

Norfolk County Council

Record of Individual Cabinet Member Decision

Responsible Cabinet Member: Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure & Transport)

Background and Purpose:

- 1.1 These Traffic Regulation Orders (TROs) form part of the North Walsham Heritage Action Zone project which is being promoted by North Norfolk District Council and funded by Historic England, New Anglian Local Enterprise Partnership and North Norfolk District Council. Following a period of consultation users told us that they were in favour of making North Walsham town centre safer and more accessible, encouraging active travel, and improving the public realm through greening and creating areas for rest and relaxation.

Decision:

1. To implement the advertised Traffic Regulation Orders for the Restricted Zone, Pedestrian & Cycle Zone, Street Place Parking Orders, Loading Bays and Contraflow Cycle Lane in accordance with the plans in Appendix A and Traffic Regulation Order in Appendix B.

Is it a key decision? No

Is it subject to call-in? Yes

If Yes – the deadline for call-in is: 4pm, Thursday 18 August 2022

Impact of the Decision:

As detailed in attached Report.

Evidence and reason for the decision:

As detailed in attached Report.

Alternative options considered and rejected:

As detailed in attached Report.

Financial, Resource or other implications considered:

As detailed in attached Report.

Record of any conflict of interest:

None

Background documents:

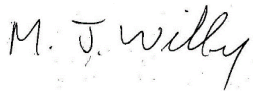
- Appendix A: Plan
- Appendix B: North Walsham Town Centre TRO Notice 06 May 2022
- Appendix C: Comments received with Officer response
- Appendix D: Equality Impact Assessment (EqIA)

Date of Decision: 9/08/2022

Publication Date of Decision: 11/08/2022

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: 09/08/2022

Accompanying documents:

- Report to Cabinet Member

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:

Report Title: North Walsham Town Centre Placemaking – Traffic Regulation Orders

Date of Meeting: N/A

Responsible Cabinet Member: Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure & Transport)

Responsible Director: Tom McCabe (Executive Director of Community & Environmental Services)

Is this a Key Decision? No

If this is a Key Decision, date added to the Forward Plan of Key Decisions: N/A

Executive Summary / Introduction from Cabinet Member

This report sets out the proposals for a timed Pedestrian & Cycle zone through North Walsham Market Place which will reduce through traffic and creating a safer environment for pedestrians. The proposals include rationalisation of loading bays which will provide improved space for businesses to receive deliveries with less conflict with parked vehicles.

15 short stay parking bays will be removed from the Market Place to make room for the widened footways and reduce through traffic. 16 new 1-hour free parking spaces will be provided in nearby Public Car Parks. 8 at Bank Loke and 8 at Vicarage Street.

Recommendations:

1. To implement the advertised Traffic Regulation Orders for the Restricted Zone, Pedestrian & Cycle Zone, Street Place Parking Orders, Loading Bays and Contraflow Cycle Lane in accordance with the plans in Appendix A and Traffic Regulation Order in Appendix B.

1. Background and Purpose

- 1.1 These Traffic Regulation Orders (TROs) form part of the North Walsham Heritage Action Zone project which is being promoted by North Norfolk District Council and funded by Historic England, New Anglia Local Enterprise Partnership and North Norfolk District Council. Following a period of consultation users told us that they were in favour of making North Walsham town centre safer and more accessible, encouraging active travel, and improving the public realm through greening and creating areas for rest and relaxation.
- 1.2 Prior to formally advertising the TROs, a consultation was carried out within North Walsham involving all businesses and residents on Market Street, Market Place, Kings Arms Street and Church Street. The feedback from this consultation was used to design the TROs that have been advertised.

2. Proposal

- 2.1 The proposals seek to:
- extend the existing Restricted Parking Zone in The Market Place to cover Market Street, Kings Arms Street, Church Street and Hall Lane;
 - introduce a new Pedestrian and Cycle zone for the Market Place;
 - retain four disabled parking bays in the Market Place and additional disabled spaces will be provided in the nearby Bank Loke car park;
 - relocate the current on street Parking Spaces and taxi rank on Market Street, a new bus stop on Market Street north of the junction with Market Place and a Contraflow Cycleway on Church Street; and
 - ensure the parking and loading bays will be integrated into paved laybys to improve the overall appearance of the area.

3. Impact of the Proposal

- 3.1 Below is a table summarising the proposals and the impact that they will have on users of North Walsham Town Centre.

Proposal	Affected User	Impact
Pedestrian & Cycle Zone midnight to 4pm (Fri-Weds) Midnight to 5pm on a Thursday.	Car Users, Pedestrians, Cyclists,	Reduces through traffic during times of operation. Loading and Disabled Parking will still be

	Residents & Businesses	permitted. Improves safety for pedestrians and cyclists. Access for Residents of The Terraces and for The Ministry of St Nicholas's Church will be allowed.
Disabled Parking Bays	Blue Badge Holders	No change to the number of spaces. Spaces will be repositioned from echelon bays adjacent the kerb to allow room for footway widening.
Loading Bays	Businesses	Additional Loading Bays on Market Place (South Side), Market Street and Church Street. Narrowing the road and reducing through traffic should reduce the obstruction of loading bays by illegally parked vehicles.
Restricted Zone (Market Street, Kings Arms Street, Church Street & Hall Lane)	Car Users, Pedestrians, Cyclists & Businesses	Installing a restricted zone on these streets should alleviate illegal and obstructive parking which will improve traffic flows and create a safer space for pedestrians.
Removal of Parking Bays on Market Street	Car Users	15 short stay parking bays will be removed from The Market Place to make room for the widened footways and reduce through traffic. 16 new 1-hour free parking spaces will be provided in nearby Public Car Parks. 8 at Bank Loke and 8 at Vicarage Street.

