



# Norfolk County Council

## **Joint Committee for Transport for Norwich Minutes of the Meeting Held on 29 July 2021 at 10.00am on Microsoft Teams (virtual meeting)**

### **Present:**

Cllr Martin Wilby (Chair)  
Cllr Barry Stone (Vice-Chair)  
Cllr Emma Corlett  
Cllr Sue Lawn  
Cllr Kay Mason-Billig  
Cllr Mike Stonard  
Cllr Ian Stutely  
Cllr Brian Watkins

### **Representing:**

Norfolk County Council  
Norfolk County Council  
Norfolk County Council  
Broadland District Council  
South Norfolk District Council  
Norwich City Council  
Norwich City Council  
Norfolk County Council

### **Officers Present:**

Hollie Adams  
Jonathan Hall  
Amy Cole  
  
Richard Doleman  
Durga Goutam  
Ed Parnaby  
Jeremy Wiggin  
David Wardale  
Andrew Wadsworth

### **Title:**

Committee Officer, Norfolk County Council  
Committee Officer, Norfolk County Council  
Project Engineer (Infrastructure Delivery), Norfolk County Council  
  
Principal Planner, Norfolk County Council  
Senior Engineer - Major Project Team, Norfolk County Council  
Transport Planner, Norfolk County Council  
Transport for Norwich Manager, Norfolk County Council  
Project Engineer, Norfolk County Council  
Project Engineer, Norfolk County Council

## **1. Apologies for Absence**

1.1 No apologies were received. Peter Joyner was absent.

## **2. Minutes of last meeting**

2.1 The minutes of the meeting held on 10 June 2021 were agreed as an accurate record.

## **3. Declarations of Interest**

3.1 No interests were declared.

## **4. Items received as urgent business**

4.1 No urgent business was discussed.

## 5. Cycle and Pedestrian Crossing of Outer Ring Road.

- 5.1.1 The Joint Committee received the report setting out proposals to improve crossing facilities of the Outer Ring Road for walking and cycling within the Boundary Road area. In addition, signal upgrade work and resurfacing of the carriageway was also planned in the area. By combining all three works together disruption to residents and highways users would be reduced.
- 5.1.2 The Transport for Norwich Manager introduced the report to the Joint Committee:
- An existing crossing at the B&Q junction would be upgraded to include cyclists. The crossing would become a two stage crossing from a three stage crossing making it more convenient to users.
  - The crossing was part of the a new proposed "*Pedal Way*" that would connect Drayton to Poringland and included a cycle carriageway both sides of the crossing together with new signage.
  - The existing crossing at Vera Road which was situated 150m away would be removed due to low usage. The enhanced existing crossing would act as mitigation.
  - Changes to waiting restrictions to a nearby layby would reduce the need for vehicles to park on the verge often blocking footpath access.
  - Access to B&Q would remain unchanged.
  - Officers were aware of local member concerns regarding the removal of the Vera Road crossing and these will be taken into consideration during the consultation period.
- 5.2 The following points were discussed and noted:
- Using the existing crossing at Vera Road had been considered but on balance officers felt that it did not provide the better option than the proposal. Although there would be some technical issues to overcome to, the consultation could include both options.
  - Concerns were raised that the proposals may be too much of a detour for cyclists and they do not end up using the B&Q crossing.
  - The delays to buses by keeping the existing crossing at Vera Road was not fully understood and requires further clarification in the consultation.
  - Shared crossings were not considered as the normal standard for "*Pedal Ways*".
- 5.3 The Joint Committee **RESOLVED** to:  
Proceed to public consultation on the proposals for Cycle and Pedestrian Crossing Improvements on Boundary Road as shown on the plans contained in Appendix A of the report to include the alternative option of keeping the existing crossing at Vera Road.

## 6. Norwich Bus Station

- 6.1.1 The Joint Committee received the report which aimed to deliver improvements to access to the bus station and customer travel information provided.

- 6.1.2 The Transport for Norwich Manager introduced the report to the Joint Committee:
- Pedestrian access would be improved from Queen's Road with priority given across the car park entrance and exits.
  - Soft landscaping around the historic city wall would improve the pedestrian environment and the entrance to the bus station.
  - New electronic travel information points would be provided to key entrance points to the bus station so that passengers did not have to enter the bus station buildings.
  - New LED lighting would be provided at the bus stops to improve the quality of the lighting and reduce energy consumption.

