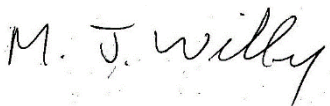


Norfolk County Council

Record of Individual Cabinet Member Decision

Responsible Cabinet Member: Councillor Martin Wilby (Cabinet Member for Highways, Infrastructure and Transport)	
Background and Purpose: The Department for Transport has awarded Norwich £32m capital funding through the Transforming Cities Fund (TCF). The County Council's successful application was based on a vision to "Invest in clean and shared transport creating a healthy environment, increasing social mobility and boosting productivity through enhanced access to employment and learning." Thorpe Road was identified as a key corridor to access the city centre. A more direct route into the city centre, via a contraflow lane, is recommended for public transport and cyclists.	
Decision: To implement the Traffic Regulation Orders associated with waiting restrictions and the contraflow bus lane as part of the wider Transforming Cities funded scheme on Thorpe Road as advertised and set out in Appendix A.	
Is it a key decision?	No
Is it subject to call in? If Yes – Deadline for Call in	Yes Date: 4pm – Monday 15 February 2021
Impact of the Decision: If the 'At Any Time' waiting restrictions are implemented as advertised, this will mean directly affected frontages will no longer be able to park on the highway, with the exception of loading/unloading and blue badge holders. The proposed 'At Any Time' waiting restrictions forms part of the wider scheme which aims to improve a key corridor for buses into the city, whilst also improving general access and safety for cyclists, pedestrians and motorists alike. Without approval for the 'At Any Time' waiting restrictions, the overall effectiveness of the scheme will be reduced. All roads affected by the scheme already have waiting restrictions, either single yellow lines (no waiting between Mon-Sat 8am-6.30pm) and double yellow lines (no waiting at any time). However, the proposals aim to convert	

the existing single yellow lines on sections of Thorpe Road and Carrow Road to double yellow lines, as shown in the plans contained within Appendix A.	
Evidence and reason for the decision: As set out in the attached report.	
Alternative options considered and rejected: As set out in the attached report.	
Financial, Resource or other implications considered: As set out in the attached report.	
Record of any conflict of interest: None.	
Background Documents: <ul style="list-style-type: none"> • Appendix A – Traffic Regulation Order notice and plans • Appendix B – Objections and Officer Comments 	
Date of Decision:	5 February 2021
Publication date of decision:	8 February 2021
Signed by Cabinet member: I confirm that I have made the decision set out above, for the reasons also set out  Signed: Print name: Cllr Martin Wilby Date: 05/02/2021	
Accompanying Documents: <ul style="list-style-type: none"> • PJA074 Decision Making Report 	

Once you have completed your internal department clearance process and obtained agreement of the Cabinet Member, send your completed decision notice together with the report and green form to committees@norfolk.gov.uk

Individual Cabinet Member Decision Report

Item No:

Decision making report title:	Norwich – Thorpe Road - Contraflow Bus Lane and Waiting Restrictions
Date of report:	21 January 2021
Responsible Cabinet Member:	Councillor Martin Wilby (Cabinet Member for Highways, Infrastructure and Transport)
Responsible Director:	Tom McCabe (Executive Director, Community and Environmental Services)
Is this a key decision?	No

Executive Summary

This report sets out a proposal to progress 'At Any Time' waiting restrictions and Traffic Regulation Orders (TRO) on Thorpe Road and Carrow Road, Norwich and a 'Contraflow' bus lane TRO on Thorpe Road.

The overall scheme to implement a new contraflow bus lane and waiting restrictions was approved to proceed and to commence the statutory procedures associated with required traffic regulation orders at the Transforming Cities Fund Joint Committee in September 2020.

The 'At Any Time' waiting restriction and 'Contraflow' bus lane proposals, which this report is solely seeking approval for, forms part of the wider approved scheme which aims to improve bus journey times and cycle access along Thorpe Road. The scheme involves implementing prohibition of waiting orders, implementing a contraflow bus lane order, reconfiguring junctions, removing traffic signals and installing a zebra crossing.

Recommendation

- 1. To implement the TRO associated with waiting restrictions and the contraflow bus lane as part of the wider Transforming Cities funded scheme on Thorpe Road as advertised and set out in Appendix A.**

1. Background and Purpose

- 1.1. The Department for Transport has awarded Norwich £32m capital funding through the Transforming Cities Fund (TCF). The County Council's successful application was based on a vision to "Invest in clean and shared transport creating a healthy environment, increasing social mobility and boosting productivity through enhanced access to employment and learning."

- 1.2. Thorpe Road was identified as a key corridor to access the city centre. A more direct route into the city centre, via a contraflow lane, is recommended for public transport and cyclists.

2. Proposals

- 2.1. The main outcome sought from the project is the provision of a new bus contraflow lane on Thorpe Road. Cyclists will also be able to use this. In a preliminary consultation carried out in March 2020, the proposals received support from bus operators konectBus, First Bus, Councillors and the public.
- 2.2. Following the conclusion of the March 2020 consultation, we changed some elements of the scheme, which were subsequently approved at the September 2020 Transforming Cities Fund Joint Committee. The main changes were:
- addition of a new bus stop on Thorpe Road;
 - reduction in the extent of the proposed build out on Carrow Road.
- 2.3. Local County Councillor Chris Jones has given his support to the scheme and authorised the advertisement of the necessary Traffic Regulation Orders (TRO) following approval at the September 2020 Transforming Cities Fund Joint Committee.
- 2.4. Additional 'At Any Time' waiting restrictions are required to complement the contraflow bus lane to allow the free flow of traffic in this area. TROs are required to implement the waiting restrictions and the contraflow bus lane itself. A notice would also be required in relation to the proposed zebra crossing. A preliminary consultation was carried out in March 2020 and the orders and notices were formally advertised between 4th December 2020 and 5th January 2021. A copy of the advertised order and consultation plans can be seen in Appendix A.
- 2.5. 22 letters of objection were received relating to the proposed scheme which has generated 40 comments and issues. Comments and issues are summarised in Appendix B along with officer comments.

