



service was reduced just before the first notification about the Pedalways, and it was withdrawn just a day or so before the Pedalways statutory consultation was issued.

Konectbus said that this bus, the Konect 50A, "appeared relatively busy", but it was used mostly by concessionary pass holders for whom they receive very little reimbursement. Konectbus changed the route and cut the service to 3 buses a day, which caused a fall in passenger numbers, and then withdrew the service. This has most affected people who through age or disability are less able to use other forms of transport such as cycling, or to walk to more distant bus stops especially via steep hills and in icy weather.

We couldn't do much about getting the bus back while Park Lane was expected to close, but now there is hope that the service could be reinstated. I'm asking the council to keep the bus stop "cages" and other infrastructure in Avenue Road in place for long enough for us to contact Konect and other bus companies to try to get the bus back."

The transportation and network manager responded on behalf of the committee as follows:

"The project team contacted Konnectbus in early 2014 when the options for Park Lane were first under consideration and were informed that they were planning to withdraw the service from Avenue Road as it was no longer commercially viable. Konnectbus bus advised us that from their perspective there was no requirement to cater for buses in Avenue Road as part of the pedalway proposals.

No other bus operator uses Avenue Road and Konnectbus had confirmed that they have no plans to reinstate the service along the street. On street parking along Avenue Road is at a premium, especially given that the pedalway proposals seek to remove all parking on the north side of Avenue Road. Leaving the bus stop cage in situ on the south side of the road will effectively reduce the parking provision by 3 or 4 parking spaces, a move that would be unpopular with many residents.

Work on implementing the pedalway proposals is not planned to take place until next summer 2015. Can I suggest that members approve the parking proposals in front of them today, and if between now and Easter the residents can convince Konnectbus to reinstate the service then the design team will revise the proposals to accommodate bus stop provision."

The char said that two public questions had been received in respect of item 5 (below) Push the Pedalways – Tombland and Palace Street, and one question in respect of item 6 (below) Push the Pedalways – Park Lane to Vauxhall Street, which would be taken at the start of the relevant item.

## **2. Declarations of interest**

There were no declarations of interest.

### 3. Minutes

**RESOLVED** to approve the accuracy of the minutes of the meeting held on 23 October 2014.

### 4. Push the Pedalways – Tombland and Palace Street

(A supplementary report which had been emailed to voting members, published on the council's website, was circulated at the meeting.)

Mary Cherry, Bursar, Norwich School, presented a petition on behalf of 170 lower school pupils and said that the school had written a letter to the chair in response to the supplementary report. She then asked the following question:

“How does the committee consider that

- (a) the construction of a crossing without pedestrian priority next to the Erpingham Gate and removal of the nearby signal controlled pedestrian crossing; and,
- (b) allowing cyclists to ride in both directions on the southern arm of the otherwise one - way Tombland Triangle;

will preserve the safety of children accessing Norwich School, particularly at the beginning and end of the school day? There are over 1,000 pupils at the school.”

The principal transportation planner, Norwich City Council, replied on behalf of the committee:

“I believe that these issues have been fully addressed in the committee reports in front of members today. However I do appreciate that Mrs Cherry would not have sight of the supplementary report when this question was submitted. I don't think there is anything further I can add to those reports

The design team is confident that proposals before you today are safe for all users of Tombland.”

Mr Keable, Bracon Ash (parent, Norwich School), asked the following question:

“Why, when there is no guidance on ‘Courtesy crossings’ in the Highway Code and when in that same document there is so much emphasis on the vulnerability of school children; and where statistics show that walking whilst texting you are four times more likely to be involved in an accident and at 20mph there is a 1 in 20 chance of a person being killed, is the council planning such a high risk scheme?”

