

<b>Report to</b>	Norwich Highways Agency committee 18 January 2018	<b>Item</b>
<b>Report of</b>	Head of city development services	<b>8</b>
<b>Subject</b>	Transport for Norwich – Cycling improvements, Edward Street / Magpie Road junction	

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### **Purpose**

To seek approval to consult on the proposals to aid pedestrians and cyclists at the junction of Edward Street and Magpie Road.

### **Recommendations**

To:

- (1) approve for consultation the scheme to introduce a segregated cycle crossing of Magpie Road at its' junction with Edward Street. In addition to the crossing the scheme will have the effect moving the position of the Heath Road closure, changing the vehicle waiting restrictions in Heath Road and Esdelle Street, introducing a new cycle path on land to the east side of Edward Street and converting part of the footpath on the western side of Edward Street to shared use;
- (2) ask the head of city development services to carry out the necessary statutory legal procedures to advertise the road notices and traffic regulation orders for the cycle scheme in Edward Street and Magpie Road as shown on plan No. PEA009-MP-004C.

### **Corporate and service priorities**

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

### **Financial implications**

£188,000 to be funded from the City Cycling Ambition Grant

**Ward/s:** Mancroft and Sewell

**Cabinet member:** Councillor Stonard- Environment and sustainable development

**Contact officers**

Linda Abel senior transportation planner 01603 212190

Joanne Deverick transportation and network manager 01603 212461

**Background documents**

None

# Report

## Background

1. The yellow pedalway runs from the city technical college at the bottom of Hall Road, through the city centre, north towards St Georges Street and on to Edward Street and Heath Road before continuing up Angel Road towards the airport industrial site. This cycle improvement scheme covers part of the yellow pedalway from Edward Street, across the junction with Magpie Road to Heath Road.

## Existing situation

2. The existing layout of the junction between Edward Street / Heath Road and Magpie Road is shown on plan No. PEA009-MP-007 attached as appendix 1.
3. Whilst the existing junction works well in managing motorised vehicles, the facilities for pedestrians and cyclists could be improved. There is potential for conflict between cyclists and pedestrians on route to the crossing from north and south, especially the blind corner at the junction of Heath Road with Magpie Road. The staggered two stage crossing delays cyclists and is difficult to manoeuvre.
4. Also at this junction the narrowness of the shared use path on the east side of Edward Street makes it uncomfortable and awkward for cyclists and pedestrians to pass without obstructing each other. This is especially true for northbound cyclists who do not have the option to ride in the carriageway.

## Proposals

5. The proposed outline scheme is shown on Plan No.PEA009-MP-004C attached as appendix 2. This scheme is designed to give a direct route to cyclists across Magpie Road and to take away the points of conflict between cyclists and pedestrians in this location.
6. The scheme comprises of:-
  - (a) The existing two stage signal crossing will remain for pedestrians to use.
  - (b) A cycle only direct crossing over Magpie Road between Edward Street and Heath Road with cycle low level signals and push button control.
  - (c) Heath Road will be closed to motorised vehicles at its junction with Magpie Road, with access limited to pedestrians and cyclists.
  - (d) The existing road closure outside No.8 Heath Road will be removed. The brick enclosure with tree outside No.1 Heath Road will remain.
  - (e) Amendments to the existing residents parking areas and limited waiting areas with extra restrictions to facilitate vehicle manoeuvres at the road closure.
  - (f) A new cycle track through city council land next to No.82 Magpie Road to give a more direct route to cyclists and take cyclists away from the east of Edward Street at the junction with Magpie Road. This will be landscaped and adopted for maintenance by Norfolk County Council.

- (g) The north section of the west footpath of Edward Street to be converted to a shared cycleway/footway.
  - (h) A 2m section of double yellow line at the end of Esdelle Street with cycle markings to ensure a path is left free of parking to enable access by pedestrians and cyclists between Edward Street and Esdelle Street.
7. Local ward members have been consulted on the proposals and have expressed some concerns. These include the failure to acknowledge that cyclists want to be able to cycle in all directions not just along a route, the piecemeal implementation of cycle improvements, the lack of connectivity to the new cycle crossing planned for St Crispin's, the feeling that the money would be better spent elsewhere and the disruption to residents during the construction period.
  8. The implementation of the cycle network is a key part of the Transport for Norwich Strategy as encouraging more people to walk and cycle means that road space is available for public transport, deliveries and those who have no choice but to drive. It is acknowledged that cyclists do not necessarily want to cycle along dedicated routes, but providing a network does highlight areas where there are specific provisions for cyclists. Unfortunately, whilst continuous cycle routes along significant lengths would be the preferred option, this is not always possible.
  9. Following discussions with local ward members the proposals to improve the link between Esdelle Street and Magpie Road were added to the scheme. These include the conversion of a section of the west footpath of Edward Street to a shared cycleway/footway with dropped kerbs to provide a link between Esdelle Street and the Yellow Pedalway and a short section of double yellow line on Esdelle Street to ensure that access to the shared use path is not obstructed by parked vehicles.
  10. At this point in time, it would be premature to improve the link between this junction and the new parallel cycle / pedestrian signalled crossing on St Crispin's ahead of the Anglia Square development, as this would inevitably involve abortive works and the developers of the site can be required to provide the link as part of their scheme. The funding for this scheme comes from the second tranche of cycle ambition funding from the Department for Transport (DfT). As part of the agreement with the DfT, the funding has to be spent on the yellow pedalway and while we have scope to spend it elsewhere along the route, it would mean that when the Anglia Square development is complete further funding would need to be found to improve cycling at this junction.
  11. It is inevitable that all highway improvements cause some disruption during their construction, however everything possible is done to minimise this as far as possible.