4. Evidence and Reasons for Decision

- 4.1 The proposals have received support from Norfolk Constabulary and the Local County Councillor Lucy Shires.
- 4.2 The TRO advertisement received six objections; a summary of these along with officer comments can be found in Appendix C.

5. Alternative Options

- 5.1 To not implement the TRO as advertised. This would mean that the Heritage Action Zone Project for North Walsham Town Centre would require a further consultation on an alternative design meaning that the project could not be delivered as the funding period would expire.

6. Financial Implications

- 6.1 This Traffic Regulation Order forms part of the North Walsham Heritage Action Zone project which is being promoted by North Norfolk District Council and funded by Historic England, New Anglia Local Enterprise Partnership and North Norfolk District Council.

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 Order and 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) (this must be included):**

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 particular needs when using the highways. Public consultation on the TRO has taken place, to

enable people to highlight any issues it is important for NCC to be aware of before a decision is made.

A copy of the EqlA is included as Appendix D.

EqlA summary for the proposals:

- This proposal is likely to have a positive impact on people with protected characteristics/a particular group of people with protected characteristics.
- This is because these proposals will provide additional space for pedestrians and provide a greater area for pedestrians to use on their onward journeys.
- The restriction on through traffic between midnight and 4pm will reduce the amount of traffic in The Market Place. This will create a safer environment for pedestrians and cyclists to use to access shops and facilities or to proceed with their onward journeys.
- The removal of through traffic and buses from the Market Place will reduce pollution in The Market Place, improving air quality for all users.
- The addition of tactile paving and raised tables at crossing points will create a safer and more accessible point to cross the road for blind and partially sighted users, wheelchair and scooter users and parents with prams and pushchairs.
- Providing additional planting and benches will provide an improved environment for all users including those with protected characteristics to sit, relax and enjoy the surroundings.
- Removing 15 short stay parking spaces from The Market Place and removing through traffic will mean that the Town Centre is less accessible to car users. 16 1-hour spaces will be provided in nearby public car parks to mitigate this. The existing four number of disabled parking spaces in Market Place will be kept.
- There will be some disruption during construction where some existing pedestrian and cycle facilities will be removed from service, but temporary alternatives will be included as part of the traffic management to mitigate against this impact.

8.4 Data Protection Impact Assessments (DPIA):

As part of the consultation and implementation process all personal data has been removed from reports being put into the public domain. Personal data has been stored as per NCC standards to allow further correspondence as part of the delegated decision process.

8.5 Health and Safety implications:

The proposed scheme should improve road safety for all users, especially pedestrians and cyclists.

8.6 Sustainability implications:

The proposed scheme will help create an environment to encourage more walking and cycling, positively contributing to sustainability.

8.7 Any Other Implications: N/A

9. Risk Implications / Assessment

- 9.1 The implementation of the proposed project will increase footway widths. This will improve safety for vehicles, pedestrians and cyclists in the area.
- 9.2 The additions of tactile paving and raised tables at crossing points will create a safer and more accessible point to cross the road for blind and partially sighted users, wheelchair and scooter users and parents with prams and pushchairs.
- 9.3 The restriction on through traffic between midnight and 4pm will reduce the amount of traffic in The Market Place. This will create a safer environment for pedestrians and cyclists to use to access shops and facilities or to proceed with their onward journeys.

10. Select Committee Comments

- 10.1 N/A

11. Recommendations

- 1. **To implement the advertised Traffic Regulation Orders for the Restricted Zone, Pedestrian & Cycle Zone, Street Place Parking Orders, Loading Bays and Contraflow Cycle Lane in accordance with the plans in Appendix A and Traffic Regulation Order in Appendix B.**

12. Background Papers

- 12.1 Appendix A: Plans of Proposals
Appendix B: North Walsham Town Centre Place Making TRO Notice
Appendix C: Comments received with Officer response

Appendix D: Equality Impact Assessment (EqIA)

Officer Contact

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

Officer name: Ben Hanlon

Telephone no.: 01603 223238

Email: Ben.hanlon@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.

Key:

Existing Kerb line

Key Pedestrian Routes

Improved pedestrian crossing points. (13.)

