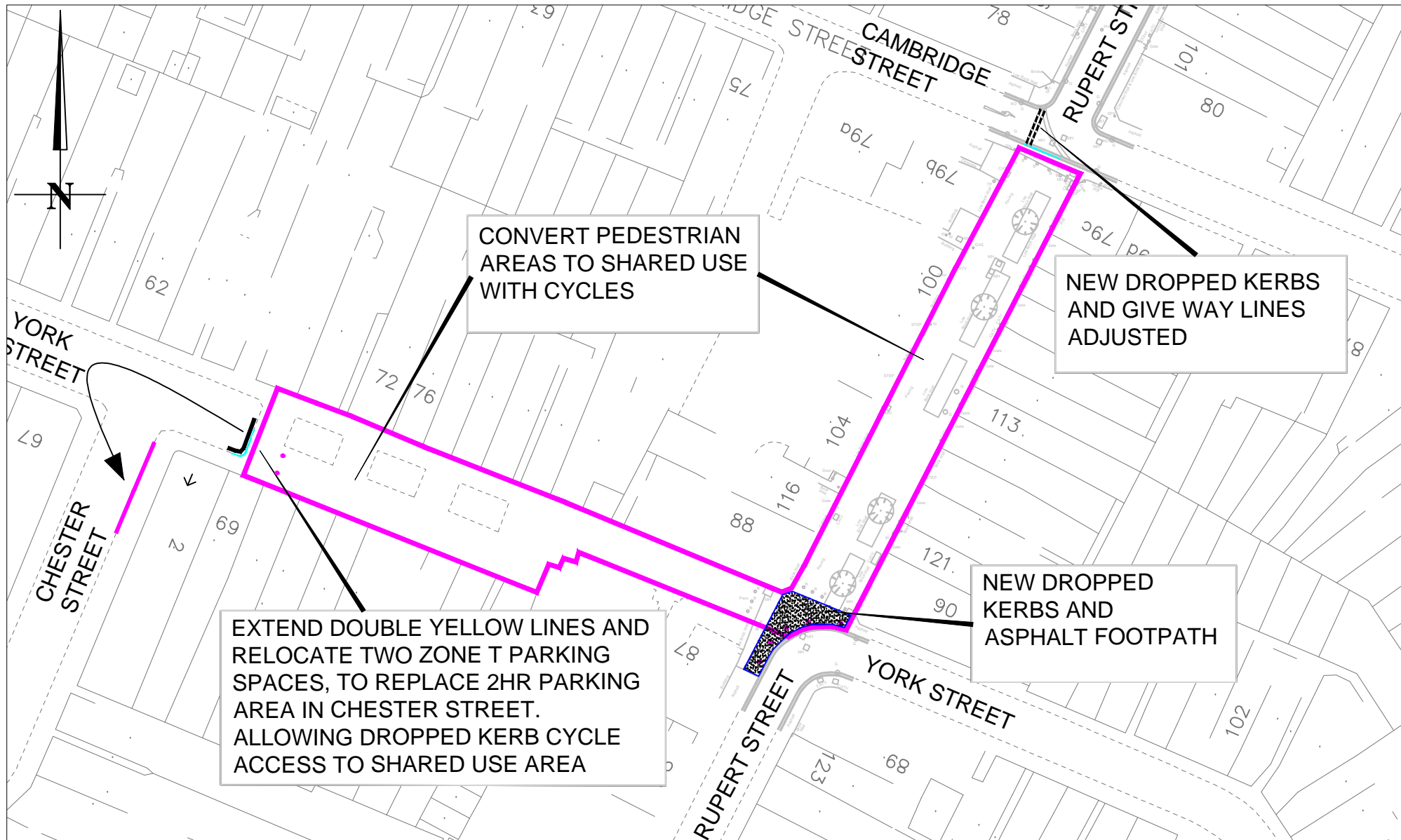
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Title
 CCAG8 PARK LANE - VAUXHALL STREET

UNTHANK ROAD PROPOSED
 TRAFFIC CALMING & CROSSING WORKS

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Date NOV 2014	Scale(s) N.T.S.	No.	Date	Notes	REVISIONS	Int.	Ckd.
Drawn By AJE	Designed By AJE						
Checked By JD	NEG. No.						
DWG No. CCAG8-CON-10							



NORWICH
City Council

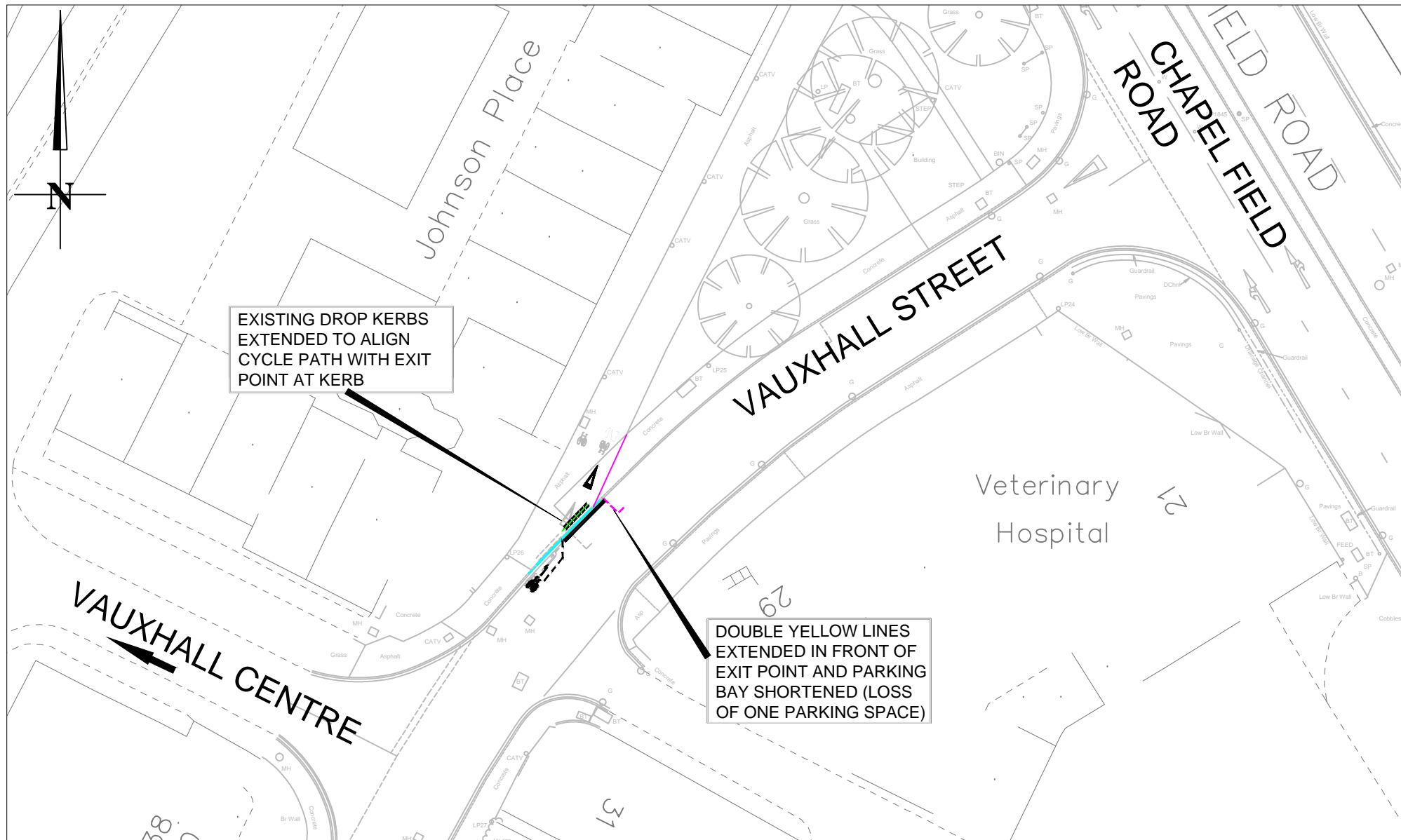
Title
CCAG8 PARK LANE - VAUXHALL STREET

RUPERT STREET / VAUXHALL STREET
CHANGES TO SHARED USE AND WAITING RESTRICTIONS

No.	Date	Notes	REVISIONS	Int.	Ckd.	Date	Scale(s)
						NOV' 2014	N.T.S.
						Drawn By AJDE	Designed By AJDE
						Checked By JD	NEG. No.
						DWG. No. CCAG8-CON-11	

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NORWICH
City Council

Title
CCAG9 VAUXHALL STREET - BETHEL STREET

VAUXHALL STREET
CHANGES TO CYCLE PATH EXIT POINT

No.	Date	Notes	REVISIONS	Int.	Ckd.	Date	Scale(s)
						NOV' 2014	N.T.S.
						Drawn By AJDE	Designed By AJDE
						Checked By JD	NEG. No.
						DWG. No. CCAG9-CON-01	

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Report to	Norwich highways agency committee 27 November 2014	Item
Report of	Head of city development services	7
Subject	Push the Pedalways - Project 4 – The Avenues and Project 19 – 20mph areas (west section)	

Purpose

To consider the responses to The Avenues and 20mph area statutory consultation and approve the proposals for implementation, with amendments.

