

Norfolk County Council

Record of Individual Cabinet Member Decision

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

Background and Purpose:

Norfolk County Council was awarded £1.2 million from the Department for Transport's (DfT) Active Travel Fund to invest in local infrastructure projects that support the promotion of walking and cycling as an attractive and convenient transport mode for shorter journeys. Projects funded through the Active Travel Fund support those being delivered through the Transforming Cities Fund, which has the aim of investing in clean transport options that will increase social mobility and access to employment and learning.

Several feasibility studies were carried out for the Emergency Active Travel Fund (EATF2) Tranche 2 bid. Contained within the successful bid included a scheme to provide mandatory, segregated cycle lane facilities on both sides of the carriageway and upgrade of the existing pedestrian crossing on St Williams Way.

Safety concerns have been highlighted for a number of years that parking within the existing advisory cycle lanes on St Williams Way force cyclists to leave the cycle lane and cycle in the main carriageway on this busy A-class road.

The Traffic Regulation Order associated with the 'At Any Time' waiting restrictions has been promoted to ensure the extents of the mandatory cycle lanes are free from vehicular parking which will provide a safer environment for cyclists.

Decision:

To implement the waiting restrictions and pedestrian crossing amendments as advertised and as shown in Appendix A.

Is it a key decision? No

Is it subject to call-in? Yes

If Yes – the deadline for call-in is: 4pm, Thursday 7 April 2022

Impact of the Decision:

This project aims to provide a safer environment for all road users by providing a wider unobstructed route for cycling and an increased separation

between vehicles and cycles. Vehicles will still be able to access driveways for all properties along this road. Vehicles will not be able to park where the 'At Any Time' waiting restrictions are provided, with the exception of loading/unloading and blue badge holders.

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:

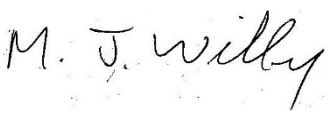
None.

Date of Decision: 30/3/22

Publication Date of Decision: 31/3/22

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: 30/03/2022

Accompanying documents:

- Decision Making Report
- Appendix A – Consultation plan & Traffic Regulation Order
- Appendix B – Comments received following preliminary consultation with Officer comments.
- Appendix C - Comments received following statutory consultation with Officer comments

- **Appendix D** - 29th July 2021 Transport for Norwich Agenda.
<https://norfolkcc.cmis.uk.com/norfolkcc/CalendarofMeetings/tabid/128/ctl/ViewMeetingPublic/mid/496/Meeting/1808/Committee/179/Default.aspx>
- **Appendix E** - 29th July 2021 Transport for Norwich Joint Committee minutes
<https://norfolkcc.cmis.uk.com/norfolkcc/CalendarofMeetings/tabid/128/ctl/ViewMeetingPublic/mid/496/Meeting/1808/Committee/179/Default.aspx>

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: Thorpe St Andrew Cycle Lanes

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

This report sets out a proposal to progress 'At Any Time' waiting restriction Traffic Regulation Orders on various roads in Thorpe St Andrew.

The 'At Any Time' waiting restrictions and pedestrian crossing amendment proposals, which this report is solely seeking approval for, forms part of a wider scheme which aims to improve the cycle facilities in the St Williams Way area.

Safety concerns have been highlighted for a number of years that parking within the existing advisory cycle lanes on St Williams Way force cyclists to leave the cycle lane and cycle in the main carriageway on this busy A-class road. Therefore, the proposed improvements will improve safety for all highways users, particularly pedestrians and cyclists.

Recommendation:

- 1. To implement the waiting restrictions and pedestrian crossing amendments as advertised and as shown in Appendix A.**

1. Background and Purpose

- 1.1 Norfolk County Council (NCC) was recently awarded £1.2 million from the Department for Transport's (DfT) Active Travel Fund to invest in local infrastructure projects that support the promotion of walking and cycling as an attractive and convenient transport mode for shorter journeys. Projects funded through the Active Travel Fund support those currently being delivered through the Transforming Cities Fund, which has the aim of investing in clean transport options that will increase social mobility and access to employment and learning.
- 1.2 Several feasibility studies were carried out in 2020 for the Active Travel Fund Tranche 2 bid. Contained within the successful bid included a scheme to provide mandatory, segregated cycle lanes on both sides of the carriageway and an upgrade of the existing pedestrian crossing on St Williams Way.
- 1.3 Safety concerns have been highlighted for a number of years that parking within the existing advisory cycle lanes on St Williams Way force cyclists to leave the cycle lane and cycle in the main carriageway on this busy A-class road.