Footway and Public Realm

Market Place resurfaced

Parking bays and access road depicted in similar materials to pedestrian areas

Raised table / crossing areas

Existing One-way

North Walsham HSHAZ Zone

Conservation Area

S

Short stay parking

T

Taxi rank

D

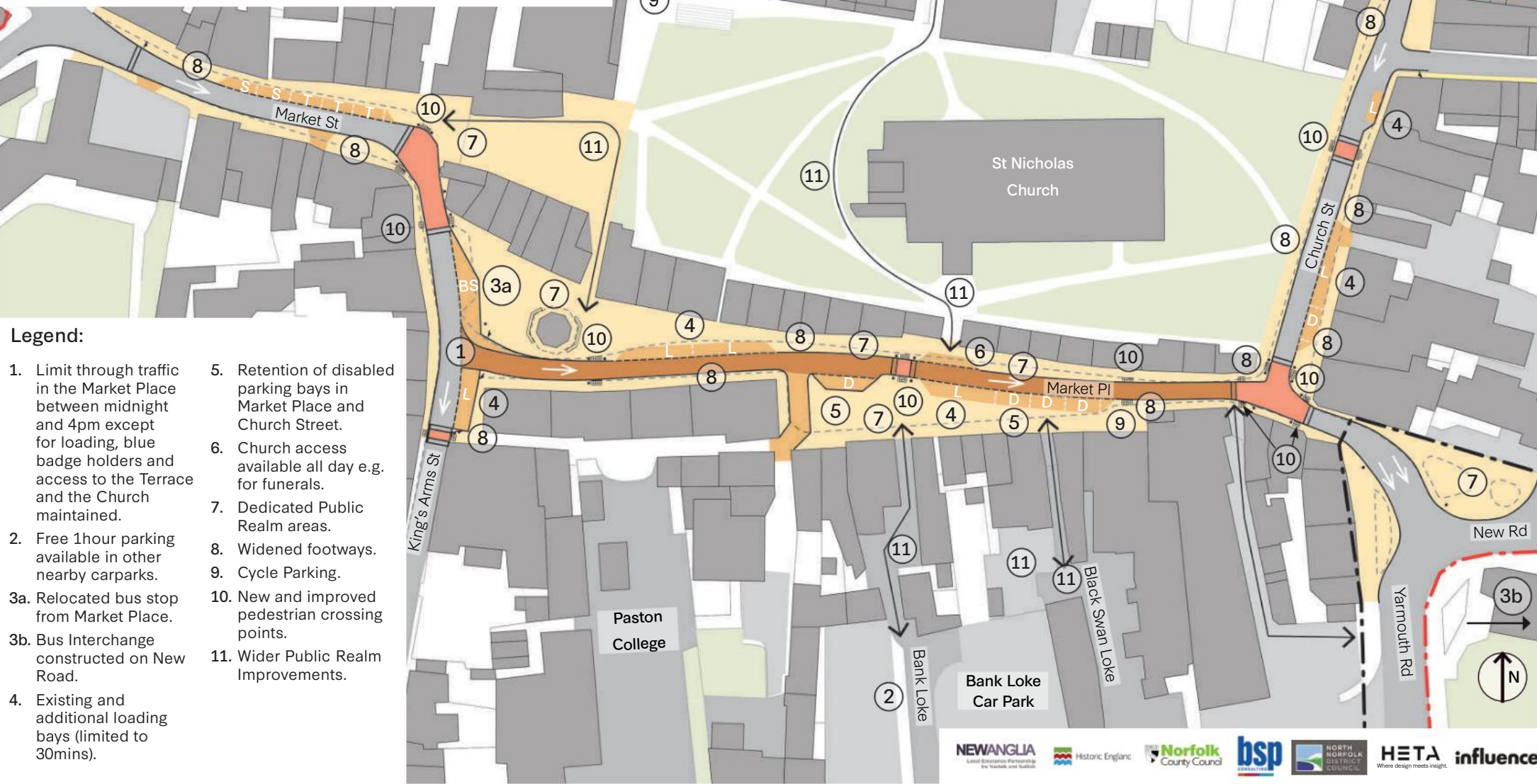
Disabled badge holders

L

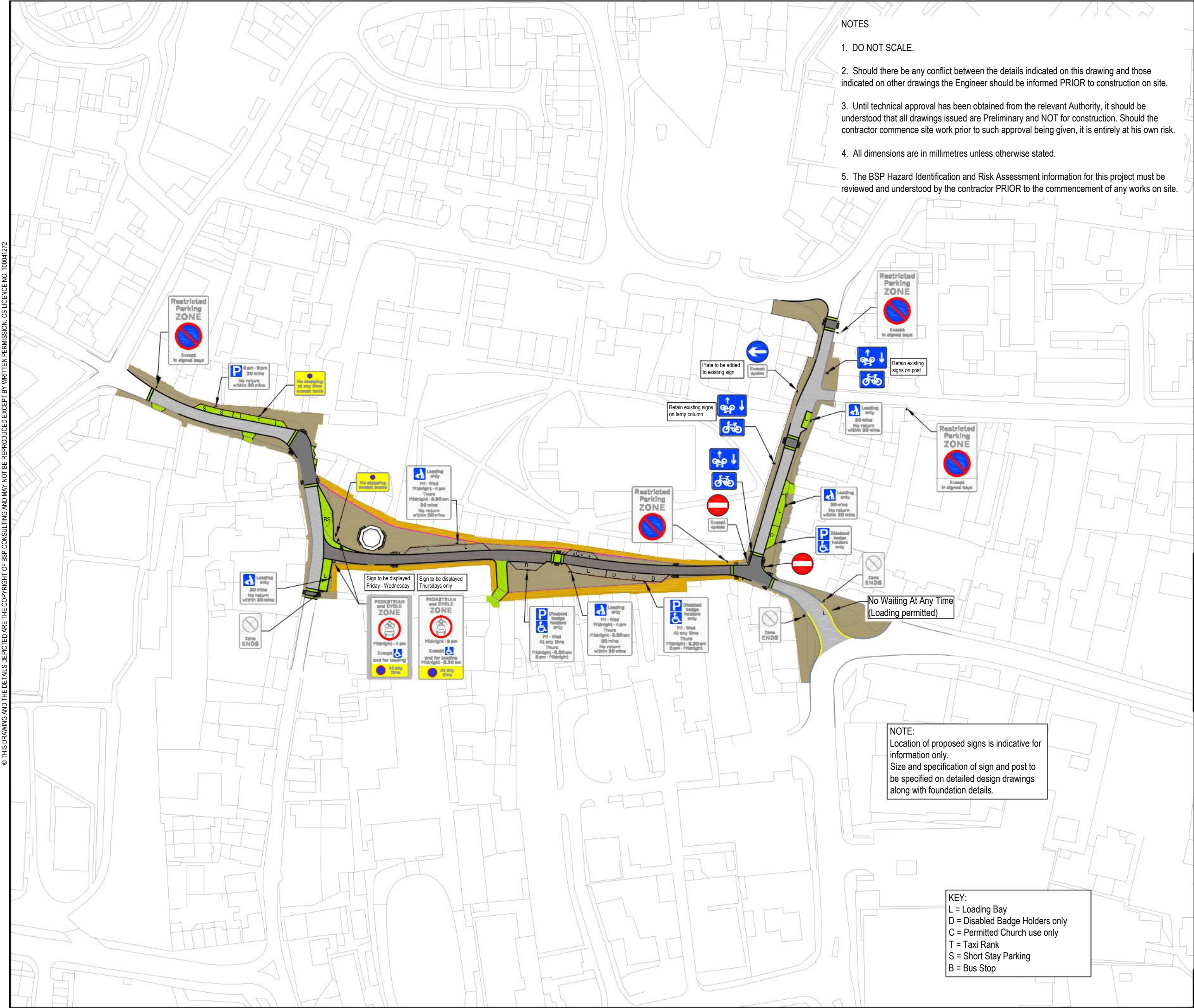
Loading

BS

Bus stop



© THIS DRAWING AND THE DETAILS DEPICTED ARE THE COPYRIGHT OF BSP CONSULTING AND MAY NOT BE REPRODUCED EXCEPT BY WRITTEN PERMISSION. OS LICENCE NO. 100041272



KEY PLAN						
Construction Risks		Maintenance/cleaning Risks		Demolition/adaptation Risks		
In addition to the hazard/risks normally associated with the type of works detailed on this drawing take note of the above. It is assumed that all works on this drawing will be carried out by a competent contractor working, where appropriate, to an appropriate method statement.						
SAFETY HEALTH AND ENVIRONMENTAL INFORMATION BOX						
P03 UPDATED IN RESPONSE TO S2 RSA						
JSP		27.04.22	JAD	27.04.22	MWR	27.04.22
P02 UPDATED FOLLOWING LHA COMMENTS						
JSP		01.03.22	JAD	01.03.22	MWR	01.03.22
REV COMMENT						
DRAWN BY		DATE	CHECKED BY	DATE	APPROVED BY	DATE
SCALE @ A3		ISSUING OFFICE		PROJECT NUMBER		
1:1250		LEICESTER		21-0067		
CLIENT APPROVAL						
		A - APPROVED				
		B - APPROVED WITH COMMENTS				
		C - DO NOT USE				
STATUS		PURPOSE OF ISSUE				
S1		PRELIMINARY				
• CIVIL • STRUCTURAL • TRANSPORTATION • GEOTECHNICAL • ENVIRONMENTAL						
<div><div><div><div>bsp</div><div>CONSULTING</div></div><div><div><div>Floor 4, 24 De Montfort Street, Leicester, LE1 7GB Tel: (0116) 2047766 - Fax: (0116) 2047769 e-mail: info@bsp-consulting.co.uk Also offices in Nottingham, Derby and Sheffield</div></div><div><div>QUALITY ASSURED BSI REGISTERED</div><div></div></div></div></div></div>						
PROJECT						
NORTH WALSHAM TOWN CENTRE						
TITLE						
PROPOSED TRO SIGNS						