Recommendation

Members are recommended to;

- (1) Acknowledge the response to the consultation;
- (2) Ask the Head of city development services to: Carry out detailed design and installation of the amended proposal for The Avenues as shown on drawing Nos. - PE4073MMD-301739cb04-PRE-1101, 1102, 1103 and 1104 and consisting of ;
 - a) Continuous one way cycle tracks 2m-2.2m in width on both sides of The Avenues between Bluebell Road and Colman Road built over the verge with a 40mm low kerb separating them from the carriageway
 - b) Speed reducing crossing tables for cyclists and pedestrians travelling along The Avenues at the following side roads: George Borrow Road, Lovelace Road, Stannard Road and the entrances to Bluebell allotments; also at the junction of The Avenues with Bluebell Road.
 - c) The provision of cycle tracks partly separated from the footway on the north side of The Avenues linking to the toucan crossing over Colman Road and at the Bluebell Road junction linking the cycle track both on the north and south of The Avenues to the existing shared cycleway/footpath on Bluebell Road.
 - d) Extension of the existing 20mph restrictions so that all streets within the area bounded by Earlham Road, Bluebell Road, Jessop Road and Christchurch Road are covered by a 20mph restriction. Bluebell Road between Earlham Road and North Park Avenue and North Park Avenue will also be subject to the 20mph restriction.
 - e) The reinforcement of sufficient verge space with a porous material on The Avenues between Stannard Road and Bluebell Road to allow residents' to park cars off the carriageway, without obstructing the cycle tracks, and access parking within the curtilage of their properties while minimising damage to verges and trees

- f) Alterations to the traffic signals at the junction of Colman Road and The Avenues to:
- i. give cyclists dedicated signals that release them to cross Colman Road several seconds ahead of vehicles;
 - ii. provide a signalised pedestrian crossing over Colman Road immediately to the south of The Avenues with raised table courtesy crossings at the entrances to the service lanes;
 - iii. convert the crossing over Colman Road immediately to the north of The Avenues into a toucan crossing that cyclists can ride across alongside pedestrians;
 - iv. advanced stop boxes enlarged to 7.5m.

- (1) Complete the necessary statutory processes associated with the installation of the 20mph Speed Restriction Order and the amendment to the University CPZ Traffic Regulation Order for 5m of double yellow line on Lovelace Road as shown on Plan Nos. PL/TR/4142/225/1 and PL/TR/3584/285 respectively.
- (2) Proceed with the necessary statutory processes to obtain a Traffic Regulation Order to prohibit parking on the grass verges in The Avenues between Bluebell Road and Colman Road and also give notice to the proposed changes in design for the speed tables in Bluebell Road at the junctions with The Avenues and Cow Drive along with two sets of traffic calming cushions.
- (3) Subject to the number and scope of the responses received to the verge parking TRO, delegate authority to the head of city development services, in consultation with the chair and vice chair of this committee, to consider any comments or objections.

Corporate and service priorities

The report helps to meet the corporate priority of a safe and clean city and the service plan priority to implement the Local Transport Plan and Norwich Area Transportation Strategy.

Financial implications

£850,000 is available from the Push the Pedalways programme budget to implement this project. This consists of £809,000 of the Department for Transport's cycle city ambition funding, £14,000 from the clinical commissioning group, £6K from Norfolk public health and £21k from the local transport plan budget

Ward/s: University

Cabinet member: Cllr Stonard, cabinet member for environment, development and transport.

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Joanne Deverick	Transportation & network manager T: 01603 212461 e:joannedeverick@norwich.gov.uk

Background documents

Norwich Highways Agency Committee report 24 July 2014

Consultation material available online at

<http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Pages/TheAvenuesSecondConsultation.aspx>

Consultation responses

Report

Background

1. The development of a cycle network for the greater Norwich area is a key component of the Norwich Area Transportation Strategy (NATS). Members will be aware that the City Council has received £3.7M of cycle city ambition grant funding from the Department for Transport to fund the Push the Pedalways programme of cycling infrastructure improvements. These are concentrated on the pink pedalway between the Norfolk and Norwich Hospital / UEA and Heartsease / Salhouse Road, along with some important, strategic links to that route such as Magdalen Street. This funding is supplemented by £2M of local funding contributions.
2. The programme consists of a range of individual projects and this report is about project 4 The Avenues, which seeks to improve the cycling provision along The Avenues between Bluebell Road and Elizabeth Fry Road. Also project 19, 20mph areas, which aims to install a 20mph zone to cover the surrounding area of the pink pedalway.
3. In July 2014 following an options consultation this committee agreed to carry out statutory consultation on the following proposals
 - g) Continuous one way cycle tracks 2m-2.2m in width on both sides of The Avenues between Bluebell Road and Colman Road built over the verge with a low kerb separating them from the carriageway
 - h) Speed reducing crossing tables for cyclists and pedestrians travelling along The Avenues at the following side roads: George Borrow Road, Lovelace Road, Stannard Road and the entrances to Bluebell allotments; at the junction of Bluebell Road and Cow Drive; and across Bluebell Road north of The Avenues
 - i) The provision of cycle tracks partly separated from the footway on the north side of The Avenues linking to the toucan crossing over Colman Road and also to the raised table on Bluebell Road as a connection to the existing shared cycleway / footway on the west of Bluebell Road.
 - j) Extending the existing 20mph restrictions so that all streets within the area bounded by Earlham Road, Bluebell Road, North Park Avenue, Jessop Road and Christchurch Road are covered by a 20mph restriction. Bluebell Road between Earlham Road and North Park Avenue and North Park Avenue will also be subject to the 20mph restriction. Also on Lovelace Road to replace 5m of limited waiting area with double yellow lines.
 - k) The reinforcement of sufficient verge space with a porous material on The Avenues between Stannard Road and Bluebell Road to allow residents' to park cars off the carriageway, without obstructing the cycle tracks, and access parking within the curtilage of their properties while minimising damage to verges and trees and with vehicles physically prevented from accessing other areas of verge.
 - l) Alterations to the traffic signals at the junction of Colman Road and The Avenues to:

- v. give cyclists dedicated signals that release them to cross Colman Road several seconds ahead of vehicles;
- vi. provide a signalised pedestrian crossing over Colman Road immediately to the south of The Avenues with raised table courtesy crossings at the entrances to the service lanes;
- vii. convert the crossing over Colman Road immediately to the north of The Avenues into a toucan crossing that cyclists can ride across alongside pedestrians;
- viii. advanced stop boxes enlarged to 7.5m.

Consultation

4. The statutory consultation for The Avenues project and the extended 20mph zone were advertised in the local press on 18 September 2014. Street notices were placed on site and local residents were written to. A consultation exhibition was also held at the scout hut on The Avenues on 25 September 2014.
5. Plans showing the proposals consulted are attached as appendix 1.
6. 103 responses were received from the consultation, the table below summarises the response.

	The Avenues	Colman Road / The Avenues junction	Bluebell Road	20mph Speed Restriction Order and traffic calming
Agree with proposals	44	14	8	11
Disagree with proposals	8	3	1	2

The Avenues

7. Many of the responses did not directly say whether the respondent agreed with the proposal but gave comments on aspects of the design. The table below shows the summary of the comments most stated:-

Comments	Number of respondents
More parking provision or vehicle access to properties	24
Where will wheelie bins stand for collection?	8
Kerb between road and cycle track too high	8

Comments	Number of respondents
Too much traffic will still use The Avenues	7
A pedestrian crossing should be provided across The Avenues as it will be a very wide road to cross.	4
Why is a toucan crossing and an improved cycle facilities at Colman Road junction necessary?	4
Concerns over bus stops	4

