



## NORWICH HIGHWAYS AGENCY COMMITTEE

10am to 11am

26 July 2012

Present:

**County Councillors:**

Adams (chair) (V)  
Plant (V)  
Edwards (substitute for  
Councillor Bearman)  
Scutter  
Shaw

**City Councillors:**

Bremner (vice-chair) (V)  
Harris (V)  
Carlo  
Stonard

\*(V) voting member

\*\* voting member in the absence of Councillor Harris

Apologies: County Councillor Bearman and City Councillor Grahame

### 1. MINUTES

**RESOLVED** to approve the accuracy of the minutes of the meeting held on 24 May 2012.

### 2. THE BETTER BUS AREA BID FOR THE NORWICH AREA – AN OVERVIEW

The committee noted that for accuracy references to “Stephens”, contained in paragraphs 6 and 8 of the report,” should be amended to “St Stephens Street”.

During discussion the travel development team manager, Norfolk County Council, and the transportation and network manager, Norwich City Council, answered members’ questions. Members welcomed the additional funding and said that they looked forward to positive feedback as the work packages were implemented. The travel development team manager undertook to remind bus operators that drivers should switch off the engines of stationary vehicles.

Discussion ensued on ticketing and the travel development team manager said that from consultation with operators and customers there needed to be greater public awareness of the different types of tickets and schemes available. Norwich was one of the few places outside London to provide a multi-operator bus ticket, Fusion. The introduction of electronic ticketing for park and ride would be more convenient for passengers and would speed up boarding times. The development of reduced fares aimed at 16 to 19 year old age group was in its early stages.

The travel development team manager explained that electronic signage in bus shelters was subject to repeated vandalism in some locations. Most screens were roof mounted and it was the interactive screens at chest height that were most likely to be targeted by vandals. The replacement shelter scheme would provide higher quality bus shelters and members of the public would be encouraged to report vandalism.

Councillor Scutter expressed concern that a bus shelter in Newmarket Road had been removed but not replaced. The transportation network manager explained that the old shelter was being recycled and had been sold to a parish council. However due to a delay in the parish council picking up the shelter the contractors could not complete the work within the period covered by the street notice and therefore there had been a delay. The work should be completed in the next few weeks. The transportation network manager undertook to look into this and advise Councillor Scutter accordingly.

**RESOLVED** to note the report.

### **3. NORWICH AREA TRANSPORTATION STRATEGY IMPLEMENTATION PLAN – GRAPES HILL SOUTHBOUND (UPHILL) BUS LANE**

The transportation and network manager said that Councillor Bearman had asked that the committee be advised that he supported the proposed 3m uphill bus lane on Grapes Hill but asked that all ward councillors were informed of the dates and details of the consultation at an early stage so that they could encourage interested parties to respond.

Discussion ensued in which the transportation and network manager answered members' questions. She confirmed that the desire line for crossing at the top of Grapes Hill was not safe and that the proposed crossing points were safer and more attractive. The proposed lane widths had been the result of much discussion and had been subject to a safety audit. The introduction of Wellington Lane as a cycle lane would alleviate pressure on the uphill lane of Grapes Hill. The use of hard standing on parts of the traffic island was for safety reasons as it was not safe for grounds maintenance staff to maintain it because of the traffic. Members of the committee considered that the crocuses and bulbs displaced during the works should be replanted in the traffic island.

**RESOLVED** to:

- (1) approve for local community and stakeholder's consultation on the detailed proposals to introduce an uphill bus lane on Grapes Hill which would provide an important element of the Dereham Road Bus Rapid Transit corridor, detailed in Appendix A;
- (2) ask the head of city development services and the head of law and governance, Norwich City Council, to progress the statutory procedures associated with advertising the traffic regulation orders to create the uphill bus lane on Grapes Hill, for use by buses, taxis and pedal cycles, operating 24 hours a day, 7 days a week;

- (3) ask the head of city development services and the head of law and governance, Norwich City Council, to progress the statutory procedures associated with advertising the traffic regulation orders to create the on-carriageway cycle lane on Wellington Lane including a contra-flow cycle lane on the section between Pottergate and St Benedict's Street;
- (4) ask the transportation and network manager to note the committee's request to replant the displaced crocuses and other bulbs as part of the implementation of the scheme.

#### 4. ANNUAL REPORT OF THE NORWICH CITY AGENCY 2011-12

The transportation and networks manager referred to the table at paragraph 5.4 and apologised that instead of inserting the statistics for 2011-12 in the last column the column had been copied over. She advised members that the numbers of accidents had fallen in this period and that a revised copy of the table would be included in the minute and is inserted below:

	2008/09	2009/10	2010/11	2011/12
BV99a – Killed and seriously injured – now NI 47	41	36	47	39
BV99b – Child KSI casualties – now NI 48	2	2	6	3
BV99c – Slight casualties – now Ex BV99c	363	345	342	401

During discussion the transportation and networks manager, together with colleagues from Norfolk County Council: John Joyce, assistant director highways, and Jon Barnard, NATS and city agency manager, answered questions.

Discussion ensued on road accident casualty reduction. The committee received further clarification on the casualty statistics for children who were killed or seriously injured (NI48) and it was explained that the figure was significantly reduced over a long period as a result of the road safety improvements implemented over the years. There were very few accident cluster sites in the city. Where statistics were so low a slight upturn could be due a number of factors such as a change in hospital practices where a child might be kept in overnight and therefore falling into the serious casualty category, or more than one child being in a car where there was a collision. The majority of members considered that there was no room for complacency but that it would be unrealistic to set the target at zero casualties. The county council was developing road safety campaigns to be launched in the autumn.

Members were advised that the city council had not carried out a full programme of audits in 2011-12 but would do so in 2012-13. The concerns that had been highlighted with the contractors related to issues such as below standard storage of materials or working practices and were not related to the quality of the work, health and safety or environment issues.

**RESOLVED** to approve the annual report of the Norwich City Agency 2011-12 and to note the key messages as set out in appendix 1 of the report.

## **5. MAJOR ROADWORKS MONITORING REPORT**

In response to a member's question, the transportation and networks manager explained that the status of the Finkelgate one-way system was enforceable by the police.

**RESOLVED** to note the report.

CHAIR