The principal transportation planner, Norwich City Council, replied on behalf of the committee:

“The current speed limit in Tombland is 30mph, and the chance of being killed as a pedestrian or cyclist by a vehicle travelling at that speed is at least seven

times as great as a vehicle travelling at 20mph, and small children are very likely to be killed, if hit by a vehicle travelling at this speed. This is why the introduction of area-wide 20mph zones are considered to be one of the most important interventions to protect the safety of vulnerable road users, and in particular the elderly and the young. People, including children, cross Tombland, and the surrounding streets in numerous locations, and consequently the need to reduce speeds to this much safer level is paramount, particularly given the accident record in the area as a whole.

It is not possible to prevent anyone from stepping out in front of a vehicle if they are not concentrating on what they are doing, but we can create an environment where the consequences of that action are much reduced. It is, however, desirable to encourage everyone to be aware of their surroundings, and all school children in Norfolk have road safety education. Moreover we are offering this specifically for the Norwich School in relation to the Tombland scheme.”

Mr Keable asked a supplementary question about how the planners expected vehicles to go over 20mph at peak times in Tombland. The principal transportation planner said that he had observed vehicles exceeding 20mph but acknowledged that it was the case that there were times when the average speed of vehicles was just above or below 20mph in Tombland.

The chair and vice chair proposed that further consideration of the proposals should be deferred to the January meeting of the committee, in order to give proper consideration to the information contained in the supplementary report, the response to the supplementary report from the school and have an opportunity to view the detailed design plans.

The transportation and network manager said that it would be helpful if members could give some steer about the proposals to inform any changes going forward and also to authorise the head of city development services to advertise additional traffic regulation orders as set out in the report as recommendation (6).

(The committee adjourned for five minutes to allow members of the committee time to consider the report.)

The principal transportation planner apologised for the late availability of the supplementary report and presented the report.

During discussion members considered that there had been widespread consultation and it was important to balance a number of competing needs in the proposed scheme. Members needed to see the detailed plans before they could make a decision on the position of the crossing. The committee needed to ensure that it made the right decision. Members gave assurance that they had read the emails and were aware of people's concerns.

A member said that some of the Norwich School could address some of the parents' concerns through a travel plan. Older pupils or teachers could be available at peak times to assist younger pupils cross the road. The school was in a sustainable location and should promote the use of public transport. Parents did not have to

drop-off/collect children in Tombland as there were a number of locations around the school site that would be preferable. The safety audit showed a number of vehicles entering or exiting Erpingham Gate at peak times, and it was assumed that this was due to parents collecting or dropping off their children as near to the school as possible. It would be safer to block off the gate to vehicular traffic at the school's peak times.

During discussion a member suggested that vehicles emerging from the Erpingham Gate should only turn left. Two members considered that a zebra crossing could work well with another member suggesting that the courtesy crossing worked well in St Andrew's Street. One member suggested that some traffic could take an alternative route to remove non-destination traffic from the area. She also suggested a signalled crossing, removal of the contraflow the scheme and that the speed limit be reduced to 15mph.

The chair then moved that the committee deferred consideration of the scheme and approved authority to advertise the traffic regulation orders for loading bays as set out in recommendation (6), pointing out that this in no way prejudiced the committee's further determination of the scheme at the next meeting.

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

- (1) defer consideration of the proposed scheme for the Push the Pedalways – Tombland and Palace Street, to the next meeting (22 January 2015);
- (2) 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).

## **5. Push the Pedalways – Park Lane to Vauxhall Street**

The chair referred to the petition received earlier at the meeting and said that there was one question from a member of the public.

Leonie Brett, Mill Hill Road, asked the following question:

"If money has been saved from the funding allotted to this part of the project by not adopting the proposals for the closure of Park Lane; could this saving be used to provide further and more effective traffic calming on the Park Lane and Mill Hill Road rat runs, thereby providing a knock on effect of greater safety for cyclists on the Pedalways route?"

The transportation and network manager responded on behalf of the committee:

“The proposed closures of Park Lane and Avenue Road were relatively inexpensive to implement, as the physical works simply involved installing a number of trees and bollards. The revised proposals which include changes to the traffic calming on Avenue Road and an additional speed hump on Park Lane will in fact cost more than the scheme that was consulted on. It is therefore unlikely that additional traffic calming in Park Lane and Mill Hill Road will be affordable within the pedalway budget.”