3. Impact of the Proposal

- 3.1. If the 'At Any Time' waiting restrictions are implemented as advertised, this will mean directly affected frontages will no longer be able to park on the highway, with the exception of loading/unloading and blue badge holders.
- 3.2. The proposed 'At Any Time' waiting restrictions forms part of the wider scheme which aims to improve a key corridor for buses into the city, whilst also improving general access and safety for cyclists, pedestrians and motorists alike. Without approval for the 'At Any Time' waiting restrictions, the overall effectiveness of the scheme will be reduced.
- 3.3. All roads affected by the scheme already have waiting restrictions, either single yellow lines (no waiting between Mon-Sat 8am-6.30pm) and double yellow lines (no waiting at any time). However, the proposals aim to convert the existing

single yellow lines on sections of Thorpe Road and Carrow Road to double yellow lines, as shown in the plans contained within Appendix A.

4. Evidence and Reasons for Decision

- 4.1. These proposals will deliver the vision set out in our TCF application, which will:
- make it easier to cycle directly into the city centre via Thorpe Road;
 - provide a more direct access for public transport;
 - reduce conflict between pedestrians and cyclists;
 - boost the economy by providing quicker access into the city centre.
- 4.2. As set out in the report to the Transforming Cities Fund Joint Committee in September 2020, traffic modelling of these proposals shows savings in journey times that can be achieved by public transport services utilising the revised route.
- 4.3. The purpose of the proposed double yellow lines is to ensure sufficient safe width for the required carriageway lanes, provide an effective bus and cycle route without obstruction and to increase visibility and safety around the proposed zebra crossing.
- 4.4. Daytime parking (8am-6.30pm) is already prohibited within the scheme extents. However, these proposals will restrict parking at all times. There are not currently any plans for replacement parking provision to be provided due to the constraints of the area within the proposed scheme.

5. Alternative Options

- 5.1. The alternative options are:
1. To develop an alternative scheme – however, it will not be possible to deliver the full range of benefits with an alternative scheme.
 2. To not deliver the proposals – which means the benefits cannot be realised.

6. Financial Implications

- 6.1. The cost of the total project is £941,500 which includes a maintenance contribution for carriageway and footway resurfacing works of £191,500. The carriageway and footway resurfacing works will be carried out at the same time as this TCF scheme to minimise disruption and improve overall value for money. The remaining £750,000 is funded by the Department for Transport through the TCF programme. The Traffic Regulation Order is a small part of this whole project cost.

7. Resource Implications

- 7.1. **Staff:** Scheme designed and delivered utilising existing resources.
- 7.2. **Property:** Nil

7.3. **IT: Nil**

8. Other Implications

8.1. Legal Implications

NPlaw have advised on the making of this traffic regulation order and have confirmed that actions taken to date have been compliant with the legislative requirements.

8.2. Human Rights implications

Nil

8.3. Equality Impact Assessment (EqIA)

Norfolk County Council has a duty to pay due regard to equality when exercising its public functions. In making this TRO, we have considered the potential impact on local people, particularly disabled and older people and parents and carers of children, and others who may have needs when using the highways. Public consultation on the TRO has taken place, to enable people to highlight any issues it is important for the Council to be aware of before a decision is made.

It has been concluded that this scheme will not provide any Equality Implications

8.4. Health and Safety implications

The proposed scheme should improve road safety for all users.

8.5. Sustainability implications

These proposals will have a positive impact on the environment by improving the impact transport has on carbon emissions, air quality and public health.

8.6. Any other implications

Officers have considered all the implications which members should be aware of. Apart from those listed in the report (above), there are no other implications to take into account.

9. Risk Implications/Assessment

9.1. The implementation of the proposed scheme will prohibit vehicular parking and therefore should remove any safety risk, by allowing civil parking enforcement officers to enforce the waiting restrictions.

10. Select Committee comments

10.1. N/A

11. Recommendation

11.1. **1. To implement the Traffic Regulation Orders associated with waiting restrictions and the contraflow bus lane as part of the wider**

**Transforming Cities funded scheme on Thorpe Road as advertised
and set out in Appendix A.**

12. Background Papers

12.1. None

Officer Contact

If you have any questions about matters contained in this paper, please get in touch with:

Officer name: Daniel North

Tel No.: 01603 224289

Email address: daniel.north2@norfolk.gov.uk



If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.

NORFOLK COUNTY COUNCIL (NORWICH, CARROW ROAD, CLARENCE ROAD AND THORPE ROAD) PROPOSED TRAFFIC ORDERS AND PEDESTRIAN CROSSINGS NOTICE

The Norfolk County Council propose to make the following two Orders under the Road Traffic Regulation Act 1984 to have the effects as follows:-

Norfolk County Council (Eastern Controlled Parking Zone) (Norwich, Carrow Road, Thorpe Road) Amendment Traffic Regulation Order 2021

The effect of this would be to amend the Norwich City Council Eastern Controlled Parking Zone Traffic Regulation Order 1999 (as amended) to change the current No Waiting Monday to Saturday 8am-6.30pm except Bank Holidays waiting restrictions to No Waiting at Any Time on the lengths of Carrow Road and Thorpe Road as follows:-

Proposed No Waiting at Any Time

Carrow Road - South side: from its junction with Wilson Road to its junction with Thorpe Road.