2. Proposal

- 2.1 The existing mandatory cycle lane on St Williams Way will be extended from where it currently ceases, just west of Thor Loke, to around Margetson Avenue. This will replace the existing advisory cycle lanes along this stretch. It is important to note that whereas advisory cycle lanes are spaces on the carriageway for cycling in and occasional use by vehicles, mandatory cycle lanes are dedicated lanes solely for use by those cycling.
- 2.2 To 'protect' the new lengths of mandatory, lightly segregated cycle lanes, 'At Any Time' waiting restrictions (double yellow lines) are proposed on St Williams Way from 80 metres west of Thor Loke to its junction with Margetson Avenue. In addition, it is proposed to extend the double yellow lines into the junctions with Pilling Road and Aerodrome Road.
- 2.3 To implement the proposed changes, a new Traffic Regulation Order is needed in relation to the proposed double yellow lines.
- 2.4 The scheme to implement the cycle lanes and waiting restrictions was presented at the Transport for Norwich Joint Committee in July 2021 and the committee asked officers to commence the statutory procedures associated with the required TRO. A link to the report taken to the committee is in **Appendix D** and link to the minutes from this meeting are in **Appendix E**.

- 2.5 Statutory consultation associated with the TRO's and crossing notice was carried out between 19th November 2021 and 14th December 2021. A copy of the advertised order and consultation plans can be seen in **Appendix A**. Along with the statutory notice in the press, site notices were erected, and a letter drop was undertaken to all affected frontages.

3. Impact of the Proposal

- 3.1 This project aims to provide a safer environment for all road users by providing a wider unobstructed route for cycling and an increased separation between vehicles and cycles.
- 3.2 The majority of properties situated along the proposed extents of double yellow lines have adequate off-street parking which could be utilised, avoiding the need to park on the road. Vehicles will still be able to access driveways for all properties along this road. Vehicles will not be able to park where the 'At Any Time' waiting restrictions are provided, with the exception of loading/unloading and blue badge holders.

4. Evidence and Reasons for Decision

- 4.1 Although concerns have been raised by local residents to the proposals, this report has responded to those concerns and highlighted that the infrastructure installed will be suitable in terms of safety and provide good visibility in all light conditions for all road users, will retain access to properties and allow loading and unloading.
- 4.2 These proposals are consistent with the 'Gear Change' vision document released by central government in 2020, which sets out that "cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them."
- 4.3 Preliminary consultation ran from 5 March to 26 March 2021 and a total of 214 letters were sent out to residents in the local area. 78 responses were received, giving an overall response rate of 36%.
- 4.4 Of those who responded to the consultation, 35% (27) were in favour of the proposal and 59% (46) raised a concern or objection. 6% (5) gave a neutral or mixed view but were all in favour of (or neutral to) the proposed introduction of double yellow lines, as were a further 3 residents who objected to the overall proposal.
- 4.5 The TRO proposals received support from Norfolk Constabulary, the Local Member and three local residents. Nine letters of objection were received relating to the 'At Any Time' waiting restrictions. Comments from the statutory consultations are summarised in **Appendix C** with officer comments

- 4.6 The Norwich Society and Norfolk Constabulary supported the overall proposal but questioned the use of bollards to segregate cyclists from general traffic. Thorpe Town Council objected to the proposal on a number of grounds but also acknowledged traffic speeds as a major concern and recognised the need for a mandatory cycle lane in some form.
- 4.7 Norwich Cycle Campaign were in broad support but requested further protection for cyclists through the staggered crossing at Williams Loke. As such, amendments have been made to the signalised crossing which was included in a later formal consultation.
- 4.8 Free text responses to the consultation were also provided and more detailed information on this, as well as an officer response, can be found on the County Council website.
- 4.9 A summary of the main issues raised at the preliminary consultation stage are outlined in **Appendix B**.

5. Alternative Options

- 5.1 An alternative option would be to provide off-carriageway cycle facilities, segregated from pedestrians, but this would require extensive remodelling of pavements, verges, kerblines and accesses to properties, which would significantly exceed the budget available for the delivery of this scheme.

6. Financial Implications

- 6.1 Funding of £1.2 million has been awarded to Norfolk County Council from the Department for Transport's (DfT) Active Travel Fund across a number of separate schemes. This scheme will be fully funded from this allocation.

7. Resource Implications

- 7.1 **Staff:**
Scheme designed and delivered utilising existing resources.
- 7.2 **Property:**
None.
- 7.3 **IT:**
None.

8. Other Implications

8.1 Legal Implications:

Nplaw have advised on the making of this TRO and confirmed that actions taken to date have been compliant with the legislative requirements.

8.2 Human Rights Implications:

None.

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 NCC to be aware of before a decision is made.

This scheme will not provide any equality implications.

8.4 Data Protection Impact Assessments (DPIA):

Following consultation, all personal data has been removed from this report and any personal data would be handled according to NCC standards.

8.5 Health and Safety implications (where appropriate):

The proposed scheme has been designed to improve the safety of highway users, a road safety audit has been carried out and the details of which have been incorporated into the proposals.