8. The main concern with the proposals for residents is the reduction in area for parking on The Avenues. This was also the most discussed topic at the consultation event. Along with this is also the lack of suitable space available for residents to place their wheelie bins on collection day.
9. The original design for the number of parking spaces was based on a one space per household that did not have off street parking. However residents are keen to park in the immediate vicinity of their homes and original design does not cater for this. Nor does it contain an allowance for visitor parking.
10. The design team have reviewed the parking provision with the intention of providing more areas for parking especially at locations indicated by the respondents where possible. The grass areas will be made accessible to stand wheelie bins on collection day. Plans showing the proposed amended scheme (PE4073MMD-301739cb04-PRE-1101, 1102, 1103 and 1104) will be displayed at committee.
11. Eight of responders thought the height of the kerb separating the cycle track from the road was dangerous or would cause problems to cyclists when joining / leaving the cycle track. It was also suggested that a white line would be sufficient to keep drivers off the cycle track. It is felt the 40mm kerb edge is necessary to deter vehicles from driving onto the track and give the cyclists a feeling of safety. The kerb separating the cycle track from the road will become flush at the junctions with roads and driveway to the allotments and there will also be sections of flush kerb provided at other locations to give the cyclist areas to join or leave the cycle track safely.
12. Seven people thought the number of vehicles on The Avenues should be reduced and also commented that they considered the closure of Park Lane (project 8) useful for this reason. Park Lane proposals are a separate report to this committee meeting; however it is felt that the existing levels of traffic on The Avenues would not disadvantage cyclists on the cycle track. With the improved traffic calming measures vehicles should keep to the 20mph limit.
13. Four people commented that it is not necessary to provide both on and off carriageway facilities for cyclists at the Colman Road junction. It was thought that as the cyclists have the advanced stop line (ASL) with large holding area and early start signals, the toucan crossing to the north of the junction would not be used. The pedalways are designed for all cyclists; confident cyclists will use the ASL (Advance Stop Line) at the junction however cyclists who are not so confident or are with

younger cyclists have the option of using the Toucan crossing on a journey city bound or to dismount and use the pedestrian crossing to the south of the junction on a west bound journey. These alternative ways to cross were thought essential at this complex junction to make the pedalway accessible for all.

14. An extra pedestrian crossing mid-way on The Avenues was requested for the elderly or disabled as it was felt the road would be difficult to cross because of the width. The design has been amended to provide official crossing points (dropped kerbs and tactile slabs) near road junctions and between the two proposed bus stops near Lovelace Road which will assist pedestrians with a level area to cross. As the road has a 20mph restriction and relatively low traffic flows it is not felt necessary to provide further assistance.
15. Concerns were expressed over the positioning of the proposed bus stops on The Avenues and two people raised concerns over the restriction to parking behind one of the stops; The positioning of the proposed bus stops has been agreed with bus operators who service this area. To provide a bus stop that will not impede onto the cycle track it is necessary to provide a landing area creating what is known as a "floating bus stop". It is not possible to have parking places behind these bus stops as the kerb height needs to be raised to enable access to buses and the necessary bus stop design reduces the available verge. However it is proposed to increase the number of parking spaces near to these properties to give alternative areas to park. The position of these bus stops has been made in consideration of existing vehicle access to properties.
16. Safety concerns were raised by a few responders of cars reversing out of the parking spaces over the cycle track; There is the potential of conflict when vehicles are leaving or joining the carriageway, however this is the same situation as the current practice. All road users need to be considerate of others.
17. The Norfolk and Norwich Association for the Blind (NNAB) were consulted on these proposals and they requested tactile paving at bus stops and where pedestrians will cross the road (and cycle track); these will be introduced in the detail designs. Discussions will continue with the NNAB to ensure our proposals do not adversely affect the independence of the visually impaired. Members of the local disability association also visited city hall to discuss the proposals and were content with the design.

Considerations

18. The original design proposed that all grass areas along The Avenues were protected by physical barriers, to prevent them being parked on. However residents have expressed concerns about where they will place bins on refuse collection days. Additionally interdepartmental concerns have been raised about the ability to cut the grass and the maintenance expense of verge protection measures.
19. The adopted policy to only use physical measures when there are road safety concerns or transient parking problems caused by non local people such as at local shops or schools.
20. In order to address the concerns expressed it is recommended to protect the grass areas on The Avenues between Bluebell Road and Colman Road with a Traffic Regulation Order preventing verge parking. This restriction would be signed to

inform the public and as the majority of the area is in the University CPZ, regular enforcement patrols would be carried out. This practice has shown to be successful in other areas of the city such as on Earlham Road and gives a cost effective solution for verge protection.

21. After the scheme is installed it is the intention to discourage residents driving into their front gardens without official crossovers by enforcement of illegal crossovers. Members are requested to give support for officers to follow this procedure.
22. The junction of The Avenues with Bluebell Road has been redesigned with a raised table covering this junction and removing the table at the junction of Cow Drive with Bluebell Road. This has been designed to simplify the junction and in consideration of new proposals for development of residential units at the UEA.
23. After concerns with the suggested floating bus stop at the Colman Road end of The Avenues (south side) causing confusion for road users, it has been decided to leave the bus stop as exists and start the cycle track further west.
24. All proposed changes will be incorporated in amended plans that will be available for inspection at the meeting.

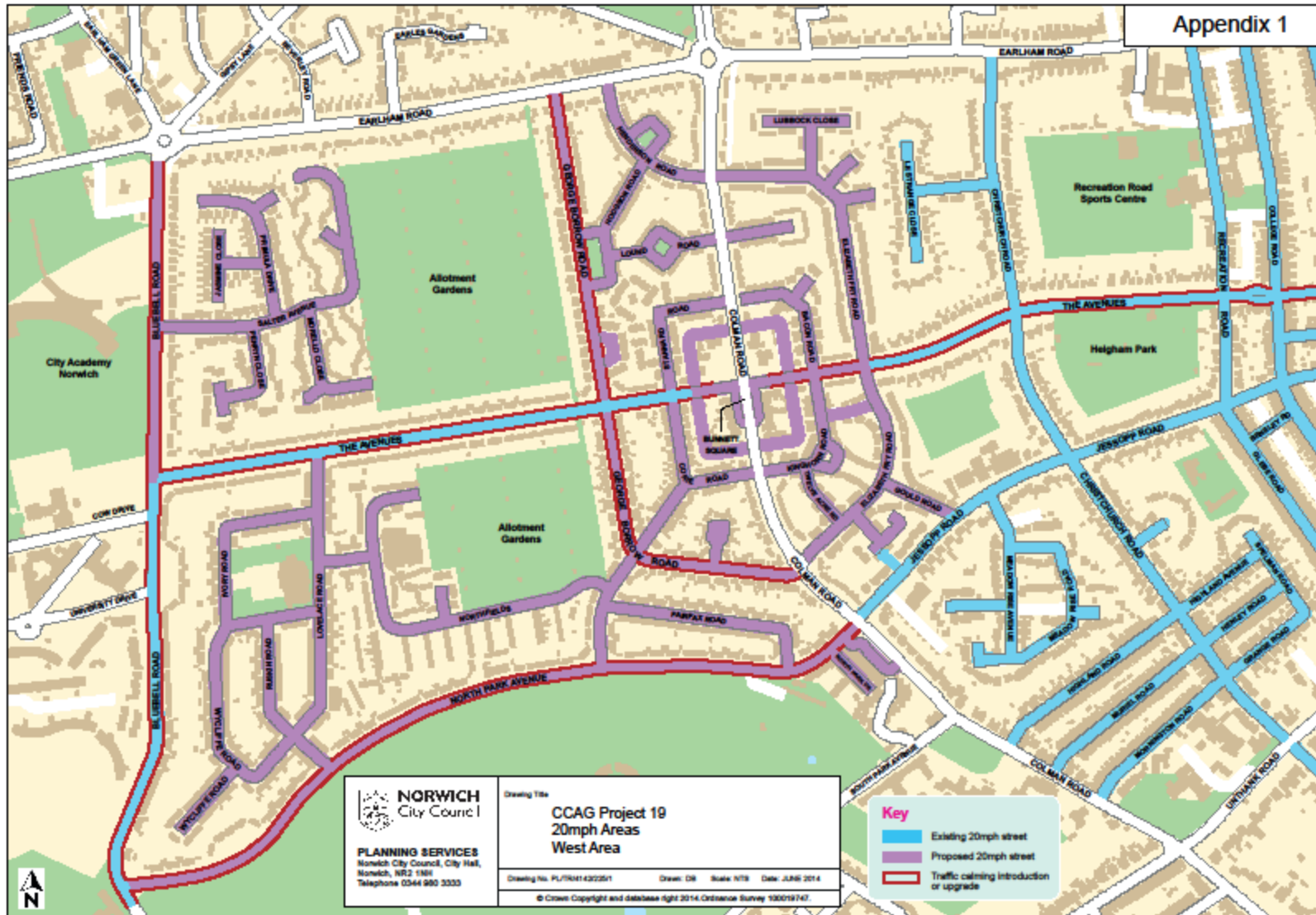
Responses to the 20mph speed restriction order and traffic calming

