Report to	Norwich Highways Agency committee 22 March 2018	**Item**
Report of	Head of city development services	5
Subject	Transport for Norwich – 20mph areas associated with the blue and yellow pedalways	

Purpose

To seek approval to consult on the proposals to install 20mph speed limits in the residential areas surrounding the blue and yellow pedalway

Recommendations

To:

(1) approve for consultation the scheme to introduce 20mph zones in the residential areas surrounding the blue and yellow pedalways;

(2) ask the head of city development services to carry out the necessary statutory legal procedures to advertise the road notice and speed restriction order for the areas of 20mph shown on Plan Nos CCAG2/21/01 and 02.

Corporate and service priorities

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

Financial implications

There is a budget allocation of £300k in the City Cycling Ambition Grant for this project.

Ward/s: Catton Grove, Eaton, Lakenham, Mile Cross, Sewell and Town Close

Cabinet member: Councillor Stonard – Environment and sustainable development

Contact officers

Linda Abel senior transportation planner	01603 212190
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Background documents

None

Report

Background

1. The blue and yellow pedalways form a significant part of the pedalway network. They cross Norwich from north to south, through major residential areas such as Lakenham, Eaton and Catton. It is not always appropriate to install cycle tracks or other facilities in these residential areas. However, reducing traffic speeds gives a more balanced environment, helping people feel safer to cycle and walk.

2. It is proposed to install 20mph speed restrictions in all suitable residential streets within 400m of the blue and yellow pedalways. This helps cyclists and pedestrians not only on the pedalways but travelling in surrounding streets.

3. Since the first introduction of a 20mph zone in the North Earlham estate in 1991, many isolated areas of 20mph have been implemented where a budget has been available. This leaves a patchwork of speed restrictions that can be confusing to drivers. The intention of this scheme is to install large areas of speed restriction, joining to existing zones where possible.

4. On 16 March 2017, this committee agreed a policy for implementing 20mph restrictions in residential areas.

Proposals

5. In accordance with the above policy on implementing 20mph restrictions and the use of traffic calming, the following criteria have been applied to select which streets to include and if traffic calming is necessary:-

   (a) 20mph should be considered the default speed restriction for all residential C and U class roads.

   (b) In areas where the existing average (mean) speeds are 23mph or less then a signed only speed restriction with repeater signs at 200m intervals should be implemented. 20mph roundels may be used at the entry points from a 30mph road.

   (c) In areas where the existing speeds are between 23mph and 26mph a 20mph speed restriction with repeater signs at 100m intervals should be implemented. 20mph roundels should be used at the entry points from a 30mph road and may be repeated at appropriate intervals across the area.

   (d) In areas where existing average speeds are over 26mph consideration can be given to also using physical traffic calming and / or interactive signs.

6. Traffic surveys were taken on a selection of class C and U roads in the proposed areas to establish the existing speed of traffic. The position of the speed survey was chosen in each case where it appears traffic travels at the highest speed. The table below gives the results.

Road	Location	Average traffic speed
Cecil Road	East of Grove Walk	22.9
Church Lane	East of Greenways	28.3
City Road	Near Lakenham primary school	24.9
Constitution Hill	South of Junction with the outer ring road	28.6
Eaton Road	East of CNS	29.0
Fiddle Wood Road	South of junction with Bussey Road	21.2
Greenways	Near Cranleigh Rise	28.0
Hall Road	o/s 125	25.9
Locksley Road	Near Barnesdale Rd	24.2
Long John Hill	South of Suncroft	29.2
Sandy Lane	South of railway bridge	26.7
Sandy Lane	Near Manthorpe Close	29.7
South Park Avenue	West of Pettus Road	27.9
Sprowston Rd	Near Branford Road	23.5
St Martins Road	Green Hills Road junction	25.1
Sunningdale	South of Glenalmond	25.3
Unthank Road	o/s 406	29.6
Woodcock Road	Between Weston Rd and Harmer Road junction	26.2
Woodcock Road	Between Catton Grove Road and St Clements Hill	27.1

7. From the above table it can be seen traffic speeds on some C class radial roads such as Unthank Road and Long John Hill are compliant with a 30mph speed limit, but are not suitable to lower to 20mph without extensive physical traffic calming. As these roads have little pedestrian generating frontage (i.e. schools, shops and parks) it is not considered value for money to implement the amount of traffic calming that would be required to significantly slow vehicle speeds

8. The proposed areas of 20mph zones are shown on Plan Nos. CCAG2/21/01 and 02 attached as appendixes 1 and 2

9. In most streets the intention would be to provide entrance signs, repeater signs and 20 mph roundels. The roads where traffic calming is considered necessary are:-

    Church Lane

    Constitution Hill (north section)

    Eaton Road

    Greenways

    Sandy Lane (part of)

    South Park Avenue

    Woodcock Road

10. Traffic calming will be designed for these roads prior to public consultation. These could include changes to road layout, speed cushions, sinusoidal road humps, speed activated signs and other interventions. These designs will be shared with ward councillors and the chair and vice chair of this committee prior to consultation.

11. It is planned that the consultation will take place in the late spring and the results reported back to the September meeting.