8.6 Sustainability implications (where appropriate):

The objectives of this scheme are targeted at improving the impact transport has on carbon emissions, air quality and public health. It is felt these proposals will have a positive impact on the environment by encouraging sustainable modes of transport and should reduce private vehicle mileage.

8.7 Any Other Implications:

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

9. Risk Implications / Assessment

- 9.1 The existing situation of vehicular parking within the advisory cycle lane poses a moderate safety risk to cyclists. The implementation of the proposed scheme will prohibit vehicular parking and therefore should improve safety for cyclists.

10. Select Committee Comments

10.1 None

11. Recommendation

1. To implement the waiting restrictions and pedestrian crossing amendments as advertised and as shown in Appendix A.

12. Background Papers

- **Appendix A** – Consultation plan & Traffic Regulation Order
- **Appendix B** – Comments received following preliminary consultation with Officer comments.
- **Appendix C** - Comments received following statutory consultation with Officer comments.
- **Appendix D** - 29th July 2021 Transport for Norwich Agenda.
<https://norfolkcc.cmis.uk.com/norfolkcc/CalendarofMeetings/tabid/128/ctl/ViewMeetingPublic/mid/496/Meeting/1808/Committee/179/Default.aspx>
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Officer Contact

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

Officer name: Jonathan Taylor

Telephone no.: 01603 224200

Email: jonathan.taylor@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 (THORPE ST ANDREW, VARIOUS ROADS)
PROPOSED TRAFFIC ORDER CYCLE LANE NOTICE AND PUFFIN CROSSING
NOTICE 2021

The Norfolk County Council propose to make the following Order under the Road Traffic Regulation Act 1984, the effects of which will be as follows:

The Norfolk County Council (THORPE ST ANDREW, VARIOUS ROADS)
(PROHIBITION OF WAITING) AMENDMENT ORDER 2021

The effect of this Order will be to amend The Norfolk County Council (Thorpe St Andrew, Various Roads) (Prohibition of Waiting) Consolidation and Variation Order 2011 to prohibit waiting at all times along the lengths of road specified in the Schedule below. These proposed restrictions are in addition to those currently in place.

SCHEDULE

In the Town of Thorpe St. Andrew

Prohibition of Waiting At Any Time

U59600 Aerodrome Road (Both sides)	-	From its junction with the A1042 Saint Williams Way northwards for a distance of 15 metres.
U59598 Pilling Road (Both sides)	-	From its junction with the A1042 Saint Williams Way southwards for a distance of 15 metres.
A1042 Saint Williams Way/Ring Road (North side)	-	From its junction with the C874 Plumstead Road south-eastwards to its junction with the U59559 Laundry Lane.
A1042 Saint Williams Way/Ring Road (South side)	-	From a point 36 metres north-west of the centreline of its junction with the U59599 Margetson Avenue south eastwards to a point 12 metres southeast of the centreline of the U59559 Laundry Lane.

A copy of the draft Order, plan and Statement of Reasons for making the Order 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 Broadland District Council, Thorpe Lodge, 1 Yarmouth Road, Norwich, NR7 0DU 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 the Order 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 Ms A L Wilton by 14th December 2021. They may also be emailed to TrafficOrders@norfolk.gov.uk.

The Officer dealing with the public enquiries concerning these proposals is Mr J Taylor telephone 01603 224200 or 0344 800 8020.

The Norfolk County Council (**THORPE ST ANDREW, VARIOUS ROADS**)
MANDATORY CYCLE LANE NOTICE 2021

The Norfolk County Council is proposing to impose a mandatory cycle contraflow cycle lane using powers under Section 65(1) of the Highways Act 1980 to accord with its duties under Section 122 of the Road Traffic Regulation Act 1984, along the following lengths of road in the town of Thorpe St Andrew:-

1.8 metre wide lightly segregated mandatory cycle lane

A1042 Saint Williams Way/Ring Road (North side)	-	From a point 28 metres north-west of the centreline of its junction with the U59599 Margetson Avenue south eastwards for a distance of 210 metres
A1042 Saint Williams Way/Ring Road (South side)	-	From a point 20 metres north-west of the centreline of its junction with the U59599 Margetson Avenue south eastwards for a distance of 200 metres.

2.0 metre wide lightly segregated mandatory cycle lane

A1042 Saint Williams Way/Ring Road (Both sides)	-	From a point 30 metres north-west of the centreline of its junction with the U59598 Pilling Road south eastwards to a point 120 metres southeast of its junction with the U51165 Williams Loke.
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The cycle lane will have the widths at the lengths of road detailed above and will be marked by a solid white line in which cyclists only will be permitted to travel.

Norfolk County Council
(THORPE ST ANDREW, VARIOUS ROADS) PUFFIN CROSSING NOTICE 2021.