CLIENT						
NORTH NORFOLK DISTRICT COUNCIL						
PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE NUMBER						REV
NWTC-BSP-ZZ-ZZ-DR-D-0045						P03

**THE NORFOLK COUNTY COUNCIL
(NORTH WALSHAM, MARKET PLACE AREA)
PROPOSED TRAFFIC ORDERS – BUS STOP AND SPEED TABLE NOTICE 2022**

The Norfolk County Council propose to make the following Orders under the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004 to have the following effects:-

**(North Walsham,
C557 Church Street/Kings Arms Street/Market Place/Market Street)
(Prohibition of Waiting, Loading and Unloading – Restricted Zone) Order 2022** – to prohibit any vehicle to wait, load or unload at any time along the lengths of road specified in Schedule 1 below. The Norfolk County Council (North Walsham, Market Place) (Prohibition of Waiting, Loading and Unloading – Restricted Zone) Consolidation Order 2011 will become revoked in its entirety on the date of commencement of this Order.

**(North Walsham,
Church Street, Market Place, Market Street) (Street Parking Places) Order 2022** - to vary the lengths of the street parking places and provide a new disabled parking bay as set out in Schedule 2 below. The Norfolk County Council (North Walsham, Various Roads) (Street Parking Places) Variation and Consolidation Order 2011 would be amended in respect of those lengths of roads. All other parking places on Aylsham Road, Hall Lane and Park Lane in the 2011 Order would remain unchanged.

**(North Walsham,
Church Street, Kings Arms Street, Market Place) (Loading Bay) Order 2022** – to replace the goods vehicle loading bays to loading bays on the lengths of road set out in Schedule 3 below. The loading bay in Bank Loke will remain the same and be included in the proposed Order. The Norfolk County Council (North Walsham, Various Roads) (Loading Bay) Variation and Consolidation Order 2011 will become revoked in its entirety on the date of commencement of this Order.