## **Conclusions**

12. The proposed scheme significantly improves conditions for both pedestrians and cyclists at this junction and removes the use of narrow shared use facilities. The scheme is considered to be value for money and therefore it is recommended that consultation with the public is undertaken.

13. It is planned that the consultation will take place during February and the results reported back to a future meeting. Should the scheme be approved, construction is expected to take place in autumn 2017.

## Integrated impact assessment



**NORWICH**  
City Council

### Report author to complete

<b>Committee:</b>	Norwich Highways Agency Committee
<b>Committee date:</b>	18 January 2018
<b>Director / Head of service</b>	Andy Watt
<b>Report subject:</b>	Transport for Norwich – Magpie Road / Edward Street improvements
<b>Date assessed:</b>	4 December 2017
<b>Description:</b>	To request permission to advertise and consult on cycle improvements proposed for the Edward Street / Magpie Road junction.

	Impact			
<b>Economic (please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Finance (value for money)</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme is viewed as value for money
<b>Other departments and services e.g. office facilities, customer contact</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>ICT services</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Economic development</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme helps to encourage sustainable travel to benefit the city and everyone who lives and works here.
<b>Financial inclusion</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme promotes and encourages cycling which is a low cost form of transport, widely accessible.
<b>Social (please add an 'x' as appropriate)</b>				
	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Safeguarding children and adults</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This scheme promotes road safety for all road users and seeks to separate where possible pedestrian and cyclists. The Norfolk and Norwich Association for the blind will be directly consulted as this proposal changes the pavement close to their main residential site.
<b><u>S17 crime and disorder act 1998</u></b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Human Rights Act 1998</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
<b>Health and well being</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposed facilities 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 pollution will decrease.
<b>Equality and diversity (please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Relations between groups (cohesion)</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This scheme will specifically aim to separate cyclists from pedestrians at the junction of Heath Road with Magpie Road, where at the moment there is a "blind" corner on the pavement.
<b>Eliminating discrimination &amp; harassment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Advancing equality of opportunity</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This scheme aims to improve facilities for cyclists and pedestrians and road safety for all road users.
<b>Environmental (please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Transportation</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme helps to meet the corporate priority of a safe, clean and low carbon city
<b>Natural and built environment</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme will not have any adverse effects on the environment, but by encouraging non motorised travel will help improve air quality. If existing trees need to be removed, they will be replaced with appropriate vegetation in accordance with the council policy.



	Impact			
<b>Waste minimisation &amp; resource use</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Pollution</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme will help improve air quality by encouraging non motorised forms of travel
<b>Sustainable procurement</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Energy and climate change</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme contributes to the corporate priority 'a safe, clean and low carbon city' by encouraging cycle use, reducing car use and CO2 emissions
<b>(Please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Risk management</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The scheme is safety audited to ensure that the measures implemented create a safe environment.