As required under the Road Traffic Regulation Act 1984, Part III Sections 23 and 25, notice is hereby given that the Norfolk County Council propose to remove the existing staggered pedestrian crossing in the area specified and install a Puffin pedestrian crossing and associated Puffin controlled area on the following length of road:

A1042 Saint Williams Way	-	At a point 35 metres west of the centre point of the junction of the U51165 Williams Loke extending westwards for a distance of 3.6 metres.
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Distances measured are to the centreline of the pedestrian crossing.

The reason for the Puffin pedestrian crossings proposal is to provide a safer environment for pedestrians within an urbanised area.

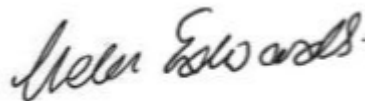
A copy of the plans for the cycle lane and puffin crossing may be viewed online at <https://norfolk.citizenspace.com/>. Copies may also be available for inspection at Norfolk County Council, County Hall, Norwich and at the offices of Broadland District Council, Thorpe Lodge, 1 Yarmouth Road, Norwich, NR7 0DU 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.

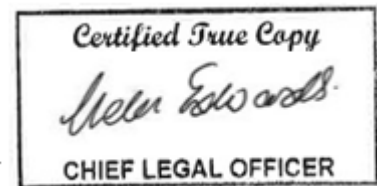
Any person who wishes to comment on these proposals should write to nplaw, Norfolk County Council, County Hall, Martineau Lane, Norwich, NR1 2DH, marked for the attention of Ms A L Wilton, by 14th December 2021. They may also be emailed to trafficorders@norfolk.gov.uk.

The Officer dealing with the public enquiries concerning these proposals is Mr J Taylor telephone 01603 224200 or 0344 800 8020.

DATED this 19th day of November 2021



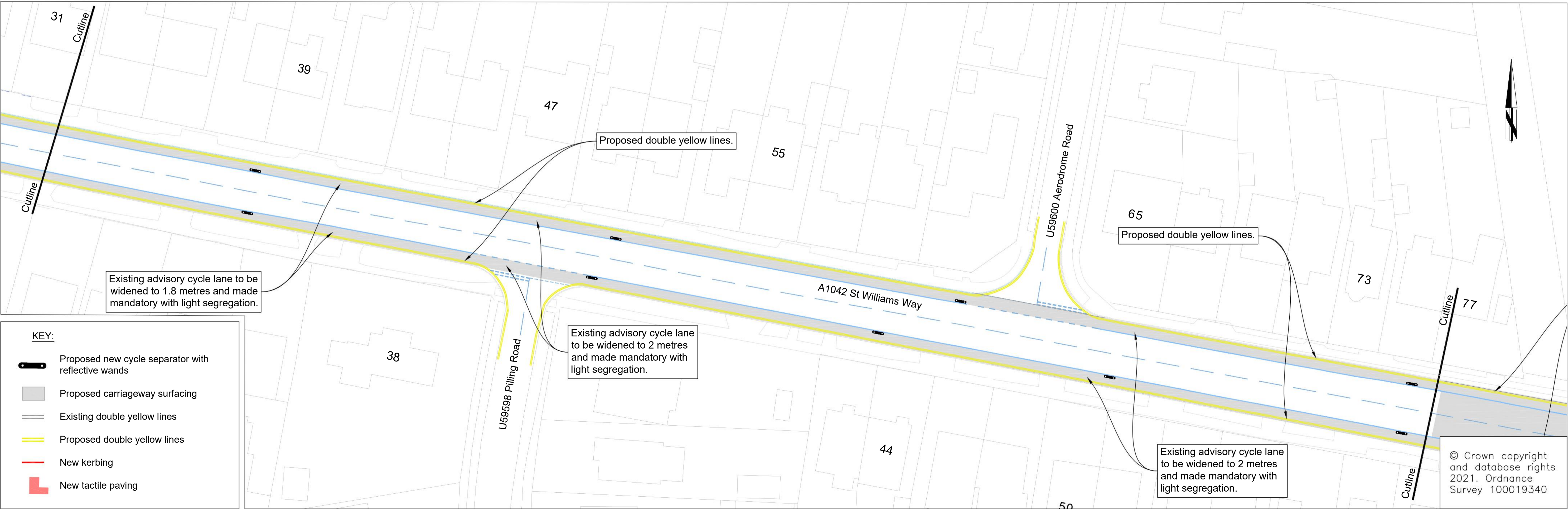
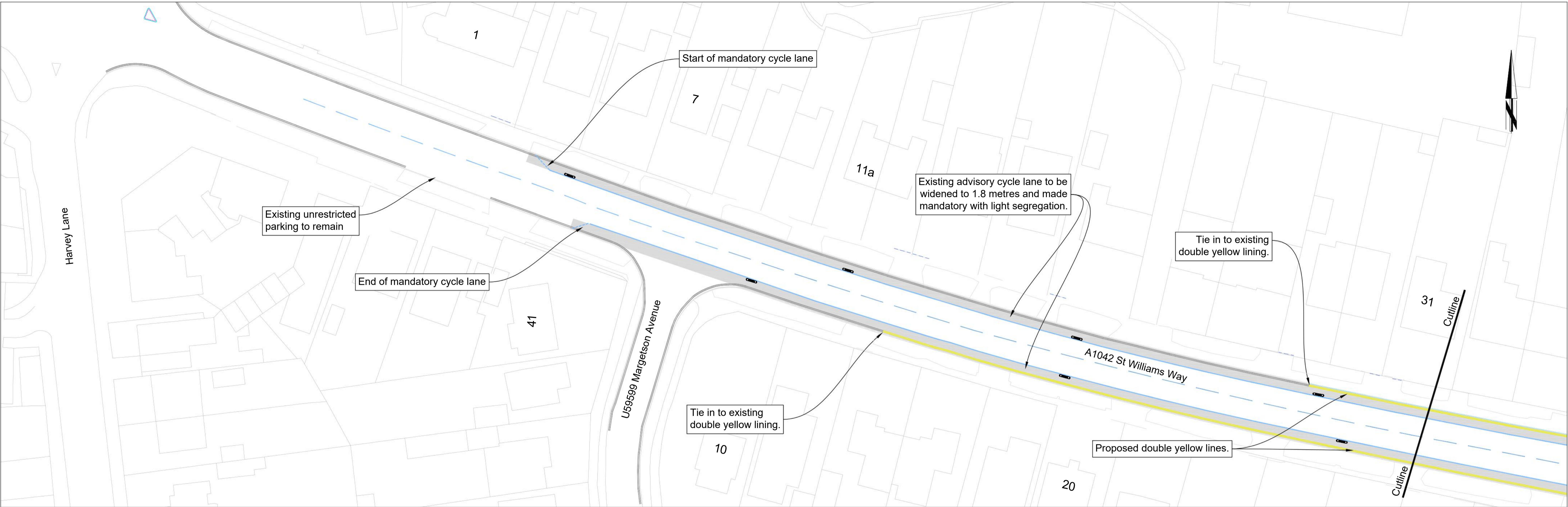
Helen Edwards
Chief Legal Officer



