

Report to Norwich highways agency committee
23 July 2015

Item

Report of Head of city development services

7

Subject Push the Pedalways - Project 19 – 20mph areas in the City Centre and Heartsease

Purpose

To consider the responses to the City Centre and Heartsease 20mph areas statutory consultation and approve the proposals for implementation, with amendments

Recommendation

To:

- (1) note the response to the consultation;
- (2) ask the head of city development services to complete the necessary statutory processes associated with the installation of :
 - (a) the 20mph Speed Restriction Order for the historic city centre as shown on plan No. PL/TR/4142/225/3.2 and associated amended traffic calming as below:
 - (i) Ber Street – Plan No. CCAG-CON-202A
 - (ii) Duke Street – Plan No. CCAG-CON-502
 - (iii) Rouen Road / King Street – Plan Nos. CCAG-CON-402 and 402a
 - (iv) Westwick Street – Plan No. CCAG-CON-302
 - (b) the 20mph Speed Restriction Order for the area north of Barrack Street as shown on Plan No. PL/TR/4142/225/3.2
 - (c) the 20mph Speed Restriction Order for the Heartsease area without additional traffic calming. The area is shown on Plan No. PL/TR/4142/225/3.1

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

There was an original budget allocation of £400k from the Cycle City Ambition grant to implement the 20mph and the measures proposed in this report are affordable within that budget. However, as detailed in a separate report on this agenda it may be necessary to

fund all or part of the city centre works from the second tranche of Cycle City Ambition funding.

Ward/s: Crome, Mancroft and Thorpe Hamlet

Cabinet member: Cllr Bremner – Environment and sustainable development

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Background documents

Consultation material available online at
<http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Pages/20mphZonesConsultation.aspx>

Consultation responses

Report

Background

1. Project 19 of the Cycle City Ambition programme seeks to improve cycling provision by ensuring that all residential streets within a 400m corridor surrounding the pink pedalway are covered by a 20mph speed restriction
2. In July 2014 this committee agreed to carry out statutory consultation on a proposed 20mph zone in the historic city centre, area north of Barrack Street and Heartsease after designs of proposed traffic calming were agreed by the chair and vice chair (Norwich Highways Agency committee) and local members.

City Centre Consultation

3. The statutory consultation for the city centre 20mph project was advertised in the local press on 12 January 2015. Street notices were placed on site and local residents and businesses in the immediate area of proposed traffic calming features were written to. Consultation plans of the proposed scheme were displayed in City Hall and comments sheets were available for people to respond. The consultation plans were also placed on the city council web site.
4. The consultation plans are available on the council's web site at <http://www.norwich.gov.uk/pedalways> under 20mph consultation.
5. 128 responses were received from the consultation, the table below summarises the overall response. A full summary of the consultation returns are attached as Appendix 1.

No. of consultation responses	Overall agree with the city centre 20mph zone proposals	Overall disagree with the city centre 20mph zone proposals	Non-committal
128	86	23	19

6. The responses were mainly divided into two aspects, some on the overall concept of the 20mph speed limit and others concentrated on the proposed traffic calming in specific streets. The streets where traffic calming is proposed are Ber Street, Duke Street, Rouen Road / King Street and Westwick Street. The table overleaf summarises the most voiced concerns on these individual proposals.

Street	No. of responses	Main issues raised during consultation
Ber Street	11	<ul style="list-style-type: none"> • Access to the John Lewis car park • Proposed replacement of signalled pedestrian crossing south of Thorn Lane junction.
Duke Street	19	<ul style="list-style-type: none"> • Use of segregators for cycle contraflow lane • Existing rat run between Colegate and Duke Street. • Cyclists on pavements • Concerns with traffic cushions
Rouen Road / King Street	28	<ul style="list-style-type: none"> • Loss of residents parking • Coach parking on Rouen Road • Areas of kerb build out considered dangerous to cyclists • Concerns with proposed cycle lane
Westwick Street	9	<ul style="list-style-type: none"> • Traffic traveling at speed on the south section of Westwick Road where traffic calming has not been proposed.

Stakeholders

7. The response we have received concerning the overall effect of the 20mph zone in the city centre has mostly been positive. However some key stakeholders have concerns on how the 20mph is to be implemented
8. The East of England Ambulance Service NHS Trust explained that all of the routes we are proposing to install traffic calming are main access routes for crews going into and leaving the city on emergency calls. They requested further information on the type of traffic calming proposed and stated “speed bumps would potentially delay our crews getting to patients”.
9. Norfolk Fire Service also expressed concerns that speed humps could cause delay of attendance, has the possibility of causing spinal damage to fire personnel from the ‘jarring effect’ of vehicles going over raised tables at speed and long term damage to emergency vehicles.
10. Norfolk Living Streets local group agreed with the 20mph zone but requested alternative forms of traffic calming, additional cycle stands and benches, more traffic calming on Duke Street, Westwick Street and in the Heartsease zone. They opposed the replacement in Ber Street of the signal crossing with a pedestrian refuge and considered pavement build outs as dangerous to cyclists.
11. The Norwich Society agreed with the introduction of the 20mph speed limit but opposed the widespread introduction of speed humps and tables as they feel these create noise and pollution and damages the streetscape. They suggested the use of “soft engineering” (such as removal of signs, kerbs and introduction of trees, benches and street art).

12. Norwich Cycling Campaign supported the 20mph zone but did not regard the advisory cycle lane on Rouen Road as useful and would prefer a mandatory cycle lane on the west side. They gave a preference of raised tables to speed cushions and stated pavement build outs and pedestrian refuges cause concern for cyclists. They did welcome the introduction of contra flow cycle lane segregators on Duke Street.
13. The Norfolk and Norwich Association for the Blind welcomes the 20mph zone but has concerns for the removal of the signal crossing on Ber Street and advised the proposed pedestrian refuge would add little assistance to visibly impaired people.
14. No representations were received specifically for the areas advertised north of the city inner ring road or north of Barrack Street (including Cannel Green and Heathgate).

