

### **Norwich Highways Agency committee**

**Date:** Thursday, 17 March 2016

**Time:** 10:00

**Venue:** Mancroft room, City Hall, St Peters Street, Norwich, NR2 1NH

**Members:**

**County  
Councillors:**

Morphew (chair)\*  
Adams\*  
Agnew  
Shaw  
Sands (M)

\* voting members

**City Councillors:**

Bremner (vice chair)\*  
Stonard\*  
Harris  
Carlo  
Jackson

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## Agenda

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<b>1</b>	<b>Apologies</b>  To receive apologies for absence	
<b>2</b>	<b>Public questions/petitions</b>  To receive questions / petitions from the public (notice to be given to committee officer in advance of the meeting in accordance with appendix 1 of the council's constitution, ie, for questions by 10:00 on 14 March 2016)	
<b>3</b>	<b>Declarations of interest</b>  (Please note that it is the responsibility of individual members to declare an interest prior to the item if they arrive late for the meeting)	
<b>4</b>	<b>Minutes</b>  To approve the accuracy of the minutes of the meeting held on 21 January 2016	<b>5 - 20</b>
<b>5</b>	<b>Transport for Norwich Plan – Finkelgate Improvement</b>  <b>Purpose</b> - To agree the implementation of a light controlled junction at Finkelgate/Queens Road junction, and a mini roundabout at the Finkelgate/Ber Street junction, together with associated changes to parking and traffic management associated both with this schem, and the wider Transport for Norwich Golden Ball Street/Westlegate project.	<b>21 - 44</b>
<b>6</b>	<b>Transport for Norwich Plan - Cycling improvements Fifers Lane</b>  <b>Purpose</b> - To inform members of the consultation response to the proposed cycle ambition funded improvements in the vicinity of the Fifers Lane/Heyford Road roundabout and to seek approval to implement the scheme.	<b>45 - 56</b>
<b>7</b>	<b>Transport for Norwich Plan - Car club expansion 2016</b>  <b>Purpose</b> - To consider the results of the statutory consultation on the expansion of the car club.	<b>57 - 74</b>
<b>8</b>	<b>Britannia Road area traffic and parking management scheme (CIL neighbourhood fund)</b>	<b>75 - 80</b>

**Purpose** - To agree to consult upon a proposed traffic and parking management scheme for the Britannia Road area.

**9      End of life signalled crossing on Whitefriars      81 - 90**

**Purpose** - To inform members of the consultation response to the proposal to replace the existing signalled crossing on Whitefriars with a zebra crossing in St Martin at Palace Plain and request approval to construct.

**10     Committee schedule of meetings 2016-17      91 - 92**

**Purpose** - To agree the schedule for the 2016 to 2017 to civic year.

**11     Major road works - regular monitoring      93 - 96**

**Purpose** - This report advises and updates members of current and planned future roadworks in Norwich.

Date of publication: **Wednesday, 09 March 2016**



**MINUTES****Norwich Highways Agency committee****10:00 to 11:35****21 January 2016**

Present:                    **County Councillors:**                    **City Councillors:**  
                                 Morphew (chair) (V)                    Bremner (vice chair) (V)  
                                 Adams (V)                                   Stonard (V)  
                                 Sands (M)                                   Carlo  
                                 Shaw                                   Harris  
                                                                   Jackson  
                                 \*(V) voting member

Apologies:                County Councillor Agnew

**1. Public questions/petitions****Eaton Rise**

(An extract from letter to the chair, from Mr Donald Yates, Welsford Road, Eaton Rise, in response to the Eaton Rise Residents' Association's question calling for a 20mph order for "our small estate" and dated 3 November 2016, was circulated at the meeting, for information:

"Confirmation of this move was circulated to residents this week by way of a Newsletter (Saturday in my case) leaving little time to challenge this request. However, the Newsletter states that a majority of respondents to an earlier Newsletter is in favour of a 20 mph order. No detailed figures as to the number of responses, nor the "for" or "against" totals, have been given and my own informal discussions suggest there is no such majority.

Eaton Rise is a modest estate of about 400 homes. As far as I know there is no history of traffic accidents on the estate. Rarely are there seen children playing out and the narrow roads and a high incidence of car ownership with on road parking tends to govern speeding as indeed does a very high incidence of learner drivers using the estate. A couple of nasty bends and only two exits from the estate help to restrict speeding. Yes, of course there are some exceptions usually taking a short cut from Ipswich Road to Eaton and Newmarket Roads. This should be a matter for enforcement of the 30 mph limit and those who abuse the present limit are hardly likely to accept a 20 mph limit.

I suggest that at this time there is no need for a 20 mph limit and urge you to refuse it.”)

Question 1 - Mr Les Rowlands, resident Eaton Rise, asked the following question:

“The Eaton Rise Residents Association has recently held a consultation with residents about a proposal for a 20mph speed limit to be introduced on the estate. This is because the association is keenly aware that there is tremendous overall support in the city to reduce traffic speed and at the same time reduce noise and air pollution. The majority of residents are in favour of the idea. Whilst it is accepted that not all drivers will adhere to a 20mph speed limit it will nonetheless slow vehicles down and make it a much safer environment for pedestrians, schoolchildren and for cyclists. Would it be possible for Eaton Rise to be included in the latest plan to make all roads within the inner ring road 20mph?”

The vice chair replied on behalf of the committee as follows:

“The introduction of the 20mph speed limit within the inner ring road is a project nearing completion and it is not possible to extend the area to be included at this late stage.

However as part of the second round of City Cycle Ambition funding we are planning to introduce 20mph restrictions on residential roads within a 400m radius of both the blue and yellow pedalways where there is support from local residents. Eaton Rise is sandwiched between the blue pedalway that runs along Newmarket Road and the yellow pedalway on Hall Road and as such will be included within the scope of that project.

Members will be aware that in addition to this question being asked a letter has been circulated to the committee by another resident of the area who refutes the claim that there is majority support for the 20mph restriction and urges the committee to dismiss the idea. The consultation work that we plan to undertake towards the end of the 2016 will inform the extent of the support for a 20mph restriction in this area. It is planned that the implementation of a 20mph restriction in the areas where there is support from the residents will take place in 2017-18.”

In reply to Mr Rowlands’ supplementary question relating to the form that the consultation would take, the transportation and network manager (Norwich City Council) confirmed that all the residents in the area would be sent a letter setting out the proposals and asking for comments.

Question 2 – Councillor Lubbock, Eaton Ward councillor, asked the following question:

“This committee knows the benefits of introducing 20 mph limits and has been doing so in a piecemeal way for some years.

Are we not at a stage, with regard to devolution and lack of funding where local authorities engage with their communities and recognise that they are able to better reflect their views and in some cases pay for measures to make

their communities better places to live? This is exactly what happens between county and parish councils.

Could not this happen between this joint committee and a residents' association?"

The chair replied on behalf of the committee as follows:

"I believe that Councillor Lubbock is referring to the parish partnership scheme that the county council administers. Each year the county council sets aside a pot of money from the Local Transport Plan budget, typically in the region of £300k, to offer as matched the funding to parish councils to cover up to 50% of the cost of localised highway schemes that benefit the community. It is used to fund small scale projects such as bus shelters, speed awareness signs and footway improvements. The parish partnership scheme is only open to parish councils and does not include larger urban areas such as the city, Great Yarmouth and Kings Lynn, as it is acknowledged that these areas have greater potential to attract external funding in their own right. This is borne out by the city's successful bid for Cycle Ambition funding.

Residents' associations are voluntary groups with no statutory or democratic foundation. This makes it much harder for councils to be able to work with them in the same way as parish councils. Parish councils have the powers to raise local taxes known as parish precepts to fund their contribution. A local residents' association has no such powers and there would be no statutory mechanism for resolving differences in the community should these arise; it can be seen from the first question that such differences are likely.

Saying that, the way councils work is rapidly evolving and there may be opportunities in the future to explore the option of community funded schemes."

Councillor Lubbock said that she was encouraged by the response and that the implementation of a 20mph scheme in Eaton Rise, subject to consultation, was planned for 2017-2018. As a supplementary question, she asked what the ball park figure would be for the implementation of the scheme. The transportation and network manager said that the cost would depend on whether it was signage only or there was a need for traffic calming. She pointed out that there would need to be discussions with the county council's road safety audit team as there were long straight roads with relatively little on street parking meaning that existing speeds probably exceeded the 24mph threshold that usually determined whether traffic calming was needed. The ball park figures were approximately £10k for a signed only scheme or up to £100k for a traffic calmed scheme. This could be funded by the Cycle Ambition grant. .

### **Norwich City Football Club – results of consultation on proposed toucan crossing and bus gate**

Question 3 - Councillor Grahame, Thorpe Hamlet ward councillor, asked the following question:

“There is considerable local opposition to the bus gate, because of the pressure on Kerrison Road junction. Residents will welcome the mitigation proposed but fear that this will not be enough, with hundreds of dwellings on Geoffrey Watling Way, the Harbour Triangle and the Factory, all sharing only one point of access.

If the proposal goes ahead, what other options will the council consider to mitigate congestion and air pollution from traffic queueing at Kerrison Road junction? One might include keeping the old Carrow Road open with an exit next to the bus gate at Geoffrey Watling Way/Koblenz Avenue. This could be done quite easily by shortening the verge that separates Carrow Road and Koblenz Avenue.

Will the council monitor the potentially worsening situation, e.g. queueing times and consider opening another exit point onto Koblenz Ave from Geoffrey Watling Way or Carrow Road?”

The vice chair replied on behalf of the committee, as follows:

“It is precisely because there are to be a significant number of new dwellings on Geoffrey Watling Way, and development anticipated on both the Deal Ground and the Utilities site that provision for the more sustainable modes of transport is absolutely essential. The report before us today makes clear that the new developments have been constructed with limited parking provision, and in fact, the traffic generation of the new flats is much lower than was originally anticipated at the time when it was expected that the entire development would be served by a single access. Maintaining this low level of car use as the area grows will only be achieved if appropriate measures to support sustainable transport options are provided, which were negotiated as part of the developments that have been built. The Kerrison Road junction has been constructed to handle the anticipated traffic flows, and as the report makes clear, its operation will be optimised, and any adjustments required will be made.

The success of the NATS strategy relies on ensuring that we make provision for sustainable forms of transport across the city, and this scheme improves accessibility for cyclists and pedestrians, and for the first time will allow public transport to access this expanding part of the city. . However, it is also important that we maintain facilities for private motor vehicles on the strategic road network, Consequently there is a limit to the complexity of the junctions that we can introduce on this section of the ring road, which is particularly busy, without introducing further delays, and that is why the proposed bus gate has just sufficient functionality to deal with the necessary bus cycle and pedestrian movements, and those vehicles exiting from Wherry Road (which is their only point of access).

Creating another exit adjacent to the bus gate would (unless it formed part of the light controlled system) be a dangerous option as providing two access points in close proximity to each other onto a major route is a known safety hazard. Increasing the scale of the light controlled junction to cater for this movement would bring with it delays to the ring road to the detriment of the operation of the ring road, which it is particularly important to avoid in this



location. It is, of course, the case that at peak times there are delays on the network and queuing does occur at junctions, but this would only be made worse by adding additional access points and complicated junction arrangements which are unnecessary.”

Councillor Grahame said that she welcomed the expansion of the bus service to this area and, by way of a supplementary question, asked whether it was necessary to close off Carrow Road, when it was only needed by the football club for about twelve days a year when home matches were played; and, that if the proposals were agreed there would only be one exit for the thousand homes. Councillor Bremner, the vice chair, said that the proposals demonstrated the success of policies to reduce car use and promote sustainable alternatives and referred Councillor Grahame to the response to her main question.

Question 4 - Councillor Price, Thorpe Hamlet ward councillor, asked the following question:

“The junction of King Street and Koblenz Avenue has caused difficulty for drivers, pedestrians and cyclists over many years. It is very dangerous for pedestrians to cross the road and the air quality falls well below the required standards. Local residents have approached me on numerous occasions and highlighted this issue, so too have the King Street Resident’s Association who have directly asked me to address this with the council by requesting the introduction of a roundabout, pedestrian crossings or other traffic control measures. I have stood and witnessed these problems for myself and agree wholeheartedly with their analysis. While the bus gate is being considered for the area and with one of the main aims of that project to speed up the traffic flow on the ring road due to additional pressure from permanent city centre road closures, is it not time to implement improvements to this junction too?”

The chair replied on behalf of the committee, as follows:

“Officers are aware of the longstanding concerns of residents in this area about a number of highway issues in this area including the lack of a pedestrian crossing and the difficulty of exiting the northern end of King Street at the bend where King Street meets Carrow Road. As Councillor Price mentioned on today’s agenda there is a report detailing not only a bus gate at the end of Geoffrey Watling way but also a toucan crossing at the end that will be of significant benefit to residents in the area.

The Geoffrey Watling Way proposals are of a direct result of the development at the football ground and are not as a result of the city centre road closures. The ethos for the Geoffrey Watling Way is to encourage sustainable transport to the development without having a detrimental on the capacity of the ring road.

Following on from the recent consultation on the city centre measures in the Golden Ball Street area and particularly the proposed closure of All Saints Street outside John Lewis, a planned review of the junctions on the inner ring road has been brought forward in the work programme. This will include the King Street/Carrow Road junction. However in order to complete the review we need accurate traffic surveys to establish the base line data and with all

the work that is taking place in the city centre during 2016 it will not be possible to collect traffic data this year as it would not reflect the true situation. The surveys are therefore planned for spring 2017 and assessment work will begin immediately after this.”

Councillor Price said that residents would welcome the review and asked that this junction was given priority and that the data be made available to the local members. The chair said that data from the survey of the junctions around the inner ring road would identify the priorities and this information would be shared in due course.

### **Proposed toucan crossing on Newmarket Road**

Question 5 - Councillor Lubbock, Eaton ward councillor, asked the following question:

“I am concerned that the siting of the toucan crossing on Newmarket Road without the 30 mph speed limit being moved further out of the city will be unsafe.

Traffic is moving far too fast coming into the city at the point where the crossing is being proposed. There is a speed reactor light there and it lights up with every other car which indicates that 50% of cars are travelling faster than 30 mph.

Going out of the city again cars are travelling too fast and additional signage will be needed to let drivers know that there is a signalled crossing ahead.

Will the committee agree to consider these changes to further improve the safety of pedestrians crossing at this point across a 3 lane road?”

The chair replied on behalf of the committee, as follows:

“Whilst Councillor Lubbock’s concern is appreciated, this particular issue was raised with the county council’s network analysis and safety team before the proposal was advertised and they concluded that an extension of the 30mph limit was not required on safety grounds, and this has been noted in the report before you today.

The proposal does include the narrowing of the outbound carriageway of Newmarket Road, and the provision of the crossing will result in a very different driver experience in this location. The change from a very open road to one with a signalled crossing on it is likely to encourage better compliance with the existing 30mph restriction, but in any event this type of crossing is routinely used on roads with much higher speed limits than this.”

Councillor Lubbock said that she was concerned that, whilst she welcomed the toucan crossing, there were still some improvements that could be made. She considered that the reduction in speed from 50mph to 30mph in a 50 metre distance was unsafe. She considered that there would be better compliance if the speed limits for the A11 from the Round House Park were rationalised and that 30mph in the urban area would be safer for everyone. The chair said that the committee

would consider her comments when considering the officer report later on the agenda for this meeting.

## **2. Declarations of interest**

Councillor Jackson declared an other interest in item 9 (below), Leonards Street car park to the rear of St Augustines Street, as he lived in the vicinity that was affected by the proposals.

## **3. Minutes**

**RESOLVED** to approve the accuracy of the minutes of the meeting held on 17 September 2015, subject to a correction to item 5, Transport for Norwich – Golden Ball and Westlegate, resolution, deleting the reference to Councillor “Harris” by replacing it with Councillor “Stonard”, to accurately record the names of the city council’s voting members.

(There was a power point presentation at the start of each of the items 4 to 13 below.)

## **4. Transport for Norwich – Project 19: Hall Road (Bessemer Road to Old Hall Road)**

In reply to a member’s question, the NATS manager (Norfolk County Council) explained the options that had been considered, as set out in the report. He pointed out that general traffic on Hall Road would increase in the long-term and it would be difficult to reduce network capacity. The preferred option was for a shared use footway/cycleway which would improve cycle safety for less confident cyclists. The scheme would offer a good balance of different options for cyclists in the area.

The vice chair pointed out that there would be an opportunity to comment on the proposals as part of the consultation. He considered that the service road was “very comfortable” to cycle on and said that it was important to balance expectations with a scheme that could be achieved within the funding resources available.

**RESOLVED**, unanimously, to:

- (1) approve for consultation the proposals included in the Hall Road project, including:
  - (a) conversion of footway on the east side of Hall Road to shared use footway/cycletrack from the newly implemented shared use footway/cycletrack associated with the ASDA works to Old Hall Road;
  - (b) revoke the existing 40mph speed limit on Hall Road and promote a 30mph speed limit;
  - (c) removal of one pedestrian refuge 125 metres south of Robin Hood Road and replace with a larger pedestrian refuge in the same location;

- (d) removal of one pedestrian refuge 50 metres north of Fountains Road and provide a new pedestrian refuge closer to Fountains Road;
- (2) ask the head of city development services to carry out the necessary statutory procedures associated with advertising the Traffic Regulation Order and notice that would be required for the implementation of the scheme as described in this report.
- (3) agree that the outcome of the proposed consultation will be reported to a future meeting of the committee.

## **5. Transport for Norwich – Catton Grove Road/Woodcock Road roundabout and 20mph speed limit**

During discussion, the transportation and network manager, referred to the report and answered members' questions.

Councillor Stonard, Catton Grove ward councillor, said that residents welcomed the proposals to improve road safety in this area. The resident of no 56 Catton Grove Road had expressed concern that the rear and front access to his property was close to the roundabout and associated zigzag lines. The transportation and network manager said that she would arrange for the project manager to visit the resident to allay his concerns.

Councillor Harris, Catton Grove ward councillor, referred to the residents' meeting during the consultation, and asked for information on the siting of the bus stops. The transportation and network manager said that the location of the bus stops was not material to the approval of the proposals. However she would ask the project manager to review the location of the bus stops and make adjustments if it was considered necessary. She also agreed to send Councillor Harris details of the extent of the consultation area.

Discussion ensued. The committee was advised that the crossing was on the pedestrian desire line and that the refuge was sufficient size for both pedestrians and cyclists. The consultation had been based on speed tables but officers would consider whether a sinusoidal table would be appropriate but cautioned that there could be a cost implication. The committee was advised that it would not be possible to enforce the bus gate at this location until the signage issue had been resolved. In future consideration could be given to camera enforcement following the rollout in the city centre.

**RESOLVED**, unanimously to:

- (1) acknowledge the responses to the consultation;
- (2) approve the implementation of the proposals for improvements to Catton Grove Road/Woodcock Road roundabout and extension of the 20mph restrictions along Catton Grove Road, consisting of:

- (a) reduction of carriageway space on the roundabout by realigning outer kerblines and widening of the perimeter footways, converting these footways to unsegregated shared-use cyclist and pedestrian cycleways on each quadrant.
  - (b) the provision of shared-use pedestrian cyclist zebra 'tiger' crossings on each of the four approach arms to the roundabout, of Woodcock Road and Catton Grove Road; Each of these zebra crossings are to be constructed on speed reducing raised tables; These shared-use zebra crossings on raised tables together with the adjacent converted footways will create a continuous gyratory for cyclists and pedestrians, based on an adaption of "Dutch-style" roundabouts;
  - (c) an extension of the existing 20mph zone restrictions along the southern extent of Catton Grove Road, to replace the existing 30mph speed limit between the crossroads junction of Angel Road, Elm Grove Lane/Philadelphia Lane heading northwards to Lilburne Avenue adjacent to the Woodgrove Parade shopping precinct just south of the roundabout;
  - (d) the provision of four pairs of traffic calming speed cushions within this new 20mph speed zone extension.
- (3) ask the head of city development services to complete the necessary statutory processes associated with the installation of the 20mph Speed Restriction Order.

## **6. Proposed toucan crossing on Newmarket Road**

During discussion the principal transportation planner (Norwich City Council), together with the NATS manager and the transportation and network manager, referred to the report and answered members' questions.

A member endorsed Councillor Lubbock's suggestion that the various speed limits employed on the A11 from Round House Park to the city centre should be rationalised. The committee was advised that the speed limit 100 metres from the proposed crossing was 40mph and would be reducing to 30mph. There had been a lot of development in the area and a review of speed limits from Thickthorn roundabout to the toucan crossing on Newmarket Road could be carried out but it would be more likely to achieve a 40mph speed limit rather than 30mph.

Officers agreed to look at reviewing the speed limits on the A11 between Thickthorn Roundabout and the Bluebell Road slip road as part of the A11 north slip to Cringleford cycle ambition scheme. The committee noted that implementation of the scheme would be within the next 18 months and work would commence in the next three to six months.

Officers confirmed that the proposed toucan crossing was not close to other crossings and would not impact on other signalled crossings. It was important to

ensure that Newmarket Road and the A11 maintained a good flow of traffic and therefore it was necessary to balance this with pedestrian footfall. The lights would change relatively quickly when requested by a pedestrian.

**RESOLVED**, unanimously, to:

- (1) note the objections, and the level of support for the new crossing;
- (2) agree to the installation of the proposed toucan crossing as shown on Plan No. PH0079-TS-Sketch 15-10-2015 2 in appendix 1 attached to the report.

## **7. Norwich City Football Club – results of consultation on proposed toucan crossing and bus gate**

During discussion, a member said that he supported the closure of Carrow Road in front of the football club as it was used as a rat-run. The committee noted that Geoffrey Watling Road was closed to vehicles except for access only and demonstrated the success of residential developments which discouraged car use.

Councillor Jackson said that he welcomed the provision of the toucan crossing which was on the desire line.

**RESOLVED**, unanimously, to:

- (1) agree the provision of a toucan crossing and a bus gate at the junction of Koblenz Avenue and Geoffrey Watling Way and the removal of all on-street parking on Carrow Road around the football stadium as show on the plans in Appendix 2.
- (2) ask the head of city development services to complete the necessary statutory procedures associated with implementing the traffic management measures as described in this report.

## **8. Car club expansion**

The principal transportation planner introduced the report and explained that whilst the plans were correct the list of locations for car club bays was incomplete (the list of sites is attached to these minutes as an appendix.)

During discussion the principal transportation planner referred to the report and answered members' questions. The committee noted that there were currently 38 cars available to car club members (this was confirmed by the operator, who was present at the meeting). A member suggested that there were opportunities for off-street parking but was advised that under the terms of reference the committee only considered on-street parking. Members noted that the car club operator needed to demonstrate that expansion was viable to secure funding. Discussions between the car club and businesses and the city council, and consideration could be given to potential use of the car club rather than retaining a pool of cars. The committee

noted that the car club fleet would include a BMW electric car which was currently on order.

**RESOLVED**, unanimously, to:

- (1) approve the new car club bay locations for consultation;
- (2) ask the head of city development services to advertise the necessary traffic regulation orders and notices to provide for 132 new car club bays and associated waiting restriction changes (as detailed in the plans attached to the report and the list set out in the appendix to these minutes)
- (3) note the fact that there is significant scope for further expansion of the car club if and when new funding becomes available;
- (4) note that any objections received will be considered by a future meeting of the committee.