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 these Orders 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.

ALW/72262(Thorpe St Andrew PEA051 PoW/Cycle Lane/ CrossingNotice1)21



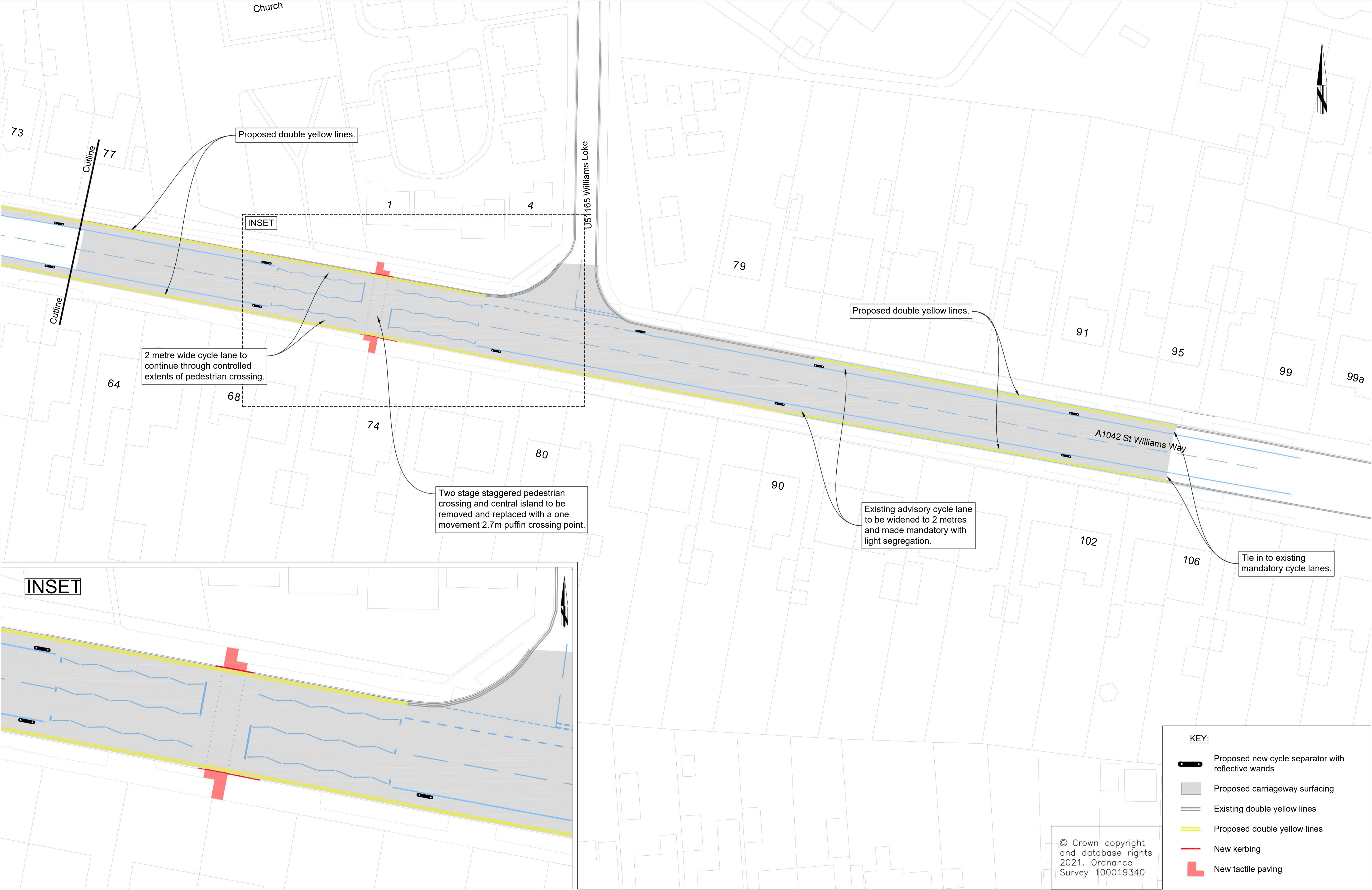
KEY:

- Proposed new cycle separator with reflective wands
- Proposed carriageway surfacing
- Existing double yellow lines
- Proposed double yellow lines
- New kerbing
- New tactile paving

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Survey 100019340

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

	INITIALS	DATE	DRAWING No.
			PEA051-HP-CONS-001
SURVEYED BY	OS	2021	PROJECT TITLE
DESIGNED BY	JT	09/21	St Williams Way
DRAWN BY	JB	09/21	Cycle Lane Facility
CHECKED BY	JT	10/21	SCALE
			NTS
			FILE No
			PEA051



KEY:

- Proposed new cycle separator with reflective wands
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- Existing double yellow lines
- Proposed double yellow lines
- New kerbing
- New tactile paving

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APPENDIX B

Table 1: Summary of main issues raised following preliminary consultation

Issue	Officer Response
<p>Cycle bollards are a danger to motorists and cyclists</p>	<p>We are currently reviewing the most appropriate use of segregators for cycle lanes and will ensure those selected in this location are suitable in terms of safety and provide good visibility in all light conditions for all road users.</p> <p>The proposed mandatory cycle lanes will be a minimum width of 2m providing ample space for people to safely cycle past the segregators and the type of wand/base units.</p> <p>The exact positioning of individual separators will be determined through the detailed design process ensuring no driveway access is obstructed.</p> <p>Bollards in the verge would not prevent people from parking in the road and obstructing those cycling in the cycle lane.</p> <p>Installing segregators will provide a uniform look to St Williams Way, complementing the measures already in place around the Thunder Lane section.</p> <p>The Governments 'Gear Change' vision document, as well as the latest cycle infrastructure design guidance (Local Transport Note 1/20) released in 2020 clearly sets out that "cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them". Reference is also made that cycle routes on busy roads should not be marked out only with road markings as people will generally perceive these to be unacceptable for safe cycling.</p>
<p>Street cleaning will be difficult to maintain</p>	<p>As the gap between the kerbline and separator is greater than 1.5m, a small road sweeper could be utilised. Areas around the separators could be hand swept if necessary. The proposed double yellow lines will discourage parking on the verge as well as on the main highway which will reduce drainage issues caused by damage to the grass verges from vehicle movements.</p>

<p>Cycles will still be vulnerable to traffic and continue to cycle on the pavement</p>	<p>The introduction of the wider, segregated cycle lanes will not make those cycling vulnerable to left turning traffic at junctions.</p> <p>Cycle lanes already run across the Williams Loke junction and other side roads. The placing of separators on the approach to junctions, similar to the separator installed in advance of Thor Loke, offers some protection to cyclists from left turning vehicles and reduces vehicle entry speeds.</p> <p>No safety incidents have been recorded since the Thunder Lane section was completed and the proposed scheme will be subject to full safety audit in design and construction.</p> <p>Segregation between cycles and motor vehicles is unlikely to be achieved through the extents of the controlled crossing due to the restricted road widths and relatively narrow footways. This will be considered further at the detailed design stage.</p> <p>By making it safer to cycle on the carriageway, this should encourage people to cycle more responsibly and not feel the need to cycle illegally on the pavement.</p> <p>We will be delivering a sustained behaviour change and cycle training programme to increase usage and provide education in responsible use.</p>
<p>Concerns around parking and deliveries</p>	<p>The proposed double yellow lines will prohibit parking both on the verge and carriageway. Any vehicles parked on the verge will be liable to be issued with a parking ticket.</p> <p>Loading and unloading for very short periods of time is still allowed which means vehicles can stop to make deliveries, tradesmen can unload tools etc and visitors can stop to collect and drop off passengers, medicines etc. The majority of properties have ample off-street parking for visitors and tradespersons who may need to access properties for longer.</p> <p>Whilst loading and unloading may temporarily block the cycle lane, this will be temporary in nature as the exemption only refers to stopping on double yellow lines whilst actively loading/unloading, rather than causing a longer-term obstruction. This presents a</p>