City centre specific measures

Entrance signs

15. It is proposed to provide an entrance effect as drivers enter the city centre 20mph zone. This will entail using 'hoop top' signs and 20 roundals

Ber Street

16. The Ber Street proposal for traffic calming has been designed with the intention of narrowing the available road width for drivers to encourage compliance with the 20mph speed limit. Defining the parking areas, pavement build-outs and additional pedestrian refuges help with this and also assist pedestrians crossing the road.
17. The advertised scheme also includes the replacement of the existing pelican crossing (north of the junction with Horns Lane) with an uncontrolled pedestrian refuge with kerb build-outs. Two people objected to the replacement of the pelican crossing as well as Norfolk Living Streets and the Norfolk and Norwich Association for the Blind (NNAB). Some concerns were raised about crossing Thorn Lane; however this area is not part of this scheme. The junction with Thorn Lane, the area in front of Warmingier Court and the entrance to John Lewis car park will be considered by the design team for Golden Ball Street improvements who have been informed of the responses we have received.
18. In June 2014 members of this committee agreed to advertising of the pelican crossing replacement. The reason for this change is the existing equipment has come to the end of its life and needs replacing. A study was carried out to find the most appropriate form of crossing for this location and due to the low number of pedestrians recorded using the existing facility it was decided a pedestrian refuge with pavement build-outs would be suitable. At that meeting Members expressed surprise at the recorded level of use and a further survey was requested.
19. Subsequently a further survey was carried out and a different picture of use was found. On one week day the number of people using the crossing during four hours of peak traffic times was 269, however 26% of users crossed the road at this location but did not engage the signal lights and 28% percent of people using the crossing were unaccompanied children of school age. With this information and

after discussions with the road safety team at Norfolk County Council, it is recommended a more suitable replacement would be a zebra crossing. This change to the proposals can be seen on Plan No. CCAG19-CON-202A attached as appendix 2. There have been no other specific concerns for the Ber Street design of traffic calming.

20. In consideration of the above it is recommended to install the traffic calming and replacement of the pelican crossing with a zebra crossing on Ber Street as detailed on Plan No. CCAG19-CON-202A. Further consultation will be necessary on the crossing proposals and amendments to previously advertised traffic regulation Order.

Duke Street

21. The Duke Street proposals use traffic cushions to ensure speed compliance without impacting on the capacity of this major north bound route out of the city centre. This approach has been welcomed by the majority of responders but often with requests for further widening of footpaths in the section between Colgate and Muspole Street. In those responders who mentioned the proposed protection of the contraflow cycle lane, the majority were car drivers and were concerned with the confusion they may give to drivers.
22. Some respondents, including councillors, commented on the unofficial road link between Duke Street and Colgate opposite the Norwich University College of the Arts building and expressed a concern for road safety of cyclists and pedestrians at this location. Norfolk Living Streets considered the proposed traffic calming was inadequate and requested raised tables were used instead of speed cushions. Some comments were received concerning the effectiveness and efficiency of the signal junction of Duke Street with St Crispins roundabout, however this junction is out of the scope of this scheme. These concerns have been shared with our partners at Norfolk County Council in network management.
23. Officers consideration of these concerns are:-
- (a) To construct a raised table the full width of a road it is necessary to close the road to traffic. As Duke Street is the primary north bound traffic route out of the city centre and the only egress from St Andrew's car park, it is felt the impact a temporary road closure would cause on the road network would be unacceptable. Therefore traffic calming speed cushions were chosen as these can be constructed with half of the carriageway available to traffic and the maintenance liability of speed cushions is less than for a raised table. Speed cushions also give a smoother ride to emergency vehicles.
 - (b) The location and design of the proposed traffic calming is in agreement with DfT guidelines. Further discussions with the road safety team at Norfolk County Council has led to re-positioning of the advertised speed cushions south of the toucan crossing at Colgate junction to ensure low traffic speeds. The amended design can be seen on plan No. CCAG19-CON-502 attached as appendix 3.
 - (c) The small road that runs between Duke Street and Colegate opposite the Norwich University College of the Arts building is a private road and so at the moment the council has no authority to close this rat run. However, there should

be the possibility with future development to encourage the severance of this link. This will be considered when the opportunity arises.

- (d) The request for widening some of the footpaths could give further benefit by narrowing the road thereby helping to slow traffic and also improve the area for pedestrians. This footpath construction would be expensive and not possible under this budget but will be considered in future schemes.
- (e) The design of the cycle lane segregators will include bollards and reflectors to enable easy detection and confirmation where the cycle lane begins. This will help protect cyclists from oncoming vehicles and hopefully encourage more cyclists to use this existing facility.

24. In consideration of the above it is recommended to install the traffic calming on Duke Street as detailed on Plan No. CCAG19-CON-502 and to seek opportunities in future schemes to improve the footpaths on Duke Street and close the unofficial access from Duke Street onto Colgate.

Rouen Road / King Street

25. The original Rouen Road and south section of King Street proposals were developed in consideration of this relatively wide, straight road which can be difficult for pedestrians to cross. The available road space for drivers was reduced by defining parking spaces, installing a cycle lane for part of the road and pavement build-outs. Four raised platforms were also proposed to assist pedestrians crossing at strategic positions and sets of speed cushions were placed to help slow traffic down. These proposals result in the loss of some permit parking in both St Peter and St Julian controlled parking zones and a length of part time pay and display parking. The opportunity to provide some additional 4 hour parking bays for coaches was also taken; these will be pay and display and could be used by tourists buses visiting the city or football stadium for relatively short periods. A change to waiting restrictions was also proposed outside Rouen House to facilitate the new NHS walk in centre that opened in June 2015.
26. The response received to the consultation has been mixed. Most responses agreed with the introduction of the 20mph speed limit but were concerned with the effects of the traffic calming proposals. As stated previously the emergency services were concerned with the number of raised tables proposed. Local residents objected to the loss of permit parking and The Cannon Wharf Residents' Association were concerned with the loss of the day time pay and display areas as these are useful for visitors and give extra space for residents in the evenings and on Sundays. The residents association was also concerned with the increase of coach parking on Rouen Road and therefore the increase in large vehicles where drivers may choose to keep engines running.
27. There have been no objections to the replacement of part of the pay and display parking area with 15 minutes waiting area and provision for disabled parking outside Rouen House, north section of Rouen Road. The NHS Walk-in Clinic was deemed to be opened early June 2015 and these changes to on street parking outside the premises is important to the running of this service. Therefore with agreement from the chair and vice chair of this committee and local members, after administrative

confirmation, the TRO for these changes to parking restrictions were made. The developer of this facility has implemented these changes.