#### **9. Leonards Street car park to rear of St Augustines Street**

(Councillor Jackson had declared an interest in this item.)

**RESOLVED**, unanimously, having considered the report of the head of city development services, to:

- (1) note the results of the consultation on the proposals on the proposed changes to Leonards Street car park;
- (2) agree to extend the surrounding on-street STA permit zone into the car park with provision for short stay parking for a maximum of 2 hours to allow for parking for visitors to the local shops Monday-Saturday between 8.00am and 6.30pm. With parking unrestricted at other times;
- (3) ask the head of city development services to complete the statutory process to enable the changes to be brought into effect.

#### **10. Night-time economy – Prince of Wales Road (side roads)**

Councillor Stonard endorsed the proposal for a permanent traffic regulation order to close Cathedral Street, St Faiths Lane and Recorder Road to traffic late at night except for access. The scheme was part of the measures proposed by the city council, in conjunction with the police. The experimental scheme had proven successful and been commended by residents who reported that the side roads were much quieter as a result of the trial road closures.

Councillor Jackson said that the local members for Thorpe Hamlet welcomed the proposal to close the side roads, had met with residents and considered that the permanent traffic order should be implemented without further delay.

**RESOLVED**, unanimously, to:

- (1) authorise the head of city development services to carry out the Necessary statutory procedures to implement a permanent traffic regulation order that will have the following provisions:
  - (a) to prohibit motor vehicle access: 11.00pm – 12.00 midnight and 12.00am – 06.00am on any day except Christmas Day, from the junction of Prince of Wales Road with the following streets:
    - (i) Cathedral Street;
    - (ii) St Faiths Lane;
    - (iii) Recorder Road;with the exemptions detailed in paragraph 14 of the report;
  - (b) to amend waiting restrictions relating to on street charging for pay and display times on bays on Cathedral Street, Recorder Road and St Faiths Lane as shown on the plan in Appendix 2, and detailed in the report;
- (2) continue the discretionary measure that private hire vehicles or taxis may wait at Castle Meadow and Bank Plain during the time of the Prince of Wales Road side road access restrictions only. This measure will be subject to review by the head of city development in consultation with the chair and vice chair of the Norwich Highways Agency committee, if necessary.

#### **11. Transport for Norwich – Colegate/St Georges Street junction improvement**

The NATS manager introduced the report and referred to the issues raised during the consultation and the measures proposed to address these (as set out in paragraphs 22 to 24 of the report). Representatives from the Norfolk and Norwich Association for the Blind had been on site yesterday and officers would be meeting with the association to discuss its concerns and to ensure that a solution could be agreed.

**RESOLVED**, unanimously, to:

- (1) approve the changes required to implement the scheme, including:
  - (a) extending the shared space environment from the southern part of St Georges Street through its junction with Colegate;
  - (b) install a raised table on Colegate through its junction with St Georges Street;
- (2) ask the head of city development services to carry out the necessary statutory processes to confirm the road hump notice necessary for the scheme.



## 12. Miscellaneous waiting restrictions

Councillor Shaw said that that he welcomed the proposed waiting restrictions for Heartsease Lane and Plumstead Road but considered that it would be a good idea to extend the no waiting lines on the southern side of Plumstead Road to the boundary of no 164 and no 2, as it was a narrow road. The principal transportation planner agreed that this proposal could be added to the consultation.

The principal transportation planner explained that the consultation would be low key, comprising statutory consultees and residents and businesses affected by the proposals. He also responded to a member's question in relation to Partridge Way and explained that the council could enforce waiting restrictions if double yellow lines were installed.

**RESOLVED**, unanimously, to:

- (1) ask the head of city development services to advertise the necessary statutory procedures to introduce traffic regulation orders in the following locations:

<b>Location</b>	<b>Plan number</b>
Bowthorpe employment area	PL/TR/3329/753
Carrow Hill	PL/TR/3329/754
Golden Dog Lane	PL/TR/3329/755
Heartsease Lane	PL/TR/3329/756
(subject to amending the plans to extend the double yellow lines from the junction with Plumstead Road to the boundary of no 164 and no 2 on the southern side of Heartsease Lane	
Partridge Way	PL/TR/3329/757
Sprowston Road/ Gilman Road	PL/TR/3329/758
Sprowston Road/ Shipfield	PL/TR/3329/759
Sprowston Road/ Wall Road	PL/TR/3329/760
White House Court	PL/TR/3329/761

- (2) note that any objections received will be considered at future committee meetings.

## 13. Transport for Norwich CCAG1 – Project 19 – traffic calming for 20mph in the city centre

The transportation network manager apologised for the poor quality of the plans attached to the report and said that she had taken this up with her team to ensure that this was addressed. She advised members of a slight revision to the plans associated with the new crossing at Ber Street and said that the build out had been extended but was not material.

During discussion some members said that it would be useful to receive A3 versions of plans if possible. Members welcomed the proposals and looked forward to implementation as soon as possible.

**RESOLVED**, unanimously, to:

- (1) acknowledge the response to the consultation;
- (2) ask the head of city development services to complete the necessary statutory processes associated with the installation of the traffic calming as below:
  - (a) Ber Street – Plan No. CCAG-CON-202a;
  - (b) Duke Street – Plan No. CCAG-CON-502;
  - (c) Rouen Road / King Street – Plan Nos. CCAG19-CON-402a and 403;
  - (d) Westwick Street – Plan No. CCAG-CON-302a.

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

**RESOLVED**, having considered the report of the head of city development services, to note the report.

CHAIR

## Appendix

### Item 8, Car club expansion

- Car club bays listed were agreed for future consultation
- Detailed information for each car club bay will be provided for the Traffic Regulation Order consultation when these are rolled out on a phased basis
- Phasing of new car club bays is dependent on growth and trends in car club membership and funding for new car club vehicles
- Additional car club bay locations may be delivered through new developments

Abbot Road	Britannia Road	Godric Place 1
Adelaide Street	Brunswick Road 2	Godric Place 2
Albany Road 1	Buckland Rise	Greenways 1 (west)
Albany Road 2	Bury Street	Greenways 2 (west)
All Saints Green 1	Cadge Road area	Greenways 3 (east)
All Saints Green 2	Caernarvon Road	Greyfriars Road 3
All Saints Green 3	(junction with Milford Road)	Greyfriars Road 4
All Saints Green 4	Calvert Street 1	Guernsey Road
Angel Road (south)	Calvert Street 2	Hall Road
Armes Street (west)	Cannel Green 1	(District centre)
Atthill Road	(Pockthorpe estate)	Hall Road 1 (layby)
Avenue Road 2	Cannel Green 2	Hall Road 2 (layby)
Aylsham Road	Cecil Road (east)	Hardy Road
(near Hauteyn Court)	Cecil Road (west)	Harpsfield
Aylsham Road	Chapel Field East 2	Havelock Road
(near Royal Legion)	Clarendon Road 2	Havers Road near Lidl
Bank Plain 1	Clarkson Road	Helena Road
Bank Plain 2	Colegate 2	Hilary Avenue
Bank Plain 3	(adj Octogan Chapel)	Hotblack Road
Bank Plain 4	Colegate 3	Ipswich Road
Bank Plain 5	(adj Octogan Chapel)	Ivy Road
Benjamin Gooch Way 1	College Road (centre)	Jessop Road 1
Benjamin Gooch Way 2	College Road (north)	(adj St Francis school)
Ber Street (north)	Coslany Street 1	Jessop Road 2
Ber Street (south)	Coslany Street 2	Jewson Road
Bethel Street 1	Crome Road 1	King Street 2 (south)
Bethel Street 2	Crome Road 2	Knowland Grove (east)
Bethel Street 3	Cutler Way	Knowsley Road 1
Bethel Street 4	Denmark Road 1	Knowsley Road 2
Beverley Road	Denmark Road 2	Knowsley Road 3
Bignold Road (south)	Dover Street	Lavengro Road
Bishopgate	Drayton Road	Lilburne Avenue
Bishy Barnabee Way	Earlham West Centre	Lionwood Road (west side)
(Three Score)	Edinburgh Road 2	Livingstone Street
Blackfriars Street 1	Fiddle Wood Road	Locksley Road
Blackfriars Street 2	Fishergate 2	Long John Hill
Bladewater Road	Gertrude Road	Lothian Street
Borrowdale Drive	(single bay)	Lower Clarence Road
Bowers Avenue	Girton Road	Malbrook Road
Bowthorpe Road	Gladstone Road	Marauder Road
Branford Road	Glebe Road (south)	Marlborough Road
Branksome Road		

Maud Street	Rouen Road 4	St Phillips Road (Belle Vue)
Mill Hill Road (north)	Rugge Drive (Chalfont Walk)	Stacy Road (east)
Mill Hill Road (south)	Rupert Street 1 (opp Vauxhall St shops)	Stacy Road (west)
Mill Hill Road 1 (centre - by Clarendon Steps)	Rupert Street 2 (opp Vauxhall Street shops)	Stafford Street 2 (east)
Mill Hill Road 2 (centre - by Clarendon Steps)	Salter Avenue	Stafford Street 3 (east)
Mountergate 1	Sandy Lane (east)	Starling Road 1
Mountergate 2	Shipstone Road 2	Starling Road 2
Mountergate 3	Silver Road 1	Steward Street
Mountergate 4	Silver Road 1 (north)	Suckling Avenue
Mousehold Avenue 1	Silver Road 2	Surrey Street 2
Mousehold Avenue 2	Silver Road 2 (north)	Sussex Street 1
Muriel Road	Silver Street	Telegraph Lane East
Nelson Street (north)	Southwell Road	The Avenues 1 (former bus stop)
Netherwood Green 1	Springbank	The Avenues 2 (former bus stop)
Netherwood Green 2	Sprowston Road (near Wall Road)	The Runnel
Norman Road	Sprowston Road 1 (adj RC church)	Tuckswood Centre
Northcote Road (east)	Sprowston Road 1 (opp Aldi)	Turner Road
Northumberland Street	Sprowston Road 2 (adj RC church)	Victoria Street
Northumberland Street (near Blazer Court)	Sprowston Road 2 (opp Aldi)	Vincent Road
Oak Lane	St Albans Road	Wall Road
Oak Street (centre)	St Benedicts Street 1 (Charing Cross)	Watling Road (near shops and tower blocks)
Oak Street 1(south)	St Benedicts Street 2 (Charing Cross)	Wellesley Avenue North by surgery
Oak Street 2 (south)	St Benedicts Street 2 (west)	Wentworth Green
Onley Street	St Benedicts Street 3 (Charing Cross)	West Pottergate
Opie Street (Van bay)	St Benedicts Street 4 (Charing Cross)	Westwick Street 1 (north)
Oxford Steet	St Clements Hill 2	Westwick Street 2 (north)
Park Lane 2	St Faiths Lane 1 (east)	Whitehall Road
Parmenter Road (near shops)	St Faiths Lane 2 (east)	Wingfield Road
Penn Grove	St Faiths Lane 3 (east)	Witard Road
Pettus Road (north)	St Faiths Lane 4 (east)	(Roundabout)
Philadelphia Lane	St Giles 2 (west)	Witard Road
Plantsman Close	St Giles Street 1 (east)	(Roundabout)
Portersfield Road 1	St Giles Street 2 (east)	Witard Road 1 (near Plumstead Road)
Portersfield Road 2	St Giles Street 3 (east)	Witard Road 2 (near Plumstead Rd)
Pottergate	St Giles Street 4 (east)	Woodhill Rise
Rawley Road	St Leonards Road	Yarmouth Road
Recorder Road 2	St Leonards Road	(Chinese restaurant)
Recreation Road 1	St Martins Road	Yaxley Way
Recreation Road 2	St Phillips Road	
Redwell Street 1		
Redwell Street 2		
Redwell Street 3		
Redwell Street 4		
Rouen Road 1 (near Morgans Buildings)		
Rouen Road 2 (near Morgans Buildings)		
Rouen Road 3		

**Report to:** Norwich highways agency committee  
17 March 2016

**Item**

**5**

**Joint report of:** Head of city development services and executive director  
of community and environmental services

**Subject:** Transport for Norwich Plan – Finkelgate Improvement

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## **Purpose**

To agree the implementation of a light controlled junction at Finkelgate / Queens Road junction, and a mini roundabout at the Finkelgate Ber Street junction, together with associated changes to parking and traffic management associated both with this scheme, and the wider Transport for Norwich Golden Ball Street / Westlegate project.

## **Recommendation**

That the committee:

- (1) agrees the implementation of the proposed light controlled junction and mini roundabout at Finkelgate as shown on Plan no. PK6055-NA-001A in Appendix ;.
- (2) asks the executive head of service for regeneration and development to complete the statutory process to make the Traffic Regulation Orders and to implement the following:
  - (a) to allow two-way traffic on Timberhill between its junction with All Saints Street and Lion and Castle Yard;
  - (b) provide an additional 9 Pay and Display parking spaces at the northern end of Rouen Road, removing two parking spaces at the northern end of Ber Street;
  - (c) provide 4 Blue Badge parking spaces in two separate bays on Ber Street outside John Lewis, removing the existing 2 spaces on the other side of the road;
  - (d) remove the existing bus bay outside John Lewis on Ber Street, replacing it with a shorter Coach Bay; and
  - (e) remove the permit parking spaces on Finkelgate replacing them with new spaces in - Horns Lane (one space), Lily terrace (two spaces) and Mariners Lane (removing two spaces on northern side, providing five spaces on southern side) and installing double yellow lines for the entire length of Finkelgate.

As shown on plans nos. PK6055-MP-007, PK6055-MP-008 and PL/TR/3329/763 in Appendix 2.

(3) notes the re-routing of the orange pedalway via the new facilities provided as part of the Golden Ball Street scheme.

### **Corporate and service priorities**

The report helps to meet the corporate priority to provide a safe, clean and low carbon city and the service plan priority. The scheme is part of the Norwich Area Transportation Strategy (NATS) Implementation Plan, which was approved by Norfolk County Council's cabinet in April 2010, and reported to the Norwich Highways Agency committee on 25 March 2010. The plan outlines the transport elements of the Joint Core Strategy (JCS) and aims to build on the significant success of NATS to date.

### **Financial implications**

The scheme development and implementation costs of the Golden Ball Street/Westlegate project will be funded by £2m from the local growth funding (LGF), £0.5m from Community Infrastructure Levy (CIL) income as part of the strategic pool as agreed by the Greater Norwich Growth Board, and £52k of Section 106 funds from the recently completed Westlegate House development. The Finkelgate improvement is being funded through the Golden Ball Street/Finkelgate project, LTP funds, and the traffic signal replacement budget.

**Ward/s:** Multiple Wards

**Cabinet member:** Councillor Bremner – Environment and sustainable development

### **Contact officers**

Bruce Bentley, Principal planner (transport) (city council)	01603 212445
Barry Lloyd, project engineer/manager (county council)	01603 223248
Dave Stephens, team manager (county council)	01603 222311

### **Background documents**

None

## Report

### Policy Background

1. Norwich and its surrounding area is becoming an increasingly popular area to live, work and visit. It is the number one shopping destination in the Eastern Region and becoming one of the nation's premier cultural centres. To ensure the Greater Norwich Area continues to be popular and grow, the transport systems need to be able to cope with the increased demand.
2. Norwich is a medieval city with a narrow road system; incorporating a 21st century transport system to cope with the increased demand without sacrificing highway space for a particular transport mode or at the expense of green space and historic buildings is challenging.
3. The Norwich area Transportation Strategy (NATS) now more widely known as Transport for Norwich (TfN), is the adopted strategy which will deliver the transport improvements needed over the next 15 plus years. The strategy recognises everybody's journeys are different and does not look to force people to use one particular mode. It does look to give people viable options on how they choose to travel and actively promote sustainable transport. To do this in some areas of the network there needs to be a re-balance of the highway space available.
4. The Strategy details the plan for future delivery of improvements in order to develop sustainable transport, reduce congestion and improve air quality within the Greater Norwich area. The strategy has already delivered key improvements such as the award winning Norwich Bus Station, St Augustine's Gyratory, a network of Park and Ride facilities, St Stephens & Chapel Field North and various Bus Rapid Transit (BRT) improvements. It also includes the recently completed Postwick Hub, and the Northern Distributor Road which is due for completion late 2017.
5. The implementation plan for the Norwich Area Transportation Strategy (NATSIP) was agreed by Norfolk County Council in April 2010 and updated in November 2013 ([see link for updated implementation plan http://www.norfolk.gov.uk/view/NCC158241](http://www.norfolk.gov.uk/view/NCC158241)) The plan sets out the range of transport measures, together with their general intended phasing, for delivery over the short to medium term. The plan has now been updated to take account of what has been delivered since 2010, and to reflect the latest position on future scheme delivery, given progress with implementation, and now that the growth plans for the area are more clear ([see joint core strategy document: http://www.greaternorwichgrowth.org.uk/dmsdocument/1953](http://www.greaternorwichgrowth.org.uk/dmsdocument/1953)).
6. The Golden Ball Street scheme, which provides for two-way operation of Golden Ball Street, and the pedestrianisation of Westlegate and part of All Saints Green/ All Saints Street was approved at NHAC in September 2015 and is one of the City Centre measures agreed as part of NATSIP. As part of that approval, it was agreed that further work should be undertaken to alleviate potential traffic issues at the junction of Finkelgate with the inner ring road. This report seeks approval of those works, and minor amendments to the parking and traffic management arrangements associated with the main scheme

## Introduction

7. On 17 September 2015, the committee agreed to progress the scheme that makes Golden Ball Street two-way, and allows the pedestrianisation of Westlegate and part of All Saints Green. At that meeting, minor amendments to the parking and traffic management arrangements were approved for consultation and approval was given for consultation for improvements at Finkelgate, Ber Street and Queens Road (at that point yet to be designed) to facilitate the additional traffic movements predicted at this junction. A scheme was prepared with the agreement of the chair and vice chair of the committee and consultation took place in February, with a closing date of 4 March 2016.

## The Finkelgate proposals

8. The modelling for the city centre changes identified increased movements of about 10 per cent on Ber Street. Further work was done which considered the changes to individual turns at the Finkelgate informed by the flows from the SATURN strategic model, with local adjustments based on our knowledge of the network. These have been combined with March 2015 traffic counts to provide the background numbers of turning movements for the existing junction arrangement. This work led to a number of options being considered:
  - Retain priority junction at Finkelgate and increase length of two lanes.
  - Traffic signals at Finkelgate/Queens Road.
9. Both of these options were modelled. The results for the priority arrangement showed that the level of right turning traffic out of Finkelgate would exceed capacity due to the increased demand and the reduction in gaps available as a result of the changes proposed to All Saints Green / Queens Road junction operation.
10. The results for the traffic signals option show that there is capacity for traffic to exit in the pm peak period where there would be some spare capacity available.
11. Other options were also considered but were ruled to be out of scope for this project due to available land constraints. These were:
  - Roundabout at Finkelgate/ Queens Road;
  - Traffic signals at Ber Street/Queens Road/City Road;
  - Gyratory arrangement with 1 way operation on Finkelgate and southern section of Ber Street (requires traffic control as above.)
12. The traffic signals option has been developed to include controlled pedestrian crossings on Finkelgate. In order to ensure the effective operation of the signals it is necessary to ensure that traffic entering Finkelgate from Ber Street as priority and a mini-roundabout arrangement has been developed to provide for this.
13. The proposals for Finkelgate are designed to cater for the anticipated increase in traffic entering and exiting the city centre via Finkelgate, and to ensure that the ability of the Ring Road to cater for the anticipated traffic flows is not compromised. A study of the network that has been carried out has considered whether the junction could remain with priority control or whether signal control should be introduced.



14. Regardless of whether Finkelgate just gives way or is signal controlled, it is proposed to extend the length of the right turn lane in Finkelgate leading on to Queens Road. This should allow the expected extra traffic to queue separately from left turners. It is estimated that around 9 to 10 vehicles in each lane would be able to queue up side by side. This is around the average PM peak left turn queue, although current queues can back out into Ber Street at worst. This requires the removal of the existing permit parking on Finkelgate to operate
15. Testing of a priority junction has shown that a right turn queue in the PM peak with the anticipated traffic levels could develop to be longer than the current left turn queue and beyond the length of the proposed widening. Gaps in eastbound traffic caused by the signals on Queens Road at All Saints Green/Brazen Gate currently help Finkelgate traffic get out. That junction is likely to become more efficient as traffic on All Saints Green is reduced so Queens Road traffic will reach Finkelgate more quickly, reducing those gaps. Therefore extension of the right turn on its own would not aid traffic leaving Finkelgate.
16. It is therefore proposed to signalise the junction of Finkelgate and Queens Road with the existing staggered pedestrian 'Pelican' crossing between Hollis Lane and Finkelgate relocated and incorporated within the new junction. New pedestrian crossing facilities across Finkelgate would also be included as part of this junction. The layout would provide two lanes eastbound traffic merging into one at the junction exit and one lane westbound for traffic movements along Queens Road.
17. This arrangement would allow a guaranteed time when traffic could leave Finkelgate. Testing shows the average queue in each lane would vary between 3 to 8 vehicles in the PM peak so that most of the time it would be within the proposed extended lanes.
18. The staging of the existing puffin crossing next to the shops in Queens Road would be linked to the new signals so that traffic on the ring road will get a green light at the new junction and the crossing. While the act of introducing traffic lights at the junction will introduce new delay to those stopped by a red light, it is forecast overall that Queens Road ahead traffic would have up to 20s less delay than currently experienced as it would no longer be stopped at the crossing.
19. At Ber Street a mini roundabout, to facilitate the increased level of right turning movements, is proposed. The anticipated levels of traffic on Ber Street (north) and Finkelgate are anticipated to increase as a result of the work, whilst the southern section of Ber Street (between Finkelgate and Queens Road/ Bracondale) is expected to fall.
20. Details are shown on the Plan in Appendix 1.

### **Amendments to the route of the Orange pedalway**

21. The published route of the orange pedalway (the orbital route around the City Centre) currently uses Finkelgate, and crosses Queens Road to Hall Road. This was never considered an ideal solution, particularly as the route also uses the 'switch-back' cycle path between Rouen Road and Mariners Lane.
22. The revised junction layout at Finkelgate/Queens Road cannot incorporate cycle provision to an appropriate standard for a pedalway route, as there is insufficient

space available here. However, with the improvements in Golden Ball Street and All Saints Green, the opportunity has arisen to re-route the orange pedalway to take advantage of new and high quality cycle provision.

23. Consequently, the routing of the orange pedalway has been reconsidered, assessing several options against the existing route. It has been concluded that a route from King Street via Music House Lane, Rouen Road, Thorn Lane, Ber Street, All Saints Green and Brazen Gate to Grove Road thus taking advantage of the new cycling infrastructure, and offering a better connection to the Yellow and Blue Pedalways which serve the south-western sector of the City. This is shown on the plan attached as appendix 4

### **The permit parking proposals**

24. As a result of the changes in Finkelgate it is necessary to remove all existing on-street parking on Finkelgate to provide the necessary lanes for both inbound traffic, and a lane each for those turning left and right from Finkelgate into Queens Road. This includes a section of permit parking and a short length of single yellow line. Removal of this parking will ensure that the new junction operates affectively and that congestion is minimised
25. The permit parking is proposed to be replaced within the permit parking zone on Lily Terrace, Horns Lane and Mariners lane, as shown on plan no. PL/TR/3329/763 in Appendix 2. There is thus no net loss of permit parking area in this Zone.