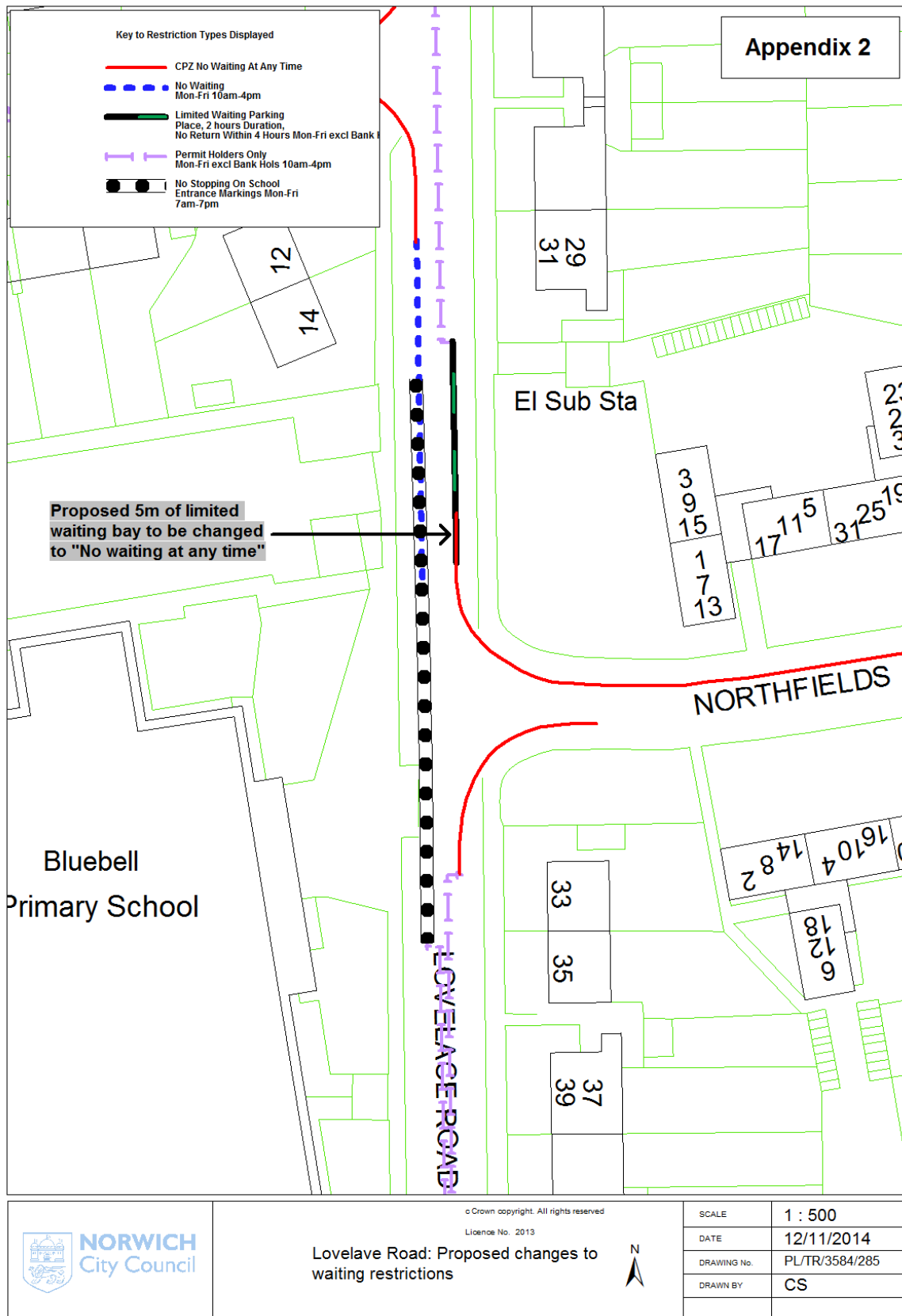
25. The area covered by the advertised 20mph speed restriction Order can be seen on Plan No.PL/TR/4142/225/1, attached as appendix 1. The proposed amendment to the limited waiting area on Lovelace Road is shown on Plan No. PL/TR/3584 attached as appendix 2.
26. There were 2 official objection to the proposed 20mph zone for the west area bounded by Earlham Road, Bluebell Road, North Park Avenue and Christchurch Road and one respondent stated that they did not think 20mph areas work as “people don’t stick to it”. However 11 people were in agreement with the 20mph zone proposals.
27. Four people stated that they preferred road humps or raised tables to speed cushions and some thought that speed cushions were dangerous as cyclists can be forced to manoeuvre into the path of other vehicles. Two people stated they did not like the existing pinch points (traffic calming) on the east section of The Avenues. Two people said they did not want the proposed traffic calming on their road.
28. All traffic calming proposed (raised tables and speed cushions) will be designed to Department for Transport recommendations. The decision to use speed cushions has been made because if they are positioned correctly they give an easier passage for cyclists, do not cause uneven travel for buses or ambulances and do not interfere with road drainage. This project does not cover re-design of the existing traffic calming on the eastern section of The Avenues.
29. An amendment to the University CPZ Traffic Regulation Order was also advertised to reduce the limited waiting area in Lovelace Road by 5m and replace with double yellow lines. This was to help buses turning the corner from Northfields into Lovelace Road. There were no objections to this amendment.

Conclusion

30. The Avenues scheme has been amended following consultation to address concerns where appropriate. Amended plans PE4073MMD-301739cb04-PRE-1101, 1102, 1103 and 1104 will be available at the meeting. Members are requested to agree to the implementation of the revised proposals.
31. Members are requested to agree the introduction of the advertised 20mph Speed Restriction Order (with traffic calming) and amendment to the University CPZ amendment Order as advertised.
32. It will be necessary to follow legal procedures, consult the public and stakeholders to enable the introduction of a TRO to prohibit parking on the grass areas in The Avenues. Members are requested to give approval to follow that procedure. Depending on the number of objections received, and assuming they are not significant in numbers or content, it is requested that members delegate authority to the Head of city development services, in discussion with the chair and vice chair, to consider the results of the consultation to enable the detailed design of the scheme to be finalised
33. The Avenues scheme is programmed for implementation starting late April 2015.

Appendix 1





Report to Norwich highways agency committee

Item

27 November 2014

Report of Head of city development services

8

Subject End of life signalled crossings

Purpose

To note that no objections were received for the consultation on the proposal to upgrade the Earlham Green Lane pelican crossing to a toucan crossing with associated measures, and to agree that those proposals should be implemented.

Recommendation

Members are recommended to ask the Head of city development services to progress statutory procedures to implement the legal orders and notices that are associated with the scheme as shown on drawing HMMAS/NSD052/TY/001 which include:

- (a) the replacement of pelican crossing with toucan;
- (b) the conversion of the footpath/verge on the corner of Earlham Green Lane / Earlham Grove pedestrian / cyclist shared use;
- (c) the removal of adjacent pedestrian refuge to the northwest of the junction;
- (d) the provision of a speed table provided across Hutchinson Road.

Corporate and service priorities

The report helps to meet the corporate priority A safe and clean city and the service plan priority to deliver the Local Transport Plan

Financial implications

The budget estimate for these works is £77,000 .Norfolk county councils traffic signal upgrade will fund the provision of the Toucan crossing and shared use approaches to a cost of £62,000. The £15,000 cost of providing the speed table and removing the pedestrian refuge will be funded by the local transport plan budget..

Ward/s: Wensum and University

Cabinet member: Councillor Stonard – Environment and transport

Contact officers

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Kieran Yates Transportation planner
t: 01603 212471 e: kieranyates@norwich.gov.uk