(North Walsham, Market Place) (Pedestrian and Cycle Zone) Order 2022 - to introduce a pedestrian and cycle zone in the C557 Market Place from its junction with C557 Market Street to its junction with C558 Church Street, to prohibit any motor vehicle to be driven, loaded or unloaded in that area from 00:00 hours to 16:00 hours on any day except Thursdays. To facilitate the operation of the Market on Thursdays the times of the prohibition would be from 00:00hrs to 17:00hrs. There would be exemptions to this restriction and these are set out in Schedule 4 below.

(North Walsham, Church Street) Contraflow Cycle Lane) Order 2022 – to create a contraflow cycle lane to allow cycles only to travel in a south to north direction along the C558 Church Street from its junction with the C557 Market Place to its junction with the C558 Bacton Road. The Norfolk County Council (North Walsham, Various Roads) (One-Way) Consolidation Order 2011 would be amended to delete the reference to this length of the C558 Church Street.

SCHEDULE 1

Proposed Prohibition of Waiting, Loading or Unloading – At Any Time

C558 Church Street Both Sides	From its junction with C557 Market Place to its junction with C558 Bacton Road.
----------------------------------	---

Appendix B

C561 Kings Arms Street Both Sides	From its junction with C557 Market Place southwards for a distance of 13 metres.
C557 Market Place Both Sides	From its junction with C557 Market Street to its junction with C592 New Road.
C557 Market Street Both Sides	From its junction with C560 Mundesley Road to its junction with C557 Market Place.
U10325 Hall Lane Both Sides	From its junction with C558 Church Street eastwards for a distance of 31 metres.

SCHEDULE 2

Proposed Street Parking places

Road name & number	-	Location description	Extent of change
C558 Church Street East Side	-	From a point 7m north of its junction with the C557 Market Place northwards for a distance of 9m	Additional 2m of parking
C557 Market Place South Side	-	From a point 27m west of a point in line with the western kerbline of its junction with the C558 Church Street westwards for a distance of 22m	Repositioned Disabled Bay
C557 Market Place South Side	-	From a point 71m west of a point in line with the western kerbline of its junction with the C558 Church Street westwards for a distance of 13m	New Disabled Bay
C557 Market Street North Side	-	From a point 28m south-east of its junction with the C560 Mundesley Road south-eastwards for a distance of 14m	Parking Bay increased by 2m and moved 14m closer to junction of Mundesley Road.

SCHEDULE 3

Proposed Loading Bays -

Waiting limited to 30 minutes with no return within 30 minutes

Parts of road authorised to be used as vehicle loading bay	Classes of Vehicles	Days of Operation of parking place	Hours of Operation of parking place
C558 Church Street East Side From a point 16 metres north of its junction of C557 Market Place northwards for a distance of 11 metres	All	Monday to Sunday	At All Times
C558 Church Street East Side From a point 51 metres north of its junction with C557 Market Place northwards for a distance of 8 metres	All	Monday to Sunday	At All Times

Appendix B

C561 Kings Arms Street East Side From the southern side of the junction with C557 Market Place southwards for a distance of 11 metres	All	Monday to Sunday	At All Times
C557 Market Place North Side From a point 29 metres east of its junction with the C561 King's Arms Street eastwards for a distance of 31 metres	All	Monday, Tuesday, Wednesday, Friday, Saturday and Sunday Thursday	0000 hrs to 1600 hrs 0000 hrs to 0630 hrs
C557 Market Place South Side From a point 49 metres west of a point in line with the western kerbline of its junction with the C558 Church Street westwards for a distance of 15 metres	All	Monday, Tuesday, Wednesday, Friday, Saturday and Sunday Thursday	0000 hrs to 1600 hrs 0000 hrs to 0630 hrs

SCHEDULE 4

Exemptions for Proposed Pedestrian and Cycle Zone

From 00:00hrs to 16:00hrs Every day except Thursday	-	Disabled Badge Holders Loading only in signed bays Access to The Terrace Access to the Church
From 00:00hrs to 17:00hrs Thursday only		Disabled Badge Holders from 00:00hrs to 06:30hrs Loading only in signed bays from 00:00hrs to 06:30hrs Access to The Terrace, Access to the Church Access for Market Stall Traders

Please note that other restrictions in the roads listed above would remain the same.

A copy of these Orders and a plan may be viewed online at <https://norfolk.citizenspace.com/> [norfolk.citizenspace.com]. Copies may also be available for inspection at Norfolk County Council, County Hall, Martineau Lane, Norwich, and at the offices of North Norfolk District Council, Council Offices, Holt Road, Cromer, Norfolk, NR27 9EN during normal office hours. However, during the current epidemic staffing levels have been reduced and viewing online would be recommended in keeping with the government guidelines.

Any objections and representations relating to any of the 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 31st May 2022. They may also be emailed to trafficorders@norfolk.gov.uk.

**THE NORFOLK COUNTY COUNCIL
(NORTH WALSHAM, C557 MARKET STREET)
BUS CLEARWAY NOTICE 2022**

NOTICE is hereby given that Norfolk County Council propose to introduce a bus stop clearway as defined in Schedule 7, Part 3 of the Traffic Signs Regulations and General Directions 2016, which will introduce a No Waiting at Any Time for any vehicles, except buses at the following location in the Town of North Walsham:-

C557 Market Street East Side	-	From its junction with C557 Market Place northwards for a distance of 22 metres.
---------------------------------	---	--

The bus stop clearway conforms to new regulations and will ensure unhindered access for bus services.