### **Minor changes to the Golden Ball Street scheme**

26. As a result of minor design changes to the Golden Ball Street scheme to facilitate the inclusion of a light controlled Toucan crossing on Ber Street, close to Timberhill, and at the northern end of Rouen Road, and improved access for cycling onto All Saints Street and detailed changes on Rouen Road the proposed parking provision was moved slightly from the position shown in the original consultation. The effect, in terms of overall parking provision, is minimal. In addition it was agreed at the June meeting to advertise proposals to make Timberhill two way at its southern (All Saints Street) end. This allows easier egress from the car park associated with the Westlegate Tower.
27. Details of the parking on Ber Street and Rouen Road are shown on the plans nos. PK6055-MP-007 and PK6055-MP-008 in Appendix 2.

### **Consultation**

28. Consultation letters were sent to all residents and businesses in the immediate area of Finkelgate, and the traffic regulation orders were advertised both in the press, and with site notices at each of the locations where changes were proposed. Stakeholders were also consulted on both aspects of the scheme. The consultation extended from the 6<sup>th</sup> February until the 4<sup>th</sup> March.

## **Consultation responses**

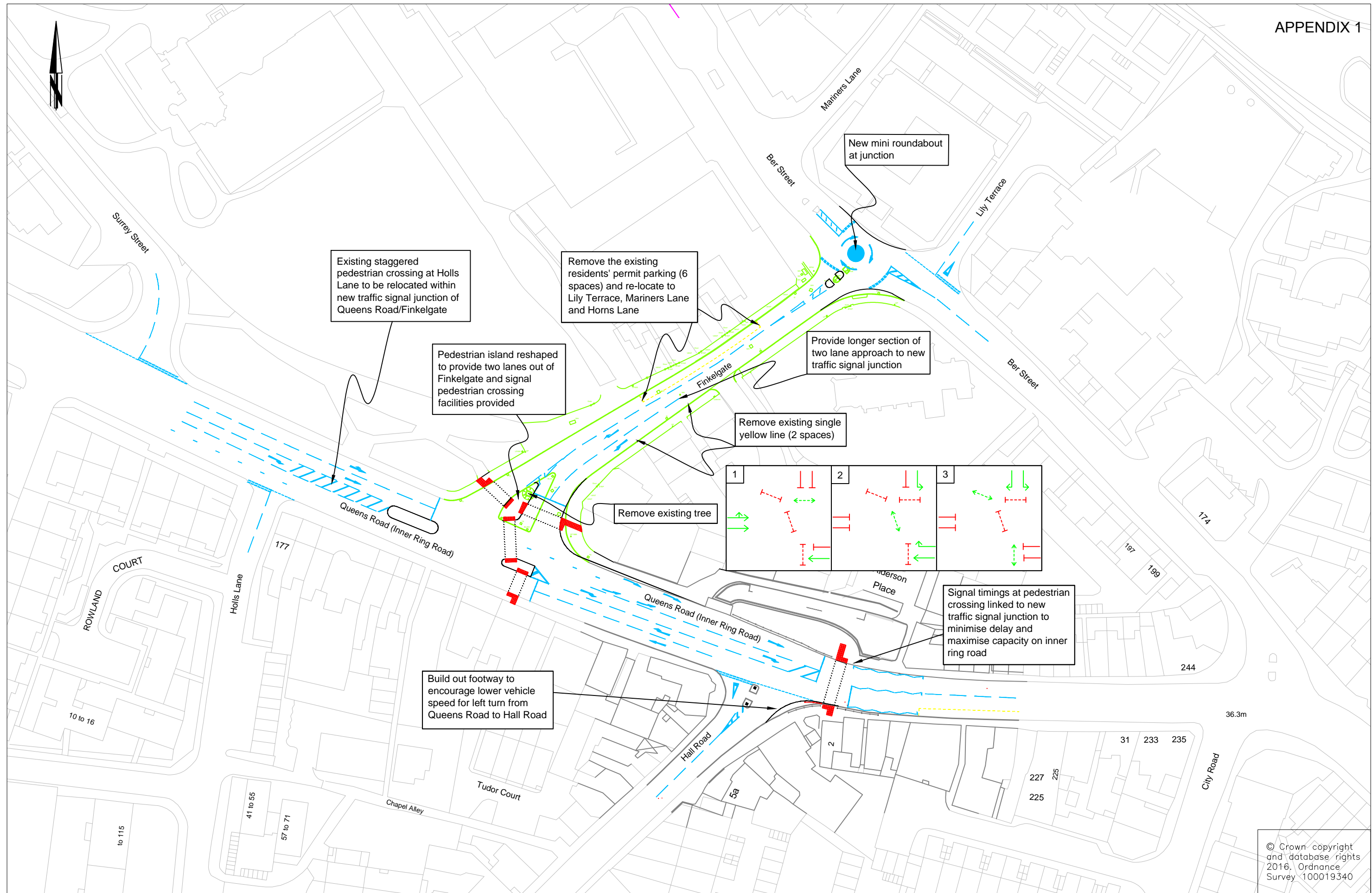
29. A total of 21 responses were received during the consultation period, and these have been detailed in Appendix 3, together with an officer response. The reasoning behind the scheme is discussed in this report together with the justification for the proposed changes. The removal of exiting permit spaces and increased levels of traffic are residents' main concerns, although other issues were raised.
30. The Norwich BID support the proposals, but remain concerned about the closure of All Saints Green, whilst John Lewis are satisfied with the scheme. Sustrans concerns about the impact on the orange pedalway have been overcome by the reconsideration of this route taking advantage of the improvements proposed as part of the Golden Ball Street Scheme.
31. The NNAB have raised some detailed concerns which will be addressed so far as is possible, but their request to retain the exiting crossing is not a practical one, as it would significantly reduce the capacity of the ring road.

## **Construction phasing**

32. The Golden Ball Street scheme is currently underway, with work to create two-way movement in construction now. Work on Westlegate should commence in April, and a temporary mini-roundabout is being constructed at the junction of All Saints Green with Ber Street/Golden Ball Street as it is the intention to maintain traffic flows on All Saints Green until Spring 2017.
33. The proposed works to the Finkelgate/Queens Road junction will be programmed for completion during 2016 (probably during the school summer holidays when traffic flows tend to be lighter), so that they are fully operational prior to the closure of All Saints Green to through traffic.

## **Conclusion**

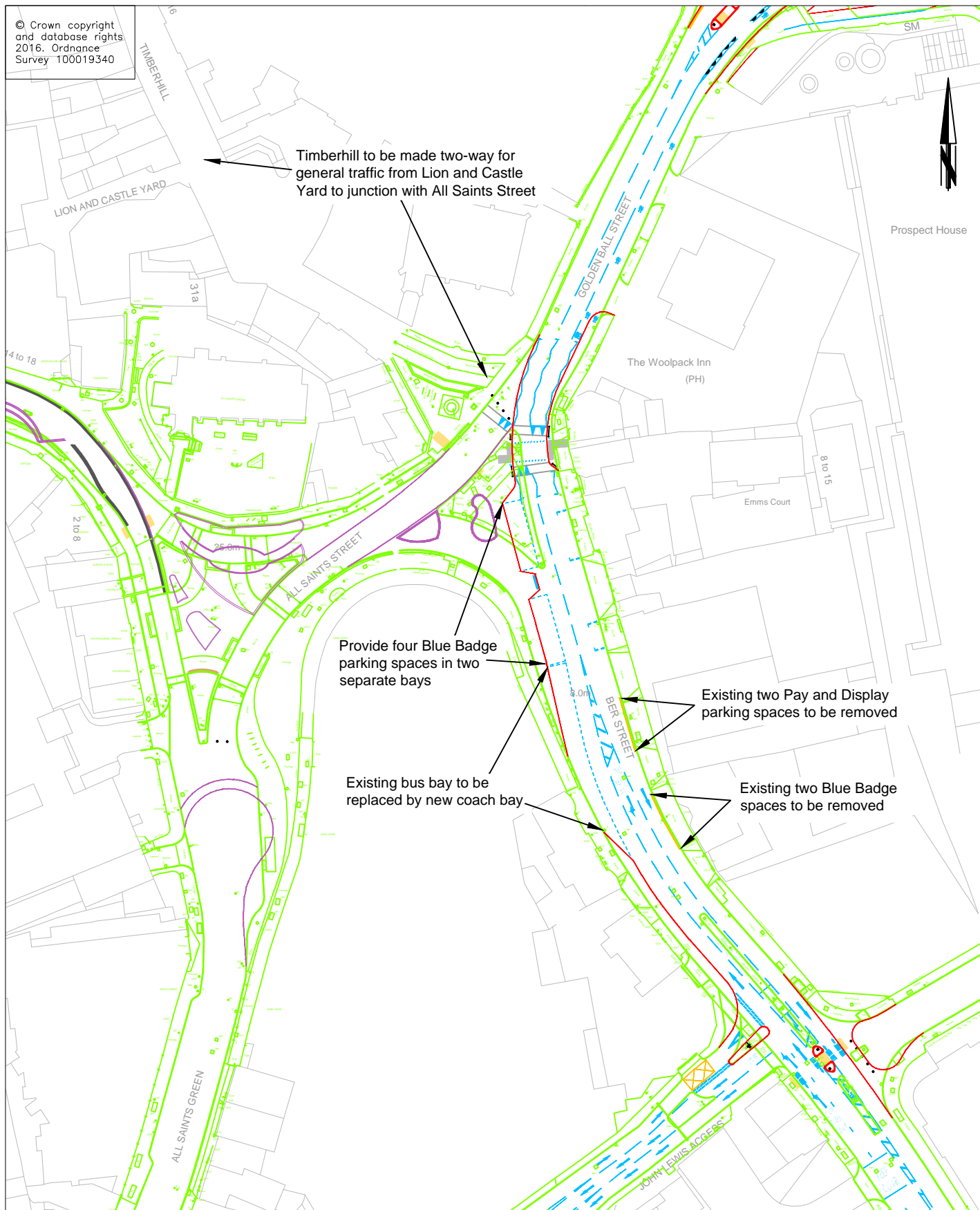
34. The signalisation of the junction of Finkelgate/Queens Road offers the best available option both to maintain the capacity of the ring road, and cater for the increased traffic movement in and out of Finkelgate and provides formal pedestrian crossing facilities to both the ring road and Finkelgate. The mini roundabout at Ber Street/ Finkelgate will ease the increased number of right turning movements at this junction.
35. The relocation of the existing permit parking on Finkelgate is necessary to ensure that the new junction operated effectively and the St Johns zone is one of the less subscribed City centre permit parking zones.
36. The opportunity has been taken to reroute the Orange pedalway to avoid the Finkelgate junction (which was never considered very satisfactory) and take advantage of new cycling facilities provided as part of the Golden Ball Street scheme improvements. This provides an enhanced link to the Blue and Yellow Pedalway routes.
37. No comments were received about the minor changes to the parking arrangements on Ber Street and Rouen road, or the recommended two-way operation of the upper part of Timberhill.



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REV.	DESCRIPTION	CHECKED	DATE
A	Mini roundabout added at Ber Street/Finkelgate junction	A	02/16

	INITIALS	DATE	DRAWING No. PK6055-NA-001A
SURVEYED BY	OS	2016	PROJECT TITLE
DESIGNED BY	ARW	01/16	Transport for Norwich
DRAWN BY	ARW	01/16	Finkelgate Improvement
CHECKED BY	RM	01/16	SCALE NTS @ A3
			FILE No. PK6055



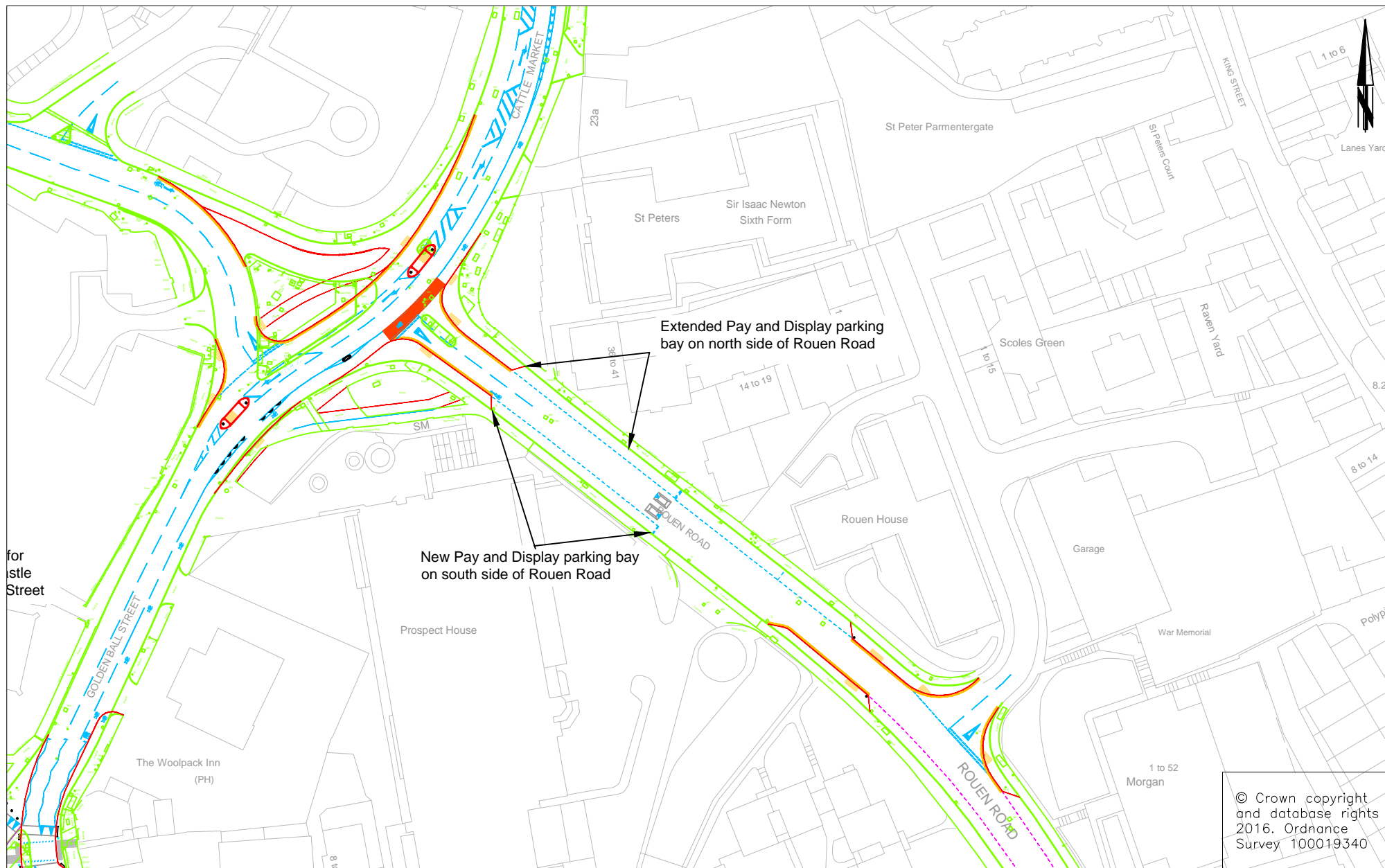
**DRAWING TITLE**

Tfn Golden Ball Street/Westgate  
Appendix 2 - Proposed changes to waiting restrictions on Ber Street  
and alteration to two-way traffic on part of Timberhill

REV.	DESCRIPTION	CHECKED	DATE

SURVEYED BY	INIT.	DATE	DRAWING No.
OS	OS	2016	PK6055-MP-007
DESIGNED BY	JC	02/16	PROJECT TITLE
DRAWN BY	JC	02/16	Tfn Golden Ball Street and Westgate
CHECKED BY	BL	02/16	SCALE
			1:1000
			FILE No.
			PK6055





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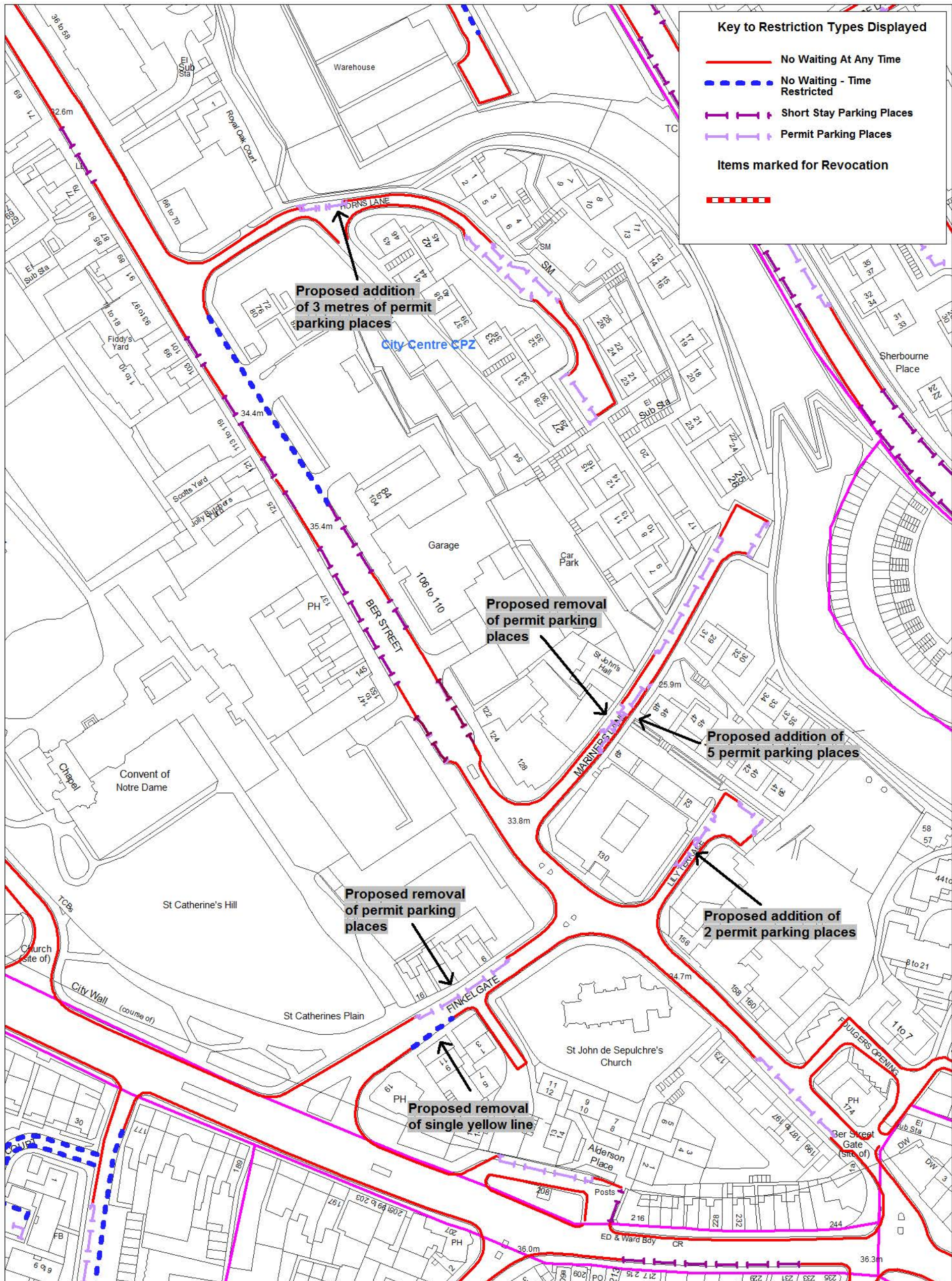
Tom McCabe  
Executive Director of Community  
and Environmental Services  
Norfolk County Council  
County Hall  
Martineau Lane  
Norwich NR1 2SG

**DRAWING TITLE**  
  
TfN Golden Ball Street/Westgate  
Appendix 2 - Proposed changes to waiting  
restrictions on Rouen Road

REV.	DESCRIPTION	CHECKED	DATE

	INIT.	DATE	DRAWING No. PK6055-MP-008
SURVEYED BY	OS	2016	PROJECT TITLE
DESIGNED BY	JC	02/16	TfN Golden Ball Street and Westgate
DRAWN BY	JC	02/16	SCALE
CHECKED BY	BL	02/16	FILE No. PK6055







**NORWICH**  
City Council

**Finkelgate Area: Proposed changes to waiting restrictions**

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SCALE	1 : 1200
DATE	11/01/2016
DRAWING No.	PL/TR/3329/763
DRAWN BY	CS



### Appendix 3 – Consultation responses

	<b>Issue raised</b>	<b>Officer response</b>
Ber Street Business	<p>Roundabout on the Ber Street/Finkelgate junction won't make much difference. Traffic is backing up down Ber Street as you cannot easily get out of Finkelgate onto the main Queens Road. If traffic lights were put at the actual junction of Finkelgate/Queens road not before or after it would make it quicker and safer for all involved including pedestrians.</p>	<p>Roundabout is to facilitate the increased levels of traffic turning from Ber Street in to Finkelgate. Traffic lights are proposed on the junction of Finkelgate and Queens Road</p>
Resident of Queens Road	<p>Doesn't understand what is meant by one of the overall aims of the package of measures as being to 'provide a valuable new public space in the heart of the City'. Finkelgate proposals do not provide any new space.</p> <p>Finkelgate proposals will not be cost-effective for the expected improvement gains. Proposals are unfair to who lose resident parking permit-use outside their homes and be subject to increased volume and speed of traffic past their homes</p> <p>The proposed new signal pedestrian crossing, in the mouth of the Queens Road-Finkelgate junction, is not appropriate for such a wide area, where pedestrians would have to cross four lanes across Queens Road and then other lanes in the mouth of the junction. This junction may also obstruct traffic flow, which is already heavily used a various times. It will be much too complex and dangerous for</p>	<p>The new open space is created in Westlegate/ All Saints Green, not on Finkelgate. These proposals seek to address concerns about increased traffic congestion.</p> <p>The proposals not only improve egress form Finkelgate onto the Ring Road, but also increase the capacity of the ring road itself. This is a very significant benefit. The Council are under no obligation to provide permit parking for residents, but there is no net loss, as all existing parking is being located in the vicinity. It cannot be retained as the road space is required to ensure the junction operates effectively.</p> <p>The new crossings are part of a fully signalled junction, and are therefore designed to cater for the necessary movements and traffic flow.</p>