By way of a supplementary question, Ms Brett asked whether anything would be done to prevent rat-running in Mill Hill Road and Park Lane, and to ensure the safety of cyclists on the Pink Pedalway. The transportation and network manager referred to the report and said that the southern section of The Avenues would be a cycle street. There could be a further report to the committee on the mechanisms for dedicating a street as a cycle street following discussions with the Department for Transport. The proposed road closures to reduce the amount of traffic in the area had not been acceptable to residents.

During discussion Councillor Bremner, local member for University division and ward, referred to the two consultations on this scheme and said that the second consultation had been a response to the outcomes of the first one. Other members concurred that there had been a lot of responses to the consultations and that the proposals demonstrated a balanced response to competing needs.

Discussion ensued in which the transportation and network manager answered members' questions on the scheme. Members were advised that there would be some loss of parking spaces in The Avenues but the scheme would mitigate this as much as possible. The committee considered the proposals for the Essex Street cycle street and noted that the contra-flow would apply at all times. Members also regretted the loss of the bus service in The Avenues. It was noted that if the bus route was not reinstated then the bus cages could be used for additional parking spaces for permit holders.

Councillor Carlo, local member for Nelson ward, raised a number of issues which she would speak to officers outside the meeting. She expressed concern about the state of the pavement and road surfaces in the area and also commented on the safety of junctions for cyclists. She proposed that the cycle street concept could be extended to Mill Hill Road.

**RESOLVED** unanimously, with all 4 voting members voting in favour, 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 and 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; and 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.

**6. Push the Pedalways – Project 4 – The Avenues and Project 19 – 20mph areas (west section)**

Councillor Bremner, local member for University division and ward, said that the extension of the existing 20mph restrictions, particularly the proposal to include Bluebell Road and North Park Avenue would benefit local residents in the area.

Members discussed how 20mph speed restrictions could be enforced and suggested that roundels in the road were an effective method of alerting drivers to the speed restriction.

**RESOLVED** unanimously, with all 4 voting members voting in favour, 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:
  - (a) 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;
  - (b) 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;
  - (c) 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;
  - (d) 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;
  - (e) 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.



- (3) 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.
- (4) 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.
- (5) 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.

## **7. End of life signalled crossings**

**RESOLVED** unanimously, having considered the report, with all 4 voting members voting in favour, 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.

## **8. Catton Grove Road and St Augustine's Street proposed zebra crossings**

The transportation and network manager said that the residents' association for St Augustine's had welcomed the proposals.

Councillor Stonard, as local member for Catton Grove ward, said that he welcomed the Catton Grove Road local safety scheme which was good news for residents.

**RESOLVED** unanimously, with all 4 voting members voting in favour, to ask the head of city development services to arrange for the installation of:

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

## 9. Highway improvement and maintenance programmes for 2015-16

During discussion members noted the constraints of funding for the fifth year running and that the city received its fair proportion of the funding available across the county. External funding, such as the City Cycle Ambition Grant, was also being used to implement road safety schemes through the Push the Pedalways scheme.

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

- (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
<b>Total</b>		<b>£333,000</b>

- (2) note the capital maintenance allocation is £1,381,582 and will fund the programme listed below:

Location	Description	Estimate £
<b>"A" Roads</b>		
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 (Koblentz Av to Brodsman Close)	Surface dressing	
Koblentz Avenue	Surface dressing	

<b>Location</b>	<b>Description</b>	<b>Estimate £</b>
<b>"A" Roads</b>		
Saint Crispins Road	Surface dressing	
<b>Total "A" Roads</b>		<b>£261, 089</b>

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

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

<b>Footways</b>		
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
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
<b>Total Footways</b>		<b>£558,732</b>
<b>Total Capital Maintenance</b>		<b>£1,381,582</b>

**10. Major road works – regular monitoring**

**RESOLVED** unanimously, having considered the report, with all 4 voting members voting in favour, to note the report.

CHAIR