**THE NORFOLK COUNTY COUNCIL - NORTH WALSHAM,
CHURCH STREET/MARKET PLACE/MARKET STREET
SPEED TABLE NOTICE 2022**

As required under the Highways (Road Humps) Regulations 1999 and Section 90(A), (C) and (D) of the Highways Act 1980, notice is hereby given that Norfolk County Council proposes to install flat-topped speed cushions at the following locations in the Town of North Walsham:-

C558 Church Street –

- (i) 46 metres north of the junction with C557 Market Place. The Speed table will be 5 metres long; and
- (ii) 91 metres north of the junction with C557 Market Place. The Speed table will be 5 metres long.

C561 Kings Arms Street - 13 metres south of the junction with C557 Market Place. The Speed table will be 3.5 metres long.

C557 Market Place –

- (i) 84 metres east of the junction with C557 Market Street. The speed table will be 4 metres long; and
- (ii) 154 metres east of the junction with C557 Market Street. The speed table will be 16 metres long and extend northwards into C558 Church Street for a distance of 5 metres.

C557 Market Street - 28 metres north of the junction with C557 Market Place. The speed table will be 20 metres long.

Measurements are taken from the centre line of the junctions to the centre of the speed cushions.

Appendix B

The reason for providing the speed tables is to provide a safer environment for pedestrians and keep speed compliance on the road.

A copy of the plans may be viewed online at <https://norfolk.citizenspace.com/>. Copies may also be available for inspection at Norfolk County Council, County Hall, Norwich and at the offices of North Norfolk District Council, Council Offices, Holt Road, Cromer, NR27 9EN, during normal office hours. However, during the current epidemic staffing levels have been reduced and viewing online would be recommended in keeping with the government guidelines.

Any person who wishes to comment on the proposals for the Bus Stop Clearway and Speed Tables should write to nplaw, Norfolk County Council, County Hall, Martineau Lane, Norwich, NR1 2DH, marked for the attention of Mrs Simmons by no later than 2022. They may also be emailed to trafficorders@norfolk.gov.uk.

The Officer dealing with the public enquiries concerning all these proposals is Mr Hanlon, telephone 0344 800 8020.

DATED this 6th day of May 2022

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/72977(NorthWalshamPR2218PoWLUL-RZ/SPP/Ped&cycle/ContraCycle&Noticesx2)1)22

Appendix C – Comments Received with Officer Comment

Comments Received	Support Y/N	Officer Comment
<p>Proposal will provide a more aesthetic and pleasant environment for all and at the same time will provide a safe environment for non-motorised traffic users.</p>	Y	No Comment
<p>Concerned that the proposal to remove through traffic from The Market Place will increase traffic flows on Kings Arms Street which only has a narrow footway down one side. This would make Kings Arms Street less safe for pedestrians.</p>	N	<p>A raised table has been proposed on Kings Arms Street as a traffic calming measure and to reduce speeds.</p> <p>Traffic surveys were carried out in the town to ascertain traffic flows on Kings Arms Street during Market Day (When Market Place is closed) compared to a normal day. The data shows that vehicles tend to avoid the town centre when they know it is closed rather than using Kings Arms Street as an alternative route. Traffic volumes do increase on Kings Arms Street but there is an overall reduction in traffic using the Town Centre routes.</p> <p>Norfolk County Council proposes to carry out further traffic monitoring after completion if the changes are implemented. Depending on the data there are further proposals that could be implemented to mitigate any issues on Kings Arms Street.</p>

Appendix C

If the proposal creates additional traffic on Kings Arms Street this would lead to further congestion on Grammar School Road.	N	A separate Feasibility Study is being carried out by Norfolk County Council on the Grammar School Road/Norwich Road mini roundabout junction. This will identify any congestion issues and look at whether any improvements can be carried out to the junction.
By removing short stay parking from the Town Centre footfall will reduce and shops will go out of business.	N	16 1-hour free parking bays will be provided in nearby public car parks. These will replace the 15 30 min slots that currently exist in the Market Place.
By removing through traffic drivers' awareness of some shops will reduce and this could cause a reduction in trade.	N	Town challenge fund is available from which North Norfolk District Council are creating a Marketing strategy to help promote business within North Walsham.
When the Market Place is closed on a Thursday for the Market, business reduces and there are concerns that this would happen all week if the proposed changes were introduced.	N	Survey data shows that on average, footfall is higher on Thursdays than the rest of the week.
Concerned that elderly and disabled people will no longer be able to walk a short distance to their destination.	N	The existing 4 disabled bays in the Market Place are being retained and there is an exemption proposed to the TRO which will allow blue badge holders to access the Market Place.
The new restrictions would not be enforced as the current ones aren't.	N	The proposals aim to rationalise the loading and parking bays to make them easier to enforce. If contravention of the new layout occurs, then we will request that the enforcement teams make additional visits to the area. We have also spoken to the Police who can enforce moving traffic