	Issue raised	Officer response
	<p>such a road junction.</p> <p>A mini roundabout at the junction of Ber Street-Finkelgate will be an improvement, but will make a right turn into Finkelgate much tighter for heavy vehicles, especially coaches.</p> <p>There is no need to take out the Ginkgo tree on the Finkelgate island.</p>	<p>Mini-roundabouts do not prevent movement by large vehicles as these can overrun the centre.</p> <p>Unfortunately it does not appear possible to alter the island sufficiently to gain the additional exit lanes and provide the traffic signals without losing the tree. Additional tree planting is proposed as part of the overall improvements</p>
Resident of Ber Street	<p>With the further pedestrianisation of All Saints Street and Westlegate can only see traffic increasing, we no road improvements other than the new mini roundabout at the Finkelgate junction. No pedestrian improvements to Increased congestion means there is going to be increased CO2 levels in the area harming residents. I also don't think that Market Avenue already grid locked at busy times is going to cope with the increased traffic that is going to feed down from Ber street with Golden Ball street being two way.</p> <p>None of the proposed changes actually tackle the issue of the number of cars in the city. Would it not be better to invest in affordable reliable public transport, improved cycle routes?</p>	<p>Improvements are planned all along Ber Street to slow traffic as part of the Citywide 20mph project. The changes on Finkelgate are to accommodate projected increase in traffic flows here and on Ber Street, but elsewhere, including Golden Ball Street and Cattlemarket Street, traffic levels are predicted to fall.</p> <p>The amount of traffic entering the city has consistently fallen for the past 15 years or more, and this proposal will help to achieve further reductions. A significant part of the TfN programmed includes improvement for public transport and cycling.</p>
Resident of Ber Street	On Sundays, and other times, permit parking spaces for residents are taken by shoppers. The loss of spaces on Finkelgate will put other spaces at a premium.	The total number of spaces in the Finkelgate area is being maintained. Zones operate 24/7 so enforcement action can be taken against shoppers using the spaces (unless they are displaying permits provided by local

	Issue raised	Officer response
	<p>Very good that traffic lights are being installed – this is much needed.</p> <p>Something needs to be done to catch the speeding cars in Ber Street at night.</p>	<p>residents).</p> <p>Support noted.</p> <p>Traffic calming work is being implemented on Ber Street as part of the city centre 20mph project.</p>
Resident of Alderson Place	<p>Concern that queues into the John Lewis car park on Ber Street have not been tackled. At peak times of the year they will block up to 75% of Ber Street, and at Christmas on to Finkelgate, and with engines running. Pollution is already too high for the vulnerable people housed in the area, including babies and toddlers.</p> <p>Suggest tree planting in community land to back of 173-199 Ber Street and other planting in the area.</p> <p>How are the proposals of benefit to walking and cycling?</p>	<p>When the John Lewis Car park is full, it is inevitable that motorists who insist on waiting for a space there will cause queuing, and that is not unique to this car park. We provide live information about the availability of City Centre parking spaces so that motorists can divert to locations where space is available.</p> <p>The Golden Ball Street scheme as a whole includes new tree planting.</p> <p>The scheme as a whole provides a much improved pedestrian environment in a key part of the city centre, and new cycling facilities.</p>
Resident of Alderson Place	<p>Has the road been assessed for the additional traffic loading, particularly in the light of recent collapses due to chalk workings of which there are many in the area?</p> <p>How will buses picking up school children be affected?</p> <p>What will be the arrangements for access for e.g. bin lorries on Finkelgate?</p>	<p>No. It is not possible to identify underground features that can lead to collapse with any degree of certainty and it is factors other than surface loading that cause collapse.</p> <p>There are no changes to the traffic circulation in this area.</p> <p>These are unchanged.</p>

	Issue raised	Officer response
Resident of Queens Road	<p>Suggest introducing one-way on Finkelgate and Ber Street south section to create effect of large traffic island. This would be more cost effective.</p> <p>Improve junction of Queens Road and City Road or Hall Road.</p>	<p>This was one of the options considered, but it was rejected as it leads to increased congestion on the ring road and additional traffic on residential streets.</p> <p>The study area for this project include both of these junctions, but the most effective solution is the one proposed as there is insufficient road space to signalise either of these locations without a detrimental effect on the ring road.</p>
Resident of Finkelgate	<p>In principle I can see that putting traffic lights at the junction with Finkelgate and Queens Road will make entering and exiting my road a lot safer.</p> <p>The main problem I have is that we will lose valuable parking spaces not only for myself, but also for other residents. Opening up car parking spaces in nearby roads is not very practical not only will our cars be away from our property and view, but we will also have the problem of having to fight for spaces that the residents in those streets are entitled to use.</p> <p>Parents whose children go to the High School still park on the double yellow lines to pick up their children. traffic wardens say they cannot do anything about it.</p>	<p>Noted</p> <p>Where it is safe to provide parking on-street for use by residents, and this does not conflict with the duties of maintaining the expeditious movement of traffic, the authorities will seek to make appropriate spaces available. In this case, alternative parking spaces are to be provided in the vicinity that do not impede the flow of traffic. The new junction will not operate effectively unless the parking is moved</p> <p>It is permissible to pick up and drop off on double yellow lines, and the civil enforcement officers are unable to take any action.</p>
Resident of Queens Road	<p>Most of the proposed changes seem like a good idea, but building out the footway on Queens Road and Hall Road is a very bad idea. Large trucks will have to move to the other side of the road, into on-coming traffic to turn left into Queens Road.</p>	<p>We will check any vehicle tracking issues as part of the detailed design and make any required changes.</p>

	Issue raised	Officer response
Resident of Finkelgate	<p>Doesn't agree with loss of parking in Finkelgate. Should leave the existing parking at Finkelgate and have extra spaces where the St John's parking Bay is near the kebab shop, plus take out the 3 30 minutes spaces that are there. spaces in Mariners Lane, Lily terrace, Horns Lane, are terrible, with no view of your car etc.</p> <p>Taking away the single yellow line replacing with double is also not on as well If you take those single yellow lines out there will be nowhere to park at night.</p> <p>I can't also see how traffic lights will make much difference as it never takes that long and you get out ok, and in my 4 years living at Finkelgate there has never been any accidents at that junction.</p>	<p>Where it is safe to provide parking on-street for use by residents, and this does not conflict with the duties of maintaining the expeditious movement of traffic, the authorities will seek to make appropriate spaces available. In this case, alternative parking spaces are to be provided in the vicinity that do not impede the flow of traffic.</p> <p>There are already permit spaces on Ber Street, and the short stay spaces are there to support local business</p> <p>There isn't an accident record at this junction, but, the modelling work has shown that the current arrangement is not sufficient to deal with the additional traffic on Finkelgate. The traffic signals have been tested for the increased flows and can provide for both this traffic and the Inner Ring Road movements.</p>
Resident (address not given)	<p>Whilst most of the changes proposed seem to be what is needed, removal of the permit parking spaces will put a lot of pressure on the permit holders to find spaces to park. I realise that you will make extra spaces on Mariners Lane, Lilly Terrace and Horns Lane this will hardly answer the needs of the people who have permits to park in the St Johns permit area.</p> <p>Currently on Finkelgate there are places for 6/7 cars depending on how well people park. There is also the single yellow line opposite which you will be removing. Normally there are two cars parked there most nights.</p>	<p>Where it is safe to provide parking on-street for use by residents, and this does not conflict with the duties of maintaining the expeditious movement of traffic, the authorities will seek to make appropriate spaces available. In this case, alternative parking spaces are to be provided in the vicinity that do not impede the flow of traffic.</p> <p>The permit spaces are being relocated within the St Johns Zone, which is one of the less subscribed City Centre zones</p>

	Issue raised	Officer response
	<p>Could make 5 more spaces in Alderson place. There is a very wide pavement opposite where the cars are currently parked which could be converted to park 3/4 cars. There is also a piece of grass near Roti restaurant at the far end which would also be able to take another 2.</p>	<p>Alderson Place and the private garden space next to the Roti restaurant are not public Highway</p>
Resident of Mariners Lane	<p>Supports the provision of traffic signals at Queens Road / Finkelgate, and the additional parking spaces in Mariners Lane.</p> <p>Would like to confirm that existing dropped kerb driveway will remain accessible with changes to be made.</p>	<p>Noted.</p> <p>The driveway is currently immediately adjacent to permit parking spaces that are being moved to the opposite side of the road. The driveway will still be accessible, but, as now, access will be tight.</p>
Resident of Mariners Lane	<p>Concerned about loss of the permit parking spaces on Finkelgate. Could consideration also be given to making the part time permit spaces on Ber Street nearly opposite Mariners Lane being made full time?</p>	<p>The St Johns permit zone is one of the less subscribed zones in the city centre, and the spaces on Finkelgate are being relocated elsewhere. Spaces on Ber street are available in the evenings only to support nearby businesses during the day</p>
Resident of Finkelgate	<p>Has a young family and is concerned that the proposed increase in traffic will substantially increase pollution, mainly nitrogen dioxide which will be detrimental to my family's health.</p> <p>Scheme will considerably increase the number of cars and therefor their negative impact.</p> <p>Will have a negative impact on the value of property. Especially if we are reduced to parking in</p>	<p>Overall traffic levels within the city centre are forecast to reduce, which will have benefits to pollution and health over a wider area. It is accepted that in some locations there are forecasted increases in traffic flow.</p> <p>As part of the wider Transport for Norwich strategy there will be reductions in the impacts on air quality and health due to growth, as traffic is removed from the centre and improvements for walking and cycling are implemented.</p> <p>The changes in traffic levels were included as part of the earlier consultation on the City Centre</p>

	Issue raised	Officer response
	<p>Horns Lane, a minimum of a 322 meter walk away. The difficulty which will be involved in ferrying an entire weekly food shop, and young children repeatedly from Horns Lane, across a busy road to our home and back again would be huge. If the scheme is to go ahead I strongly suggest that a closer alternative is found for the additional parking spaces as Horns Lane is too far away and highly impractical.</p> <p>Feels that the presence of the parked cars and limited road width acts as a deterrent to people speeding on Finkelgate. If the parking is removed, the speed of drivers will increase and the risk to my children, and the many children entering and exiting Notre Dame school will increase. Would like speed bumps, or a 20 MPH speed camera to Finkelgate.</p>	<p>changes.</p> <p>Where it is safe to provide parking on-street for use by residents, and this does not conflict with the duties of maintaining the expeditious movement of traffic, the authorities will seek to make appropriate spaces available. In this case, alternative parking spaces are to be provided in the vicinity that do not impede the flow of traffic. Permit parking is available on Ber Street already and replacement parking is being provided closer than Horns Lane. Loading and unloading will still be permitted in Finkelgate</p> <p>Finkelgate will be included in a new 20mph zone</p> <p>Appropriate speed-reducing features will be looked at as part of the 20mp zone scheme.</p>

	Issue raised	Officer response
Resident (address not given)	<p>No consideration has been made for pedal cycles, could you please clarify the cycling consideration given to these junction improvements please.</p> <p>As these junctions form part of the Norwich Inner ring road I personally would expect to see something in place for cyclists.</p> <p>Noting the newly proposed mini roundabout on Ber Street, these are considered very dangerous for cyclists and there appears to be no planned alternative.</p> <p>Consideration for cyclists is paramount, especially given the current criticism.</p>	<p>Due to the expected increases in traffic flow on the Inner Ring Road, resulting from changes within the City centre, we need to prioritise capacity for motorised traffic in this location. Otherwise there will be more traffic using other routes to avoid congestion and this would be to the disadvantage of cyclists and pedestrians using those roads.</p> <p>TfN seeks to balance the functions of streets and roads in each location in accordance with the overall strategy. There will be increases in traffic at some locations including Finkelgate and Ber Street, which will become 20mph zones.</p> <p>There are a significant number of improvements for cyclists as part of the overall scheme, and this has mean that we are able to upgrade the orange pedalway</p>
Resident (address not given)	<p>Given the developments at Finkelgate are reasonably extensive and seem to be designed to make it more pedestrian friendly, I'm very, very surprised that there is nothing in the plans to provide better cycle access. There should be ample space on Queens Road to provide a cycle path.</p> <p>Likewise Ber St is a wide road and there should be sufficient space to include a cycle lane in addition to the changes to parking. Even better would be a change to allow the parked cars to form a barrier between the cars on the carriageway and the cycle path.</p>	<p>Due to the expected increases in traffic flow on the Inner Ring Road, resulting from changes within the City centre, we need to prioritise capacity for motorised traffic in this location. Otherwise there will be more traffic using other routes to avoid congestion and this would be to the disadvantage of cyclists and pedestrians using those roads.</p> <p>A separate scheme is programmed to introduce 20mph restrictions on Ber Street to assist cycling.</p>

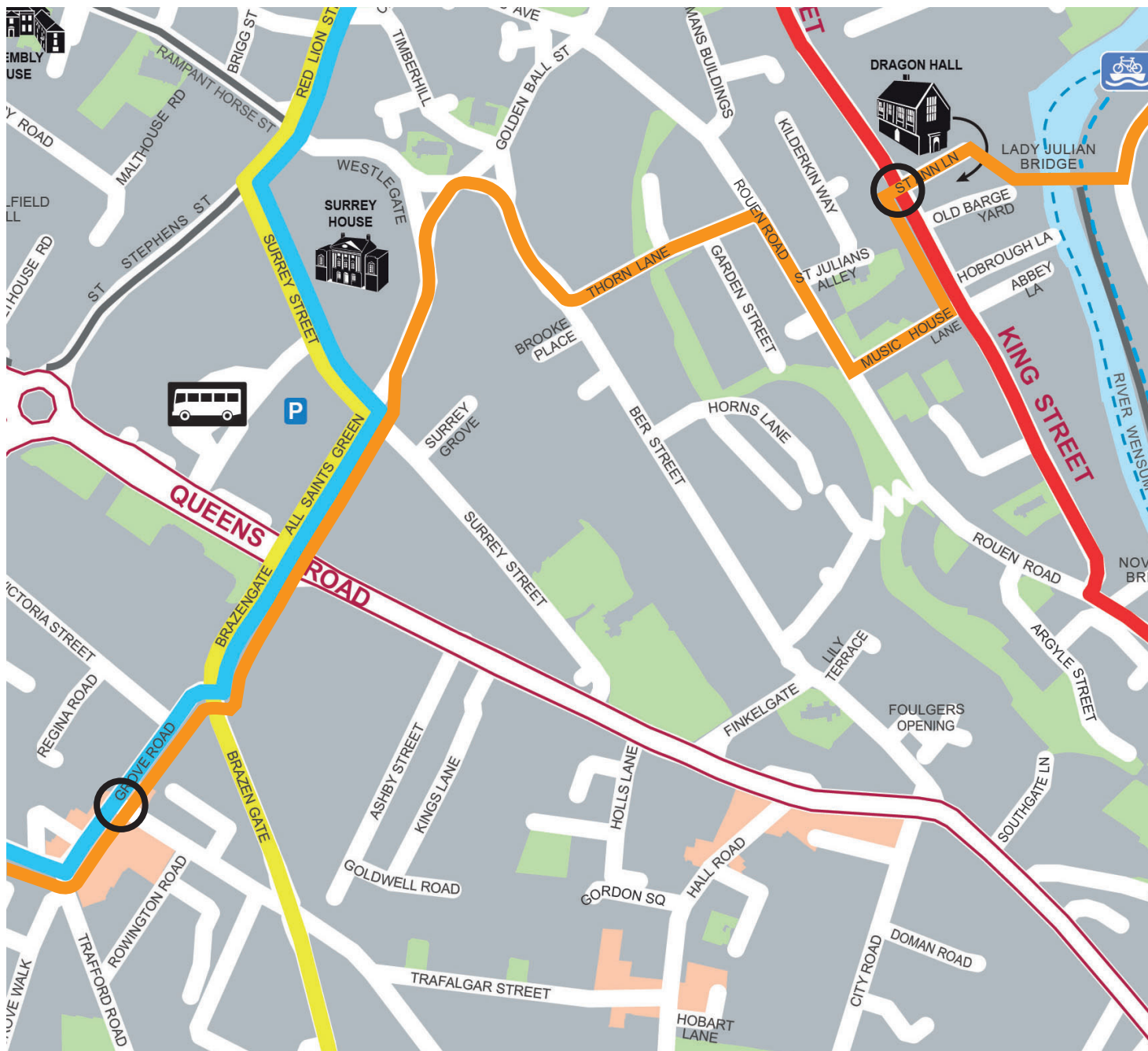
	Issue raised	Officer response
Resident; Queens Road	<p>Concerned about raised Nitrogen Dioxide emissions</p> <p>Does not believe the estimates of around an extra 1000 future vehicle movements at the Finkelgate/Queens Road junction (where are the current mainly outgoing 7500 All Saints Green and 3000 plus Surrey Street vehicle movements going to disappear to</p> <p>Turning right on to Queens Road from Holls Lane can be particularly difficult with current traffic volumes. Could lights be programmed to give an opportunity for vehicles to leave and enter Holls Lane?</p>	<p>Overall, the TfN strategy seeks to improve the quality of the environment, despite in increasing population in and around the City. Part of that strategy is to prioritise traffic movement on roads like Queens Road</p> <p>Extensive modelling work has been undertaken on the impact the changes and development of the City, and the figures presented are the best estimate available of the impact.</p> <p>It is not appropriate to provide an additional phase to allow access/ egress to Holls lane. This is a minor road, and another phase would increase delays on the ring road.</p>
SUSTRANS	<p>Objects to the proposals until the Orange Ring cycle route and improved pedestrian access are incorporated. it essential that the Orange Ring be properly incorporated in any scheme for the Finkelgate area.</p> <p>Concerned that a consequence of making central streets into better places for people to walk, cycle and take the bus may sometimes be that streets beyond the centre become less safe and friendly in character because of increased traffic flows, and that this may be the result in the current instance, unless essential action is taken to avoid it.</p>	<p>We have looked at the best way to cater for the Orange Pedalway in this quadrant of the City centre. In addition to the route via Finkelgate, there are further issues with the current route through the residential areas to the east, due to the ramps which lead from Ber Street. Therefore an alternative route for the Orange Pedalway has been found to improve facilities for cyclists</p> <p>TfN seeks to balance the functions of streets and roads in each location in accordance with the overall strategy. It is essential that the Inner Ring Road is able to cater for more motorised traffic as these trips are being removed from the City Centre. We will ensure that crossings are provided which are safe and direct, but there will be increases in traffic at some locations including Finkelgate and Ber Street, which will become</p>



	Issue raised	Officer response
	<p>At present there is only one traffic lane each way in Queens Road east from Finkelgate, and we believe that the city's and county's objectives would be best achieved by giving space to pedestrians and cyclists, not facilitating higher flows of motor vehicles on a limited footprint.</p> <p>The bus shelter near, and bus stop opposite the Sainsbury filling station on Queens Road are served at present by an uncontrolled pedestrian crossing with centre refuge....</p> <p>We consider that this crossing should be improved, at the least by retaining and deepening the refuge, better to accommodate parents with pushchairs etc., limiting the right-turn lane into Holls Lane to its current length.</p>	<p>20mph zones.</p> <p>This was considered but due to the staging arrangements required for an efficient signal arrangement it is not possible to provide on-carriageway cycle lanes or ASLs in this location. Part of the TfN strategy is to concentrate private car movement on more major routes, to facilitate environmental, cycling and walking improvements.</p> <p>A drafting error omitted the existing refuge island which was not been shown as an existing feature in the consultation plans. It is not proposed that this will be removed, and this will be corrected in future plans.</p> <p>Improvement of the crossing is outside the scope of this project.</p>
Norwich Business Improvement District	<p>Supportive of the Finkelgate junction scheme as mitigation to the impact of the Golden Ball Street scheme; however request to open the single lane southbound on All Saints Green until after the Christmas period 2016. Keep All Saints Green open until Xmas 2016.</p> <p>What are the success criteria that would be provided as evidence to agree the next phase?</p> <p>If the next phase would be to close All Saints Green fully (as proposed in the Golden Ball Street scheme) what is the process for the closure</p>	<p>All Saints Green is to remain open until Spring 2017</p> <p>Closure of All Saints green formed part of NATSIP and has already been approved. The modelling has demonstrated the overall impact, which is being mitigated by these proposals</p> <p>We will include as part of this project the work of monitoring traffic changes and planning operational responses for predictable events which would affect the resilience of</p>

	Issue raised	Officer response
	<p>decision?</p> <p>If the evidence criteria (either surveys or modelling) provide a case that it will have a negative impact, will there be a commitment not to close All Saints Green?</p> <p>Whilst there is a closure on Westlegate, this will lessen the impact of the closure and provide additional traffic flow to support the new Finkelgate junction implementation.</p> <p>If the metrics or surveys provide evidence that support the 2 way scheme is a better option or benefits the scheme, then there is a commitment to keep the alternate option rather than just delivering the original scheme without question.</p> <p>A wider city centre scheme to reconsider the closure of All Saints Green southbound</p> <p>As a minimum it is kept open if evidence supports it.</p> <p>We welcome the opportunity for continued dialogue, both as a formal consultee and between our organisations and to be involved in the future consultations and developments for the city centre transport.</p>	<p>the network.</p> <p>The county council is committed to the on-going engagement and welcomes the additional focus and efforts this will support, particularly as it will help all parties to scope the forthcoming review of the Inner Ring Road junctions.</p>
Norfolk and Norwich Association for the Blind (NNAB)	<p>encouraged that the Council are installing a new signalled crossing across Finkelgate. Concerned by some aspects of design.</p> <p>Guard railing must be installed on the islands.</p>	<p>Noted.</p> <p>Guard railing will be installed on the islands. As the drawing is currently at preliminary design stage this level of detail was not included on the plan. We will maintain close engagement during the detailed design work to</p>

	Issue raised	Officer response
	<p>The layout of the new crossings is more complex and confusing than the existing crossing near Holls Lane – we would request that the original staggered signalled crossing remain in place.</p> <p>The sizes of the islands appear to be very small from the plans – how will this accommodate different users at the same time without causing a hazard.</p>	<p>ensure that all the concerns about VIPs using the crossings are addressed</p> <p>The existing crossing cannot be retained as the south-west crossing phase would conflict with all the proposed signal stages. Therefore and additional stage would be needed to run this half of the crossing and overall capacity of the junction would be reduced.</p> <p>We will take this on-board during the detailed design to ensure that the layout is appropriate, and we will continue to engage with the NNAB for guidance on what will work best. Currently there is heavier use made of the crossing near Hall Road, which is being retained as a single phase crossing.</p>
John Lewis Norwich	The proposed plans for the Finkelgate junction appear to satisfy our concerns regarding traffic flows at this junction following the proposed closure of Westlegate/All Saints Green and the right turn out of our car park.	Noted.



0 125 250 500 Metres

0 0.125 0.25 0.5 Miles

## Orange Pedalway Route Review

Feb 2016

### Option 3



**Route option length**  
0.802 miles  
1.290 kilometres

**Report to** Norwich highways agency committee

**Item**

17 March 2016

6

**Joint report of** Head of city development services and executive director of community and environmental services

**Subject** Transport for Norwich – Cycling improvements Fifers Lane area

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### **Purpose**

To inform members of the consultation response to the proposed cycle ambition funded improvements in the vicinity of the Fifers Lane / Heyford Road Roundabout and to seek approval to implement the scheme.