### Recommendations from impact assessment

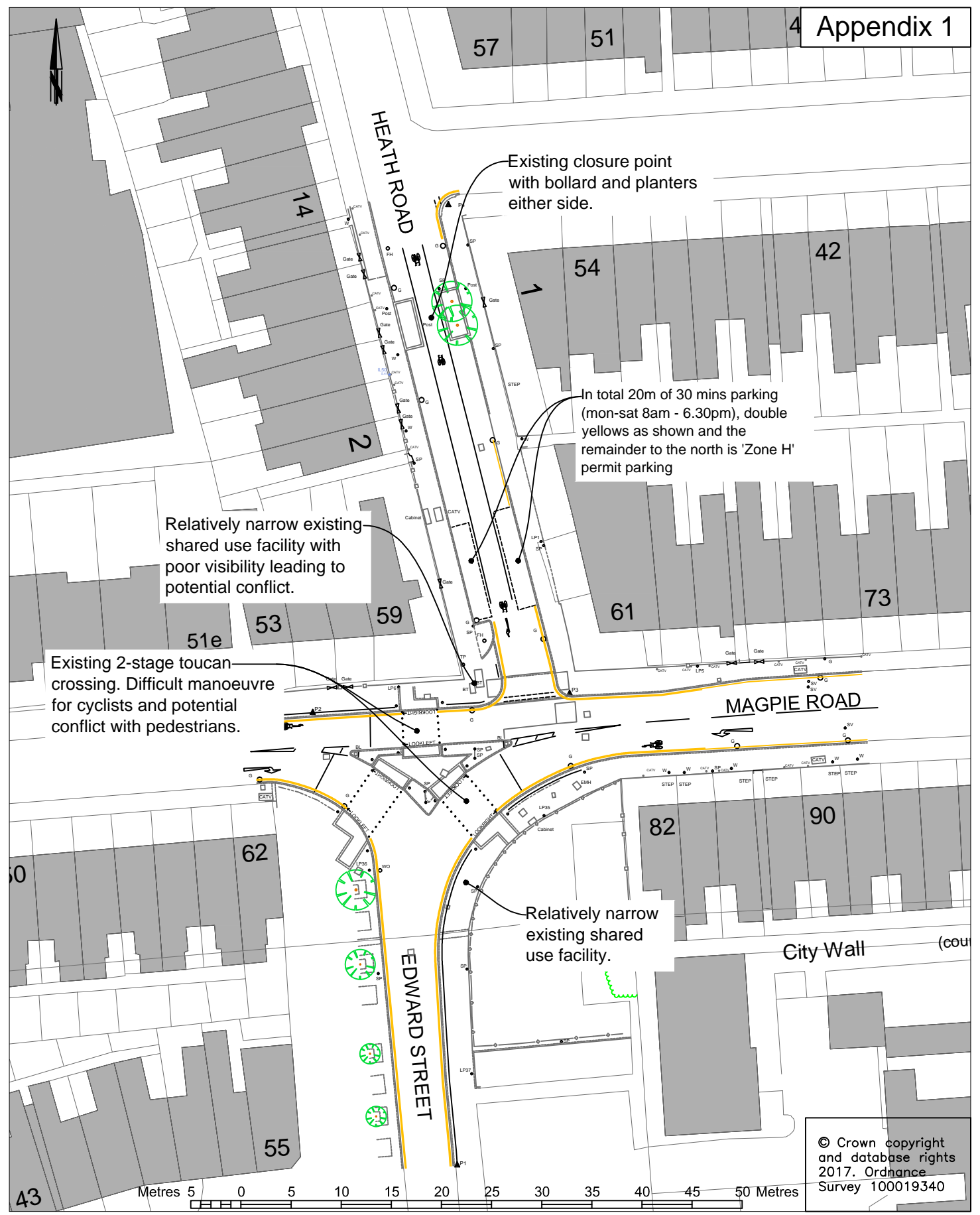
#### Positive

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

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<b>Neutral</b>
<b>Issues</b>



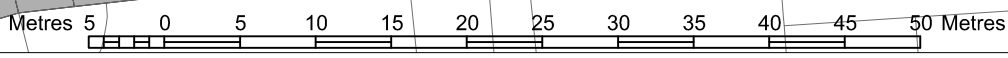
Relatively narrow existing shared use facility with poor visibility leading to potential conflict.

Existing closure point with bollard and planters either side.

In total 20m of 30 mins parking (mon-sat 8am - 6.30pm), double yellows as shown and the remainder to the north is 'Zone H' permit parking

Existing 2-stage toucan crossing. Difficult manoeuvre for cyclists and potential conflict with pedestrians.

Relatively narrow existing shared use facility.



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**DRAWING TITLE**  
 Transport for Norwich  
 Edward Street North  
 Existing Situation