Background documents - None

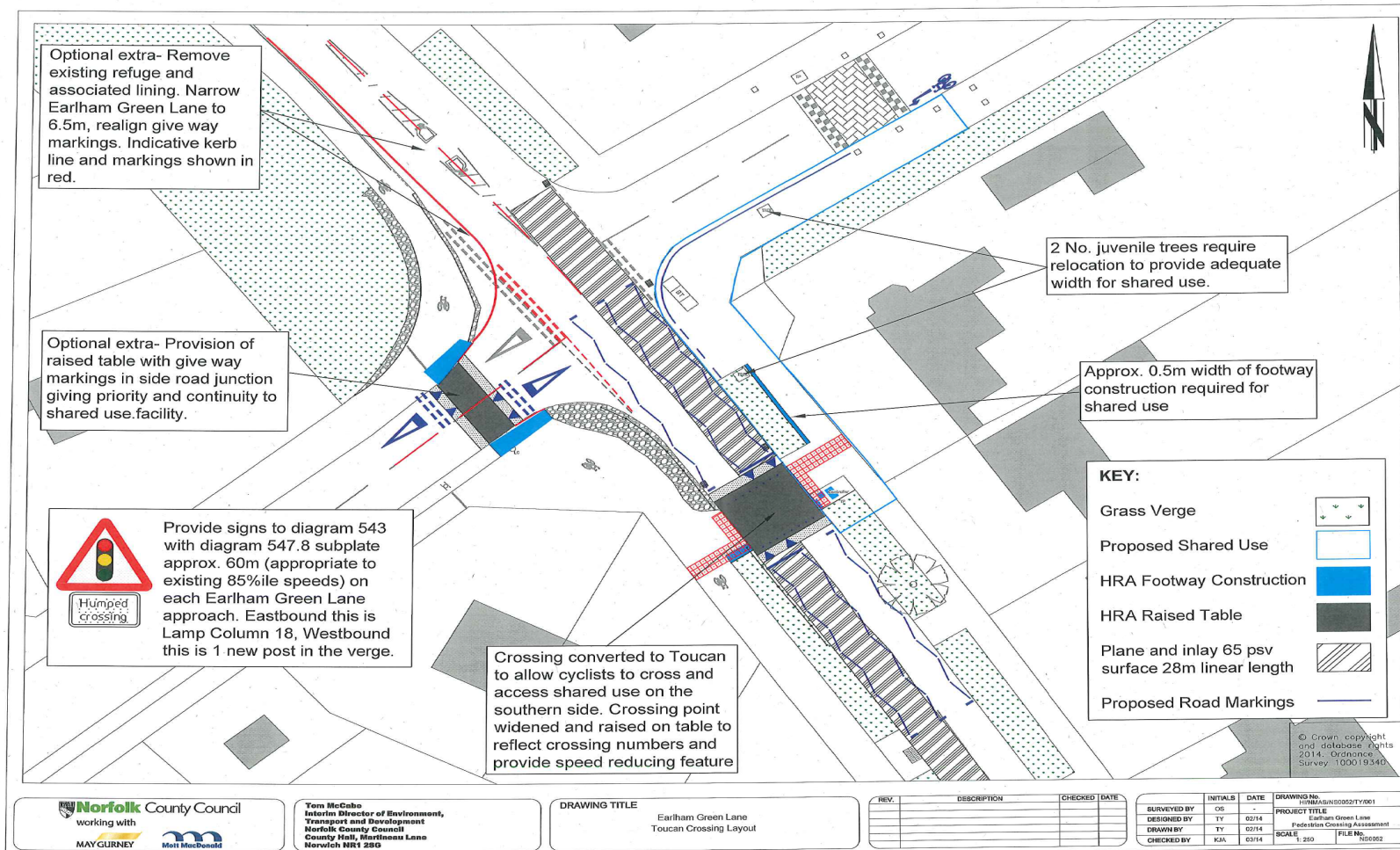
Background

1. At your meeting in July 2013 you resolved to agree the principle that when any signalled crossing is due for refurbishment, consideration is given to replacing the signalled crossing with an alternative facility such as zebra crossing or pedestrian refuge where pedestrian numbers and traffic levels are suitable and subject to the approval of the committee.
2. At your meeting in June 2014 you resolved to agree to approve in principle three locations in the city where existing pelican crossings are now due for refurbishment as the signal equipment is obsolete. These were
 - Earlham Green Lane by Earlham Grove – Convert to a Toucan crossing
 - Bowthorpe Road outside the Norwich Community Hospital – replace with a zebra crossing
 - Ber Street by Horns Lane – Replace with table or refuge (this work has now been absorbed into the Push the Pedalway 20mph project).
3. The Bowthorpe Road crossing will be subject to further work and will be reported to members at a later date.

Earlham Green Lane by Earlham Grove

4. The statutory notices for the shared use cycle/footway and road hump on Hutchinson Road were advertised for consultation on 4th October 2014 until 27th October 2014. The notice was advertised in the Norwich Evening News and with on street notices.
5. No written representations were received.
6. Therefore it is requested that the scheme is implemented as proposed.
7. A plan showing the proposals is attached as appendix 1

Appendix 1 – Plan number: HMMAS/NSD052/TY/01



Report to	Norwich highways agency committee 27 November 2014	Item
Report of	Head of city development services	9
Subject	Catton Grove Road and St Augustine's Street proposed zebra crossings	

Purpose

To inform members of the results of the consultation on the local safety scheme at Catton Grove Road and the proposed zebra crossing on St Augustine's Street.

Recommendation

Members are recommended to ask the head of city development services to arrange for the installation of:

- (1) the local safety scheme on Catton Grove Road as advertised and detailed on Plan Nos. 14/HD/28/02b&03;
- (2) the zebra crossing on St Augustine's Street as shown on Plan No. 14/HD/23/D4/A.

Corporate and service priorities

The report helps to meet the corporate priority of a safe and clean city and the service plan priority to implement the Local Transport Plan and Norwich Area Transportation Strategy.

Financial implications

From the Local Transport Plan safety schemes budget, £65,000 is available to implement the Catton Grove Road safety scheme. £30,000 has been allocated from the road crossings budget to install the zebra crossing on St Augustine's Street.

Ward/s: Catton Grove and Mancroft

Cabinet member: Cllr Stonard, environment, development and transport.

Contact officers

Linda Abel Senior transportation planner
T: 01603 212961 e:lindaabel@norwich.gov.uk

Background documents

Consultation responses

Report

Catton Grove Road local safety scheme

Background

1. The high number of personal injury accidents on the north section of Catton Grove Road between the outer ring road and Woodcock Road prompted an accident investigation study. It was found there had been 19 accidents in the last 5 years of which a high proportion involved cyclists and pedestrians, the majority of these being at the Catton Grove Road / Woodcock Road roundabout.
2. To improve road safety and encourage modal shift by improving pedestrian links a scheme was designed. Proposals can be seen on Plan Nos. 14/HD/28/02b&03 attached as appendix 1. The scheme consists of a 20mph zone with traffic calming and a new zebra crossing on a raised table. There is also an amendment to the limited parking arrangements on Catton Grove Road to give good visibility of the zebra.

Consultation

3. Residents and businesses in the area were contacted in October to inform them of the proposals and invited to comment on them. Due to an oversight the statutory notice was not advertised in the local press until 4 November 2014. The expiry date for this notice is 26 November and should any representations be received after this report is published they will be report orally at the meeting.
4. As this report is written 5 responses were received from the consultation, all five responses were in agreement with the proposals but most requested further works.
5. Further traffic calming was suggested in Catton Grove Road and Oak Lane. Extra double yellow lines in Catton Grove Road and a pedestrian crossing in Catton Grove Road south of the roundabout with Woodcock Road were also requested along with extension of the proposed 20mph area. One resident was concerned about the position of some speed cushions and also the efficiency of the road drainage. Other pedestrian issues were raised but are not covered by this project.
6. The traffic calming has been positioned where it is evidenced traffic speeds cause road safety issues. The extent of the 20mph zone was chosen to inform drivers of the need to slow down in this area of pedestrian and cycling activity. It is necessary to provide areas where residents and visitors to the area can park as there is limited space off street. The vibrancy of this community hub could be compromised if further restrictions are imposed.
7. The request for an extra pedestrian crossing on Catton Grove Road south of the roundabout junction with Woodcock is beyond the scope of the safety scheme planned.. However this suggestion has been recorded and an investigation will be carried out to attain if there is a demand and need for a crossing at this point. If appropriate the location will be added to the list of pedestrian crossings held for installation when funds are available.