Thorpe Road -

South side	-	From a point 9 metres west of the boundary of No. 1a Clarence Road and No. 41 Thorpe Road to a point 6 metres west of the eastern building line of No. 43 Thorpe Road.
	-	From a point 4 metres west of the boundary of Nos. 45/47 Thorpe Road to a point 3 metres east of the boundary of Nos. 49/51 Thorpe Road.
		Thorpe Road (south side) from the boundary of Nos. 53/55 Thorpe Road to its junction with Carrow Road.
North side	-	From the boundary of Nos. 53/55 Thorpe Road to a point 17 metres west of the western back of highway line of Heathside Road.

Norfolk County Council (Norwich, Thorpe Road) (Contraflow Bus and Cycle Lane Order 2021

The effect of this Order will be to permit a buses and cycles only to proceed in a contra flow (south-east to north-west) direction on the south side of the A1242 Thorpe Road from its junction with A1242 Carrow Road in a north-westerly direction for 226 metres to a point outside 41 Thorpe Road.

Any objections and representations relating to either of these Orders must be made in writing and must specify the grounds on which they are made. All correspondence for these proposals must be received at the office of nplaw, Norfolk County Council, County Hall, Martineau Lane, Norwich, NR1 2DH, marked for the attention of Mrs Simmons by 5th January 2021. They may also be emailed to TrafficOrders@norfolk.gov.uk.

PEDESTRIAN CROSSING NOTICES

As required under the Road Traffic Regulation Act 1984, Part III Sections 23 and 25, the Norfolk County Council hereby give notice of proposed changes and installation of crossings as follows:-

**Norfolk County Council (NORWICH, CLARENCE ROAD AND THORPE ROAD)
PUFFIN CROSSING NOTICE 2020**

To remove the existing Pelican crossings near these locations and install Puffin pedestrian crossings and associated Puffin controlled areas on the following lengths of road:

A1242 Clarence Road (western arm)	-	At a point 5.0 metres south of the centre point of the junction of the A1242 Thorpe Road extending southwards for a distance of 2.7 metres.
A1242 Clarence Road (eastern arm)	-	At a point 3.0 metres southwest of the centre point of the junction of the A1242 Thorpe Road extending south-westwards for a distance of 2.7 metres.
A1242 Thorpe Road	-	At the centre point of its junction with the A1242 Clarence Road extending westwards for a distance of 2.7 metres.

**Norfolk County Council
(NORWICH, THORPE ROAD) ZEBRA PEDESTRIAN CROSSING NOTICE 2020**

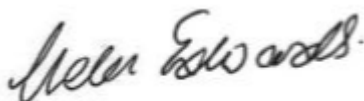
To install a Zebra Pedestrian Crossing and an associated Zebra controlled area on the A1242 Thorpe Road at a point 51 metres west of the centre point of the junction of the U42620 Heathside Road westwards for a distance of 2.7 metres.

The reason for these pedestrian crossings proposal is to provide a safer environment for pedestrians within an urbanised area. Distances in respect of both types of crossings are measured to the centre point of the pedestrian crossing.

Details of all the above proposals and a plan may be viewed online at <https://norfolk.citizenspace.com/>. They may also be inspected during normal opening hours at Norfolk County Council, County Hall, Martineau Lane, Norwich or via transportfornorwich@norfolk.gov.uk. However, during the current epidemic staffing levels have been reduced and viewing online would be recommended in keeping with the government guidelines.

The Officer dealing with the public enquiries concerning these proposals is Mr D North, telephone 01603 224289 or 0344 800 8020.