28. Officers consideration of concerns expressed on the Rouen Road and south King Street proposals are:-

- (a) Residents permit parking is very limited in the city centre and the consultation has shown removing some of the already restricted space is not acceptable to residents. The new proposals maintain most of the existing provision of residential parking spaces and the majority of pay and display parking areas.
- (b) The existing local coach parking on Rouen Road is a very valuable facility to local bus companies. We have been requested often in the past to provide short term coach parking areas for visiting coaches which could help boost the tourist trade in Norwich. As Rouen Road is wide with not many businesses or residents buildings close to the road, this is felt the best location in the city centre suitable for this use. The proposals have been amended to reduce the number originally proposed and consideration has been given in applying an “engine switch off” restriction on these coach parking areas.
- (c) There are concerns about the raised tables proposed for Rouen Road from the emergency services and this needs to be addressed. As this road is a main access for emergency vehicles, the provision of traffic calming has to be designed to allow easy travel for these vehicles on duty. Speed cushions are mainly used in the new proposals as they slow the majority of traffic down whilst allowing wide axle vehicles easy passage. However the one raised table proposed outside the new NHS walk in centre in Rouen House is thought necessary to ensure safety and give greater confidence to vulnerable road users crossing at this strategic location.
- (d) The concern from some residents and associations that speed cushions and footpath build outs are difficult to negotiate for cyclists has to be balanced with the benefits given to cyclists and pedestrians in road safety and driver awareness when vehicle speeds are reduced.

29. The new proposed design towards a traffic calmed road that provides a safe and enhanced environment for cyclists and pedestrians without disadvantaging residents or causing problems for the emergency services can be seen on plan Nos. CCAG19-CON-402 and 402a attached as appendix 4. Further consultation will be necessary on these new proposals and amended traffic regulation Order.

Westwick Street

30. The Westwick Street proposal advertised was to install a raised table at the junction with New Mills Yard. This was designed to reduce the speed of traffic on this stretch of road, assist cyclists turning right at this junction and also help pedestrians crossing the road. Whilst the vast majority of responses agreed with the introduction of 20mph speed limit on Westwick Street, most of them advised that traffic calming was also needed on the southern section of Westwick Street.

31. Due to the number of responders who thought traffic calming was needed on the southern section of Westwick Street, a speed survey was carried out. It was found the average speed of free flow traffic was indeed 27.7mph. With this evidence and to comply with DfT recommendations, it does appear necessary to install traffic calming along the south section of Westwick Street. As funds are limited it is thought acceptable to not install the raised table at the junction with New Mills Yard as advertised but to use the finance to provide sets of traffic cushions at regular intervals for the full length of Westwick Street. Also a set of traffic cushions is proposed for St Swithins Road before the junction with Westwick Street. This would slow traffic down and make the area more pleasant to cycle and walk in without adding restriction to emergency vehicles. The amended proposals can be seen on Plan No. CCAG-CON-302 attached as appendix 5.

Heartsease Area

32. The statutory consultation for the City Centre 20mph project was advertised in the local press on 19 January 2015. Street notices were placed on site and immediate local residents were written to. Consultation plans of the proposed scheme were displayed in City Hall and comments sheets were available for people to respond. The consultation plans were also placed on the city council web site.
33. Plans showing the proposals consulted are shown on the council web site at <http://www.norwich.gov.uk/pedalways> under 20mph consultation.
34. Eight responses were received from the consultation, the table below summarises the overall response.

No. of consultation responses	Overall agree with the Heartsease 20mph zone proposals	Overall disagree with the Heartsease 20mph zone proposals	Non-committal
9	8	0	1

35. The main issue of concern for residents on Watling Road was the loss of on street parking space due to the proposed traffic calming and the considered preference of traffic cushions. Two respondents, including representation from the Norfolk Living Streets Group, suggested traffic calming should be introduced in other streets in the Heartsease area. A full summary of the consultation returns are attached as Appendix 6.

Consideration

36. In consideration of the concerns from residents of Watling Road and the need to consider the budget limitations of the CCAG project it is proposed to extend the existing 20mph zone in Heartsease without any extra physical traffic calming, just repeater signs.
37. There already exists traffic calming outside the Heartsease Primary School on Rider Haggard Way and a raised table has recently been installed on the Sale Road /

Lishman Road junction. This improves road safety in places particularly accessed by vulnerable road users and directly on the pink pedalway. It is thought acceptable not to install further traffic calming at present. This is compatible with the Department for Transport advice that signed only 20mph speed limits are appropriate in areas where the average speed is around 24mph, as it is in Heartsease. The extent of the proposed Heartsease 20mph zone is shown on Plan No. PL/TR/4142/225/3.1 attached as appendix 7.