	<p>considerably safer environment for those cycling than the current situation.</p> <p>There is a good level of parking available for those wanting to travel to the health centre and library by car and these proposals do not restrict vehicle access to these premises or reduce the amount of parking space available in Williams Loke. The library, health centre and primary school were all included within the consultation and no concerns around access have been raised.</p> <p>A comprehensive Traffic Management Plan has not been produced for a scheme of this size but consideration has been given to how local traffic may be affected. The majority of properties situated along the proposed extents of the double yellow lines have off-street parking, often for several vehicles, which removes the need to park on the road in many instances.</p> <p>Where a similar scheme was introduced on the eastern end of St Williams Way, few issues have been reported of vehicles continuing to park within the restricted cycle lanes.</p>
Impacts on residents and the surrounding areas	<p>No property has an automatic entitlement to on street parking and highway restrictions on any busy A class roads such as this are to be expected. The Council can legally make changes to the highway to improve safety and is not obliged to offer compensation or allowance for an assessment by a RICS surveyor.</p> <p>The likely level of displaced parking caused by this proposal is low given the amount of off-road parking that is available and is not considered significant to affect the safety of any side roads.</p>
Funding is better directed elsewhere	<p>The funding that has been secured from government to provide the segregated cycle lanes is not sufficient to fund any works to accommodate additional parking for visitors.</p> <p>We are aware there is currently some overgrown vegetation on the south side pavement which may restrict pedestrian movement. We will get this tidied up as part of our overall works. The removal of parking on the verge will also make it easier for those using the pavement.</p> <p>The use of pavements to provide an area where those</p>

	<p>walking and cycling are segregated would require extensive and costly reconstruction of the pavements, verges and accesses to property. We do not have sufficient funding for works of this nature.</p> <p>Whilst Gordon Avenue is part of an existing pedalway route (Green Pedalway) and provides a helpful route to the Lionwood Junior School as well as the city centre, St Williams Way provides a direct connection to the shops and services at the Heartsease roundabout off Plumstead Road, as well as convenient access to St Williams Primary School, library and medical centre. Given the higher traffic flows on St Williams Way, funding has been prioritised to improve the cycling environment here instead of Gordon Avenue.</p> <p>St Williams Way has an existing 30mph speed limit and traffic count data that we have indicates that speed compliance is generally very good and most drivers adhere to the speed limit. The reduced width of the traffic lanes is also expected to improve compliant with the speed limit.</p> <p>We are currently looking at options for improving the Heartsease roundabout to provide a safer environment for those walking, cycling and driving.</p>
Justification of the scheme	<p>The aim of the proposals is not only to improve just for current use but for future use too. Where investment has been made in cycle facilities across Norwich over the past few years, we have seen, on average, an increase in the number of people cycling by around 40%. It is recognised that road safety concerns are a significant barrier to people contemplating cycling as an alternative mode of transport, which this scheme aims to address.</p>

APPENDIX C

Table 1: Summary of main issues raised following statutory consultation

Comment received	Officer Response
<p>Whilst I have certainly no objection to the installation of proper cycles lanes I do not see these proposals as doing that at all but rather slightly changing the inadequate cycle lane that is there already with little improvement to the actual lane but worsening the overall safety by the installation of the reflective wands. These wands introduce obstructions into the road (a few of the current ones have obviously been struck and are incredibly badly positioned) and, whilst being reflective when clean, should surely have red reflectors facing oncoming traffic.</p> <p>Your stated aims <i>'To improve safety for cyclists by reducing conflict between cyclists and cars and also improve safety for pedestrians. The aim of the proposed Orders is to improve the interaction between cyclists, pedestrians and traffic using the roads'</i> is clearly not met given that there is neither a problem with parked cars (the road is very wide) or conflict with cyclists of which there are very few and I doubt this scheme will make them feel any safer.</p> <p>If you want to make things better for pedestrians then improve the existing footways which are narrow and in a poor state of repair (as they are in much of the area) and insist residents trim their hedges to maintain adequate width along the whole stretch.</p> <p>By all means install cycles lanes but to it properly rather than this cheap option target meeting option. Take a look at, for</p>	<p>The purpose of the proposed mandatory cycle lanes and double yellow lines is to provide an unobstructed and safer cycle lane along a very busy A-class road. These proposals have been put forward following concerns being received for a number of years that parking within the existing advisory cycle lanes forces those cycling to exit the cycle lane into the carriageway running lanes and the proposed double yellow lines should remove this issue.</p> <p>Additionally, the existing advisory cycle lane will be widened, to allow more space for cyclists. Cyclists wishing to overtake another will be able to do so in a safe manner within the confines of the cycle lanes. In addition, the cycle lanes will benefit from 'wands', which will provide some protection from vehicles passing.</p> <p>New government guidance clearly states that cycling must be placed at the heart of the transport network with road space being allocated that recognises that status. It is also clearly outlined that cyclists must be separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them. A number of options for the cycle lane provision were considered at the initial design stage. However, due to site constraints such as level differences between the footway and carriageway, utility services in footways and the amount of kerbing required to achieve full segregation in the grass verge area, this made alternative options prohibitively expensive under the current scheme budget.</p> <p>The funding we have secured from central government for these proposals is restricted to improving cycle infrastructure in this area and unfortunately cannot be used for general maintenance of footpaths etc. Highway maintenance is funded separately and dealt with directly by the maintenance team. Highway defects can be reported online on our report a problem page.</p>