DATED this 4th day of December 2020

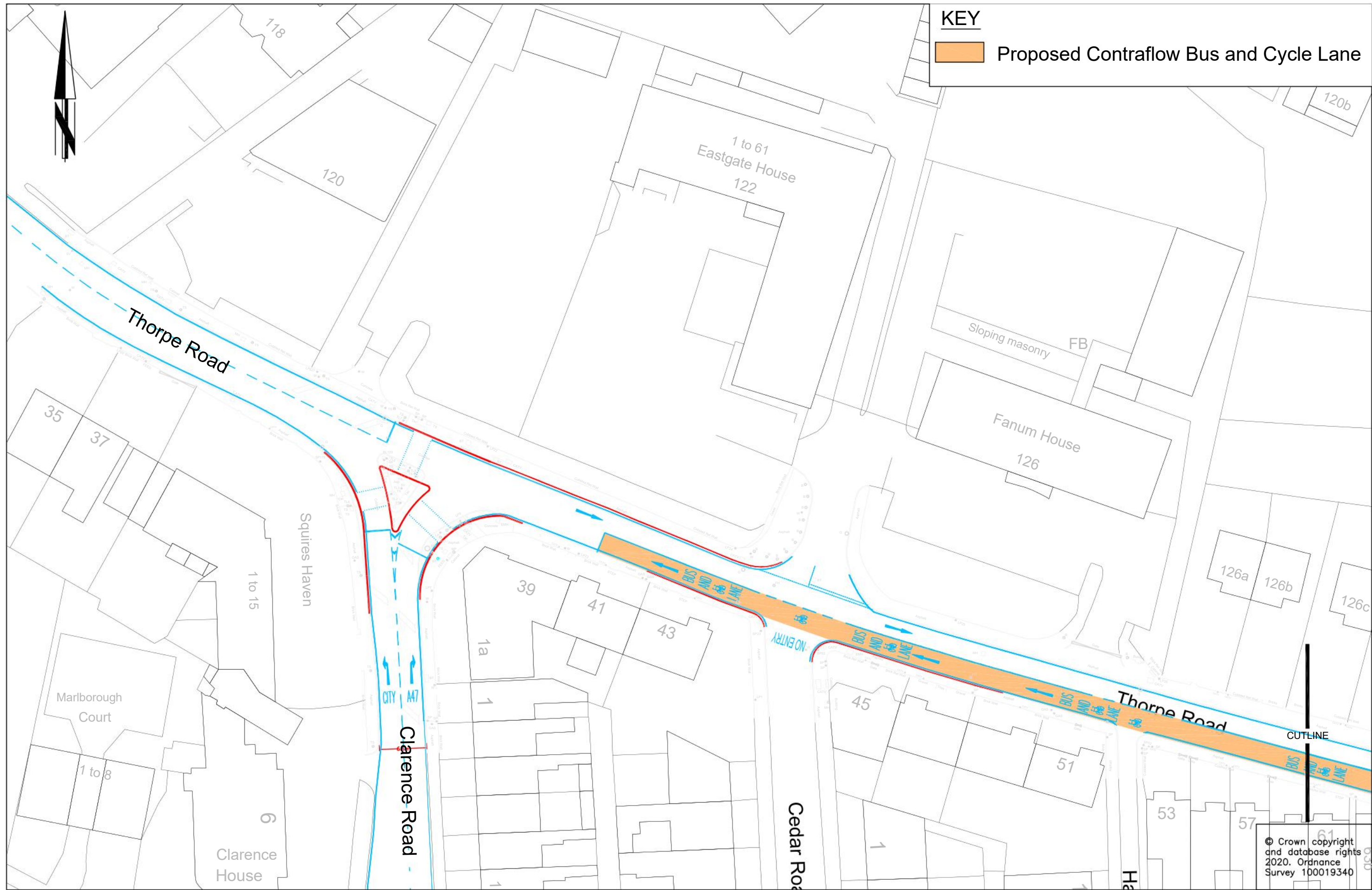


Helen Edwards
Chief Legal Officer

County Hall
Martineau Lane
Norwich
NR1 2DH

Note: Information you send to the Council will be used for any purpose connected with the making or confirming of this Order and will be held as long as reasonably necessary for those purposes. It may also be released to others in response to freedom of information requests.

HKS/64326(CarrowClarence&ThorpeRdsNotice1)20



Funded by:

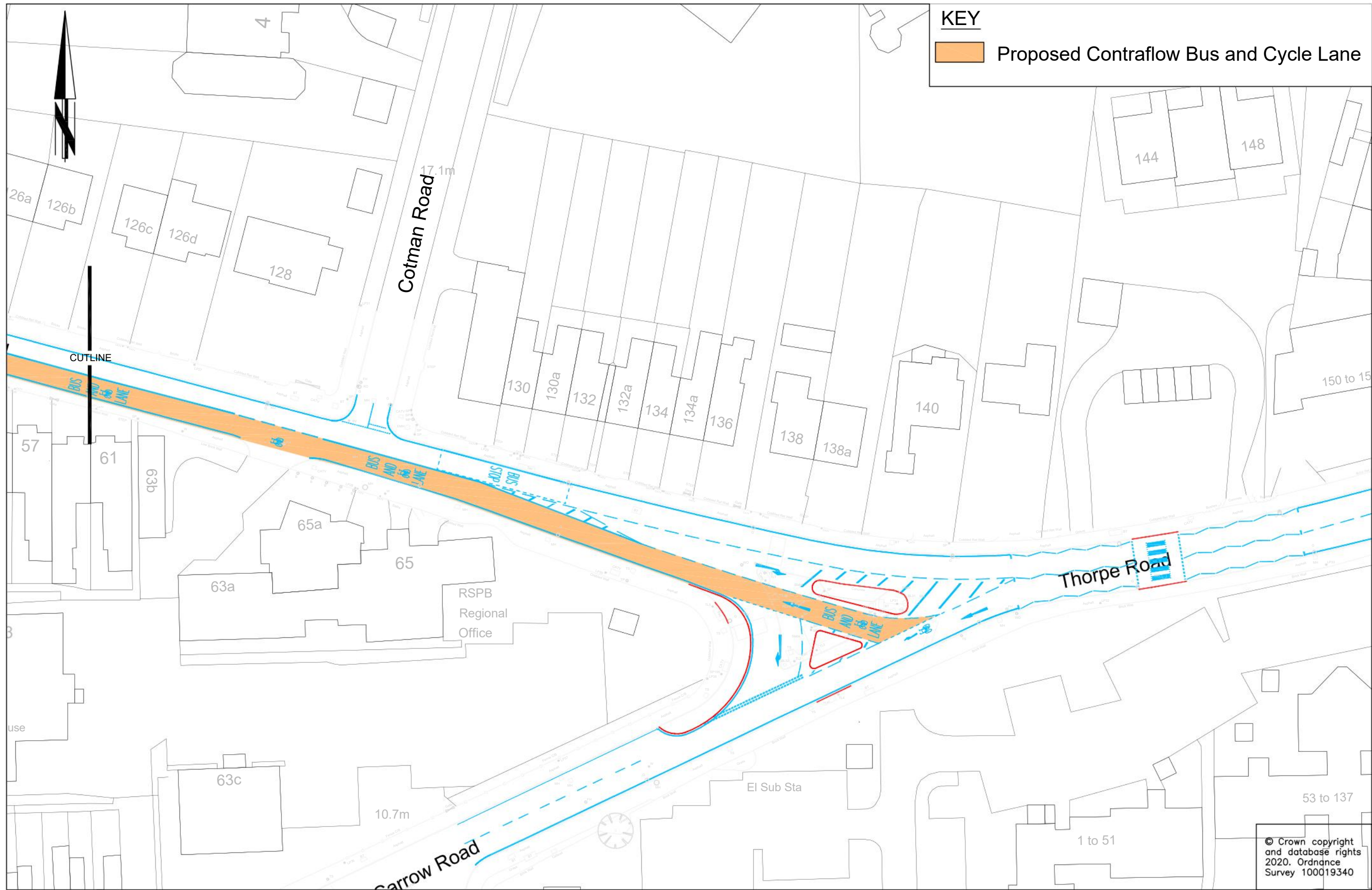


Tom McCabe
Executive Director of
Community and Environmental Services
Norfolk County Council
County Hall, Martineau Lane
Norwich NR1 2SG