- 6.2 The following points were discussed and noted:
- The travel information points would be electronic and would show live bus information. The information screen could be adjusted by users for example who require larger font sizes or a different language. Officers were working with local disability groups to ensure ease of use by all passengers.
  - Whilst airline and train departure information was shown at the bus station currently, there was at present no direct connectivity between the locations. However, discussions were in place with local bus operators and it was hoped this issue can be addressed within the bus services improvement plan.
  - The nearby taxi layby would be unaffected by the proposals.
  - Questions raised by the Norwich Cycling Campaign related more to the wider scheme proposed for St Stephens Road and this scheme was not in the area of concern.
  - A Member of the Joint Committee raised a concern that at least one local business on Queens Road, near to the car park entrance, held a tables and chairs license and wondered how this license might affect the proposals. Norwich City Council issues these licenses and officers would liaise with City Hall officials to discuss this matter.
  - The committee welcomed the proposals and thought the improvements would greatly enhance the area and make using bus services easier.

- 6.3 The Joint Committee **RESOLVED**:
- To approve for construction the improvements proposed at Norwich Bus Station as outlined in the report.

## **7. St Stephens Road & Surrounding Area**

- 7.1.1 The Joint Committee received the report which set out proposals for St Stephens Road and the surrounding area and recommending that the committee gave approval for the scheme and that the statutory procedures to implement the required Traffic Regulation Orders (TRO), notices for speed cushions and any amendments to existing TROs were commenced.
- 7.1.2 The Transport for Norwich Manager introduced the report to the Joint Committee:
- The initial scheme proposed improvements for the walking and cycling environment within the area and in December 2020 the committee gave approval

for public consultation which took place in January and February 2021.

- Following the consultation, from feedback received it was clear that some proposals needed to be revised. These revised proposals went to consultation in May & June 2021.
- The report set out the findings of that further engagement and officers recommended that the revised proposals were approved for construction as they provide good value for money.

7.2 The following points were discussed and noted:

- The Chair had used his discretion to circulate an email from a member of the public. He confirmed that it was his policy to allow local members to speak in a Transport for Norwich Joint Committee meeting, as long as the scheme was within their division.
- Cllr Emma Corlett spoke both as a committee and local member and had experienced high levels of engagement with local residents, including walking meetings to discuss the proposals in situ. Residents seemed to be confused about what was trying to be achieved. Disappointment was expressed that the crossing could not be moved to align with the crossing to the old hospital site and that path widening could not take place on the east side of St Stephens Road. The 20mph speed limits, road pillows and raised areas to increase the residential ambience was well received and Cllr Corlett hoped to use some of her local member's fund to enhance the planting further. A request was made for base line air quality data to be undertaken and reassurance was sought that the 7.5 tonne weight limit was not going to restrict heavier lorries requiring access to those roads affected. This may also affect deliveries to the shops on Grove Road as well as Trafford Public House. Overall the scheme had some good elements to it but it was disappointing that not all issues had been addressed.
- A member of the committee thought that although there was a lot to be positive about the scheme, they were finding it hard to see what it offered local residents of Grove and Cecil Roads. The removal of the left turn in to Grove Road especially seem particularly hard to justify. They also wondered if discussions had been undertaken with the eye clinic on Grove Road.
- It was acknowledged that officers had worked hard with local members and residents to try and overcome many issues.

7.3 In response Officers made the following comments:

- Whilst it seemed an appropriate and desirable suggestion to move the crossing to align with the old hospital site, unfortunately road regulations did not allow this to happen because of the proximity of the Kingsley Road junction.
- Vehicles over 7.5 tonnes, such as removal vans would be allowed access to the weight restricted affected roads.
- The removal of the left hand turn in to Grove Road was necessary to create space within the scheme to make the crossing of Grove Rd / St Stephens Road safer without the need to use the existing small refuge island.
- Base line air quality data would be established if the scheme is to proceed.
- Consultations with Grove Road shops including Tesco would begin once approval for the scheme has been given. Officers agreed to keep local members updated regarding this issue.
- The scheme was a big package of works that included a number of other suggestions to relocate bus shelters and litter bins as well as access to side roads.
- The eye clinic on Grove Road had been involved in the consultation and their

concerns have mainly been around access for patients arriving from the south. The clinic has asked to see the detailed design layout plans.

7.4 With 4 votes for and 4 abstentions the Joint Committee **RESOLVED** to:

1. To approve the proposals for St Stephens Road and surrounding area as set out in Section 2.12 and Appendices C1, C2 and C3 of the report.
2. To commence the statutory procedures associated with the new legal Traffic Regulation Orders (TROs), notices for speed cushions and any amendments to existing TROs.

## **8. St Williams Way Active Travel Scheme**

8.1.1 The Joint Committee received the report setting out proposals for mandatory cycle lanes, protected from general traffic and parking restrictions along the length of St Williams Way. Consultation had been carried out during March 2021.

8.1.2 The Transport for Norwich Manager introduced the report to the Joint Committee:

- The mandatory cycle lanes would replace the advisory cycles currently in place.
- Safety concerns had been raised as parking within the advisory cycles lanes often meant cyclists had to ride into the main carriageway.
- The consultation had produced 78 responses with 35% in favour. The remainder raised questions mainly concerned about parking issued which have been addressed in the report.
- Central government guidance advised that cyclists must be physically separated and protected from high volume traffic at junctions and at stretches of road between.
- Physical protection in the form of bollards would be visible in all lighting conditions and would not obstruct driveways or access points.
- The scheme represented good value for money and members were asked to approve the recommendations outlined in the report.