Conclusion

38. Members are recommended to agree the introduction of the advertised 20mph Speed Restriction Order for the city centre zone (including north of the inner ring road and the area north of Barrack Street) and the Heartsease area. These areas are shown on Plan Nos. PL/TR/4142/225/3.1 and PL/TR/4142/225/3.2 (attached as appendix 8).
39. Members are recommended to agree the introduction of the Duke Street traffic calming scheme as detailed on Plan No. CCAG-CON-502. No amendment to traffic regulation orders is necessary.
40. The traffic calming scheme Westwick Road has been amended following consultation to address concerns. Amended Plan No. CCAG-CON-302 details the proposal. Members are requested to agree the introduction of the revised traffic calming on Westwick Street. No amendment to traffic regulation Orders is necessary but a road hump notice will need to be advertised.
41. The traffic calming schemes for Ber Street and Rouen Road (and south of King Street) have been amended following consultation to address concerns. Amended Plan Nos. CCAG-CON-202A, CCAG-CON-402 and CCAG-CON-402a show the details. Members are requested to agree advertising the revised amendments to traffic regulation Orders, road humps and crossing on Ber Street.
42. The city centre scheme and Heartsease scheme are programmed for implementation during the 2015/16 financial year.

General – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
Resident	x		I fully support this proposal
Resident		x	A 20mph limit will frustrate people more because it will be ignored
NR1 Resident	x		This generally looks really positive for the city, however pavement buildouts can be dangerous for cyclists.
Trafford Road	x		Will be better for the residents and would like it extended to other areas in Norwich.
Resident	x		More pedestrianised roads, pedestrian crossings and cycleways leading out to the residential boroughs needed.
Resident		x	The police will not be able to enforce 20mph. Cyclists and pedestrians do not mix. Congested roads mean that speed above 20MPH is unlikely
Resident	x		lower speed limits will save lives and improve the environment for everyone
NR2 Resident	x		Supports the extension of 20mph limits across the city centre and other areas of Norwich, reducing the speed limit and encouraging cycling will allow people to get around faster.
Clarendon Road	x		Good idea, even better 10mph or even better no cars in city centre
Elstead Close	x		I am all in favour of 20mph within the city.
NR13 5JE	x		I agree with the introduction of the 20mph zone in the designated areas of the city.
Resident	x		The reduction in danger and noise will be of clear benefit to everyone who lives, works and shops in the city centre.
Eade Road		x	20mph is ridiculous. It costs more on emissions with keeping a car at such a low speed. Drivers are very careful and they will slow down when necessary.
Resident	x		I hope that this will also encourage parents to let their children walk or cycle to school
Resident	x		I fully agree with these proposals to make the city safer for everyone.
Paxton Place	x		I fully support the proposal but it should be enforced, I find that professional drivers often drive close/too fast around cyclists.
Dereham	x		As a visitor to Norwich, I wholly support this proposal - it will encourage me to cycle to and in Norwich
Resident		x	Disagree with blanket approach to 20mph
Resident	x		I would like to support this proposal as it has benefits for all vulnerable road users.

General – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
Lollards Road	x		Excellent proposal. Fully support it. Hope it gets even more people out of their cars and cycling responsibly.
NR3 Resident		x	What is this fixation with cyclists – there are other users in the city. For that reason I'm against it.
Mill Hill Road	x		We are very much in favour of the proposals for limiting maximum speed to 20mph but it needs to be enforced.
Cyprus Street	x		There are so many good reasons for 20 mph in the City and more cycle ways !
Mornington Road	x		I'm delighted to see such an ambitious extension to the existing areas of 20mph in Norwich.
Gladstone Street	x		I am fully in support of extending 20mph zones in Norwich
Mulberry Close		x	We see little evidence that the current 30mph is being enforced.
Aspland Road		x	I find your proposals ill-conceived (though well-motivated) because the whole idea that driving slower is always safer is not backed up by the facts.
Commuter		x	As a commuter, I believe you will further add to congestion by slowing down traffic, needlessly. The only people this stands to benefit are cyclists.
Ipswich road	x		Brilliant idea for the city. I would like to see the whole of the Eaton Rise estate designated a 20 mph zone to protect all road users.
The Swale		x	At peak times traffic cannot go above 20mph. At other times the roads are simply not busy enough to, warrant such a restriction.
Resident	x		Put up signs designating these streets as cycle priority streets to give a strong message to motorists to watch out for cyclists.
Resident	x		There needs to be further investment in public transport as an alternative to car use by closing of city centre car parking, except for priority users and a complete ban on private cars within the inner ring road. Parking on pavements should be stopped.
Resident	x		We still need to educate motorists in how to drive round a cyclist with respect.
Resident	x		Positive step in built up areas.
Resident	x		Safer for children & animals.
Resident	x		
Resident	x		
Resident	x		
Resident	x		More cyclepaths required. Ban lorries & put cameras on roundabouts to catch dangerous drivers.
Pottergate	x		Cyclists need to obey the highway code & requests 20mph to be enforced.

General – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
Resident	x		
Resident	x		Provide more dedicated cycle paths
Resident	x		
Borrowdale Drive		x	Doesn't work & won't be enforced. Try creating pinch points.
Resident	x		
Resident	x		Need cycle lane from 5 ways roundabout to city.
Resident	x		In my experience, we seem to have NO visible policing in residential, urban areas. Just a LITTLE policing could go a LONG way in tackling this.
Unthank Road	x		Good news. Norwich needs to be bold & catch up with other cities.
Resident			20mph even with traffic calming does not work. Buildouts cause choke points which are dangerous for cyclists.
Fakenham Road		x	This project is making it more difficult to commute in and out of the city centre and making people less inclined to visit the city centre
Resident	x		
Bishop Bridge Rd	x		As a driver I find it confusing to have a mix of 20mph and 30 mph zones, it would be easier to understand if the whole of the centre was 20mph and would have very little impact on journey times since traffic would move more smoothly.
Old School Close	x		I thoroughly endorse and welcome the 20 mph proposals
Carrow Hill	x		Is it possible to have a pedalway DOWN Carrow hill that is safe for the cyclists, pedestrians and motorists? Please take the opportunity to plant even more trees. Please ensure lots of lowered kerbs for pedestrians.
Resident		x	
Resident		x	
Norfolk and Norwich Association for the Blind	x		The NNAB endorse any reduction in speed limits as it is a benefit to people with sight loss.
East of England Ambulance Service NHS Trust			Concerns over the proposed traffic calming measures on Westwick Street, Ber Street, Duke Street and Rouen Road. Depending on the proposal, speed bumps would potentially delay our crews getting to patients
Fire Service	x		Reservations regarding our emergency response within the affected areas. Most notably the introduction of traffic calming to Ber Street, Rouen Road and King Street would have a significant impact for our Appliances and response cars to get into the city and out the other side. Not only would traffic calming, such as speed humps, affect our attendance, there is a

General – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
			chance of long term damage to our vehicles.
Norfolk Living Streets Group			In principle, we welcome these proposals, but would like alternative forms of traffic calming to be considered such as central reservations, trees, one way sections, cycle stands, benches,
The Norwich Society	x		The introduction of a blanket 20 mph speed limit should be just the beginning of what should be a proper strategy to achieve streets that are pleasant and safe to use by everyone without the need for much policing. We would oppose the widespread introduction of speed humps, raised tables and build-outs partly because these tend to result in greater noise and pollution and often carry a long-term maintenance cost. We suggest that the long-term objective should be a street-by-street approach using well-known shared space and 'soft' engineering principles .
Norwich Cycling Campaign	x		Welcomes the extension of the 20mph zones in the City Centre and Heartsease
Councillor Judith Lubbock	x		Supports proposals to make city centre & Heartsease 20mph, it will make a better environment in the city and encourage more walking & cycling.

Ber Street – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
Southgate Lane	x		I agree with the proposals for Ber Street and Rouen Road. Concerns with cars that perform U turns to get into John Lewis car park.
Ber Street	x		We are thoroughly in favour of the changes being proposed and can think of no objections
Warmingier Court	x		Thorn Lane is a very wide crossing with no help for pedestrians and the road surface is damaged which makes it difficult for walking with a walking aid. The John Lewis car park entrance is also difficult to cross for pedestrians.
Finklegate			Car parking is a problem in this area, residents permit parking signs need to be clearer, yellow lines need repainting and potholes need repairing.

Ber Street – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
Ber Street	x		Lots of vehicles use this road at all times of day, some at high speed. Often drivers take no notice of the crossing when pedestrians are crossing. Residents parking areas are used for visits to nearby pubs.
Norgate Road			Moving the crossing and replacing with a refuge is a huge mistake.
Ber Street			The disabled parking areas are essential for businesses and people in Warminger Court.
Warminger Court			Traffic queuing for John Lewis Car park is a problem. Also removing the crossing & installing a refuge will make it difficult to access Thorn Lane.
Norfolk and Norwich Association for the Blind	x		The NNAB endorse reduction of traffic speeds, however we are concerned with the replacement of the signal crossing with a refuge as this is of no help to visually impaired people and the nearest safe crossing point is some distance away with obstacles to negotiate.
Norfolk Living Streets local Group	x		Disagree with replacing the signal crossing with a refuge and narrowing the road as this is dangerous to cyclists.
Cllr Amy Stammers (former councillor Mancroft Ward)	x		The plans proposed see a net increase of 6m of on street parking and two pedestrian refuges. So by narrowing the street with more on street parking and having two pedestrian refuges this effectively pushes the cyclists into the paths of traffic - How is this actually protecting these cyclists from vehicles or allowing cyclists equal priority ?

Duke Street – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
Duke Street		x	Do not like the existing cycle contraflow or proposed speed cushions. St Crispins Road junction needs attention.
Coslany Square	x		Would like to see cycle lane get priority over traffic queuing to enter St Andrews Car Park.

Duke Street – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
Norwich Central Baptist Church, Duke Street	x		
Resident			The short cut through from Duke Street to Colgate should be closed, this can be dangerous to cyclists using the contraflow cycle lane.
St Marys Road			Can you prevent vehicles taking a short cut from Duke Street onto Colegate? This cut through is dangerous to pedestrians and cyclists.
Resident	x		When Duke's Wharf is built the extra cars on the road will cause an issue getting onto the inner ring road, already at rush hours the road is congested. The speed cushions would be a nuisance.
Dukes Palace Wharf		x	Speed cushions are ineffective and can be dangerous to motor cyclists, the mid-section of footpath does need to be widened, the proposed contraflow segregators are a good idea.
Dukes Palace Wharf	x		The existing cycle path seems to work well, except a number of cyclists use the footpath on both sides of the road. Segregators will confuse other road users. Traffic lights at St Crispins junction need adjusting.
Resident			Help for cyclists and pedestrians is needed to cross Duke Street at the roundabout junction.
Water Lane	x		I support the footpath widening and cycle lane segregators. It would help traffic flow and road safety if you amend lanes at the junction of Duke Street and the roundabout.
Dukes Palace Wharf			Concerned about the amount of congestion that will occur when work is carried out and the necessity of cycle lane segregators.
Duke Street	x		A "Yellow Box" at the junction of Duke Street with St Mary's Plain & Muspole Street would be useful. Concerned with cyclists on footpaths and would like to see the footpaths widened.
Duke Street			The crossing is already a Toucan Crossing.
Duke Street	x		Concerns about emergency services travelling over traffic calming
Resident			Duke Street should be 2 way between St Crispins Rd & St Andrews car park. City centre average speed probably less than 30mph anyway.
Camberley Road	x		I am a cyclist, pedestrian and driver and think the proposed "separators" in Duke Street look a good idea
Magpie Road	x		I am a pedestrian rather than a cyclist but these proposals will make my journeys more pleasant and more safe. I feel very vulnerable on the narrow pavements between Colegate and Muspole Street when traffic passes me at speed.