St Augustine's Street zebra crossing

Background

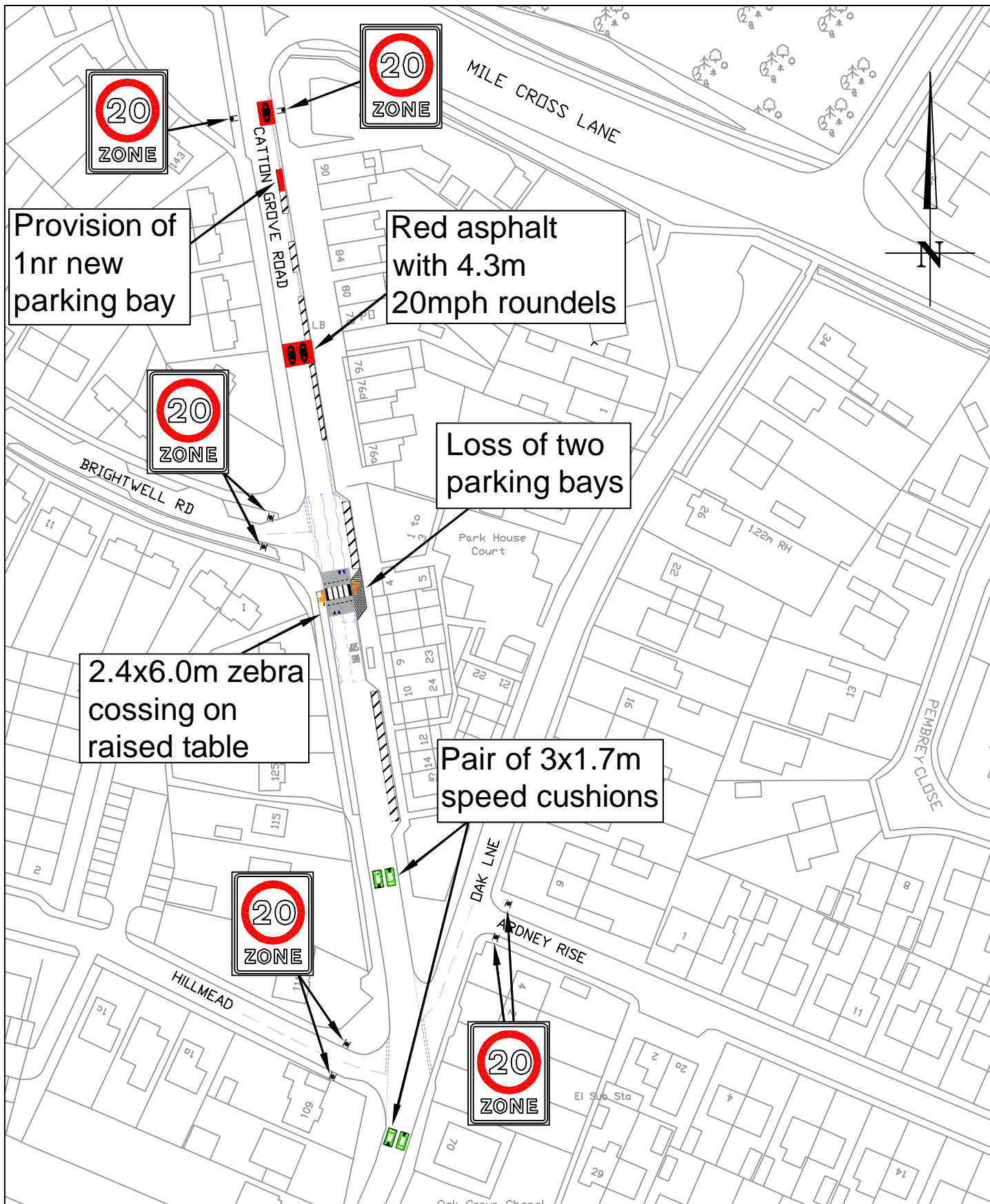
8. When the St Augustine's gyratory was introduced in 2010 a raised table was provided on St Augustine's Street at the junction with Sussex Street to assist people in crossing the road. However the nearby signalled junctions and level of traffic means pedestrians often have to wait long periods to be able to cross the road. A formal crossing is considered necessary at this location.
9. After initial consultation with stake holders it has been decided to install a zebra on raised table south of the junction with Sussex Street. The proposed layout can be seen on Plan No. 14/HD/23/04/A attached as appendix 2.

Consultation

10. The statutory notice for road crossing and associated raised table was advertised in the local press on 31 October 2014. Local residents, local businesses and stakeholders were advised of proposals.
11. At the time of writing this report no comments had been received. The official consultation period will end on 24 November 2014. An update of this consultation and any responses will be given at the meeting of this committee on 27 November.

The way forward

12. Often during the consultation period comments are received from members of the public informing officers of local concerns that need to be addressed. In many cases small adjustments to the design can help to improve the scheme and make it fit for purpose. In anticipation of no major objections to the two schemes above, and in knowledge that all comments received from the consultation will be considered and detail design changes made if necessary, members are requested to agree to the installation of the two schemes in this report.

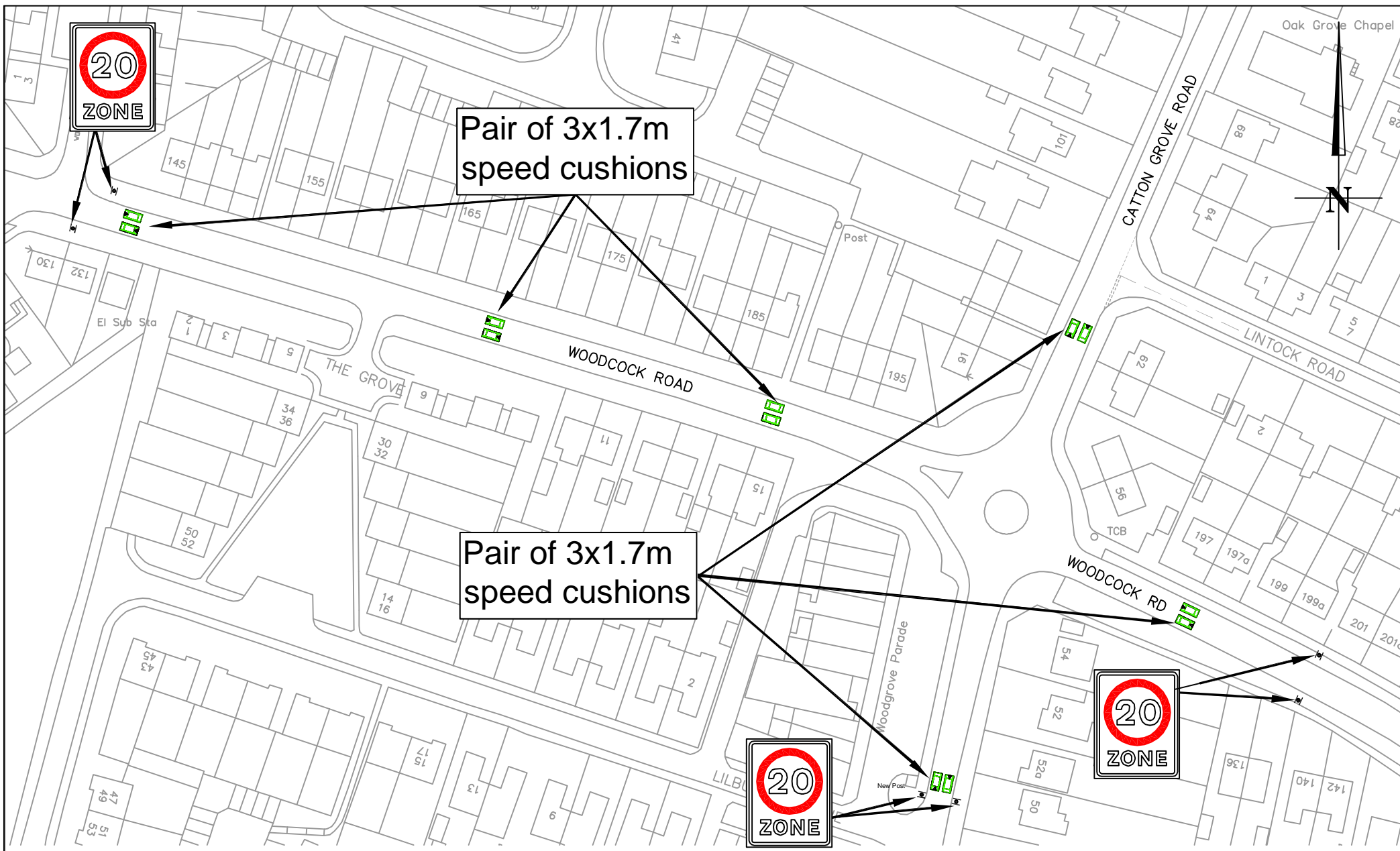


Jerry Massey
 Deputy Chief Executive
 City Hall, Norwich, NR2 1NH
 tel 0344 980 3333
 highways@norwich.gov.uk

Title
PG4332 CATTON GROVE ROAD LSS
Proposed 20mph Zone, Zebra & Calming measures.

Date	Scale(s)	No.	Date	Notes	REVISIONS	Int.	Ckd.
Drawn By KD	NTS	1	Sept 14	Removal of red surface		KD	
Checked By TC	Designed By KD						
DWG. No. HD 28 03	NEG. No.						