8.4 The following points were discussed and noted:

- Concerns were raised at the size of the bollards used. The recent works completed at the Thunder Lane junction highlighted the fact that the bollards felt insignificant. A preferred option would be to install a verge between the carriageway and a shared cycleway/footpath. Officers advised that different options were being looked at for the scheme. An important aspect was that replacement bollards of the same type are available in the future if required.
- Joint Committee Members noted the importance of public transport schemes for reducing traffic in the centre of Norwich.

8.5 The Joint Committee **RESOLVED** unanimously to:

1. Approve the construction of the mandatory cycle lanes along St Williams Way as presented in Appendix A of the report.
2. Commence the statutory procedures associated with the new legal Traffic Regulation Orders (TRO) and any amendments to existing TROs

## **9. Wayfinding**

- 9.1.1 The Joint Committee received the report setting out the scheme which had been developed as part of the Transforming Cities Fund programme of which Norfolk County Council is leading on delivery.
- 9.1.2 The Transport for Norwich Manager introduced the report to the Joint Committee:
- The report gave an update on the development of a new wayfinding initiative for Norwich.
  - Much of the existing signage was out of date, difficult to maintain and required refreshing to follow best practices.
  - The new initiative would bring about a more uniform approach to wayfinding to enhance visitor experience and tourism within the city.
  - Proposals included both conventional and creative methods of wayfinding. Conventional wayfinding would include 50 information posts with detailed mapping with more creative wayfinding to include eight literacy benches and two commissioned lighting installations.
- 9.2 The following points were discussed and noted:
- Officers confirmed that all rights of way would be shown on the new mapping posts in line with legislation to take effect in 2025.
- 9.3 The Joint Committee RESOLVED unanimously to:
- Note the progress made on developing a new wayfinding initiative for Norwich

## **10 Transport for Norwich Strategy Review**

- 10.1.1 The Joint Committee received the report that included a draft Transport for Norwich Strategy. The Council had been working with Broadland District, Norwich City and South Norfolk Councils to update and review the existing Norwich Area Transportation strategy.
- 10.1.2 The Principal Planner introduced the report and advised
- The existing strategy in place was adopted in 2004 although much had changed since then such as the increase in need for carbon reductions.
  - The new strategy included a strategy on how future funding bids would be supported.
  - The new strategy was a high level long term plan to identify objectives.
  - The strategy is structured around eight themes. These were Norwich and Norfolk, a zero carbon future, improving the quality of our air, changing attitudes and behaviours, meeting local needs, reducing the dominance of traffic, making the transport system work as one and making it happen. Some of the key changes that the strategy would bring about were alignment to the County Council's environmental policy to achieve carbon neutrality from surface transport in Norwich and its growth areas by 2030 and achieve net zero by 2050; a focus on tackling air quality, increased emphasis on influencing and informing travel behaviours and the promotion of active travel.

- Members were advised that since drafting the report, the consultation dates have been amended. The consultation now starts on 25 August and ends on 5 October.

10.2 The following points were discussed and noted:

- It was thought the strategy was too high level and did not provide enough meaningful detail of what was proposed.
- Providing cheaper, cleaner and more frequent public transport was a key element to be pursued.
- Rural areas of Norfolk must not feel left out of the strategy and a balance between urban and rural must be achieved.
- The A146 should be included with the new strategy as this was a key transportation route.
- Older residents that do not qualify for a blue badge but still require help in accessing services and shops within Norwich must not be overlooked.
- The twin concerns of achieving carbon neutral status by 2030 as well as growing and expanding the economy would be a huge undertaking.
- Rural residents should be encouraged to use train services more to access Norwich although it was acknowledged these services require improvement.
- Electric scooters which have grown in rapid popularity in recent months should feature within the strategy to ensure that compliance with regulations can be considered to protect vulnerable pedestrians.
- More radical proposals for carbon reduction may be required particularly with regard to public transport to avoid the county getting left behind in the implementation of electric buses.

10.3 Officers noted the comments of the committee and advised that the detailed action plans arising from the strategy would need to be developed and updated as time progress as some of the items were long term issues. The strategy is a high level document setting long term objectives and the direction and context for further work to be captured in an action plan. The action plan will need to be a live document and will require revisiting as matters progress and factors such as technology advance.

The Joint Committee provided comment and guidance on the draft Transport for Norwich Strategy to finalise the strategy for public consultation.

**The Meeting ended at 11:30am**

Next meeting: 30 September 2021

**Cllr Martin Wilby, Chair,  
Joint Committee for Transport for Norwich**



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