Duke Street – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
Norwich Cycling Campaign	x		We have had reports of several cars who want to turn right, travelling in the contra-flow cycle lane so we very much welcome the segregators. We also welcome the toucan crossing but would prefer speed tables to speed cushions
Councillor Simeon Jackson	x		I would like to see widening of pavement between Muspole Street & Colegate. Better signage to prevent misuse of pavements by cyclists.

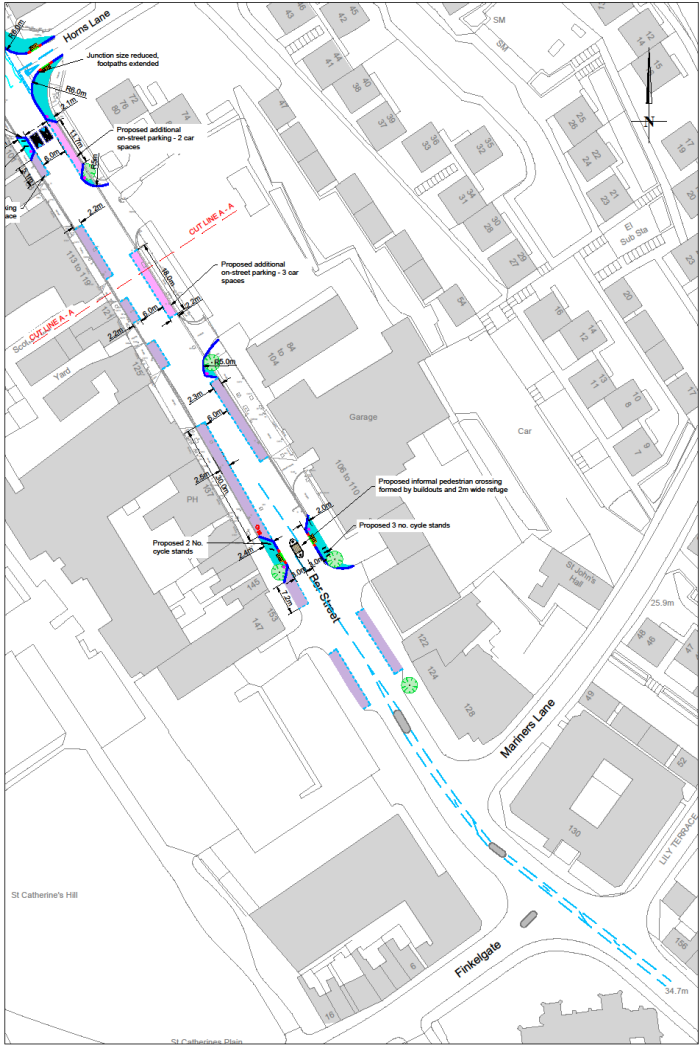
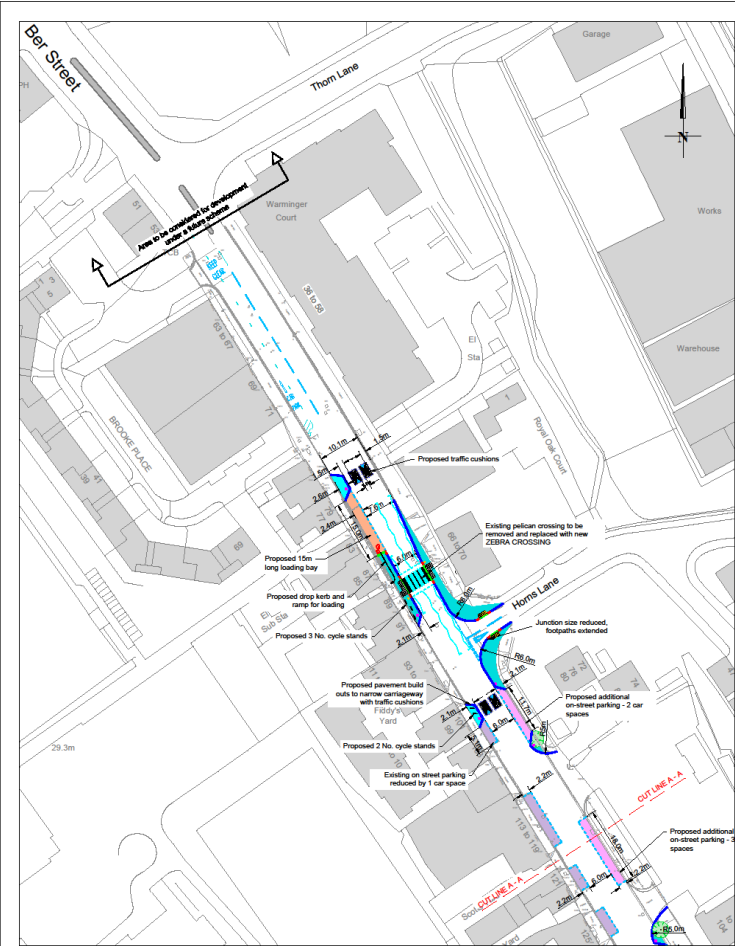
Rouen Road – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
Cannon Wharf Residents' Association	x		The pay and display parking areas are essential to Cannon Wharf residents as residents parking is limited. Buses & coaches may leave engines on in new layover bays.
New Half Moon Yard	x		Traffic speeds at the southern end. An extra set of speed cushions is needed near Carrow road junction.
King Street Neighbours	x		Rouen Road is not suitable for coach parking as many pedestrians cross the road. More pavement build-outs and less parking is needed. Please consider a specific cycle lane, or shared use (pedestrian/cycling) pavements. Residents permit parking is essential and extra signage is needed on King Street to deter motorists trying to cut through.
Resident		x	I cannot see the need for a 20mph limit on this particular road, you are spending money for the sake of it.
Resident	x		It would be a great addition to the local area.
Sunningdale	x		Proposals look to be a huge improvement.
Cllr Lesley Grahame	x		There is broad support for 20 mph in Rouen Road, raised tables are problematic for people using mobility scooters. Wheelchair users need drop-kerbs and pedestrian sanctuaries. Some residents have issues with coach parking near Normandie Tower, their bumper to bumper parking makes it difficult to cross the road.
Normandie Tower			On street parking is needed by residents. Coach bays near Normandie Tower are not suitable as engines will be left running giving fumes and vibrations. Cyclists presently use the footpaths.