Zebra Crossing on Catton Grove Road



NORWICH
City Council

Title
PG4332 CATTON GROVE ROAD LSS
Proposed 20mph Zone, Zebra & Calming

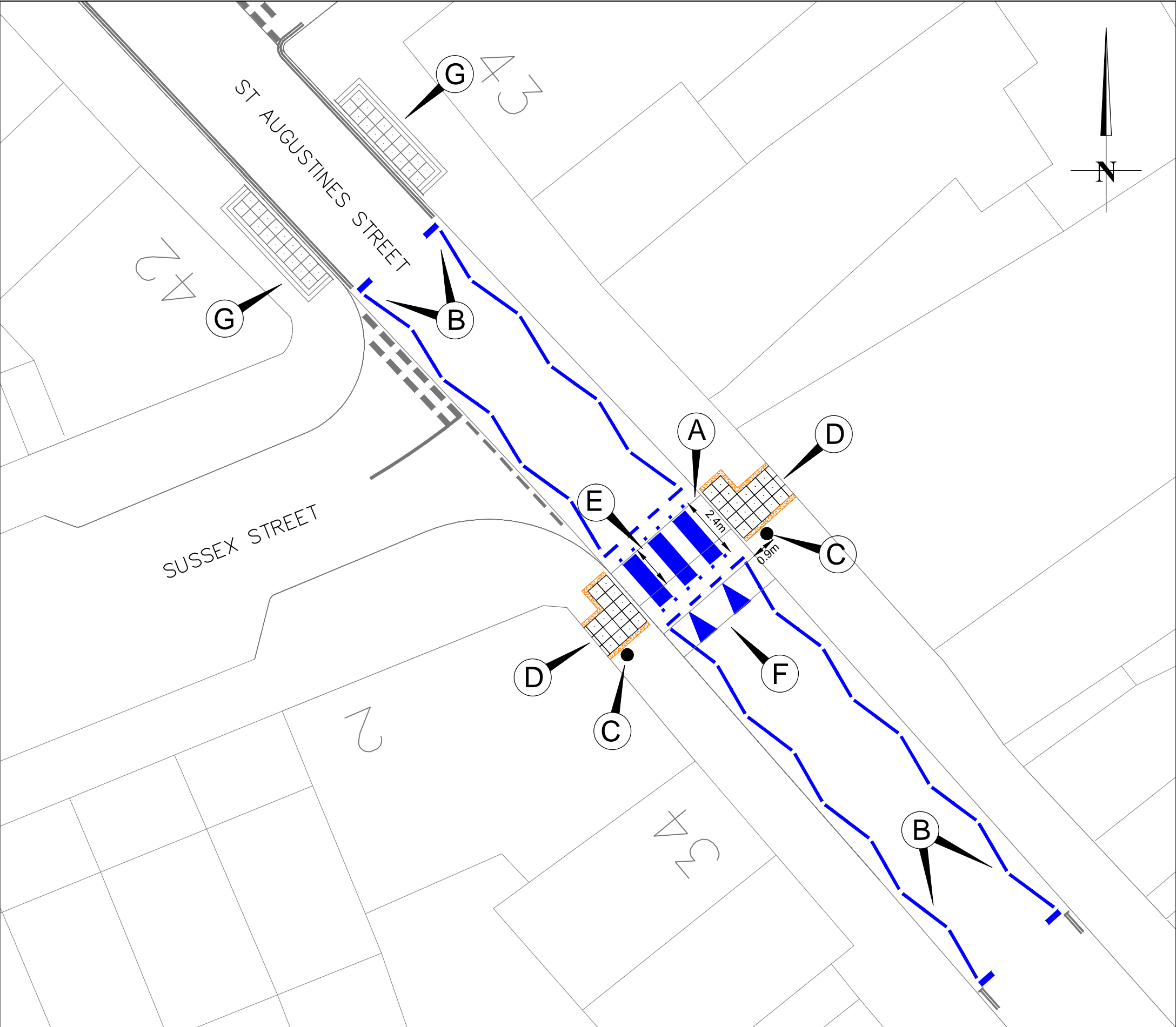
Roundabout approach at woodcock Road/Catton Grove Road

No.	Date	Notes	REVISIONS	Int.	Ckd.
1	Sept 14	Additional cushions		KD	
B	Nov 14	Amended for report		TC	

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Date	July 14	Scale(s)	NTS
Drawn By	KD	Designed By	KD
Checked By	NEG. No.	14 HD 28 02B	
DWG. No.			

Jerry Massey
Deputy Chief Executive
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tel 0344 980 3333
highways@norwich.gov.uk



LEGEND

- (A) Pedestrian zebra crossing
- (B) Diag 1001.3, 100mm wide white zig-zag
- (C) Zebra crossing beacon
- (D) Pedestrian crossing tactile paving
- (E) Location of ramp for existing speed table.
- (F) Location of ramp for proposed extended speed table
- (G) Existing tactile paver crossing point with flush kerb to be removed and 25mm kerb face to be installed.

Report to Norwich highways agency committee
27 November 2014

Item

Joint Report of Head of city development services and Interim director of environment, transport and development

10

Subject Highway improvement and maintenance programmes for 2015-16

Purpose

To ask members to note the highway improvement and maintenance programmes for 2015-16.

Recommendations

- (1) Note that the allocation of local transport plan funding within the Norwich city council area is:

Type	Scheme	Cost
Road crossings	Dropped kerbing	£25,000
Walking	Telegraph Lane by Quebec Road	£30,000
	Grove Road outside shops	£30,000
Traffic Management	NATS design	£200,000
	Minor works	£10,000
Public Transport	Bus stop infrastructure	£10,000
Local Safety	Ketts Hill	£28,000
Total		£333,000

- (2) Note the capital maintenance allocation is £1,381,582 and will fund the programme listed in appendix 4.

Corporate and service priorities

The report helps to meet the corporate priorities to make Norwich a safe and clean city and a prosperous city and the service plan priority of supporting the NATS implementation plan

Financial implications

The financial consequences are discussed fully in the report.

Ward/s: All wards

Cabinet member ; Cllr Stonard – Environment, development and transport

Contact officers

City

Joanne Deverick – transportation & network manager 01603 212461
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Andy Ellis – highways design & maintenance manger 01603 212418
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County

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Background documents

None.

Report

Background

1. Historically, each November this Committee agrees a draft programme for transport capital improvement projects for the following year and asks for that to be included in Norfolk County Council's overall local transport plan budget. This year, due to a change in governance structures at the county council, the Environment Development and Transport Committee has provisionally allocated funding for schemes within the city, in consultation with City Officers. This report details that allocation, and where there is discretion over which projects funding can be allocated to, suggests suitable schemes. The overall programme will be agreed by the full county council in the new year.
2. The programme for maintenance schemes is set by officers based on technical data. Following the decision last year to make that process more transparent it is suggested that this committee endorses the maintenance programme for the following financial year at the same time that it agrees the improvement programme.

Available Budgets

3. Members will be aware that in recent years the funding allocated to improvement schemes has been significantly reduced in order to safeguard the funding for structural maintenance. For 2015/16 the following total budgets are available county wide for highway schemes (although Government is still to confirm that final allocation for structural maintenance)
 - £27,581m structural maintenance
 - £1.4m bridges
 - £2m capital improvement schemes
4. The table below sets out the funding that is available from the county council through the integrated transport grant for the next financial year for both the maintenance and improvement programmes that are included in the Highways Agency agreement.

Capital Improvements	£308,000
Capital Structural maintenance	£1,381,582

5. Funding for improvement schemes is also available from other sources. Currently it is known that funding will be available in 2015/16 from the Cycle City Ambition Grant, the Greater Norwich Development Partnership and developers through currently held S106 contributions. Other funding may become available during the year, including the first CIL (Community Infrastructure Levy) payments that have now replaced S106 payments from developers.

Capital Improvement programme

6. At the meeting in May 2010 the committee agreed that until the funding provision recovers no improvement works should be undertaken on the U class network, aside from anything that can be funded from the budget for citywide minor works (bollards, signs etc), unless they make a direct and significant contribution to the Norwich Area Transportation Strategy Implementation Plan (NATS IP) or form part of a local safety scheme implemented to tackle a known proven accident problem. ty problem and / or where there were congestion issues on the main road network.
7. To inform the 2012/13, 13/14 and 14/15 programmes the following criteria for inclusion were adopted;
 - Schemes that make an explicit contribution to delivering the NATS IP, such as walking and cycling schemes and public transport improvements.
 - Local safety schemes to solve known accident problems
 - Small scale schemes that have local benefits, such as providing dropped kerbs to ease disabled access, making bus stops DDA compliant, introducing / amending essential parking restrictions, new bollards, signs etc
8. It is suggested that the same approach is adopted for the 2015/16 programme.

NATS - Walking / Road crossing schemes – allocated budget £60,000

9. £60,000 is available for pedestrian crossing schemes in the city. The current list of pedestrian crossing priorities is attached as appendix 1. The top priorities for low cost crossing schemes are Telegraph Lane East by Quebec Road and Grove Road outside the shops and it is proposed that the available funding is used to implement schemes in these areas
10. The provision of puffin or toucan crossings on a standalone basis or pedestrian facilities at signalled junctions remain unaffordable within current budgets

NATS - Cycling schemes – allocated budget nil

11. As members are aware the city council was successful in securing £3.72M of funding from the Department for Transport through the city cycle ambition grant to deliver the pink pedalway between the Hospital and Rackheath.. With matched funding from the local transport plan budget and other partners the total funding available for cycling in the greater Norwich area is £5.5m spread over 13/14 14/15/& 15/16. The local transport plan budget will be making a contribution of £100k to pink pedalway in 15/16 but this is allocated to a scheme along the Salhouse Road, which is outside of the city council's area.
12. While the focus for the Push the Pedalways project is cycling the project will deliver significant benefits to other road users including improvements to pedestrian crossings and speed reduction measures.