### **Recommendation**

To:

- (1) note the results of the consultation
- (2) approve the installation of :-
  - (a) proposed works on Fifers lane, Ives Road and Heyford Road as shown on Plan No.PE4101-R1-031; and,
  - (b) proposed conversion of existing footpath between Bussey Road and Ives Road into footway / cycleway as shown on Plan No.PE4100-R1-010-P1

### **Corporate and service priorities**

The report helps to meet the corporate priority to provide a safe, clean and low carbon city and the service plan priority to implement the Local Transport Plan and Norwich Area Transportation Strategy.

### **Financial implications**

The budget for the scheme is £330,000 to be funded from the Department for Transport City Cycling Ambition Grant.

**Ward/s:** Catton Grove

**Cabinet member:** Councillor Bremner – Environment and sustainable development

### **Contact officers**

Linda Abel, senior transportation planner 01603 212190

Mike Auger, project engineer 01603 228853

## **Background documents**

Consultation returns

# Report

## Strategic Objectives

1. Norwich and its surrounding area is becoming an increasingly popular area to live, work and visit. It is the number one shopping destination in the Eastern Region and becoming one of the Nation's premier cultural centres. To ensure the Greater Norwich Area continues to be popular and grow, the transport systems need to be able to cope with the increased demand.
2. Norwich is a medieval city with a narrow road system; incorporating a 21st century transport system to cope with the increased demand without sacrificing highway space for a particular transport mode or at the expense of green space and historic buildings is challenging.
3. The Norwich area Transportation Strategy (NATS) now more widely known as Transport for Norwich (TfN), is the adopted strategy which will deliver the transport improvements needed over the next 15 plus years. The strategy recognises everybody's journeys are different and does not look to force people to use one particular mode. It does look to give people viable options on how they choose to travel and actively promote sustainable transport. To do this in some areas of the network there needs to be a re-balance of the highway space available.
4. The Strategy details the plan for future delivery of improvements in order to develop sustainable transport, reduce congestion and improve air quality within the Greater Norwich area. The strategy has already delivered key improvements such as the award winning Norwich Bus Station, St Augustine's Gyratory, a network of Park & Ride facilities, St Stephens and Chapel Field North and various Bus Rapid Transit (BRT) improvements. It also includes the recently completed Postwick hub and the Northern Distributor Road which is due for completion late 2017.
5. The implementation plan for the Norwich Area Transportation Strategy (NATSIP) was agreed by Norfolk County Council in April 2010 and updated in November 2013 ([see link for updated implementation plan http://www.norfolk.gov.uk/view/NCC158241](http://www.norfolk.gov.uk/view/NCC158241)). The plan sets out the range of transport measures, together with their general intended phasing, for delivery over the short to medium term.
6. The plan has now been updated to take account of what has been delivered since 2010, and to reflect the latest position on future scheme delivery, given progress with implementation, and now that the growth plans for the area are more clear ([see joint core strategy document: http://www.greaternorwichgrowth.org.uk/dmsdocument/1953](http://www.greaternorwichgrowth.org.uk/dmsdocument/1953)).
7. Cycling is on the increase for both recreation and commuting nationally and the area has a thriving cycling community. The implementation of a City wide cycling network (see link to cycle map <http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Documents/CyclingMapFront.pdf>) is a key part of the Transport for Norwich Strategy as by delivering a comprehensive city network this reduces a number of short distance car journeys removing pressure on the network, as well as offering improving quality of life and the health benefits that have been well documented.



8. The Greater Norwich area is one of eight urban areas across the country that has been successful in bidding for Cycle Ambition funding from the Department for Transport to comprehensively improve the quality of cycling infrastructure across the Norwich cycle network a copy of the application documents can be found here <http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Pages/CycleCityAmbitionGrant2015.aspx>.
9. This scheme is a key part of the Yellow Pedalway.

## **Background**

10. The yellow pedalway runs from the airport in the north to the technical college in the south. This report focuses on 2 projects that were allocated funding as part of the second round of cycle ambition funding;-
  - Projects 5 aims to redesign the roundabout junction of Fifers Lane / Heyford Road and Ives Road to enable easier passage for cyclist travelling on the yellow pedalway, crossing Fifers Lane at this point and re-joining the side roads. Also to enhance the area for pedestrians and redesign the existing roundabout to reduce traffic speeds.
  - Project 4 aims to improve direct travel on the yellow pedalway through the Fiddlewood estate, directing cyclists away from motorised traffic without the need to dismount on a lengthy footpath. By converting the existing footpath to a shared footway / cycleway, this also improves local cycle access to the nearby children's playground and BMX skate park.
11. A three week period of consultation was carried out in January 2016. An advert of the pedestrian crossing, road humps and cycle order notice was placed in the local press and posted on site in strategic positions. Relevant stakeholders were contacted and immediate residents and businesses written to. The two consultation drawings, Plan Nos. PE4101-R1-030 and PE4100-R1-010-P1 are attached as Appendix 2 and 3.

## **Consultation responses**

12. Six responses to the consultation were received, each are summarised and discussed in Appendix 1. In general out of those that expressed an opinion, three supported the proposals and two objected.
13. First Eastern Counties Buses contacted us to ensure the bus route that turns from Fifers Lane onto Ives Road would not be compromised by the new design for the roundabout. The respondents were given assurance the new design would allow the necessary large vehicle movements.
14. Norwich Cycling Campaign does not support this proposal for the Fifers Lane area as they regard the proposal as a downgrade of the initial suggestion of a "Dutch style" roundabout. However, this location is close to the airport industrial site and a large number of HGVs are likely to use this junction. Recent research by Transport Research Laboratory using off-street trials of a 'Dutch-style' roundabout for the DfT gave considerations when proposing to trial this type of roundabout on-street. They reported that the initial findings concluded that "Given the limitations of the off-street trials a precautionary approach would be to conduct initial on-street trials at locations where traffic flows are comparatively low (especially of HGVs) and cycle and

pedestrian flows are comparatively high, so that drivers expect their presence". One of the reasons for this conclusion was the visibility of cyclists on the cycle track from HGVs. The report can be found here:

[http://www.trl.co.uk/media/839260/ppr751\\_dutch\\_roundabout\\_safety\\_v1.pdf](http://www.trl.co.uk/media/839260/ppr751_dutch_roundabout_safety_v1.pdf)

Therefore, it is not considered appropriate to propose a "Dutch-style" roundabout in this location, due to the volume of HGV's generated by the nearby industrial areas.

15. The cycling campaign has also asked if the path between Bussey Road and Ives Road which is proposed to become shared use can be widened. While this would be desirable, as this involves moving street lighting it will be an expensive to achieve. It is suggested that this element of the scheme is held back until the end of the CCAG2 programme and implemented if funding allows.
16. The request for two more formal crossing points for pedestrians, widening the proposed cycleways / footpaths and extra traffic calming from Norfolk Living Streets is not considered necessary in these specific residential streets with low traffic numbers. The extra expense would not give a cost effective benefit to the scheme.

## **Conclusion**

17. A small amendment to the proposals is considered necessary for the detailed design of widening the cycleway / footways for short lengths at the junctions with Fifers Lane and Heyford Road and Ives Road. This is shown on Plan No. PE4101-R1-0301 attached as Appendix 4.

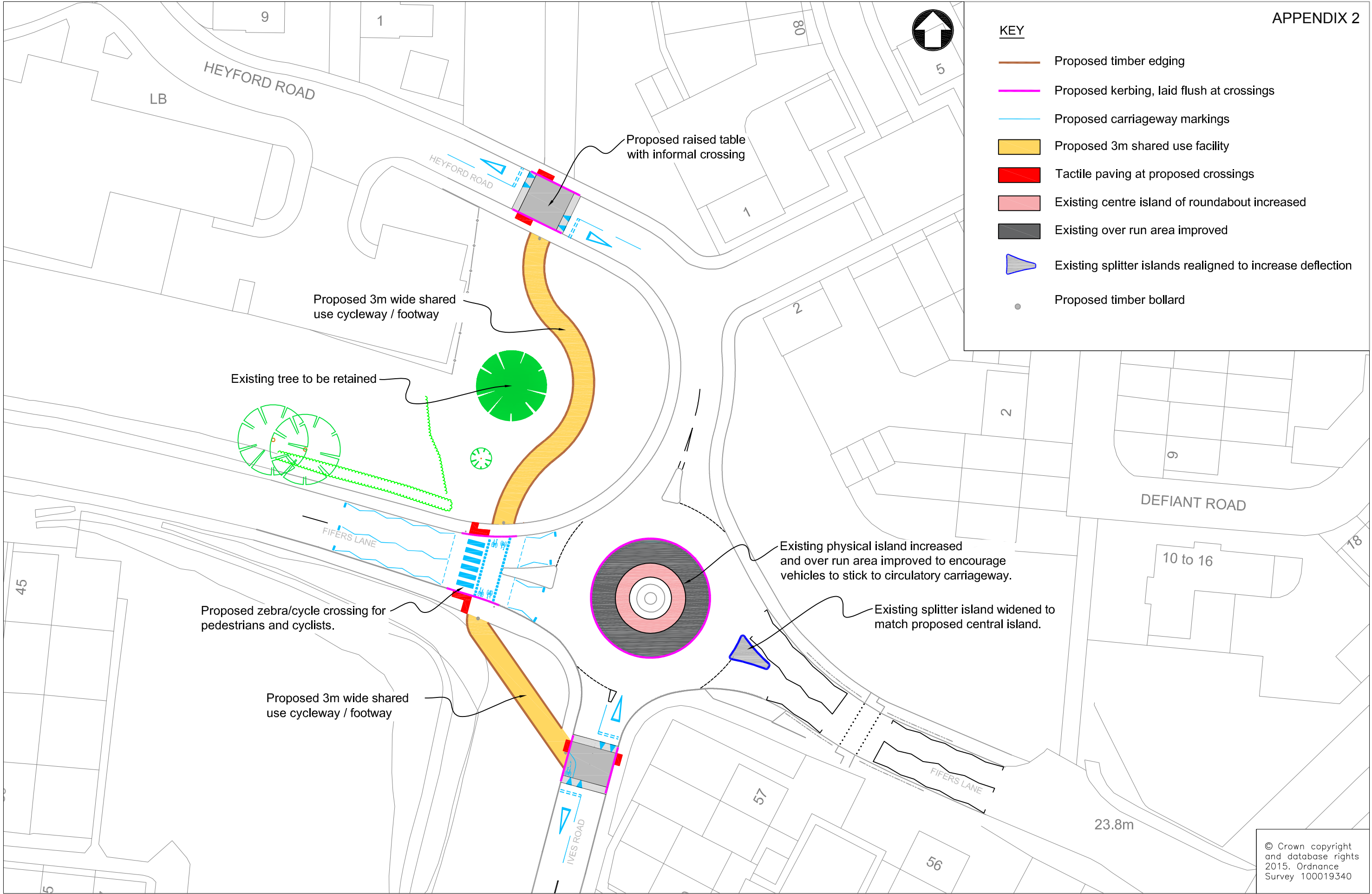
In consideration of the responses received, it is recommended that Members agree to the installation of the proposals as shown on Plan No. PE4101-R1-031 for Fifers Lane area and Plan No. PE4100-R1-010-P1 for the Bussey Road / Ives Road area.

## Consultation responses

<b>Respondent</b>	<b>Comments</b>	<b>Officer comments</b>
First Eastern Counties Buses Ltd	Concerned with the new design of the roundabout on Fifers Lane as a 12m length single storey bus needs to turn from Fifers Lane into Ives Road at this junction.	This bus manoeuvre has been considered, the design will allow travel of large vehicles in all directions.
A resident of Ives Road	Believes enough money has been spent on cyclists in Norwich and the money would be better spent on improvement to bus infrastructure and on street car parking spaces.	It is part of the Norwich Area Transport Strategy (NATS), agreed by this committee, to encourage the use of sustainable transport. To encourage more cycling it is necessary to invest in the cycling infrastructure. The budget for these improvements to cycling facilities has specifically been allocated to the city council for this reason and cannot be used for other initiatives.
Norfolk Constabulary	Supports the proposal to install a zebra crossing on Fifers Lane, raised full width tables on Heyford Road and Ives Road, together with shared use facilities.	The support from Norfolk Constabulary is appreciated for these proposals.

Respondent	Comments	Officer comments
Norfolk Living Streets	<p>Supports the Fifers Lane proposals in general as this improves the facilities for pedestrians, however they would like to see</p> <p>The proposed new shared cycleway / footways increased to 4m wide</p> <p>A formal crossing provision on both the proposed raised tables on Heyford Road and Ives Road.</p> <p>Traffic calming on Ives Road.</p> <p>A separate cycle path instead of converting the existing footpath into a shared cycleway / footway between Bussey Road and Ives Road.</p> <p>However, they welcomed the use of signs saying “Share with Care” and suggested alternative text. It was also requested that these types of signs be used in other locations in Norwich.</p>	<p>It is acknowledged that Norfolk Living Streets supports the proposals for Fifers Lane In general, but the request to enhance the proposals by widening the proposed paths or providing a separate cycle path between Bussey Road and Ives Road is not considered necessary. DfT guidance advises that a 3m wide path is suitable for shared use purpose.</p> <p>It is not considered necessary to install formal crossings on the raised tables on Heyford Road and Ives Road as the traffic on these residential roads is limited and the raised tables will have a traffic calming effect. There are insufficient funds to consider further traffic calming on Ives Road.</p> <p>The initiative of installing “Share with care” signs along the shared cycleway / footway between Bussey Road and Ives Road, which is the first use of these signs in Norwich, will help reinforce the need to travel responsibly. However for the message to have any impact; these signs should only be used in specific areas. This particular path has been chosen because of the existing width.</p>
The Norfolk and Norwich Association for the Blind (NNAB)	<p>Satisfied that a zebra is proposed west of the roundabout on Fifers Lane as at present there is no crossing provision there. They stated that although shared use cycleway / footways can cause problems for the visually impaired, there are alternate footpaths to use if preferred.</p>	<p>It is appreciated that the NNAB have considered the proposals and have no objection to them.</p>

Respondent	Comments	Officer comments
<p>Norwich Cycling Campaign</p>	<p>Do not support this proposal for Fifers Lane:-</p> <p>The initial suggestion for this junction as used in the 'Bid' to the Government was for a "Dutch style" roundabout which would add greater benefit for cyclists.</p> <p>It is felt more consideration has been given to pedestrians.</p> <p>The footpath to be converted between Bussey Road and Ives Road needs to be at least 3m wide as there are many groups of pedestrians, some with pushchairs, in this recreation area.</p>	<p>Although a Dutch style roundabout was considered for this junction in the original 'Bid', after further assessment it was not considered appropriate due to recent research carried out by Transport Research Laboratory and the high number of HGVs that use this roundabout (see main text). With this proposal, cyclists travelling on the yellow pedalway are diverted from the roundabout to a safer crossing point to the west. For cyclist travelling along Fifers Lane the roundabout will be safer as the new design will slow traffic down.</p> <p>As with all proposals for the highway, the aim is to give benefit for all road users.</p> <p>The footpath to be converted into a shared cycleway / footway between Bussey Road and Ives Road is nominally 2.4m wide. To widen the whole footpath, which would involve moving street lights would make the scheme very expensive and greatly lower the cost / benefit ratio of the project. It is judged that the existing width is acceptable in this location with the number of cyclists and pedestrians using this path. In effect by converting this footpath into a shared cycleway / footway we are managing the current practice of cycling on this footpath. However, it is accepted that it would be preferable to widen the path if possible, therefore this will be added to a list for consideration at the end of the CCAG2 programme if funding allows.</p>



- KEY**
- Proposed timber edging
  - Proposed kerbing, laid flush at crossings
  - Proposed carriageway markings
  - Proposed 3m shared use facility
  - Tactile paving at proposed crossings
  - Existing centre island of roundabout increased
  - Existing over run area improved
  - Existing splitter islands realigned to increase deflection
  - Proposed timber bollard

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Survey 100019340



**Transport  
for Norwich**

**Funded by:**



Department  
for Transport



**NEWANGLIA**  
Local Enterprise Partnership  
for Norfolk and Suffolk

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

**DRAWING TITLE**  
Fifers Road-Ives Road Roundabout  
Consultation Plan

REV.	DESCRIPTION	CHECKED	DATE

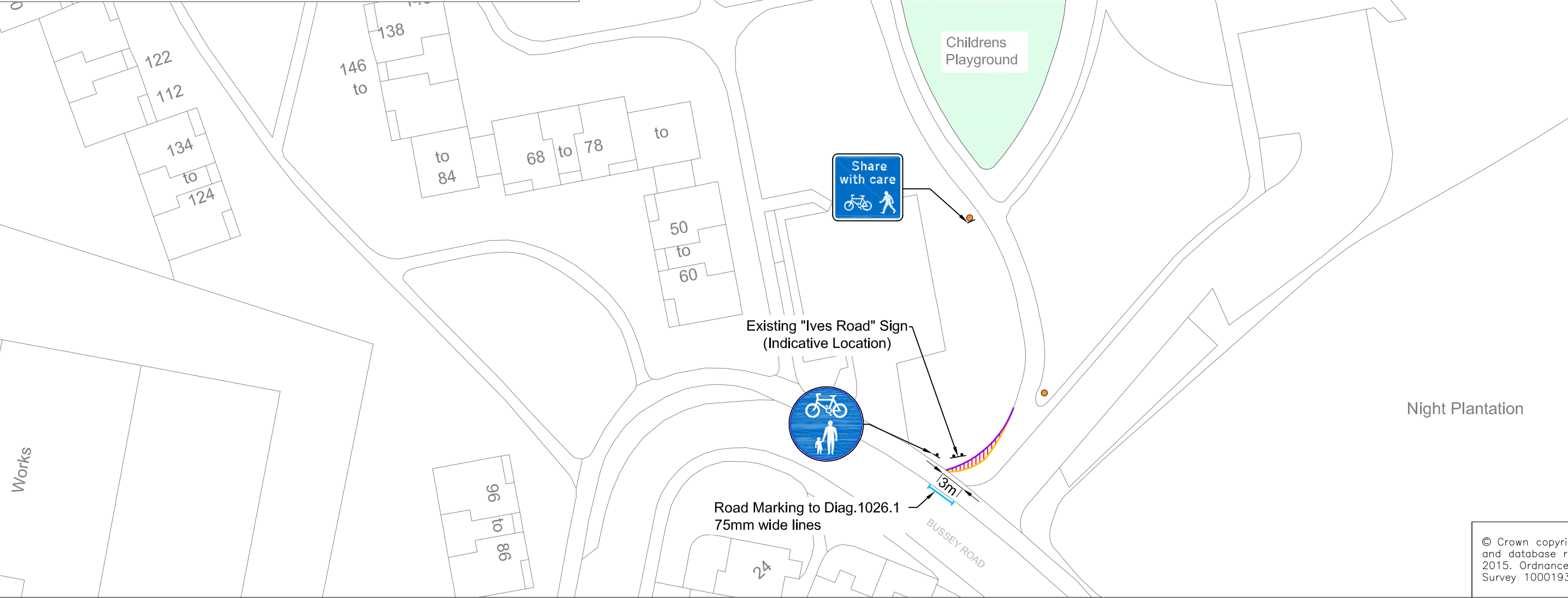
SURVEYED BY	INITIALS	DATE	DRAWING No.
OS	OS	2015	PE4101-R1-030
DESIGNED BY	RH	11/15	PROJECT TITLE
JCR	JCR	11/15	Fifers Road-Ives Road-Heyford Road Roundabout Improvements
CHECKED BY	MA	11/15	SCALE
MA	MA	11/15	1:500
			FILE No.
			PE4101

Key

- Bull nose Kerb 125 x 150 with 6mm upstand as per NCD1100-01
- Transition Kerb 125 x 225 as per NCD1100-20
- Proposed lining
- Concrete footway edging 50 x 150 as per NCD1100-01
- Existing Footway edging to be removed and reused on site
- Proposed surfacing to tie into the existing footway surfacing
- Existing surface regraded to proposed dropped kerbs
- Proposed shared use area sign (TSRGD number 956). Refer to appendix 12/1 for more information. (mounting height 2.3m)
- Proposed 'share with care sign', mounted on existing street lighting column. Refer to appendix 12/1 for more information. (mounting height 2.3m)
- Existing street lighting column

Notes

1) Design is based on OS data.