DRAWING TITLE
PJA074 Thorpe Road Contraflow
Proposed Contraflow Bus Lane
Sheet 1 of 2

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

	INITIALS	DATE	DRAWING No. PJA074-ID-TRO-003	
SURVEYED BY	OS/PC	2020	PROJECT TITLE	
DESIGNED BY	DN	10/20	Transforming Cities	
DRAWN BY	DN	10/20	Thorpe Road Bus Contraflow	
CHECKED BY	DG	10/20	SCALE	FILE No.
			1:500@A3	PJA074



Funded by:



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

DRAWING TITLE
PJA074 Thorpe Road Contraflow
Proposed Contraflow Bus Lane
Sheet 2 of 2

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

SURVEYED BY	INITIALS	DATE	DRAWING No.
			PJA074-ID-TRO-004
DESIGNED BY			PROJECT TITLE
			Transforming Cities
DRAWN BY			Thorpe Road Bus Contraflow
			SCALE 1:500@A3
CHECKED BY			FILE No. PJA074



REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE
A	Viewpoints adjusted	DN	DG	11/20

	INITIALS	DATE	DRAWING No. PJA074-ID-TRO-001A	
SURVEYED BY	OS/PC	2020	PROJECT TITLE	
DESIGNED BY	DN	10/20	Transforming Cities	
DRAWN BY	DN	10/20	Thorpe Road Bus Contraflow	
CHECKED BY	DG	10/20	SCALE 1:500@A3	FILE No. PJA074



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KEY

- Proposed Double Yellow Lines (Existing Single Yellow Lines)
- Existing Double Yellow Lines to remain
- Existing Single Yellow Lines to remain
- New Kerblines (for information)

Funded by:



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

DRAWING TITLE

PJA074 Thorpe Road Contraflow
Proposed Waiting Restrictions
Sheet 2 of 2

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE
A	Viewpoints adjusted	DN	DG	11/20

	INITIALS	DATE	DRAWING No. PJA074-ID-TRO-002A	
SURVEYED BY	OS/PC	2020	PROJECT TITLE	
DESIGNED BY	DN	10/20	Transforming Cities	
DRAWN BY	DN	10/20	Thorpe Road Bus Contraflow	
CHECKED BY	DG	10/20	SCALE 1:500@A3	FILE No. PJA074

APPENDIX B

Ref	Issue/Comment Raised	Number of times issue raised	Officer Comment
(1)	The proposed changes will cause more delays for drivers and increase pollution in the area due to increased exhaust emissions.	12	Traffic modelling forecasts that these works will not have a detrimental impact on traffic congestion in the area. Our traffic modelling also shows that the bus contraflow will improve the flow of bus traffic into the city and forms part of our Transport for Norwich strategy to encourage more people to use greener and more sustainable modes of transport. The more direct cycle route will also encourage more people to cycle rather than use a car. Based on improvements to bus journey times as a result of this scheme and others in the Transforming Cities programme, First Bus has committed to investing in cleaner and more fuel efficient buses, as well as an increase in bus service frequency.
(2)	The bus lane will reduce bus journeys by only about a tenth of a mile, with little time saving, which seems a lot of money for little gain.	10	The contraflow bus and cycle lane will reduce journey times for bus passengers travelling into the city centre along Thorpe Road and provides a much more attractive route for cycling. Journey time savings for buses of 1-2 minutes per journey are forecast, with a significant improvement in the reliability of bus journey times over this section. As a result of this scheme and the wider Transforming Cities programme, First Bus is investing £18m in new and more environmentally friendly, refurbished vehicles, as well as increased frequencies of service. It is anticipated that

			<p>more people will choose to travel more sustainably as a result. This scheme represents Very High Value for Money according to criteria set out by government.</p>
(3)	<p>The proposed changes will make the road more dangerous for motorists, pedestrians and/or cyclists.</p>	9	<p>The scheme has been subject to safety audit, the recommendations of which have been incorporated into the design. The bus contraflow can also be used by cyclists in addition to buses, so this should reduce inappropriate use of pavements by cyclists and also reduce the number of cyclists using the current the one-way system in the wrong direction. Contraflow bus lanes are a permitted layout on the highway and the scheme has been designed in line with relevant guidance.</p>
(4)	<p>Provide only a contraflow cycle lane and/or cycle paths or other cycle facilities or traffic calming instead of a contraflow bus lane. Dangerous for cyclists to have a shared bus and cycle lane. Cyclists currently use pavement or the road in the wrong direction.</p>	8	<p>The proposals will enable two-way cycling along Thorpe Road and a much more direct and convenient route for cycle journeys into the city centre, minimising any temptation to cycle on the footpath. The current highway alignment does not provide sufficient space for wider, shared use footpaths and recent government guidance outlines that new shared use facilities should be avoided and that cyclists should be separated from pedestrians where possible. The scheme has been subject to safety audit, the recommendations of which have been incorporated into the design. If only a contraflow cycle lane was provided, this project would not deliver any benefit to bus journeys and risks investment in new and more environmentally</p>