Appendix C

		offences if they catch anybody contravening the restriction.
The timings of the Pedestrian & Cycle zone should run from 10am – 4pm rather than midnight – 4pm.	N	The midnight – 4pm timings are designed to prevent overnight parking in the town. This could cause obstructions of loading bays during the earlier hours of the morning when some businesses have told us that they will receive deliveries.
The proposed pedestrian & cycle zone for The Market Place will not create a fully pedestrianised area and therefore this will lead to conflict between pedestrians and cars leading to potentially unsafe situations.	N	<p>The proposals are to remove through traffic from the Market Place whilst still allowing for loading and disabled parking during the hours of midnight – 4pm. This should significantly reduce the amount of traffic using the Market Place.</p> <p>Contrasting materials will be used to surface the footways and the carriageway. A kerb upstand will also be used at the edge of the carriageway. This will help users to identify which spaces are footways and which are carriageway. New crossing points with raised tables will also be installed to give users safer and more accessible locations to cross the road.</p>
The Consultation process was flawed and designed to reach the answer that HAZ and NNDC were looking for.	N	<p>Extensive public consultation meetings and engagements were carried out, including a specific business meeting (Atrium October 2021) an accessibility session (Church Rooms) and a YP session (Paston College). Consultation sessions were also carried out at a public market stall, at Café Kitale, Sainsbury's, NW Library and other high street venues. Paper copies available throughout.</p> <p>Formal letters were sent to 1,600 households and 196 individual businesses, and face-to-face</p>

Appendix C

		<p>surveys carried out with 40 businesses.</p> <p>Key findings resulted in adaptations to the scheme. Such as:</p> <ul style="list-style-type: none">• There is concern over the impact of additional traffic on other alternative routes if the marketplace does not have through traffic. Traffic calming introduced• Concerns were raised about making the Market Place more pedestrian friendly - with no vehicle access or parking for anyone. Disabled spaces allocated, specific access retained (The Church and The Terrace), free spaces relocated, increased and extended (30 mins – 1hr) and 16 spaces to replace the 15 removed from the marketplace.• Business owners were concerned about the impact on loading and delivery restrictions. Loading restrictions amended to allow loading and delivery all day and from 4pm to be used to support the night time hospitality businesses. No of loading bays increased and repositioned
--	--	---



Norfolk County Council

PR2218 North Walsham Town Centre Place Making

Equality Impact Assessment – Findings and Recommendations

May 2022

**Assessment carried out by David Wardale/Ben
Hanlon**

Equality impact assessments enable decision-makers to consider the impact of proposals on people with protected characteristics.

You can update an assessment at any time to inform service planning and commissioning.

For help or information please contact equalities@norfolk.gov.uk.

1. The proposal – North Walsham Town Centre Place Making

1.1 Following a period of consultation users told us that they were in favour of making North Walsham town centre safer and more accessible, encouraging active travel, and improving the public realm through greening and creating areas for rest and relaxation. The following changes are being proposed to the Town Centre:

- Widening the footway widths both sides of The Market Place to improve space for pedestrians.
- Removal of through traffic from The Market Place from midnight – 4pm to improve safety for pedestrians. Loading and Disabled Parking will still be allowed during this period.
- Raised tables and tactile paving to be installed at crossing points which will provide safer and more accessible routes to cross the road.
- 15 short stay parking bays will be removed from The Market Place to make room for the widened footways and reduce through traffic. 16 new 1-hour free parking spaces will be provided in nearby Public Car Parks. 8 at Bank Loke and 8 at Vicarage Street.
- Four disabled bays will be retained in the Market Place.
- Buses will be removed from The Market Place to reduce pollution. Buses will use the new Bus Interchange situated at New Road Car Park approximately 200 metres west of the existing stops.

1.2 The proposal also includes repaving the carriageway and footways with conservation specification materials to create a more aesthetically pleasing appearance. The addition of new planters and benches will hopefully encourage more people to use and enjoy the more pedestrian friendly spaces.

2. Legal context

2.1 Public authorities are required by the Equality Act 2010 to give due regard to equality when exercising public functions¹. This is called the 'Public Sector Equality Duty'.

2.2 The purpose of an equality impact assessment is to consider the potential impact of a proposed change or issue on people with protected characteristics. If the assessment identifies any detrimental impact, this enables mitigating actions to be developed.

2.3 It is not always possible to adopt the course of action that will best promote the interests of people with protected characteristics. However, equality assessments enable informed decisions to be made that take every opportunity to minimise disadvantage.

3. Information about the people affected by the proposal

3.1 This proposal will impact on everyone who lives, works, and visits North Walsham Town Centre.

3.2 People of all ages will be affected by the proposals. Although the changes will benefit all pedestrians, the widening of the footways will have an additional benefit to disabled people and families with young children, with specific benefits to people who have sight loss as it enables more space for the individuals with guide dogs and improve access for people who uses a cane. In addition the changes will support

improved access for disabled people that use larger wheelchairs, scooters and disabled cyclists.

- 3.3 The proposals will affect a range of users with protected characteristics, in relation to disability, sex, gender reassignment, marital or civil partner status, pregnancy and maternity, race, religion/belief, age and sexual orientation if they are using North Walsham Town Centre.
- 3.4 The proposals will mostly affect users during the daytime as the footfall is much reduced during the evening. The restriction on through traffic is lifted between 4pm and midnight so the area will largely operate as it currently does during these times.