Integrated impact assessment

NORWICH City Council

Report author to complete	
Committee:	Norwich Highways Agency Committee
Committee date:	22 March 2018
Director / Head of service	Andy Watt
Report subject:	Transport for Norwich – 20mph speed limits for the blue and yellow pedalways
Date assessed:	20/02/2018
Description:	To request permission to advertise and consult on 20mph zones in Norwich

	Impact			
Economic (please add an 'x' as appropriate)	**Neutral**	**Positive**	**Negative**	**Comments**
Finance (value for money)	☐	☒	☐	This scheme is viewed as value for money
Other departments and services e.g. office facilities, customer contact	☒	☐	☐	
ICT services	☒	☐	☐	
Economic development	☐	☒	☐	This scheme helps to encourage sustainable travel to benefit the city and everyone who lives and works here.
Financial inclusion	☐	☒	☐	This scheme promotes and encourages walking and cycling which is a low cost form of transport, widely accessible.
Social (please add an 'x' as appropriate)	**Neutral**	**Positive**	**Negative**	**Comments**
Safeguarding children and adults		☒	☐	This scheme promotes road safety for all road users.
S17 crime and disorder act 1998	☒	☐	☐	
Human Rights Act 1998	☒	☐	☐	
Health and well being	☐	☒	☐	The proposals will help to encourage more walking and cycling which has been shown to benefit health. If more drivers are encouraged to walk or cycle, air polution will decrease.

	Impact			
Equality and diversity (please add an 'x' as appropriate)	**Neutral**	**Positive**	**Negative**	**Comments**
Relations between groups (cohesion)	☐	☒	☐	By lowering traffic speeds this scheme will give more emphasis to vulnerable road users, encouraging drivers to slow down and drive appropriately in these residential areas.
Eliminating discrimination & harassment	☒	☐	☐	
Advancing equality of opportunity	☐	☒	☐	This scheme aims to improve the environment for all road users, particularly cyclists and pedestrians.
Environmental (please add an 'x' as appropriate)	**Neutral**	**Positive**	**Negative**	**Comments**
Transportation	☐	☒	☐	This scheme helps to meet the corporate priority of a safe, clean and low carbon city
Natural and built environment	☐	☒	☐	This scheme will have positive effects on the environment by lowering traffic speeds and emissions, encourageing more people to cycle or walk.
Waste minimisation & resource use	☒	☐	☐	By following the council's 20mph implementation policy, there will be effective use of road signs, road lining and minimum use of physical traffic calming. This approach lowers the maintenance liability.
Pollution	☐	☒	☐	This scheme will help improve air quality by reducing traffic speeds and emissons and encouraging non motorised forms of travel
Sustainable procurement	☒	☐	☐	

	Impact			
Energy and climate change	☐	☒	☐	The scheme contributes to the corporate priority 'a safe, clean and low carbon city' by encouraging cycle use, reducing car use and CO2 emissions
(Please add an 'x' as appropriate)	**Neutral**	**Positive**	**Negative**	**Comments**
Risk management	☒	☐	☐	The scheme is safety audited to ensure that the measures implemented create a safe environment.
Recommendations from impact assessment				
Positive				
The scheme should be publically advertised and consulted. All transportation stakeholders will be contacted and local residents living in the immediate area of the proposal.				
Negative				
Neutral				
Issues				

Appendix 1

AIRPORT

OLD CATTON

SPROWSTON

FIDDLEWOOD

CATTON PARK

MILE CROSS

CATTON

HOLT ROAD

FIFERS LANE

CROMER ROAD

MILE CROSS LANE

AYLSHAM ROAD

BOUNDARY ROAD

DRAYTON ROAD

CHARTWELL ROAD

SPIXWORTH ROAD

GEORGE HILL

NORTH WALSHAM ROAD

WROXHAM ROAD

ST CLEMENTS HILL

SPROWSTON ROAD

MOUSEHOLD LANE

ANGEL ROAD

MAGDALEN ROAD

MAGDALEN STREET

BARRACK STREET

North City 20mph Implementation

- Existing 20 mph roads
- Proposed 20 mph roads
- Roads to retain 30mph limit
- Roads to retain 40mph limit
- Roads outside of study area or private roads
- – – Norwich City Council boundary

This plan is schematic - map layout is simplified for clarity.

0 0.5 1Km

0 0.25 0.5 1 Mile

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Plan No. CCAG2/21/01

Appendix 2

South City 20mph Implementation

- Existing 20 mph roads
- Proposed 20 mph roads
- Roads to retain 40mph
- Roads to retain 30mph limit
- Roads outside of study area or private roads
- – – – Norwich City Council boundary

This plan is schematic - map layout is simplified for clarity.

CITY CENTRE
EATON
TUCKSWOOD
LAKENHAM
CRINGLEFORD
UNTHANK ROAD
COLMAN ROAD
MILE END ROAD
NEWMARKET ROAD
IPSWICH ROAD
QUEENS ROAD
CARROW ROAD
KING STREET
BRACONDALE
LAKENHAM WAY
CECIL ROAD
DANIELS ROAD
LAKENHAM ROAD
BARRETT ROAD
MARTINEAU LANE
BESSEMER ROAD
HALL ROAD
EATON STREET
A11

0 0.5 1Km

0 0.25 0.5 1 Mile

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Plan No. CCAG2/21/02