REV.	DESCRIPTION	CHECKED	DATE
P1	For stage 2 safety audit	MA	09/15

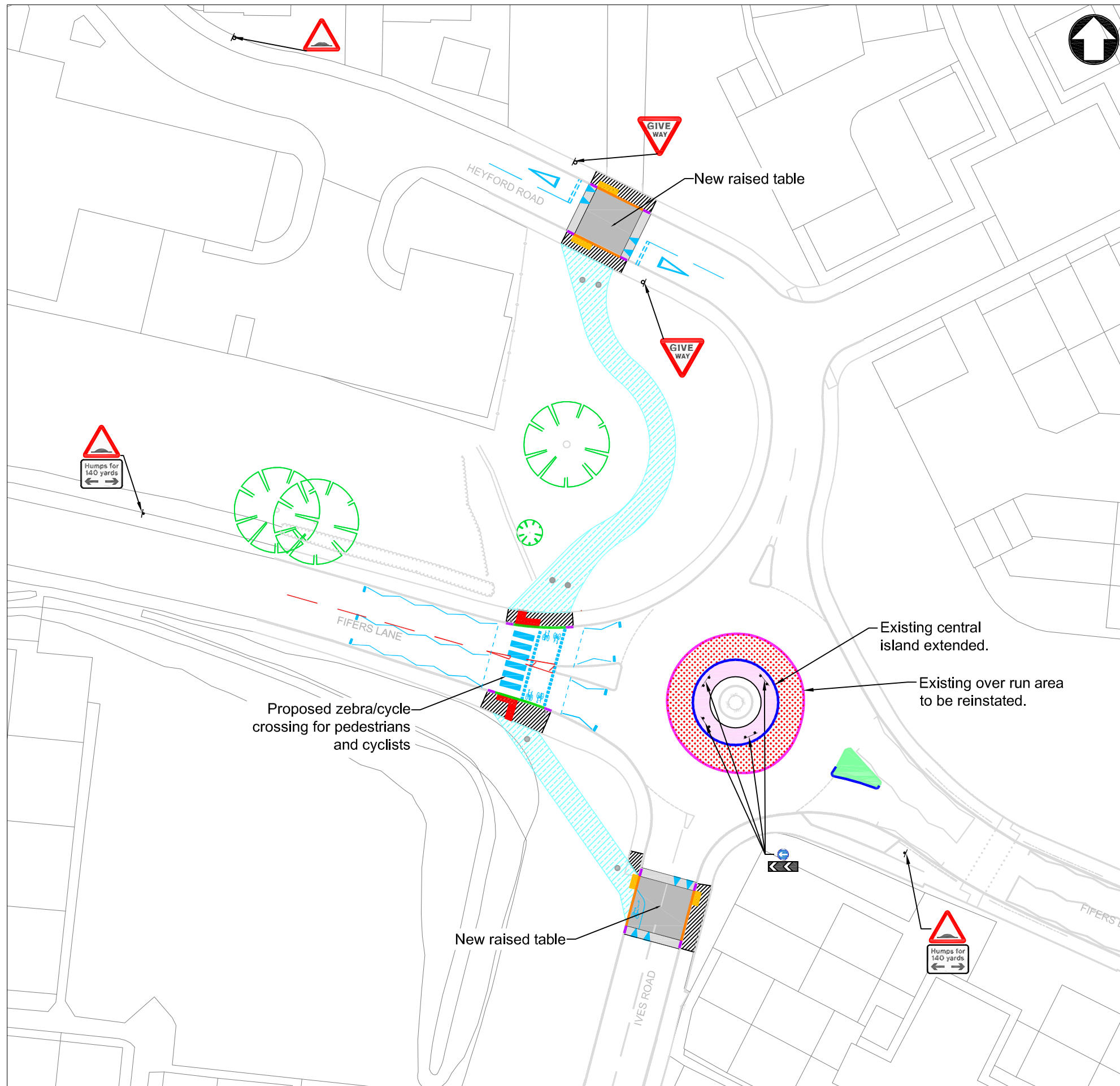
SURVEYED BY	INITIALS	DATE	DRAWING No.
OS		2015	PE4100-R1-010-P1
DESIGNED BY	INITIALS	DATE	PROJECT TITLE
RH		09/15	Bussey Road - Ives Road Shared Use Conversion
DRAWN BY	INITIALS	DATE	SCALE
JCR		09/15	1:500
CHECKED BY	INITIALS	DATE	FILE No.
MA		09/15	PE4100



# APPENDIX 4

## KEY

- Proposed kerbing with 125mm upstand
- Transition Kerb
- Proposed kerbing with 0-6mm upstand
- Proposed kerbing with 0-6mm upstand from raised table
- Proposed kerbing with 25mm upstand
- Proposed lining
- Existing lining to be removed
- Proposed 3m shared use facility
- Buff tactile paving
- Red tactile paving
- Existing physical island increased
- Existing over run area to be reinstated
- Existing footway to be resurfaced to tie into proposed kerbing/tactile paving
- Splitter island resurfaced
- New timber bollard 1.2m x 200mm x 200mm with shared use cycle route sign



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Department  
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**NEWANGLIA**  
Local Enterprise Partnership  
for Norfolk and Suffolk

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

**DRAWING TITLE**  
Fifers Road-Ives Road Roundabout  
Proposed Layout  
Page 55 of 96

REV.	DESCRIPTION	CHECKED	DATE

SURVEYED BY	INITIALS	DATE	DRAWING No.
			PE4101-R1-031
DESIGNED BY	RH	02/16	PROJECT TITLE
DRAWN BY	JCR	02/16	Fifers Road-Ives Road-Heyford Road Roundabout Improvements
CHECKED BY	MA	02/16	SCALE
			1:500
			FILE No.
			PE4101





**Report to** Norwich highways agency committee

**Item**

17 March 2016

**Report of** Head of city development services

**7**

**Subject** Transport for Norwich car club expansion 2016

---

## **Purpose**

To consider the results of the statutory consultation on the further expansion of the car club

## **Recommendation**

That the committee:

- (1) notes the consultation representations received regarding proposed car club bays;
- (2) agrees not to implement those spaces detailed in paragraph 14 of this report
- (3) asks the head of city development services to complete the necessary statutory procedures associated with implementing the following car club bays (and any associated restrictions as noted) as and when cars become available;

All Saints Green

Angel Road

Atthill Road

Bethel Street (2 bays only)

Blackfriars Street

Branford Road

Caernarvon Road (with  
associated double yellow  
lines)

Calvert Street

College Road

Crome Road

Dover Street

Dover Street

Edinburgh Road (with  
associated Double Yellow  
lines)

Girton Road

Godric Place

Greenways East (with  
associated double yellow  
lines)

Greenways West

Guernsey Road

Havelock Road

Helena Road

Marlborough Road

Maud Street

Nelson Street (with associated  
double yellow lines)

Norman Road	Rugge Drive
Northumberland Street (with associated double yellow lines)	Salter Avenue
Oak Street	Silver Street
Opie Street	St Benedicts Street
Penn Grove	St Giles Street
Pettus Road	St Phillips Road
Portersfield Road	Stafford Street
Recreation Road	Sussex Street
Redwell Street	St Albans Road
Rouen Road	The Avenues
	Wingfield Road

- (4) asks the head of city development services to complete the necessary statutory procedures associated with implementing double yellow lines on Silver Road adjacent to letter box.

### **Corporate and service priorities**

The report helps to meet the corporate priority to provide a safe, clean and low carbon city and the service plan priority to implement the Transport for Norwich strategy.

### **Financial implications**

The car club operates on a not for profit basis and will be responsible for funding the cost of this expansion. The city council is making a contribution of £15,000 of S106 funding to install car club bays.

**Ward/s:** Multiple Wards

**Cabinet member:** Councillor Bremner – Environment and sustainable development

### **Contact officers**

Bruce Bentley	Principal transportation planner	01603 212445
Kieran Yates	Transportation planner	01603 212471
Jonathan Hughes	Transportation planner	01603 212446

### **Background documents**

None

# Report

## Background

1. In January this committee asked the head of city development services to carry out a statutory consultation for new car club bays at locations across the city to allow for the expansion of the car club.
2. The consultation was carried out between 6 and 29 February 2016. This involved statutory notices in the Evening News and on street at all the proposed locations. Ward members were also informed of the proposals.
3. Some bays require minor amendments to waiting restrictions as described in the statutory notice.
4. Expansion of the car club is in response to increased demand – membership has increased dramatically – there are 710 members of the car club (as of 8<sup>th</sup> February 2016) and 61 new members joined in January 2016.
5. It is important for the continued growth of the car club that supply keeps up with demand which is why, in certain cases, the new bays are concentrated in relatively small geographical areas.
6. Following the launch of the NR3 cars on Shipstone Road, St. Clement's Hill and Northcote Road, the car club ran out of available bays in NR3 and would have launched another 4 cars in NR3 to meet rapidly growing demand if bays had been available
7. A common theme across the objections received was the concern that the installation of new car club bays would have a negative impact on the availability of parking for residents. However, one of the main reasons the council supports the car club is that the evidence from research into the effect of car club schemes from around the country is that they remove between 5-12 privately owned vehicles from local streets for each new car club car provided.
8. Due to car club members getting rid of cars, the car club has created approximately 350 extra parking spaces in Norwich, especially in areas with highest parking pressure such as NR3, NR2 and NR1. In Norwich approximately 50% of members get rid of their car.
9. Although not actionable as part of this consultation it is noted that requests were made for a car club bay on Bracondale (2 respondents) and more car club bays in the east of the city (1 respondent). These locations will be considered in future.

## Consultation

10. Representations were received by letter and email, all representations are summarised in Appendix 1.

11. No representations were made in respect of **18** sites and these locations are recommended for implementation. These are:

All Saints Green	Angel Road	Atthill Road
Blackfriars Street	Branford Road	Calvert Street
Crome Road	Edinburgh Road	Girton Road
Godric Place	Guernsey Road	Northumberland Street
Pettus Road	Salter Avenue	St Albans Road
St Benedicts Street	Sussex Street	The Avenues

12. The following **12** sites listed below only received representations of support and are also recommended for implementation. These sites are:

Caernarvon Road	College Road	Dover Street
Greenways (west)	Havelock Road	Opie Street
Oak Street	Portersfield Road	Redwell Street
Recreation Road	Rouen Road	St Giles Street

13. The following **14** sites received objections; however for the reasons given in Appendix 1 it is recommended that these are implemented.

Bethel Street	Dover Street	Greenways (east)
Helena Road	Marlborough Road	Maud Street
Nelson Street	Norman Road	Penn Grove
Rugge Drive	Silver Street	Stafford Street
St Philips Road	Wingfield Road	

14. For the reasons given in Appendix 1 it is recommended that the following **13** sites are not implemented. In future phases of the car club expansion consideration may be given to looking at alternative locations in these streets

Bowthorpe Road	Benjamin Gooch Way	Cecil Road
Denmark Road	Glebe Road	Hotblack Road
Knowsley Road	Marlborough Road (east)	Mill Hill Road
Oxford Street	Parmenter Road	Silver Road
Sunningdale		

## Associated waiting restrictions

15. A number of associated waiting restrictions were advertised for consultation as part of the car club proposals, these include:

(a) **Northumberland Street (next to Blazer Court)**

Double yellow lines are proposed to protect the site access road to Blazer Court from obstructive parking, this responds to resident's requests and complements the proposed car club bay. Recommended for implementation as advertised.

(b) **Nelson Street (next to Horatio Court)**

Double yellow lines are proposed across the entrance to Horatio Court and to provide a passing place for vehicles, this is in response to residents requests to tackle a bottleneck caused by on street parking in this location. Recommended for implementation as advertised.

(c) **Edinburgh Road**

Double yellow lines are proposed adjacent to the existing car club bay, the entrance to an off street car park and housing managed by Norwich Housing Society. This will tackle obstructive on-street parking in this location. Recommended for implementation as advertised.

(d) **Silver Road (adjacent to letter box) & Marlborough Road (adjacent to post office)**

Double yellow lines are proposed adjacent to the newly sited letter box where obstructive on street parking narrows the footway excessively. The proposed car club bays proposed are not proposed to be implemented. On Marlborough Road adjacent to the recently relocated post office, the proposed limited waiting bay extension will not be implemented. Recommended that the double yellow lines only are implemented as advertised.

(e) **Caernarvon Road – (adjacent to the Peapod Nursery)**

On street parking in this corner of the road causes difficulties with parents picking up and leaving the nursery on foot, the proposed double yellow lines will give more space and safety to vulnerable road users. Recommended for implementation as advertised.

(f) **Greenways – (junctions of Duverlin Close and Purtingay Close)**

Double yellow lines in the above locations will help to protect pedestrian crossing points from obstructive on street parking. Recommended for implementation as advertised.

**Phased implementation by Cowheels**

16. Co-wheels have indicated that they propose to install the following proposed bays first, although this is dependent on car club members' demand. For this reason they are **most likely** to be implemented:

Atthill Street	Bethel Street	Oak Street
Opie Street	Penn Grove	Redwell Street
St Benedicts Street	St Giles Street	St Philips Road
Maud Street	Stafford Street	

17. The remaining locations that are approved by this committee will be implemented by traffic regulation order as and when funding for vehicles is secured.

## Appendix 1 – consultation responses and officer comments

Representations in support of the proposals are shown (+)

Representations against the proposal are shown (-)

Location	Number of comments		Summary of respondents comments	Officer comments & recommendation
	+	-		
Bethel Street		15	<p>Objections for the Bethel Street proposals were premised on several points; that the proposals would negatively impact on local businesses and taxis, that the road was too narrow for a car club bay and that the bays would increase congestion.</p> <p>Representations included The Forum, and supporters of The Greenhouse, the latter preparing a template for objection and which accounted for the majority of the responses.</p>	<p>Department for Transport guidelines on road widths in Manual for Streets show that with the car club bay Bethel Street is still wide enough for two way traffic (6 metres), and should not have any additional effect on traffic or congestion.</p> <p>However we are recommending a reduction in the length of the proposed car club bay to two spaces, to ensure that there is additional passing place space for vehicles.</p> <p>Appendix 2 shows the road widths with the proposed bay.</p> <p>Recommendation: Implement car club bay for 2 vehicles.</p>
Bowthorpe Road		2	<p>Both respondents raised the issue that the nearby hospital adds significant parking pressure and that the road is too busy for a car club bay.</p> <p>Cllr. Bogelein also raised similar concerns on behalf of residents.</p>	<p>Recommendation:</p> <p>Do <b>not</b> install bay</p>
Benjamin Gooch Way	10	8	<p>Respondents in favour of the proposed bay at Benjamin Gooch Way support the installation of this proposed bay.</p>	<p>Recommendation: Do <b>not</b> implement bay in current proposed location</p> <p>Explore possibility of an alternative location is</p>



Location	Number of comments		Summary of respondents comments	Officer comments & recommendation
	+	-		
			Respondents opposed to the bay raised several points: safety – concerns over this bay causing increased risk to pedestrians; access for bin lorries; the bay will severely impact refuse trucks' ability to turn round; cost; Fellowes Plain is maintained by residents of the development and, therefore, the council is not legally allowed to put a bay in here; that the car club car will ruin the view of the chapel	available in the future.
Caernarvon Road	11		All respondents to this proposal support the bay	Recommendation: Implement as advertised.
Cecil Road		2	<p>2 respondents opposed this proposal. Concerns were raised that the bay was too close to a busy bus stop, increase congestion, and cause accidents at the junction with Brian Avenue.</p> <p>Both objections suggested that a car club bay would be better located wither further up on Cecil Road away from the junction or on Brian Avenue.</p>	<p>Recommendation: Do <b>not</b> implement bay in current proposed location</p> <p>Explore possibility of an alternative location is available in the future.</p> <p>Objections were reasonable and an alternative location nearby may be better.</p>
College Road	12		All respondents to this proposal support the bay.	<p>Recommendation: Implement as advertised</p> <p>Support noted</p>
Denmark Road		1	Respondent believes that putting the car club bay on the other side of the road would be better as that would give better visibility for cars turning into Denmark Road than the current proposal.	<p>Recommendation: do <b>not</b> implement bay in current proposed location and explore possibility of an alternative location is available in the future.</p> <p>The resident's suggestion that the opposite side of the road is better is considered reasonable</p>

Location	Number of comments		Summary of respondents comments	Officer comments & recommendation
	+	-		
				and should be considered in the future.
Dover Street	10		All respondents to this proposal support the bay	Recommendation: make bay available for implementation  Support noted
Glebe Road	12	2	12 respondents support a new car club bay  Objections to the proposal were premised that there is a lack of spaces for residents in the area and that lack of permit parking leads to increased non-resident parking	Recommendation: do <b>not</b> install this bay.  Car club bays increase the amount of available parking as it leads to a decrease in car ownership. However, the bay on Girton Road will likely serve the same catchment area.
Greenways (East)	1	2	Objections stated that this proposal was poorly sited as it was too close to the school and that parking was already an issue in this area and a new bay would pose an obstruction.  Support for this bay was from a resident who is very keen for Greenways to have car club bays	Recommendation: make bay available for implementation  Greenways is a wide road with unrestricted parking and one car club bay would not pose a problem to traffic flow or safety.
Greenways (West)	1		Respondent is very keen that Greenways receive a car club bay.	Recommendation: make bay available for implementation  Support noted
Havelock Road	9		All respondents to this proposal support the bay.	Recommendation: make bay available for implementation  Support noted

Location	Number of comments		Summary of respondents comments	Officer comments & recommendation
	+	-		
Helena Road	9	2	<p>9 respondents who commented on this proposed bay were in favour.</p> <p>Both respondents who objected raised concerns that the car club bay will negatively impact on available car parking space.</p>	<p>Recommendation: make bay available for implementation</p> <p>Car club bays increase the amount of available parking as it leads to a decrease in car ownership.</p>
Hotblack Road	10		All respondents to this proposal support the bay.	<p>Recommendation: do <b>not</b> install this bay.</p> <p>Despite the support, the bay as proposed is not the best place for this bay as it is too close to Dereham Road and there are traffic and safety concerns. The proposed bay on Atthill Road will serve a similar area.</p>
Knowsley Road	8	7	<p>8 respondents who commented on this proposed bay were in favour.</p> <p>Objections to this bay were premised on concerns that there is insufficient parking available in this area and that recent criminal attacks on residents walking home means that anything that may mean residents have to walk further to get home should not be installed.</p> <p>Further objections included concerns over the impact on pedestrians crossing the road. Concerns were raised that where there is currently a reasonable view of oncoming traffic on Knowsley Road for pedestrians wishing to cross and continue uphill on Spencer Street the car club would make</p>	<p>Recommendation: Do <b>not</b> implement bay as proposed</p> <p>The perceived loss of on-street parking space by local residents and business is noted.</p> <p>If this location is to be reconsidered in future it will be essential to replace any lost on-street parking by reviewing waiting restrictions in the vicinity.</p> <p>As this would require another TRO to be advertised, it is not proposed to do this work at the current time, but can be reconsidered in future if necessary.</p> <p>A bin lorry may struggle to</p>

Location	Number of comments		Summary of respondents comments	Officer comments & recommendation
	+	-		
			<p>this a more dangerous place to cross – particularly the proposed van.</p> <p>Concerns were also raised that removing yellow lines would reduce the amount of room to allow for passing – important given how narrow the road is.</p> <p>Concerns also exist that the road is extremely narrow, most cars park on the pavement on Knowsley Road and there are concerns that</p>	<p>get past with a car club bay if a car was parked on the other side of the road. Therefore, it is reasonable to recommend this bay is not installed.</p>
Marlborough Road		3	<p>3 respondents to this proposal support the bay.</p> <p>Objections to this proposal were, primarily, based on the premise that a new bay would reduce parking availability for residents.</p>	<p>Recommendation: Implement as advertised</p> <p>Car club bays increase the amount of available parking as it leads to a decrease in car ownership.</p>
Marlborough Road (East)		4	<p>1 respondent explained this proposal would block access to their drive</p> <p>3 respondents were primarily opposed to this proposal based on the premise that a new bay would reduce parking availability for residents.</p>	<p>Recommendation: do <b>not</b> install bay</p> <p>Opposition to this bay was reasonable in regards to causing an obstruction to an individual drive and therefore it is reasonable to not install this bay</p>
Maud Street	9	9	<p>Respondents were equally split on this proposal. Opposition to the bay was based on concerns that it would lead to more parking congestion – furthermore concerns were raised that the area is already well served for car club bays (especially with the fact that there are proposed bays on Stafford Street and St Philips Road).</p>	<p>Recommendation: Implement as advertised</p> <p>Car club bays increase the amount of available parking as it leads to a decrease in car ownership.</p>

Location	Number of comments		Summary of respondents comments	Officer comments & recommendation
	+	-		
Mill Hill Road		1	Respondent raised concerns that this proposed bay would block off access to residential garages and that there is already a car club bay very nearby.	<p>Recommendation: do <b>not</b> install bay</p> <p>The respondent's objection is considered reasonable and the council agrees that the bay as proposed would restrict access.</p>
Nelson Street		1	The respondent objected to the bay on the basis that there is limited parking on Nelson Street and that the bay would negatively impact the value of their house. The respondent commented that they believe that Dolphin Grove would be a better location or that the bay should be located outside the home of a car club member.	<p>Recommendation: implement as advertised</p> <p>Car club bays increase the amount of available parking as it leads to a decrease in car ownership.</p> <p>The effect of a relatively minor waiting restriction amendment on property prices is not a material consideration for the Highway Authority.</p> <p>The remainder of Nelson Street is entirely unrestricted parking and is available to all residents and their visitors on a shared basis. The road space outside an individual's property is not reserved for that resident.</p>
Norman Road	7	3	<p>7 respondents to this proposal support the bay.</p> <p>Objections to this proposal were, primarily, based on the premise that a new bay would reduce parking availability for residents.</p>	<p>Recommendation: Implement as advertised</p> <p>Car club bays increase the amount of available parking as it leads to a decrease in car ownership.</p>

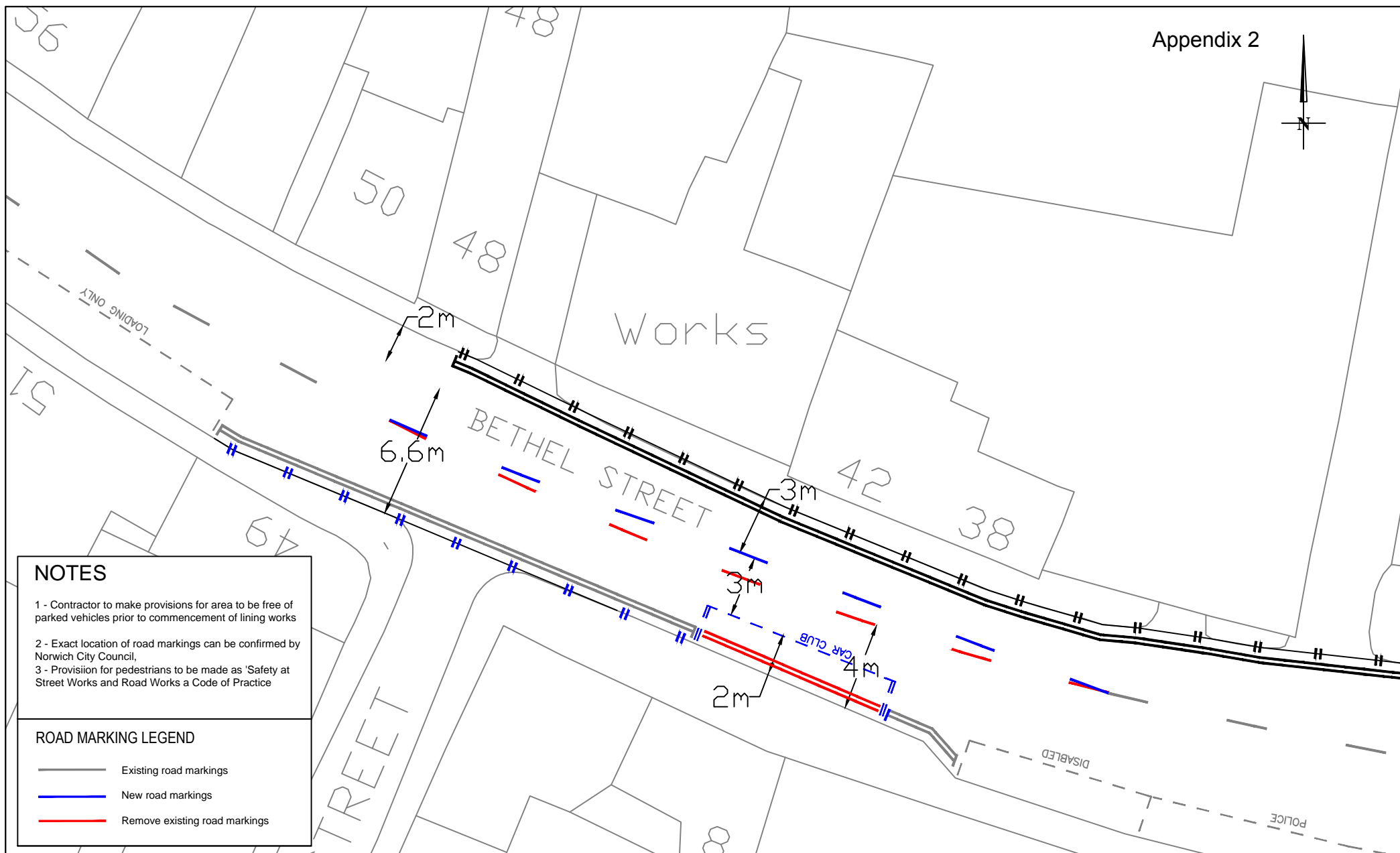
Location	Number of comments		Summary of respondents comments	Officer comments & recommendation
	+	-		
Oak Street	11		All respondents to this proposal support the bay.	Recommendation: Implement as advertised  Support noted
Opie Street	10		All respondents to this proposal support the bay.	Recommendation  Implement as advertised  Support noted
Oxford Street	9	1	Resident opposed comments that putting the bay in the proposed location on Oxford Street would make it too difficult to exit their drive	Recommendation: Do <b>not</b> implement bay in current proposed location and explore possibility of an alternative location is available in the future.  The resident's comment is reasonable and this bay would pose too much of an obstruction.
Parmenter Road		2	2 residents of Parmenter Road responded to the consultation citing concerns that the road was not suited to a car club as there are already fewer bays as there are bays for local businesses. One resident also highlighted that this road is regularly used by visitors to Eaton Park.	Recommendation: do <b>not</b> install bay
Penn Grove	7	3	7 respondents to this proposal support the bay  3 respondents opposed this proposal, primarily on the basis of concerns over negative impact on parking	Recommendation: implement as advertised  Car club bays increase the amount of available parking as it leads to a decrease in car ownership.