4. Potential impact

- 4.1 Based on the evidence available, this proposal is likely to have a positive impact on people with protected characteristics/a particular group of people with protected characteristics.
- 4.2 This is because these proposals will provide additional space for pedestrians and provide a greater area for pedestrians to use on their onward journeys.
- 4.3 The restriction on through traffic between midnight and 4pm will reduce the amount of traffic in The Market Place. This will create a safer environment for pedestrians and cyclists to use to access shops and facilities or to proceed with their onward journeys.
- 4.4 The removal of through traffic and buses from the Market Place will reduce pollution in The Market Place, improving air quality for all users.
- 4.5 The additions of tactile paving and raised tables at crossing points will create a safer and more accessible point to cross the road for blind and partially sighted users, wheelchair and scooter users and parents with prams and pushchairs.
- 4.6 Providing additional planting and benches will provide an improved environment for all users including those with protected characteristics to sit, relax and enjoy the surroundings.
- 4.7 Removing 15 short stay parking spaces from The Market Place and removing through traffic will mean that the Town Centre is less accessible to car users. 16 1-hour spaces will be provided in nearby public car parks to mitigate this, whilst four disabled parking bays will be retained in the Market Place.
- 4.8 There will be some disruption during construction where some existing pedestrian and cycle facilities will be removed from service, but temporary alternatives will be included as part of the traffic management to mitigate against this impact.

5. Conclusion

- 5.1 There is no legal impediment to going ahead with the proposal. It would be implemented in full accordance with due process, national guidance and policy. Similar proposals have been implemented elsewhere in the UK.

- 5.2 It is possible to conclude that the proposal may have a positive impact on some people with protected characteristics, for the reasons set out in this assessment. It may also have some detrimental impacts, also set out in the assessment.
- 5.3 Decision-makers are therefore advised to take these impacts into account when deciding whether or not the proposal should go ahead, in addition to the mitigating actions recommended below.
- 5.4 Some of the actions will address the potential detrimental impacts identified in this assessment, but it is not possible to address all the potential impacts. Ultimately, the task for decision-makers is to balance these impacts alongside the need to manage reduced resources and continue to target support at those who need it most.

6. Recommended actions

	Action	Lead	Date
1.	The findings of this EqlA will inform conversations with designers, the contractor and the scheme decision makers.	Project manager	2022
2.	North Walsham Town Centre is a busy well used area and therefore careful consideration will be given to how access can be maintained during construction of the works.	Contractor/design team	2022
3.	Engagement with local community.	Project manager	2022
4.	This EqlA can be used as a base for any future phases of works around the area.	Project manager	2022

7. Evidence used to inform this assessment

- Norfolk County Council's [Equality, Diversity and Inclusion Policy](#)
- Norfolk County Council's [Equality, Diversity and Inclusion Objectives](#)
- Demographic factors set out in [Norfolk's Story 2019](#)
- Norfolk County Council [Area Reports](#) on Norfolk's JSNA relating to protected characteristics:
- Business intelligence and management data, as quoted in this report
- Equality Act 2010 and Public Sector Equality Duty codes of practice

8. Further information

For further information about this equality impact assessment please contact Andrew Wadsworth, Project Manager, David.wardale@norfolk.gov.uk & ben.hanlon@norfolk.gov.uk



If you need this document in large print, audio, Braille, alternative format or in a different language please contact Neil Howard on E-Mail neil.howard@norfolk.gov.uk or 01603 224196 (Textphone).

Annex 1 – table of protected characteristics

The following table sets out details of each protected characteristic.

Remember that people with multiple characteristics may face the most barriers:

Characteristic	Who this covers
Age	Adults and children etc, or specific/different age groups
Disability	<p>All disabled people including but not limited to:</p> <ul style="list-style-type: none"> • People with mobility issues (e.g. wheelchair or cane users; people of short stature; people who do not have mobility in a limb etc) • Blind and partially sighted people • People who are D/deaf or hearing impaired • People with learning disabilities • People who have mental health issues • People who identify as neurodiverse (this refers to neurological differences including, for example, dyspraxia, dyslexia, Attention Deficit Hyperactivity Disorder, the autistic spectrum and others).
People with a long-term health condition	People with long-term health conditions which meet the criteria of a disability.
Gender reassignment	<p>People who identify as transgender (defined as someone who is proposing to undergo, is undergoing or has undergone a process or part of a process to reassign their sex. It is not necessary for the person to be under medical supervision or undergoing surgery).</p> <p>You may also want to consider the needs of people who identify as non-binary (a spectrum of gender identities that are not exclusively masculine or feminine).</p>
Marriage/civil partnerships	People who are married or in a civil partnership. They may be of the opposite or same sex.
Pregnancy & Maternity	
Race	<p>Race can mean colour, nationality (including citizenship), or ethnic or national origins, which may not be the same as current nationality.</p> <p>A racial group can be made up of two or more distinct racial groups, for example black Britons, British Asians, British Sikhs, British Jews, Romany Gypsies and Irish Travellers.</p>
Religion/belief	Belief means any religious or philosophical belief or no belief. To be protected, a belief must satisfy various criteria, including that it is a weighty and substantial aspect of human life and

Characteristic	Who this covers
	behaviour. Denominations or sects within a religion can be considered a protected religion or religious belief.
Sex	This covers men and women. You may also want to consider the needs of people who identify as intersex (people who have variations in sex characteristics).
Sexual orientation	People who identify as straight/heterosexual/lesbian, gay or bisexual.

¹ The Act states that public bodies must pay due regard to the need to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
- Advance equality of opportunity between people who share a relevant protected characteristic¹ and people who do not share it;
- Foster good relations between people who share a relevant protected characteristic and people who do not share it.

The full Act is available [here](#).