			friendly buses and increased bus frequencies not coming forward.
(5)	<p>If the traffic lights are removed at the Carrow Road junction and reduce outbound traffic to a single lane, queues of traffic will form as result of cars waiting to turn right onto Carrow Road, especially at peak times and during football matches. The scheme relies on courteous drivers allowing access onto Carrow Road and random gaps provided by the new zebra crossing which I cannot foresee having more than occasional use.</p>	7	<p>Traffic modelling is a tool used in the development of many highway schemes and work undertaken for this scheme has shown that the proposed right turn onto Carrow Road will function effectively at current peak time traffic flows following the removal of the signals and that there will be no negative impact on traffic congestion. The zebra crossing being proposed to the east of the junction will introduce gaps in traffic flow as people cross the road which, during busier times, will aid vehicles turning right from Thorpe Road onto Carrow Road. It is accepted that traffic levels on match days will be significantly higher but there are no suitable arrangements that could be put in place for these short periods of time. The scheme has been subject to safety audit, the recommendations of which have been incorporated into the design.</p>
(6)	<p>Unable to load/unload on new double yellow lines for deliveries etc. and provision for blue badge holders.</p>	6	<p>Although parking is not permissible on double yellow lines, loading and unloading is permitted provided an obstruction is not caused. We are not promoting loading restrictions for this scheme. Therefore, nothing is changing in terms of loading and unloading. Blue Badge holders are permitted to park on double or single yellow lines for up to three hours as long as there are no loading restrictions and the vehicle is not causing an obstruction.</p>

(7)	Large cost for no benefit - no value for money.	5	<p>This scheme represents Very High Value for Money according to criteria set out by government.</p> <p>Costs will be saved on maintenance for traffic signals and upgrades in future years as a result of upgrading and replacing signals through the delivery of this project. The existing road surface was due to be replaced in the next few years so resurfacing the road at the same time as these works reduces the cost of this being done separately.</p>
(8)	Proposed positioning of new bus stops. Moving the bus stop from outside 130 to 126 Thorpe Road.	5	<p>The bus companies have been consulted on this scheme. Earlier proposals considered moving the outbound (eastbound) bus stop from outside 130 Thorpe Road to outside 126 Thorpe Road to allow for a proposed new bus stop opposite. However, this bus stop will now be positioned outside the old Bussey's Garage west of Clarence Road to enable the contraflow bus lane to remain free-flowing for buses and cycles. This being the case, the earlier proposal to move the outbound bus stop to outside 126 Thorpe Road is no longer required so it will now remain where it is at present.</p>
(9)	Parking restrictions on Thorpe Road affect residents of Cedar Road, as the current evening spaces can be used if Cedar Road is full. What additional provision of parking for Cedar Road residents will be made?	4	<p>There are currently no plans for replacement parking due to the constraints of the area within the proposed scheme. The double yellow lines on Thorpe Road are necessary to ensure sufficient safe width for the required carriageway lanes, to ensure that the traffic lanes are clear of obstruction so traffic can flow freely and to increase visibility</p>

			and safety around the proposed zebra crossing. There would not be enough space for both the required lanes if cars continue to park on Thorpe Road, making the scheme unfeasible.
(10)	Speeding Traffic / Reduce the speed limit to 20mph and/or introduce traffic calming.	4	<p>A 7-day automated traffic survey was carried out in November 2019 on Thorpe Road near to Heathside Road. This indicated average eastbound speeds of 25.6mph (85th%ile 29.5mph) and average westbound speeds of 22.2mph (85th%ile 27.3mph), which represents good compliance with the existing 30mph speed limit. The revised road layout as part of this scheme provides a new zebra crossing and a narrowing of the carriageway. Drivers approaching the new zebra crossing should be exercising caution and pedestrians crossing will break the flow of traffic. This combination of changes should encourage a reduction in traffic speeds. Given the low accident record, good speed limit compliance and that the proposed highway works should help reduce traffic speeds further, we are not recommending any further changes at this time.</p>
(11)	Cotman Road residents were not included in March 2020 consultation	4	<p>Residents and businesses fronting onto the main roads of Thorpe Road and Carrow Road were consulted by means of a direct letter, as well as those living on several side roads. It is acknowledged that this was an oversight and we apologise for that. We are pleased that the views of Cotman Road residents have been clearly expressed in the TRO consultation. The issues that have been raised by</p>

			<p>Cotman Road residents through the Traffic Regulation Order (TRO) process are consistent with those raised by other consultees and were outlined at the September 2020 Joint Committee meeting. On that basis, the issues of concern raised by Cotman Road residents during the TRO process were considered at the Joint Committee meeting earlier in the year.</p>
(12)	<p>The proposed changes will make turning left out of Cotman Road more difficult.</p>	3	<p>The current highway arrangement enables a left turn manoeuvre onto Thorpe Road and the proposed changes do not prevent that or make it a more difficult manoeuvre to make. Vehicles will still only be able to travel eastbound in both scenarios.</p> <p>Traffic modelling indicates that the right turn into Carrow Road will function effectively with no negative impact on traffic congestion.</p>
(13)	<p>TRO Consultation plans different to Committee Papers and what's shown on NCC website</p>	3	<p>We apologise that an older plan was uploaded and for any confusion caused. The difference between this plan and that approved at committee related solely to the positioning of an inbound bus stop. However, this does not affect the specific requirements of the TRO relating to the contraflow bus lane and waiting restrictions. The scheme plans are shown at www.norfolk.gov.uk/thorperoad and the updated plans are also now shown on Citizenspace.</p>
(14)	<p>Unable to park outside home in evenings or Sundays on Thorpe Road.</p>	2	<p>The double yellow lines on Thorpe Road are necessary to ensure sufficient safe width for the required carriageway lanes, to ensure that the traffic lanes</p>