Location	Number of comments		Summary of respondents comments	Officer comments & recommendation
	+	-		
Portersfield Road	11		All respondents to this proposal support the bay	Recommendation: Implement as advertised Support noted
Redwell Street	9		All respondents to this proposal support the bay	Recommendation: Implement as advertised Support noted
Rouen Road	9		All respondents to this proposal support the bay	Recommendation: Implement as advertised Support noted
Rugge Drive		1	Respondent raised several concerns; belief it will cause accidents as the proposal is close to a bend and a T-junction, difficulty for residents' parking, difficulty for buses/ bin lorry.	Recommendation: Implement as advertised  In this area roads are relatively wide and is sufficient distance from the junction; a car club bay should not cause adverse traffic issues.
Silver Road		5	Concerns were raised about the impact of the removal of spaces that are often used by elderly people living in the Safe Haven site.	Recommendation: do <b>not</b> install this bay.
Silver Street	9	3	9 respondents to this proposal support the bay.  3 respondents opposed this proposal, primarily on the basis of concerns over negative impact on parking	Recommendation: Implement as advertised  Car club bays increase the amount of available parking as it leads to a decrease in car ownership.

Location	Number of comments		Summary of respondents comments	Officer comments & recommendation
	+	-		
Stacy Road	7	3	<p>7 respondents to this proposal support the bay.</p> <p>3 respondents opposed this proposal, primarily on the basis of concerns over negative impact on parking</p>	<p>Recommendation:</p> <p>Implement as advertised</p> <p>Car club bays increase the amount of available parking as it leads to a decrease in car ownership.</p>
St Giles Street	16		All respondents to this proposal support the bay.	<p>Recommendation:</p> <p>implement as advertised</p> <p>Support noted</p>
Stafford Street	11	1	Objection by resident as they believe that increasing the bays from one to three will limit parking. Resident notes that people cannot park on Heigham Road.	<p>Recommendation</p> <p>Install one additional car club space on Stafford Street.</p> <p>Car club bays increase the amount of available parking as it leads to a decrease in car ownership.</p>
St Philips Road	9	7	Objections to this proposal were based on the premise that a new bay would reduce parking availability for residents.	<p>Recommendation</p> <p>Implement as advertised</p> <p>Car club bays increase the amount of available parking as it leads to a decrease in car ownership.</p>
Sunningdale		63	<p>All respondents raised concerns that the bay would increase traffic and make the road more dangerous.</p> <p>Cllrs Lubbock and Ackroyd also responded to the consultation expressing concerns</p>	<p>Recommendation: do <b>not</b> implement this bay</p> <p>The double yellow lines were originally installed due to residents' concerns about safety. These concerns are still evident and therefore, it is felt that residents' opposition and safety concerns mean the</p>



Location	Number of comments		Summary of respondents comments	Officer comments & recommendation
	+	-		
				bay should not be installed.
Wingfield Road	7	3	<p>7 respondents to this proposal support the bay.</p> <p>3 respondents opposed this proposal, primarily on the basis of concerns over negative impact on parking</p>	<p>Recommendation</p> <p>Implement as advertised.</p> <p>Car club bays increase the amount of available parking as it leads to a decrease in car ownership.</p>



## NOTES

- 1 - Contractor to make provisions for area to be free of parked vehicles prior to commencement of lining works
- 2 - Exact location of road markings can be confirmed by Norwich City Council,
- 3 - Provision for pedestrians to be made as 'Safety at Street Works and Road Works a Code of Practice

## ROAD MARKING LEGEND

- Existing road markings
- New road markings
- Remove existing road markings



**NORWICH**  
City Council

Title  
2016 Car Club Bays  
BETHEL STREET, NORWICH  
GENERAL LAYOUT DETAIL

No.	Date	Notes	REVISIONS	Int.	Ckd.	Date	Scale(s)
						FEBRUARY 2016	1:250 @ A4
						Drawn By CS	Designed By CS
						Checked By KY	NEG. No.
						DWG. No.	

**Andy Watt**  
Head of City Development Services  
City Hall, Norwich, NR2 1NH  
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<b>Report to</b>	Norwich highways agency committee	<b>Item</b>
	17 March 2016	
<b>Report of</b>	Head of city development services	<b>8</b>
<b>Subject</b>	Britannia Road area traffic and parking management scheme (CIL neighbourhood fund)	

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## **Purpose**

To agree to consult upon a proposed traffic and parking management scheme for the Britannia Road area.

## **Recommendation**

That the committee:

- (1) notes the proposed scheme objectives and associated measures
- (2) asks the head of city development services to advertise for statutory public consultation the necessary traffic regulation order to provide waiting restrictions and road hump notice for traffic calming measures as detailed in this report.
- (3) notes that any objections received will be considered by the committee in future.

## **Corporate and service priorities**

The report helps to meet the corporate priority to provide a safe, clean and low carbon city and the service plan priority to implement the Transport for Norwich Strategy

## **Financial implications**

Community Infrastructure Levy funding of £20,000

**Ward/s:** Crome/Thorpe Hamlet

**Cabinet member:** Councillor Bremner – Environment and sustainable development

## **Contact officers**

Kieran Yates, Transport Planner 01603 212471

Gwyn Jones, City Growth & Development Manager 01603 212364

## **Background documents**

None

## Background

1. The community of Britannia Road and Vincent Road has approached Norwich City Council to voice concerns about excess traffic speed and anti-social behaviour associated with use of the Mousehold Heath car park on Britannia Road.
2. As a result Norwich City Council prioritised Neighbourhood Community Infrastructure Levy (CIL) funding to tackle these issues with a parking and traffic management scheme.
3. A public consultation meeting was held in November 2014 that informed the development of a scheme that includes traffic calming and waiting restrictions to better manage on street parking.
4. It is the intention of the project to achieve the following objectives:
  - (a) Improved compliance with the existing 20mph speed limit
  - (b) Deter anti-social driving, in particular driving by 'boy racers' at night
  - (c) Better management of on-street parking on the part of Britannia Road adjacent to Mousehold Heath so that there is space for the tourist bus to stop and turn around, and to deter verge parking in front of the Britannia Café.
  - (d) Improve pedestrian safety and access along the part of Britannia Road that does not have a footway and to provide a safer pedestrian crossing from the Heath towards Britannia Café gate where the footpath ends.
  - (e) Promote cycling on Britannia Road as a consequence of this package of measures.
5. Both Britannia Road and Vincent Roads have recently been re-designated as a 20mph speed zone as part of Pedalway funding with the requisite traffic calming feature being at the junction of Britannia Road with Gurney Road. This scheme will reinforce compliance with the extant 20mph zone restriction with new traffic calming.
6. Recent traffic calming has already been installed on Gurney Road as part of the Pedalway scheme and currently underway is a 20mph speed limit on Ketts Hill funded as part of a local safety scheme. Together these measures will improve road safety.
7. A time limit for parking on the Britannia Road car park can be considered in future should parking demands require it, however it is not part of this current project due to resource constraints. The Mousehold Heath Conservators have previously been consulted.
8. The Britannia Café is a social enterprise that rehabilitates offenders through work placements. It has become a popular destination and attracts a significant number of customers by car that at times leads to parking pressures in the local area. However as the café is regarded by the planning authority as ancillary to the prison it has not yet been possible for the city council as the planning or highway authority to formally levy any funding from the café to contribute towards this highway scheme or to control its operations that may impact upon parking nearby. The operator of the café have been co-operative in the provision of their venue as a meeting place for the community consultation held in late 2014, and will be included in the consultation.

## **Community consultation**

9. A public meeting was convened in November 2014 by Norwich City Council and attended by the local police community support officer (PCSO) team from Norfolk Constabulary and Councillors Nobbs and Maxwell for Crome ward. The meeting comprises of questions and answers, and a self-completion survey was circulated by the transportation officer.
10. Community concerns were wide ranging and predominantly focussed on road safety issues arising from anti-social driving particularly at night associated with 'boy racers' congregating on the Mousehold Heath car park. This meeting was held prior to traffic calming work on Gurney Road and 20mph speed limit on local roads when the speed limit was the default 30mph for urban roads.
11. PCSOs have been able to conduct targeted policing exercises, however due to limited resources this was not possible at all times. The consensus from the meeting was that changes were needed to the way traffic and parking was managed on Britannia and Vincent Roads.
12. Residents and members also asked if customers to the Britannia Café could be encouraged to use the large prison car parking area to the rear accessed via Knox Road. Whilst visitors to the prison may use this car park, we have been advised by the Britannia Café that the prison governor does not wish to encourage café parking.
13. Using feedback from the community, and in discussion with stakeholders including the Mousehold Heath Conservators and the Norwich sightseeing bus, the following transportation scheme has been devised within the available budget.

## **The way forward**

14. In order to effectively manage traffic and parking issues on Britannia and Vincent Roads the following measures are considered necessary. See Appendix 1 and 2 documents for details.
  - (a) Retain and reinforce the existing 20mph zone signage with 20mph roundal road markings at intervals on Britannia Road and Vincent Road.
  - (b) Install four new full width road humps on Britannia Road (along the section from Gurney Road to Ketts Hill/Plumstead Road and its branch down towards Gurney Road) to ensure average traffic speeds are compliant with the 20mph limit.
  - (c) Install one courtesy pedestrian crossing point (flat top road hump with road narrowed to a single lane) where the Britannia Road footway ends and where the pedestrian gate to the Britannia Café is sited. This will moderate traffic speed, discourage access by buses and coaches into the residential part of the roads and encourage more consideration of pedestrians who wish to cross Britannia Road.
  - (d) waiting restrictions installed on Britannia Road:
    - (i) coach parking bay; 15 minutes maximum waiting
    - (ii) on-street parking bay; no restriction on time, (no charge).iii) double yellow lines; on the east side from Gurney Road to HMP Norwich, excluding the above parking bays, and on the west side (opposite HMP Norwich).

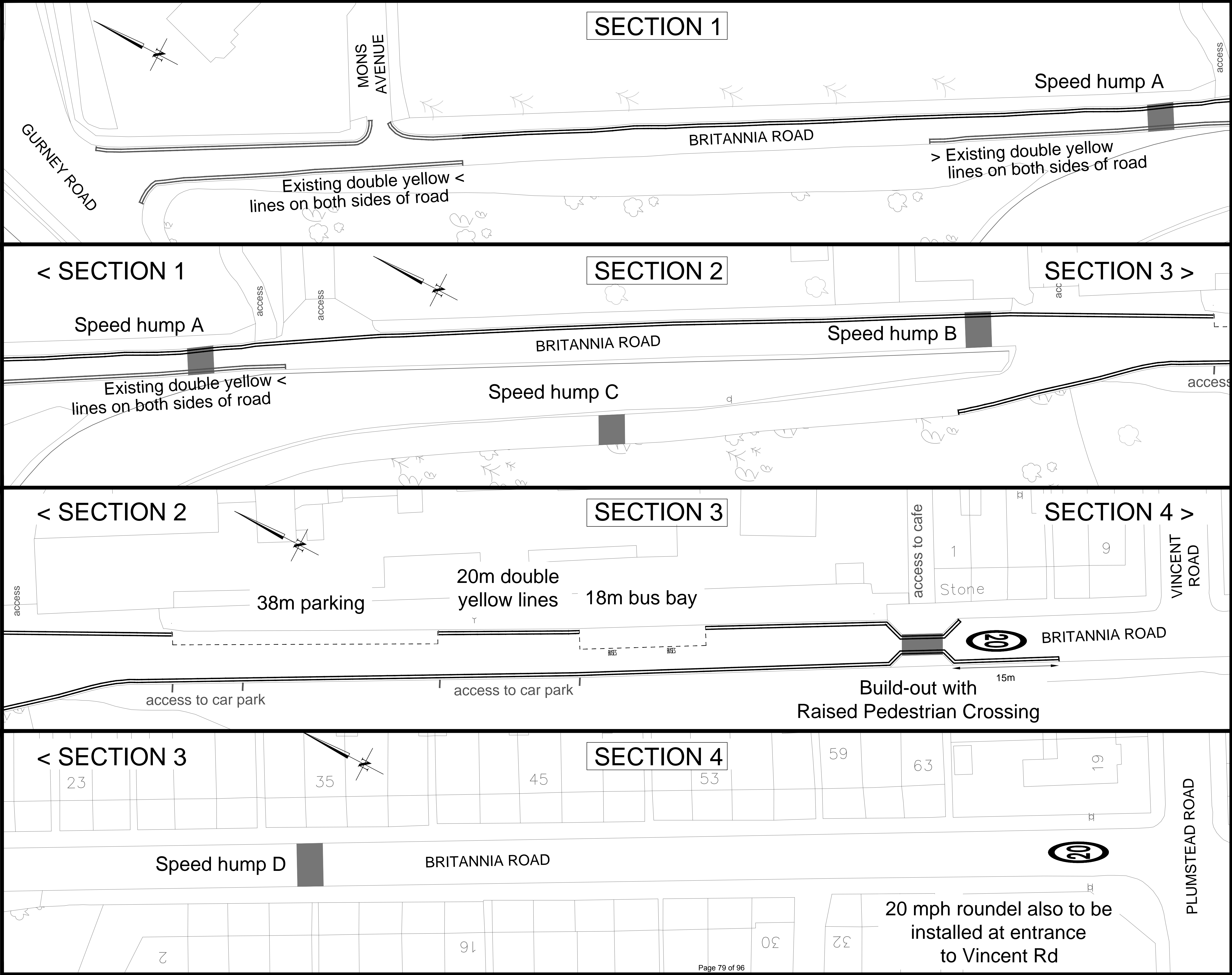
- (e) should resources allow, cycle parking may be provided on the grass verge near to the entrance of the Britannia Café to encourage visits by bike to Mousehold Heath and the cafe.

## **Funding**

15. The cost of implementing this scheme will be a maximum of £20,000.

## **Implementation**

16. A highway safety audit has been undertaken by Norfolk County Council and the proposed scheme amended as a result to improve compliance with the 20mph speed limit and to comply with national regulations on 20mph zones. When constructed and one year thereafter further highway safety audits will be undertaken.
17. Following this committee meeting, a statutory consultation period for the Traffic Regulation Order of 21 days will be undertaken and Road Hump notice issued. All local residents, businesses and stakeholders will be consulted by letter. Representations must be made in writing by letter or email before the consultation end date.
18. Transportation officers will be available at City Hall to answer any queries in person.
19. Representations will be submitted to a future meeting of the Norwich Highways Agency committee for consideration.
20. Once agreement has been obtained the scheme will be implemented in the 2016-17 financial year.
21. The project will be one the first community projects to be funded by the community infrastructure levy neighbourhood fund which city growth with local priorities.



NOTES

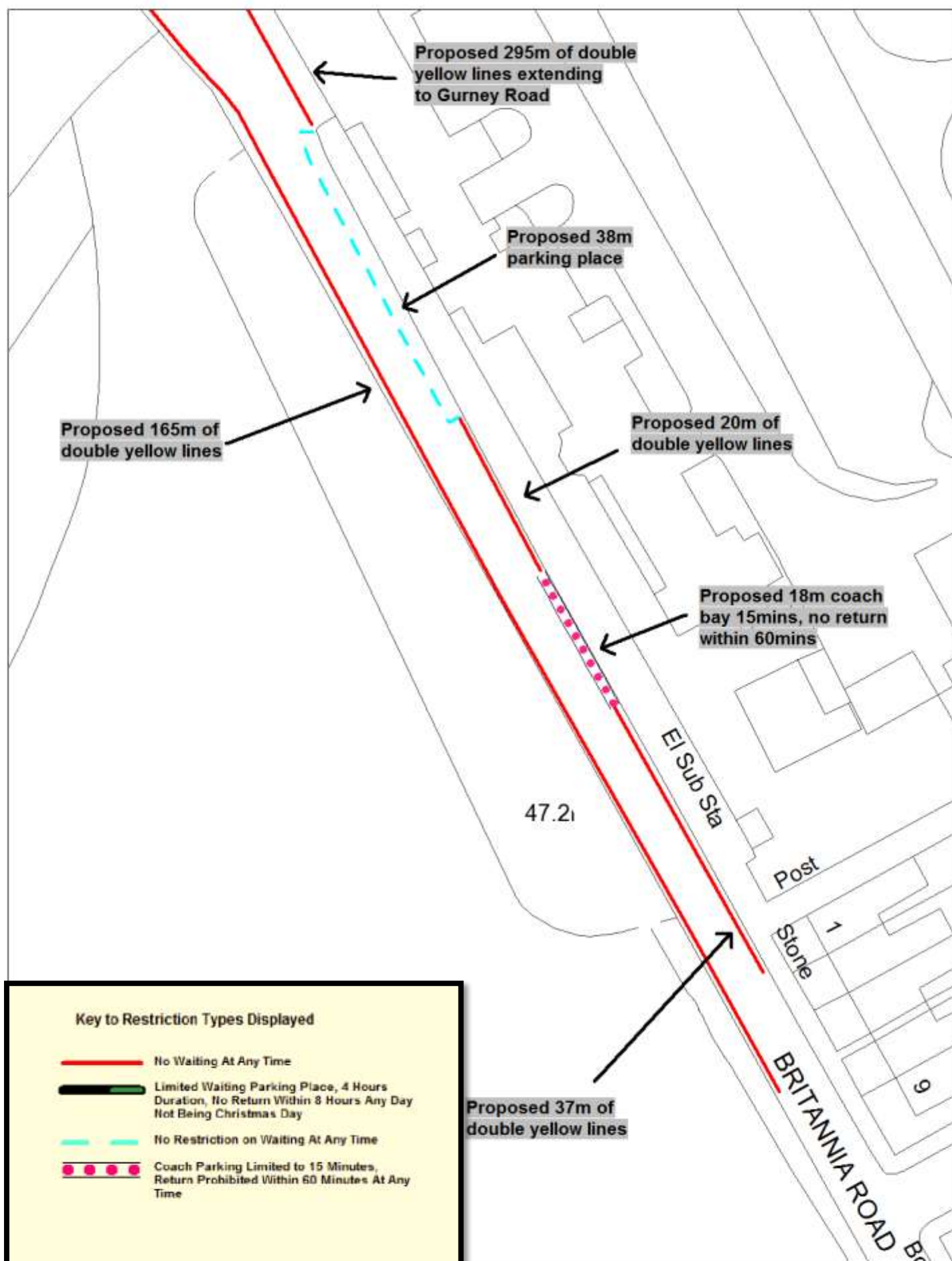
**KEY**

Proposed double yellow lines

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REVISIONS			
No.	Date	Notes	Int. Ckd.
Title			
Britannia Road CIL			
Scheme proposals			
Scale(s) Not to scale			
Date	Mar 2016	DWG. No.	15-BR-02
Designed by	KY/PW	NEG. No.	
Drawn By	PW		
Checked By			
Andy Watt Head of City Development Services City Hall, Norwich, NR2 1NH tel 0344 980 3333 highways@norwich.gov.uk			





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Britannia Road Cafe: Proposed changes to Britannia Road

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DATE	11/01/2016
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**NORWICH**  
City Council

**Report to** Norwich highways agency committee

**Item**

17 March 2016

9

**Report of** Head of city development services

**Subject** End of life signalled crossing on Whitefriars

---

## **Purpose**

To inform members of the consultation response to the proposal to replace the existing signalled crossing on Whitefriars with a zebra crossing in St Martin at Palace Plain and request approval to construct.

## **Recommendation**

To approve:

- (1) the removal of the existing signal crossing on Whitefriars, and,
- (2) the installation of a zebra with cycle crossing facility with associated works located on St Martin at Palace Plain to the south of the junction leading to Bishopgate as detailed on Plan No.15-HD-028-12.

## **Corporate and service priorities**

The report helps to meet the corporate priority to provide a safe, clean and low carbon city and the service plan priority to implement the Local Transport Plan and Norwich Area Transportation Strategy.

## **Financial implications**

The budget for these works is £70,000; £40,000 is to be funded from the traffic signals replacement budget and £30,000 to be funded from the local transport grant.

**Ward/s:** Thorpe Hamlet

**Cabinet member:** Councillor Bremner – Environment and sustainable development

## **Contact officers**

Linda Abel – Senior transportation planner 01603 212190

Adrian Evans – Senior technical officer highways 01603 212589

Joanne Deverick – Transportation & network manager 01603 212461

## **Background documents**

Consultation returns

# Report

## Background

1. In July 2013, members of this committee resolved to agree the principle that when a signal crossing is due for refurbishment, consideration is given to replacing the signalled crossing with an alternative facility such as zebra crossing or pedestrian refuge where pedestrian numbers and traffic levels are suitable and subject to the approval of the committee.
2. The existing signal crossing on St Martin at Palace Plain is nearing the end of its service life and is due for replacement in 2016-17. A crossing assessment was carried out by Norfolk County Council network management (safety) team with the additional consideration of the nearby route of the Pink Pedalway. The conclusion was "In view of the desire to create a continuous cycle route through this part of the city, together with low speeds and low proportion of vulnerable pedestrians, a shared pedestrian / cycle zebra crossing is recommended." A plan showing the suggested location was included, showing the new zebra sited to the south of the junction with the road leading to Bishopgate. This proposal was further developed by the city highways team.
3. A three week period of consultation was carried out in January 2016. An advert of the pedestrian crossing, road humps and cycle order notice was placed in the local press and posted on site in strategic positions. Transportation stakeholders were contacted and immediate residents and businesses written to. Consultation Plan No.15-HD-028-10 is attached as Appendix 2.

## Consultation responses

4. Ten responses to the consultation were received, six objected to the proposals. Summaries of the responses and officers comments are attached as Appendix 1.
5. The main concerns raised include the replacement of a signal crossing with a zebra, which some respondents felt was not as helpful to vulnerable road users. The proposed location of the crossing was considered not as convenient and some residents pointed out that the road works involved in the installation would cause disruption.
6. The Norfolk and Norwich Association for the Blind (NNAB) and the Royal National Institute for the Blind (RNIB) were particularly concerned about the effect the proposals would have on independent travel. It was felt that with no other signalised crossings in the vicinity, some visually impaired people (VIP) would choose to stay away from the area.
7. Norfolk Living Streets also commented that if pedestrians are walking along riverside walk, it is difficult to cross Whitefriars by the bridge due to poor visibility.

## Officer comments

8. As was stated earlier in this report, the principle of replacing old signalised crossing with alternative crossings in suitable environments has been agreed by this committee. A zebra crossing is thought of as more suitable in the city centre as it affords the pedestrian a higher priority over traffic and reduces delay to crossing the

road. Zebra crossings are also more suitable in a 20mph area, which this is shortly to become.