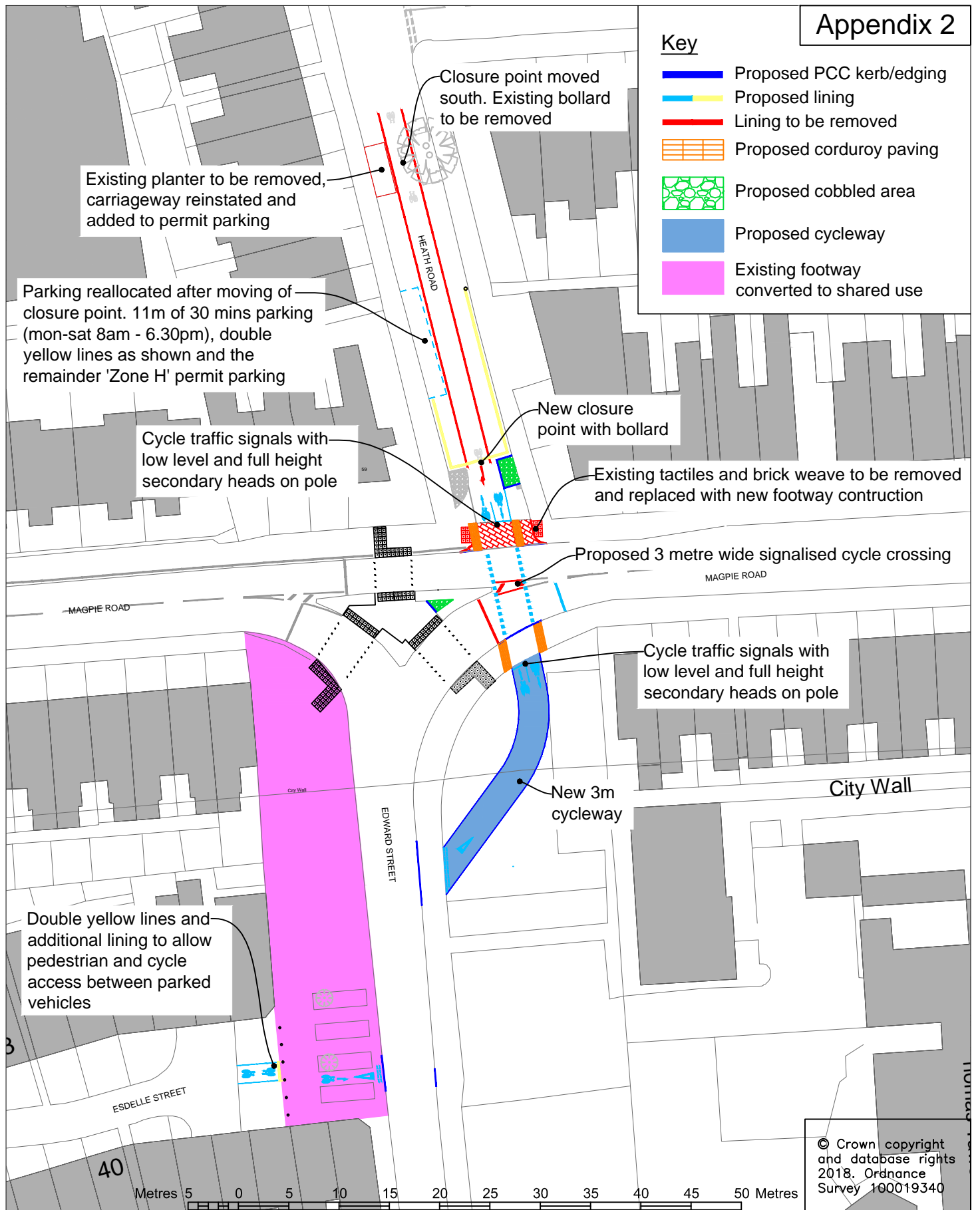
Tom McCabe  
 Executive Director of  
 Community and Environmental Services  
 Norfolk County Council  
 County Hall  
 Martineau Lane  
 Norwich NR1 2SG

REV.	DESCRIPTION	DRAWN	CHECKED	DATE

SURVEYED BY	INIT.	DATE	DRAWING No.
OS/PC		10/17	PEA009-MP-007
DESIGNED BY	RH	12/17	PROJECT TITLE
DRAWN BY	RH	12/17	Transport for Norwich
CHECKED BY	JT	12/17	Edward St. North
			SCALE
			1:500 @ A4
			FILE No.
			PEA009

Key

- Proposed PCC kerb/edging
- Proposed lining
- Lining to be removed
- Proposed corduroy paving
- Proposed cobbled area
- Proposed cycleway
- Existing footway converted to shared use



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**DRAWING TITLE**  
 Transport for Norwich  
 Edward Street North  
 Consultation Plan - Magpie Road Cycle Crossing

Tom McCabe  
 Executive Director of  
 Community and Environmental Services  
 Norfolk County Council  
 County Hall  
 Martineau Lane  
 Norwich NR1 2SG

REV.	DESCRIPTION	DRAWN	CHECKED	DATE
A	Parking restrictions revised for TRO	RH	JT	11/17
B	Dropped kerbs added	RH	JT	12/17
C	Conversion to shared use added	RH	JT	01/18

SURVEYED BY	INIT.	DATE	DRAWING No.
OS/PC		10/17	PEA009-MP-004C
DESIGNED BY	INIT.	DATE	PROJECT TITLE
RH		10/17	Transport for Norwich Edward St. North
DRAWN BY	INIT.	DATE	SCALE
RH		10/17	1:500 @ A4
CHECKED BY	INIT.	DATE	FILE No.
BL		10/17	PEA009