Rouen Road – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
King Street		x	Rouen Road is not used by many cyclists. Traffic cushions are detrimental to tyre walls and suspension and delay emergency vehicles. The proposed build out and tree opposite Cannon Wharf will obscure the view for pedestrians crossing the road to Novi Sad bridge.
Carrow Hill	x		cyclists are travelling the wrong way down Carrow Hill on both the road and pavement. There are also more motorists using Carrow Hill as a short cut to get to King Street, ignoring the one way system.
King Street	x		I welcome the speed reduction/pedestrian-friendly proposals.
Music House Lane			The existing residents permit parking areas on Rouen Road are essential to residents.
Normandie Tower			I see no need to widen pavements around Normandie Tower, also change at bottom of Thorn Lane is badly needed.
St Julian's Alley	x		Relocating local bus parking is good. A 20 mph speed limit and raised tables are an excellent improvement. However, the existing St Julian residents permit parking is needed.
New Half Moon Yard		x	I object to all of these proposed amendments. The current speed limit is fine, cyclists are a menace on the public highway and should have separate cycle tracks.
Resident	x		Residents parking areas are essential.
Cannon Wharf	x		Objection to coach parking near Cannon Wharf, residents parking facilities are important.
King Street		x	It is wrong to impose a 20mph limit on any of the city's major traffic arteries, speed humps cause expensive damage to vehicles. I fail to see what is to be gained by widening pavements and why is the cycle lane "advisory", why not make it obligatory?
Cannon Wharf			The Rouen Road South proposals are generally not a problem but do nothing at all for cyclists. I am concerned of wasted funds and think some practical solutions would be better such as a mini roundabout at the King Street and Carrow Road junction and repair road surfaces. Rough cobbled surfaces are not good for cyclists or pedestrians.
Rouen Road		x	I strong disagree with the proposal. King Street would be a better cycle route.
Smart cycle training	x		Advisory cycle lanes do not protect the cyclist and make drivers think the cyclist should stay to the left. The proposed cycle lane design takes the cyclist into the wrong position at the Rouen Road / King Street junction.
Cllr Amy Stammers			These plans seem equally geared towards accommodating buses as it does pedestrians and gives higher priority to these two than it does cyclists! Speed cushions , are also in most instances not very bike friendly.

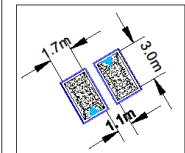
Rouen Road – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
Norwich Cycling Campaign	x		Cycle lanes on roads are more beneficial and offer some protection when cyclists are going uphill and tend to wobble more. A mandatory cycle lane on the inbound lane would be more useful. Prefer speed tables rather than cushions. Pavement build outs combined with refuges are feared by cyclists and can cause conflict with vehicles.
Sherbourne Place		x	Loss of permit parking will affect value of property and feels the amount of coach parking bays are excessive.
All Hallows House			The proposed cycle lane removes permit bays so alternative residents parking must be provided.
Music House Lane	x		100% agree
Rouen Road		x	Does not want Rouen Road to become a bus park. Does not feel a cycle lane is needed as the road is wide enough. It is not a problem to cross Rouen Road.
Rouen Road			Rouen Road is not suitable for coach parking as many pedestrians cross the road. More pavement build-outs and less parking is needed. Please consider a specific cycle lane, or shared use (pedestrian/cycling) pavements. Residents permit parking is essential and extra signage is needed on King Street to deter motorists trying to cut through.

Westwick Street – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
Cllr Amy Stammers	x		The table that is proposed in these plans will do nothing to slow the traffic to 20 MPH on the rest of Westwick street, where there is considerable speeding. Cyclists also often ride down the pavement to join the contraflow on Westwick Street.
Anchor Quay	x		The section of road adjacent to Coslany St is actually where the most speeding occurs. In contrast, traffic is relatively slow moving in the section opposite Toys R Us.
Westwick Street	x		The traffic calming measures should be extended to include the whole length of Westwick Street, as cars drive at reckless speeds for the entire length of the street.

Westwick Street – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
Anchor House	x		The most dangerous part of Westwick Street is at the Junction with Coslany Street. The bollards at the beginning of the cycle lane are at the most frequently used point for crossing Westwick Street and cyclist travel down Westwick Street from Charing Cross where there is no cycle contraflow.
Anchor Quay			I would like you to consider extending the 20 mph limit up until Charing Cross.
Coslany Square	x		Physical measures would be far more appropriate at the city end of Westwick street than on Duke street or the ring road end of Westwick Street
Resident	x		Traffic generally speeds up the further up Westwick St they travel, I request you reconsider and introduce further speed bumps over the entire length of Westwick Street.
Bunwell		x	In the four years I have worked over looking Westwick Street I have never once seen an accident and haven't noticed a problem with speeding. The money would be better spent on improving roads to encourage cyclists from further afield to commute to work and road maintenance.
Resident	x		My household and neighbours thoroughly support the proposed 20 zone on Westwick street.



NOTES
KEY:



Speed cushions to standard detail NCD100.14, 75mm high and dimensions as shown.