NATS – Traffic management schemes – Allocated budget £235,000

13. The Local Transport Body, which is a collaboration between Norfolk County Council and Suffolk County Council has allocated £7m over the next 4 financial years to deliver a number of NATS city centre measures, including the closure of Westlegate,

making Prince of Wales Road buses and servicing only and making Rose Lane and Golden Ball Street two way, along with other associated measures. £200,000 is needed to support the design of these schemes.

14. Each year a sum is set aside for minor works schemes such as ensuring bus stops meet accessibility criteria, new dropped kerbs, essential changes to waiting restrictions, bollards, signs, barriers etc. For 2015/16 this is £35k.

Public transport schemes – Allocated budget £10,000

15. Each year a small budget of £10k is available to make improvements to bus stop infrastructure.

Local safety schemes – Allocated budget £28,000

16. The need for a local safety scheme along Ketts Hill has been identified and a budget allocation of £28,000 has been made.

Capital Maintenance programme – Draft budget £1,381,582

17. The capital maintenance programme covers the major maintenance schemes. The priorities for these are determined jointly between city and county officers based on the technical data available. The programme covers carriageway resurfacing and surface dressing, footway reconstruction and slurry seal, and drainage schemes.
18. The list of schemes for 2015/16 is attached as appendix 2. The list is subject to change as there is still some uncertainty about the level of government funding.
19. In addition, in line with County arrangements for its area offices, there is a £20,000 allocation for minor highway maintenance schemes which are identified and delivered through the financial year

Appendix 1 – Pedestrian Crossing Priorities

Major schemes costing over £75,000

Priority	Location	Weight	Possible Solution
1	Martineau Lane bus stop	738	Signalised Crossing
2	Mile Cross Rd / Waterworks Rd junction	733	Signalised Junction Upgrade
3	Heartsease Roundabout	603	Major junction improvement
4	Mousehold Lane by Wroxham Rd Rbt	459	Signalised Crossing
5	Newmarket Road by Unthank Road	458	Signalised Crossing
6	Unthank Rd / Christchurch Rd Signals	300	Signalised Junction Upgrade
7	Rouen Rd / Cattlemarket Street junction	292	Signalised Junction Upgrade
8	Dereham Rd / Bowthorpe Rd Signals	252	Signalised Junction Upgrade
9	Wendene signalised junction	213	Signalised Junction Upgrade
10	Guardian Rd / Dereham Rd Rbt	186	Major junction improvement
11	Mile End Rd by Newmarket Road Rbt	180	Signalised Crossing

Low cost schemes under £75,000

Priority	Location	Weight
1	Telegraph Lane East by Quebec Road	955
2	Grove Rd outside Shops	281
3	Mousehold Lane by War Memorial Cottages	151
4	Unthank Road by Leopold Road	137
5	Drayton Road north of St martins Road	136
6	Colman Rd south of Earlham Rd Rbt	133
7	Duke Street by St Marys	133
8	Unthank Road by Clarendon Road	93
9	Colman Road South of Henderson Road	79
10	City Road south of Queens Road	75
11	Hellesdon Road North of Hellesdon Hall Road	71
12	Bluebell Road Slip Road to A11	67
13	Heigham Street by Russel Street	64
14	St Clements Hill South of Elm Grove Lane	36
15	Mile Cross Rd by Gibraltar Gardens	34
16	Harvey Lane by Pilling Park	9

Appendix 2 – Capital Maintenance schemes

Location	Description	Estimate £
"A" Roads		
Heartsease Lane/Salhouse Road junction	Resurfacing	£92,473
Thorpe Road, near Lower Clarence Road	Resurfacing	£69,305
Aylsham Road(Mile Cross Road to Drayton Road)	Surface dressing	£99,311 total for all sites
Mile Cross Road (Aylsham Road to Mile Cross RAB)	Surface dressing	
Canary Way (Koblenz Av to Broadsmann Close)	Surface dressing	
Koblenz Avenue	Surface dressing	
Saint Crispins Road	Surface dressing	
Total "A" Roads		£261, 089

Location	Description	Estimate £
"B" Roads		
Magdalen Road, near Sprowston Road junction	Resurfacing	£34,375
Total "B" Roads		£34,375

"C & U" Roads		
Rider Haggard Road junctions of Gawdy Road and Gunn Road	Resurfacing	£20,167
Various sites around City	Surface dressing	£423,400
Total "C&U" roads		£443,567
Embrey Crescent	Drainage	£83,819

Footways		
Corton Road	Reconstruction	£18,682
Nelson Street	Reconstruction	£35,479
Irving Road	Reconstruction	£63,339
Malbrook Road	Reconstruction	£27,316
Waring Road	Reconstruction	£27,955

Appendix 2 – Capital Maintenance schemes

Friends Road	Reconstruction	£63,960
Guernsey Road Alley	Reconstruction	£9866
Rider Haggard Road	Reconstruction	£40,663
Ethel Road	Reconstruction	£8289
Clancy Road	Reconstruction	£17,867
Tuckswood Centre	Reconstruction	£17,508
Union Street	Reconstruction	£46,524
Maid Marion Road	Reconstruction	£14,702
Caroline Court	Reconstruction	£27,545
Various Minor footway schemes	Reconstruction	£38,370
Various across City	Slurry Seal	£100,667
Total Footways		£558,732
Total Capital Maintenance		£1,381,582

Report to Norwich highways agency committee
27 November 2014
Report of Head of city development services
Subject Major road works – regular monitoring

Item

11

Purpose

This report advises and updates members of current and planned future roadworks in Norwich.

Recommendation

To note the report.

Corporate and service priorities

The report helps to achieve the corporate priorities of a strong and prosperous city and the service plan priority to coordinate programmes to achieve best value.

Financial implications

There are no direct financial consequences from this report

Ward/s: All wards

Cabinet member: Cllr Stonard – Environment development and transport

Contact officers

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Glen Cracknell, City network co-ordinator 01603 212203
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Background documents

None

Report

Background

1. Roadworks are a source of frustration and inconvenience to road users but they are an essential operation and need to be managed carefully to minimise their impact on the travelling public.
2. There are 2 main originators of roadworks: The Highway Authority and public utility companies. Norfolk County Council has a responsibility to improve and maintain the highway, while the public utility companies have a responsibility to provide and maintain their infrastructure, the vast majority of which is located under the highway. From time to time developers are also required to work in the highway, carrying out improvements to facilitate access to their developments.
3. The table attached as appendix 1 sets out the current works that are have been completed since your last meeting, are currently in progress or are planned for the future on the A, B and C class roads within the city. More detailed roadworks information is provided online via the electronic local government information network at <http://norfolk.elgin.gov.uk>
4. The more significant works are highlighted below.

Chapel Field North and St Stephens Street

5. The work to make Chapel Field North two way for buses and access and to remove general traffic from St Stephens Street was substantively complete on 7 November when the scheme formally came into operation. Works in Little Bethel Street which are part of that scheme will be completed shortly.

Christmas embargo

6. Every year the highway authority and utility companies are banned from undertaking any planned works on the main road network, or on the majority of streets within the inner ring road, between Remembrance Sunday and the second week of January, the main Christmas shopping / sales period. The exception to this are emergency works that cannot be delayed, and works that have no effect on the free flow of vehicles or pedestrians.

Push the pedalways programme

7. A report on the progress of the Push the Pedalway scheme is on this agenda. The design work for the majority of the schemes is nearing completion and work will begin on constructing the major schemes in the new year. At your next meeting a full programme of works will be included in this report.

Works in progress

Location	Lead Authority	Type of scheme	Traffic management	Due for completion	Remarks
Chapel Field North & St Stephens Street	County	Highway improvement	Closure of Chapel Field North and associated other measures	July – November 2014	Works are due for completion on 7 November

Works completed since last report

Location	Lead Authority	Type of scheme	Traffic management	Due for completeion	Remarks
Heartsease Roundabout	County	Resurfacing	A1042 (Heartsease Lane and St Williams Way) remain open. Plumstead Road, Plumstead Road East & Harvey Lane remain open,	27-31 October 2014	Plumstead Road and Plumstead Road East will be closed .

Planned future works

Location	Lead Authority	Type of scheme	Traffic management	Anticipated dates	Remarks
Magdalen Street contra flow cycling scheme	City	Push the Pedalway	Closure of Magdalen Street between Edward Street and Bull Close Road	January to March 2015	
Tombland	City	Push the Pedalway	To be determined	April to June 2015	
The Avenues	City	Push the Pedalway	To be determined	April to July 2015	
Park Lane / Unthank Road	City	Push the Pedalway	To be determined	July / August 2015	