			are clear of obstruction so traffic can flow freely and to increase visibility and safety around the proposed zebra crossing. There would not be enough space for both the required lanes if cars continue to park on Thorpe Road, making the scheme unfeasible.
(15)	Will the single outgoing carriageway offer safe passage for large vehicles, and particularly when a bus is passing on the contraflow lane?	2	Yes, the traffic lanes have been designed to allow free-flow of two-way traffic including larger vehicles.
(16)	Where will contractors or delivery vehicles park along this stretch in the new plan?	2	Although you must not park on double yellow lines, loading and unloading, including for delivery vehicles is permitted. All roads affected by the scheme already have waiting restrictions, either single yellow lines (no waiting between Mon-Sat 8am-6.30pm) and double yellow lines (no waiting at any time), which would already affect private contractors.
(17)	The new contraflow system will push all traffic into a single lane making it difficult for traffic to exit from adjoining roads and properties, increasing risks of collisions.	2	Our traffic modelling results show that after the proposed amendments to Thorpe Road, the existing traffic flows would still operate smoothly through the proposed junctions and will have no negative impact on traffic build up and residential access / egress. The scheme has been subject to safety audit, the recommendations of which have been incorporated into the design.
(18)	What environmental impact assessments have been carried out? What did these conclude with respect to air pollution, noise pollution, and light pollution?	2	For schemes of this size, funding and resources are not available to undertake detailed environmental assessments. However, these factors were considered at the outset and it was felt that the proposed

			<p>highway works would not have a negative impact on the environment. This is based on bus journey times being forecast to be more consistent and smoother, avoiding the need for buses to use the uphill section of Clarence Road, that traffic speeds will be reduced, no additional congestion is generated and that more people will be encouraged to use public transport and cycle.</p>
(19)	<p>Buses that use this route are low in numbers and unreliable.</p>	1	<p>Currently, around 130 buses travel in and out along Thorpe Road each day carrying around 2,500-3,000 passengers per day. As a result of this scheme and the wider Transforming Cities programme, First Bus is investing £18m in new and more environmentally friendly, refurbished vehicles, as well as increased frequencies of service. It is anticipated that more people will choose to travel more sustainably as a result. This scheme is primarily aimed at improving the reliability of the buses that use this route.</p>
(20)	<p>What provision will be made for the many emergency service vehicles that use this main thoroughfare day and night?</p>	1	<p>Emergency vehicles will be exempt from the proposed traffic regulation orders and will be able to utilise the contraflow bus lane in order for them to carry out emergency duties as necessary.</p>
(21)	<p>The existing layout of both lanes is required to move traffic effectively when this route is used as a diversion when the A47 is closed between Trowse and Postwick.</p>	1	<p>Any planned closures of the A47 are generally in the evenings when traffic flows are lower. These works do not affect the ability of this length of Thorpe Road to operate as a formal or informal diversion route. Traffic modelling has shown that the route will function effectively at current peak levels.</p>

(22)	What measures will be put in place to stop taxis, motorbikes etc. from using the contraflow.	1	Signage appropriate to relevant legislation will be erected showing that the bus lane is for buses and cyclists only. There are currently no plans to introduce any enforcement measures such as CCTV, however the situation will be monitored, and further measures introduced if considered necessary.
(23)	Are any measures being implemented to ensure vehicles are following the speed limit.	1	A 7-day automated traffic survey was carried out in November 2019 on Thorpe Road near to Heathside Road. This indicated average eastbound speeds of 25.6mph (85th%ile 29.5mph) and average westbound speeds of 22.2mph (85th%ile 27.3mph), which represents good compliance with the existing 30mph speed limit. The revised road layout as part of this scheme provides a new zebra crossing and a narrowing of the carriageway. Drivers approaching the new zebra crossing should be exercising caution and pedestrians crossing will break the flow of traffic. This combination of changes should encourage a reduction in traffic speeds. Given the low accident record, good speed limit compliance and that the proposed highway works should help reduce traffic speeds further, we are not recommending any further changes at this time.
(24)	The modifications to the Carrow Road and Clarence Road junctions will increase traffic queuing, which means side roads will be used as rat runs.	1	Our traffic modelling shows that the proposed arrangement will have no negative impact on traffic build up and residential access, and that the existing traffic flows would still operate smoothly through the proposed junctions.

(25)	We need a give way sign and dotted lines across the road at the exit of Carrow road heading North onto the one-way system (Clarence road) to warn road users that they do not have right of way here. I have seen several close shaves where drivers pull out from Carrow road without stopping, and often without even looking.	1	Vehicles travelling on Carrow Road northbound and then into Clarence Road, as well as vehicles travelling southbound on Carrow Road into Clarence Road both have right of way and filter into separate lanes on Clarence Road. Cars from both directions are not required to stop or give-way.
(26)	Remove the bus stop on Carrow/Barton junction so buses do not need to switch lanes twice.	1	Buses using the proposed contraflow bus lane will no longer need to use this stop. However, any buses that continue to use Carrow Road and not the contraflow bus lane would want to have access to this bus stop. For that reason, this bus stop will not be removed.
(27)	What is the estimated financial cost of these changes? Who is funding these changes?	1	The cost of the total project is £941,500 which includes a maintenance contribution for carriageway and footway resurfacing works of £191,500. The carriageway and footway resurfacing works will be carried out at the same time to minimise disruption and improve overall value for money. £750,000 is funded through the Transforming Cities Funding programme via The Department for Transport, with the £191,500 for maintenance works being funded by Norfolk County Council.
(28)	Can you please state whether or not the project steering committee has ever had any representatives from the community? E.g. long-term residents of Thorpe Road? If yes, can you detail	1	Given the tight timescales and significant number of schemes being delivered within the wider Transforming Cities programme, a project steering committee has not been established for this