- Existing Layout
- Existing traffic island
- Existing on-street car parking
- Proposed on-street car parking
- Proposed on-street loading bays
- Proposed HS Type PPC kerbs
- Proposed transition PPC kerbs
- Proposed 3 to 6mm upstand HN Type PPC kerbs
- Proposed bollard
- Proposed pedestrian refuge
- Proposed 400mm x 400mm buff blister tactile paving
- Proposed 400mm x 400mm grey blister tactile paving
- Proposed gully
- Proposed timber bollard with upstream reflector
- Proposed road marking
- Existing road marking to be removed
- Proposed tree planting (small variety TBC)
- Proposed cycle stand
- New "ZEBRITIC" bollards beacons at Zebra crossing

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REVISIONS		
No.	Date	Revised By
1	July 15	AE

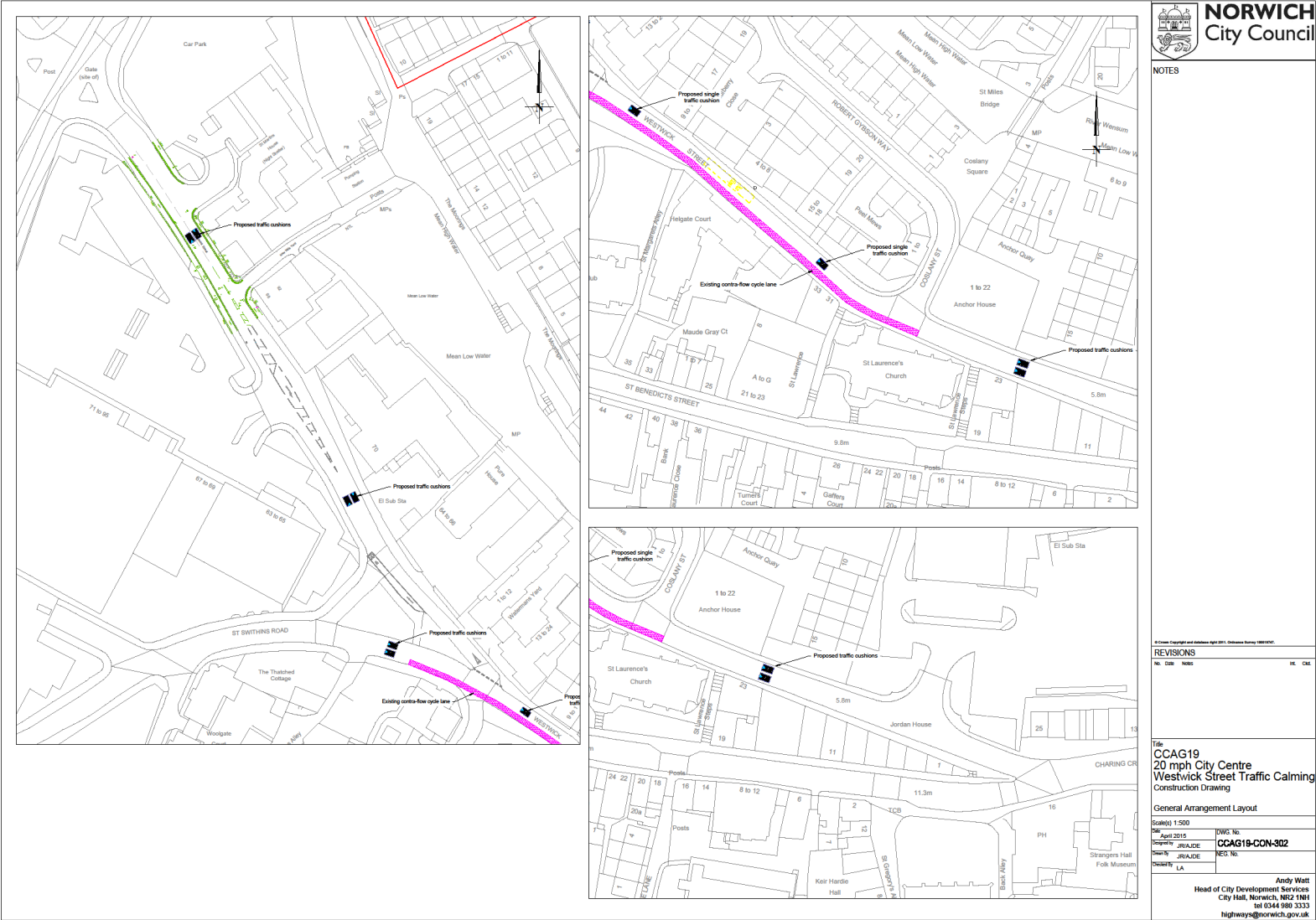
Title
CCAG19
20 mph City Centre
Ber Street Traffic Calming
Construction Drawing

General Arrangement Layout

Scale(s) 1:500	DWG No.
Date April 2015	CCAG18-CON-202 Rev A
Designed by JRAUDE	Drawn by JRAUDE
Checked by JRAUDE	Drawn by JRAUDE
Drawn by JRAUDE	Drawn by JRAUDE
Drawn by JRAUDE	Drawn by JRAUDE

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Heartsease area – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
Rider Haggard Rd	x		Traffic calming is a good idea however use speed tables rather than cushions to stop motorcyclists speeding.
Watling Road	x		I am all for the 20mph through the estate, but am concerned about the loss of on street parking.
Watling Road	x		Would like speed limit with no traffic calming.
Watling Road			If traffic islands are introduced then parking will be restricted. Speed doesn't seem to be an issue on the estate.
Watling Road	x		Concerns about the proposed 'give way priority' sections. We feel that these would cause more congestion on the road and create more difficulty for residents to park.
Watling Road	x		This will reduce resident parking. Speed cushions will benefit more, along with the 20 mph speed limit being placed along Watling Road.
Watling Road	x		Against the proposed traffic islands and think it will create a parking problem for the residents of Watling Road. Speed humps will be more appropriate. And I also think that there should speed humps down Munnings Rd as it is a longer straight road that cars are always speeding down.
Watling Road	x		Would prefer speed cushions as tables could cause parking problems.
Norfolk Living Streets Group	x		We agree with the measures that have been proposed for Watling Rd and Rider Haggard Rd, though we believe that further speed reduction measures are needed, unenforced 20mph limits are simply ignored by most drivers. Can all bus stops be marked out. Alternative forms of traffic calming should be used.