9. The proposed zebra location was chosen based on site surveys which revealed the desire line for many pedestrians crossing St Martin at Palace Plain. It is also the route of the pink pedalway. By moving the crossing to this location, it is possible to include a cycle crossing feature to help cyclists manoeuvre from Palace Street to Bishopgate in a northerly direction along the pedalway.
10. It is acknowledged that there has been a long period of disruption to residents recently with the necessary improvements to the surrounding highway and this proposal will again add to that disruption. However, works will be carried out with the intention of keeping any disruption to a minimum. A closure for one week on Whitefriars will be required at the end of the project to construction the raised table. The ongoing construction at Golden Ball Street should not have any effect on the roadworks in this location as the existing road closures will be finished before the proposed work on Whitefriars begins on 18 April 2016..
11. At the access points to riverside walk on Whitefriars, dropped kerbs are provided for those who chose to cross at this point. It is acknowledged that moving the crossing further south will make the facility less attractive for those taking this east – west direction. The best location for visibility would be to cross on top of the bridge itself and for that reason officers are investigating if it will be possible to provide dropped kerbs on the crown of the bridge.

### **Subsequent consultation**

12. After receiving the response from the Norfolk and Norwich Association for the Blind (NNAB), officers met representatives from the association to consider if any amendments might be possible to make the proposals easier for VIPs to use. Additional tactile navigation clues were discussed along with a simpler footpath crossing at Bedding Lane junction and a second crossing point with tactile paving on the road leading to Bishopgate away from the junction. These amendments to the scheme are outlined on Plan No. 15-HD-028-12, attached as appendix 3. The need for the change in location and the pedestrian desire line was also discussed. It was agreed a separate survey would be carried out to confirm the officers view that the new position of the crossing is in the desire line of most pedestrians as well as being on the pink pedalway route.
13. The survey was carried out on 24 February between 08:00-09:15hrs, 11.45-13:00hrs and 16:00-17:00hrs. Sixty seven people used the crossing location (not all engaged the signals). Only three of these people came from and exited to the north, meaning only three of the people using this crossing would have to walk further if the crossing was moved further south. 13 of the pedestrians came from and exited to the south, these people would need to travel less if the proposal was installed. Of the 67 people using this crossing, 19 were judged to be either disabled, OAPs or children. At the same time another survey was carried out between (and including) the junctions with Bishopgate and Bedding Lane. 122 people crossed the road unassisted in this area. Of these, 94 were able bodied adults and 13 were children. Also a note was taken of the number of pedestrians crossing near Whitefriars bridge and this was 339. The majority of these were travelling along riverside walk.

## **Conclusion**

14. In consideration of the responses received and the further survey carried out confirming the desire line for pedestrians is south of the junction with Bishopgate, it is recommended that Members agree to the installation of the proposals with the amendments as shown on Plan No.15-HD-028-12 with the possible installation of a pair of dropped kerbs on the crown of Whitefriars Bridge if technically possible.

## Consultation Responses

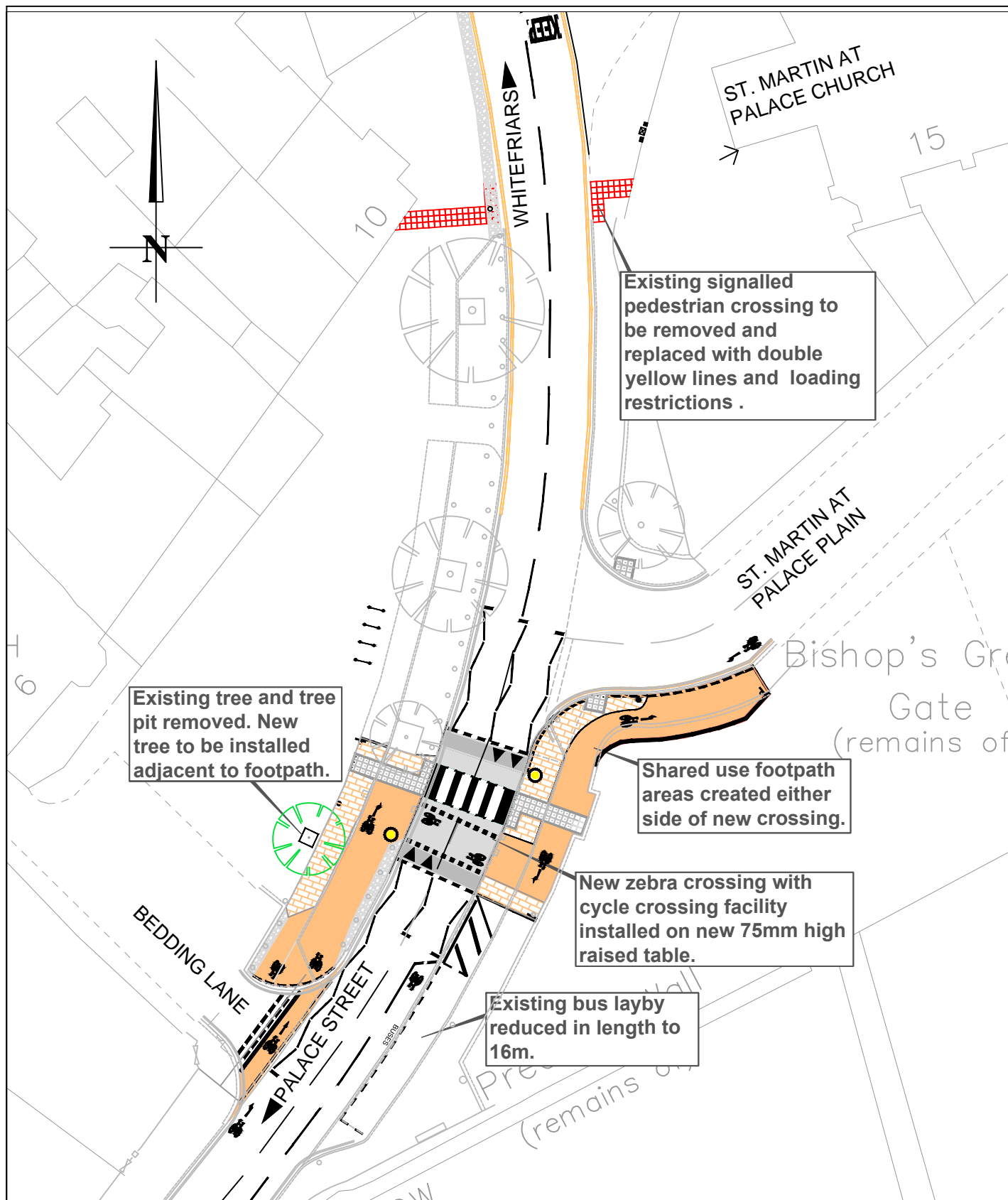
Respondent	Comments	Officer views
Norwich Cycling Campaign	Considers the proposed crossing is of marginal benefit to cyclists and many cyclists will choose to stay in the road for an easier route. The crossing would be easier to use if it is not a right angle to the kerb and the raised table should have sufficient inclines to slow traffic down. Moving the existing crossing will mean pedestrians will have to cross the road leading to Bishopgate if going to the courts or river.	It is accepted that some confident cyclists will choose to stay on the carriageway whatever facilities are provided and they have the right to do so. However, it is the intention to make cycling a pleasant experience for everyone to increase participation. Whitefriars / St Martin at Palace Plain has an average of 11,740 vehicles a day, which means it can at times be difficult and intimidating for a cyclist to take a right turn. A crossing facility on the direct pedalway route would be a substantial help to some cyclists. The zebra crossing must be designed to DfT guidance which advises a straight route is taken between kerbs, giving a shorter distance to travel on the road.
Norfolk Living Streets	Agree with the proposed position of the zebra and asks for the “Share with Care” signs to be used on the shared cycleway / footway. They also wanted to point out that people travelling along riverside walk have trouble crossing Whitefriars near the bridge because of sight lines and would not have the facility of the signal crossing to use.	It is not considered necessary to use the “Share with care” signs in this location. This is a conservation area and street clutter must be minimised. If the existing crossing is moved further south it will mean people walking along riverside walk will have a greater detour to use the new crossing. On inspection it was considered possible to mediate this concern and help some pedestrians find a nearby safer position to cross the road by providing two dropped kerbs on the crown of Whitefriars bridge. Further research is necessary on the structure of the bridge before this can be finalised.

Respondent	Comments	Officer views
Norfolk and Norwich Association for the Blind	Strongly object to the removal of the signal crossing and downgrading to a zebra in a new location. They advise the proposals will be less safe for the visually impaired. There is no other signalled crossing in the vicinity for a visually impaired person (VIP) to use, leaving this area less accessible for VIPs who may choose to avoid the area completely. The new location will cause pedestrians to cross more roads if going to the courts, Great Hospital or river. VIPs need clear shorelines (extent of footpath) to navigate, the new proposal with shared surfaces and a raised table leaves large areas without navigational clues for VIPs, this can lead to anxiety, loss of confidence and concerns over personal safety.	The objection from the NNAB and RNIB to replacing a signal crossing with a zebra is understood. It is acknowledged that some VIPs are less confident in using a zebra than a signalled crossing, but it is thought that this concern over personal safety is a perception rather than a fact. In terms of relative safety of crossing types, the DfT Local Transport Note 1/95 'the assessment of pedestrian crossings', advises that "there is little difference in the average rate of personal injury accidents at Zebra and signal controlled types". However, it is accepted that some VIPs will choose not to use zebra crossings and so the surveys carried out could have been biased. With the introduction of a 20mph zone in the city centre and a larger number of zebras in the area, drivers will become more aware of pedestrians and their needs, giving a greater priority to all pedestrians. It is hoped that VIPs will find that the interaction between drivers and pedestrians will improve and the "fear" of drivers not stopping for them will reduce.
Royal National Institute for the Blind	Supports the views of the NNAB and strongly objects to the proposals. They believe these proposals would making walking around this part of the city less safe for people with sight loss and could lead to social isolation as people feel less able to get out and about. They also state "In addition, RNIB is very concerned about the increasing number of proposals by the City Council to downgrade controlled crossings to zebra crossings. Both NNAB and RNIB	As was stated earlier in this report, the principle of replacing old signalised crossing with alternative crossings in suitable environments has been agreed by this committee. A zebra crossing is thought of as more suitable in the city centre as it affords the pedestrian a higher priority over traffic and gives less delay to crossing the road.

<b>Respondent</b>	<b>Comments</b>	<b>Officer views</b>
	have made it clear in previous responses and discussions with the City Council that this makes the pedestrian environment unsafe for blind and partially sighted people, yet this does not seem to have been taken on board.”	
Norfolk Constabulary	Supports the proposals.	Support appreciated.
Maids Head Hotel	Do not object to the proposal but requested more information on the traffic management arrangements when the works are carried out.	As in all roadworks carried out in Norwich, local businesses and residents will be kept informed of traffic management for scheduled road works.
Resident of Pyes Yard	Supported the proposals but suggested the street lighting in St Martin at Palace Plain may need improvement. They also congratulated officers for the recent changes in Tombland.	The support is appreciated. The street lighting has been assessed and improvements will be included in the detail design.
Resident of St Martin at Palace Plain	Considers the existing signal crossing should remain as many parents and children use it and others crossing further south are just taking a 'short cut'. Road works will cause further disruption to residents and is concerned with the possibility of light pollution from the zebra beacons.	The flashing beacons used at the proposed zebra crossing will be “Zebrite” which have a directional light to oncoming traffic. The distance between the residential buildings and the proposed crossing should be adequate not to cause a light pollution problem. It is acknowledged that there has been a long period of disruption to residents recently with the necessary improvements to the surrounding highway and this proposal will again add to that disruption. However, the works will be carried out with the intention of keeping any disruption to a minimum and residents are asked to bide with us



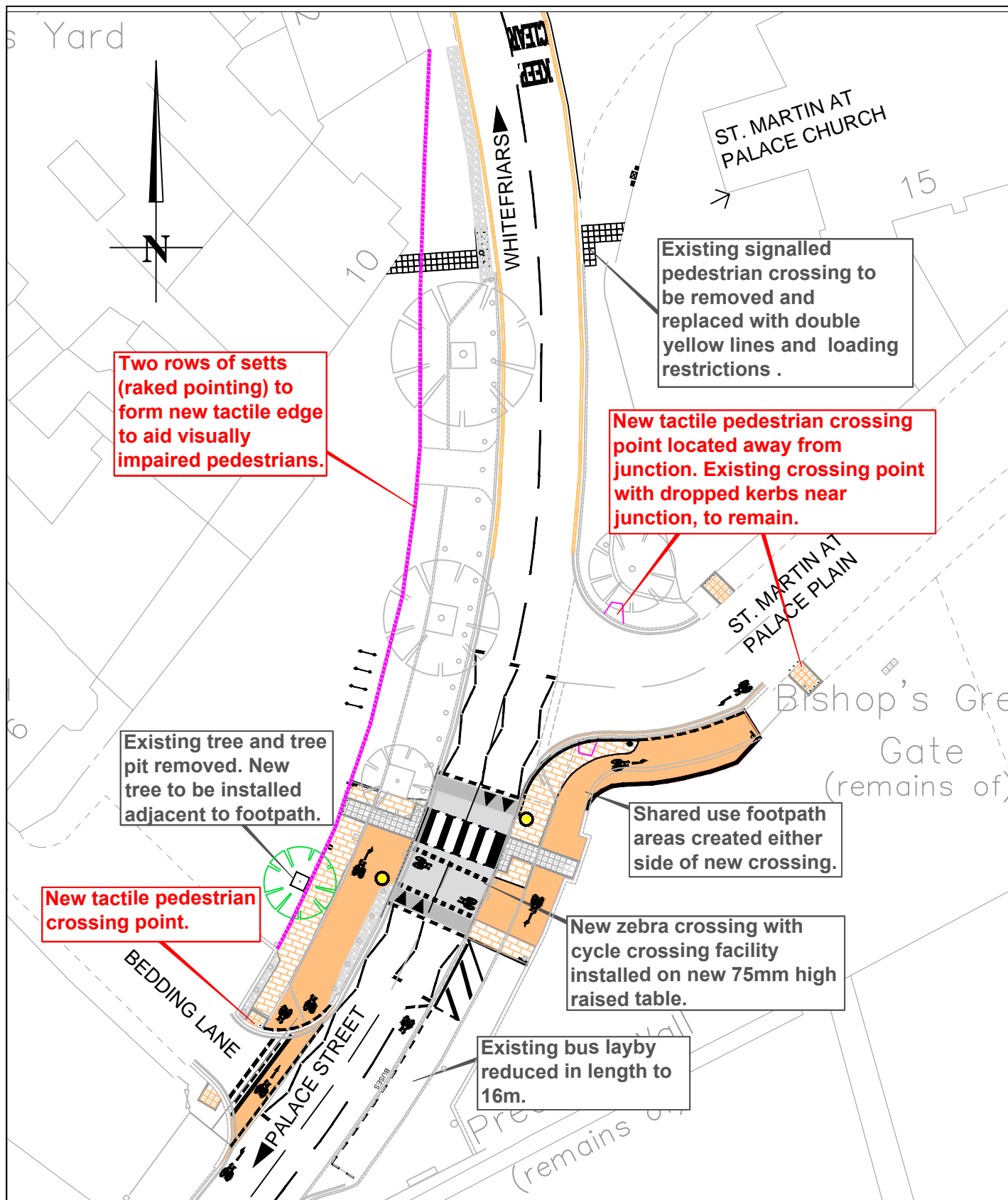
Respondent	Comments	Officer views
		whilst this extra work is carried out. It is estimated the work involved with this proposal will entail eight weeks of construction on site.
Resident of Beckwiths Court	Does not agree with spending more money on cyclists when they consider 'very few' cyclists use the facilities already provided. Concerned with more disruption to residents when the works are installed.	Cyclists are entitled to remain on the road if they wish. As part of the Norwich Area Transportation Strategy, we are promoting cycling for everyone and need to provide facilities so the less confident cyclists can travel around Norwich. Disruption to residents is regrettable but as above, we aim to keep the disruption to a minimal.
Resident of Pyes Yard	Objected, as a disabled pedestrian they need to walk slowly and find the signal crossings easier to use, especially with children. They would like to see more pedestrian crossings in the area, but consider the proposed location is too near the Bishopgate junction for safety. They applaud the effort to help cyclists, but find shared spaces stressful and consider cyclists should be prepared to dismount.	It is acknowledged that some vulnerable pedestrians prefer to use signal crossings, but the installation and upkeep of signalised crossings puts a real strain on both capital and revenue budgets. If zebra crossings are installed which are relatively cheaper to provide and maintain, more crossings can be provided for the budget available, a bonus for pedestrians. The proposed crossing has been assessed by the network management (safety) team of Norfolk county council and is considered to be in a safe location. The use of short lengths of shared cycleway / footway is necessary to enable safe and easy passage to the crossing for cyclists. If cyclists are given easy access to the crossing they will be more likely to use the facility.



**NORWICH**  
City Council

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Title	Date	Scale(s)	No.	Date	Notes	REVISIONS	Int.	Ckd.
	Jan. 2016	Not to scale						
St. Martin at Palace Plain, Norwich.  Proposed zebra crossing with cycle crossing facility	Drawn By	Designed By						
	AE	AE						
	Checked By	NEG. No.						
	LA							
	DWG. No.							
	15-HD-028-10							



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Title	Date	Scale(s)	No.	Date	Notes	REVISIONS	Int.	Ckd.
	2016	Not to scale						
St. Martin at Palace Plain, Norwich. Proposed zebra crossing with cycle crossing facility - NHAC March 2016 Amendments post consultation - noted in red	Drawn By	Designed By						
	AE	AE						
	Checked By	NEG. No.						
	LA							
	DWG. No.							
	15-HD-028-12							

**Report to** Norwich highways agency committee

**Item**

17 March 2016

10

**Report of** Executive head of business relationship management and democracy

**Subject** Committee schedule of meetings 2016-17

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### **Purpose**

To agree the meeting schedule for the 2016 to 2017 civic year.

### **Recommendation**

That the committee agrees, subject to approval at the city council's annual council, the schedule of meetings for the civic year 2016-2017, all meetings to be at 10:00 and held at City Hall:-

16 June 2016

21 July 2016

15 September 2016

24 November 2016

19 January 2017

16 March 2017

### **Corporate and service priorities**

The report helps to meet the corporate priority to provide value for money services and in accordance with the Norwich Highways Agency agreement.

### **Financial implications**

There are no direct financial considerations arising from this report.

**Ward/s:** All wards

**Cabinet member:** Councillor Stonard - Resources and income generation

### **Contact officers**

Jackie Rodger, senior committee officer

01603 212033

### **Background documents**

None

## **Report**

1. The committee usually meets six times a year at 10:00 on either the fourth or third Thursday of the months of May or June, July, September, November, January and March of each year. This has the advantage of distributing committee meetings evenly throughout the year.
2. The dates proposed follow this pattern and take into account other meetings of the city and county councils, room availability and where possible try to avoid school holidays.
3. The city council agrees its schedule of meetings for the civic year at its annual council which will be held on 26 May 2016. The city council elects the vice chair at annual council. The county council elects the chair at its annual council. Holding the first meeting of the civic year in June allows for this process to be completed.
4. Annual reports are usually considered at the meeting in July.

## **Schedule for 2016-17**

5. The proposed schedule of meetings for 2016-17 is to hold meetings at 10:00 on Thursdays at City Hall on:  
  
16 June 2016\*  
21 July 2016  
15 September 2016  
24 November 2016  
19 January 2017  
16 March 2017
6. Colleagues at Norfolk County Council have been consulted on the proposed dates of meetings. The meeting on 21 July 2016 coincides with the meeting of the Norwich Health Overview and Scrutiny committee. However it is not proposed to move the meeting back a week because it would fall a week into the school summer holidays.

**Report to** Norwich highways agency committee  
17 March 2016  
**Report of** Head of city development services  
**Subject** Major road works – regular monitoring

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**Item**

**11**

### **Purpose**

This report advises and updates members of current and planned future roadworks in Norwich.

### **Recommendation**

To note the report.

### **Corporate and service priorities**

The report helps to achieve the corporate priorities of a strong and prosperous city and the service plan priority to coordinate programmes to achieve best value.

### **Financial implications**

There are no direct financial consequences from this report

**Ward/s:** All wards

**Cabinet member:** Cllr Bert Bremner – Environment development and transport

### **Contact officers**

Ted Leggett, Street works officer  
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01603 212073

Joanne Deverick, Transportation & network manager  
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01603 212203

### **Background documents**

None

# Report

## Background

1. Roadworks are a source of frustration and inconvenience to road users but they are an essential operation and need to be managed carefully to minimise their impact on the travelling public.
2. There are two main originators of roadworks: The Highway Authority and public utility companies. Norfolk County Council has a responsibility to improve and maintain the highway, while the public utility companies have a responsibility to provide and maintain their infrastructure, the vast majority of which is located under the highway. From time to time developers are also required to work in the highway, carrying out improvements to facilitate access to their developments.
3. The table attached as appendix 1 sets out the current works that have been completed since your last meeting, are currently in progress or are planned for the future on the A, B and C class roads within the city. More detailed roadworks information is provided online via the electronic local government information network at <http://norfolk.elgin.gov.uk>
4. The more significant works are highlighted below.

## Golden Ball Street Project

5. The major project involving changes to Golden Ball Street and the surrounding area commenced with phase 1, works to Rouen Road and Farmers Avenue which is due for completion on 20 March 2016. Following that will be the resurfacing of Cattle Market Street, Farmers Avenue and Golden Ball Street, at which point Golden Ball Street and Farmers Avenue will become two-way

### Works in progress

Location	Lead Authority	Type of scheme	Traffic management	Due for completion	Remarks
Rouen Road	Norfolk	Transport for Norwich Scheme	Closure of Rouen Road and other associated large scale traffic management	20 March 2016	

### Planned future works

Location	Lead Authority	Type of scheme	Traffic management	Anticipated dates	Remarks
Golden Ball Street/Farmers Avenue/Cattle Market Street	County	Transport for Norwich	One week of overnight closures for resurfacing	14-21 March 2016	Works to take place 1900-0700hrs only
Rouen Road/Ber Street	City	City Centre 20mph scheme	Closures moving west to east	21 March to 8 April 2016	
Westlegate	County	Transport for Norwich – city centre improvements	Closure	14 March – 16 September 2016	Temporary TRO will be replaced by a permanent TRO for closure of Westlegate



<b>Location</b>	<b>Lead Authority</b>	<b>Type of scheme</b>	<b>Traffic management</b>	<b>Anticipated dates</b>	<b>Remarks</b>
Colegate / St Georges	County	Transport for Norwich - cycling	Closure	21 March to 8 May 2016	
Thorn Lane	County	Transport for Norwich – city centre improvements	Closure	14 March – 10 September 2016	
Woodcock Road	County	Transport for Norwich - cycling	Closure of Woodcock Road. Angel Road / Catton Grove Road to remain open	4 April to 24 June	Norwich City Council will use the closure to facilitate urgent tree surgery and removal
Whitefriars	City	Signal upgrade	One week closure at end of project	23 April – end May	