	what role they have played? If not, can you please explain why there has been no community representation at the beginnings of the planning stage? (NB: general public consultation does NOT count towards this question.)		project. This is the approach used on the majority of projects of this size. Engagement with the community has therefore been through the general consultation process.
(29)	Who from the steering committee / planning team has individually canvassed local residents on proposed changes? When, precisely, did these community outreach events occur? (NB: I have yet to meet anyone in my neighbourhood who has been approached by anyone in the team about these changes prior to general public consultations.)	1	There haven't been any community outreach events arranged given the need to follow government guidance about social distancing and minimising social engagement since March 2020 as a result of the COVID-19 pandemic. Engagement with the community has therefore been through the general consultation process.
(30)	What, if any, public health expertise was used in the pre-public consultation stages?	1	Consideration of environmental impacts of this scheme did not include the commissioning of any specific public health input.
(31)	Are these proposals intended primarily for the benefit of local residents or primarily for visitors from outside the area?	1	The proposals are aimed at all highway users, which includes local residents and those who are passing through the area.
(32)	Support for zebra crossing	1	This has been noted.
(33)	Can you please make public the cost of the contraflow bus lane and the amount of distance and time saved?	1	<p>The cost of the total project is forecast to be £941,500. This is being funded from the Department for Transport (£750,000) and Norfolk County Council (£191,500). The County Council contribution is a maintenance contribution towards the resurfacing of the road and footways in the area.</p> <p>Journey time savings for buses of 1-2 minutes per journey are forecast, with a significant improvement in the reliability of</p>

			<p>bus journey times over this section.</p> <p>Inbound buses and cyclists will save around 185 metres each journey by being able to avoid travelling down Carrow Road and then up Clarence Road. For those cycling, this reduction in distance will be particularly beneficial, as well as the avoidance of the uphill section on Clarence Road.</p>
(34)	<p>Has the council or their agents made any risk assessments calculating lives to be lost due to these proposed changes? If not, why not? If so, can you please make the results of these public?</p>	1	<p>The scheme has been subject to safety audit, the recommendations of which have been incorporated into the design. The Safety Audit assesses scheme designs to determine whether any elements of the scheme will have a negative effect on the safety of all road users. It is not a predictor of lives lost. The Auditors are satisfied that the scheme should operate in a safe manner.</p>
(35)	<p>Current provision for cyclists is bad but these changes will make next to no difference (or give us the quantifiable proof of the benefits and savings this will make). Cyclist numbers are very low and these few YARDS are not going to make any difference</p>	1	<p>The proposals will enable two-way cycling along Thorpe Road and a much more direct and convenient route for cycle journeys into the city centre, minimising any temptation to cycle on the footpath and encouraging more cycle use in the area.</p> <p>Inbound cyclists will save around 185 metres each journey by being able to avoid travelling down Carrow Road and then up Clarence Road. In addition, the avoidance of the uphill section on Clarence Road will be particularly welcome.</p>
(36)	<p>We are supportive of this scheme to create a bus and</p>	1	<p>This has been noted.</p>

	<p>cycle contraflow lane on Thorpe Rd, Norwich and also to provide a new zebra crossing and new puffin crossings in the interest of Road Safety for all road users.</p> <p>I feel that the new crossings will provide a much higher level of safety for pedestrians in the area will assist with our strategy of casualty reduction. The Bus and cycle contraflow should assist with buses moving towards the city, reduce congestion in the Carrow area and make the journey safer for cyclists.</p>		
(37)	<p>I question both the procedure and the timings of both consultations - one in the run up to and into the first national lockdown, the second in the run up to and over the Christmas/New Year period.</p>	1	<p>The initial consultation in March 2020 was planned prior to the national lockdown being announced. Given the requirement to deliver the wider Transforming Cities Fund programme by the end of March 2023, development work on highway improvement schemes such as this continued throughout this period. The timing and content of the national lockdown was beyond the control of the County Council and there was no certainty at the time of the initial consultation as to its duration.</p> <p>The Joint Committee agreed in September that officers should commence with the statutory processes associated with the TRO. From that time, engineering and construction plans as part of the detailed design process were finalised in order for the specific content of the TRO to be confirmed and then advertised. Given the circumstances of staff working remotely and other restrictions imposed by COVID-19, this</p>

			<p>process took a longer time than would be expected under normal working arrangements.</p> <p>However, we were able to advertise the TRO for a period of three weeks before Christmas, starting on 4 December, and we extended the consultation period for a week (to five weeks) due to the Christmas period.</p>
(38)	The bus stop outside 130/130a Thorpe Road would cause conflict with vehicles overtaking stopped buses against buses using the contraflow.	1	Traffic modelling and a safety audit has been carried out and the layout is considered fit for purpose.
(39)	The new bus stop outside Bussey's on Thorpe Road will add to congestion and is not needed as there is already one on Clarence Road	1	<p>City bound buses coming from Thorpe using the proposed contraflow bus lane will no longer be using Clarence Road so will not be able to use the existing bus stop there.</p> <p>Therefore, a new bus stop is proposed on Thorpe Road outside Bussey's. This is not considered to have a detrimental effect on congestion.</p>
(40)	Concerns regarding disruption during the work and damage to cables.	1	<p>The works will be carried out by a competent contractor. They have the necessary procedures, information and equipment to avoid damage to cables and other utility service supplies.</p> <p>Every effort will be made to minimise disruption during the work.</p>