<p>example, those in Oldenburg, Germany and see how proper cycle ways should be done.</p> <p>There is plenty of room on St. Williams way for adequate footpaths, dedicated cycle lanes as well as traffic so it could be done, just not as proposed.</p> <p>One positive aspect of the earlier work on St. Williams way was the island near the junction with Thor Loke. This helps crossing the road better particularly when taking children to school. If there is money to be spent please consider uprating this to a controlled crossing to improve safety further.</p>	<p>We are currently undertaking a review of the most suitable types of cycle separators (wands) to use. Government guidance outlines that some segregation between cycles, pedestrians and cars is required. The exact positioning of individual separators will be determined through the detailed design process ensuring no driveway access is obstructed.</p> <p>Unfortunately, the scope of this project does not extend to upgrading the crossing but this request will remain under review.</p>
<p>There is nothing in the letter sent out to residents about the restrictions to parking up onto the grass verges. Residents must be told that they cannot park up onto the verge otherwise the verge will be churned up and the earth washed into the kerb and cycle lane and block surface water from draining causing flooding in the cycle lanes and causing a hazard.</p> <p>Parking up onto the verge blocks my view when exiting my drive and my view of cyclist. You don't want to create a bigger risk by letting vehicles park onto the verge, so residents must be warned.</p>	<p>The proposed double yellow lines will prohibit parking both on the verge and carriageway. The Highway Code states 'Waiting restrictions indicated by yellow lines apply to the carriageway, pavement and verge. You may stop to load or unload (unless there are also loading restrictions as described below) or while passengers board or alight.' Any vehicles parked on the verge will be liable to be issued with a parking ticket.</p> <p>The consultation letters sent to residents outlined that 'waiting restrictions indicated by yellow lines apply to the carriageway, pavement and verge, however you may stop to load or unload or while passengers board or alight'.</p> <p>Since the double yellow lines were installed further along St Williams Way, there have been very few issues reported of vehicles parking within the restricted cycle lanes / verges.</p>
<p>I'd just like to say, given that you're about to have a big wave of NIMBYs protesting the proposed new cycle lane on St Williams' Lane, that I think they're a great idea and much-needed.</p>	<p>Comment noted.</p>

<p>Whilst I agree with the work to extend the cycle track and double yellow lines for the whole length of St Williams Way, I am concerned at the unnecessary extravagance of work proposed to the existing pedestrian crossing to school, doctors and library. The current crossing It seems perfectly adequate to me.</p> <p>This, especially, when desperately needed is a crossing, or at least a refuge to enable pedestrians and cyclists to cross near the Heartsease roundabout. We on the south side of St Williams Way are fortunate to have the crossing on Harvey Lane but those on the north side and in Plumstead Road East have a really hazardous journey to the shops and buses in Plumstead Road. I know having a partially sighted friend on the north side living towards the roundabout how difficult it is for her. Indeed, this must also apply to those living to the east of Heartsease Lane. There is no pedestrian crossing nearer than that at end of Rider Haggard Road.</p> <p>I don't know whose responsibility this is, but I appreciate that the roundabout and the ends of both St Williams Way and Plumstead Road East are actually in the City. If you are powerless perhaps you could at least make representations to the City Council.</p> <p>With what you propose spending to create a new puffin crossing it would be far more appreciated, and much cheaper, to at least build a refuge in the centre towards the west end of our road.</p>	<p>The removal of the central island will allow pedestrians to cross in one movement without the need to congregate within the confines of the central island and will ensure that the mandatory cycle lane can continue through the extents of the crossing. The existing traffic signals are approximately 16 years old and are due for replacement, so we are taking to the opportunity to undertake these works in conjunction with the cycle lane scheme to reduce disruption and cost.</p> <p>Colleagues are looking into options for improving the Heartsease roundabout to provide a safer environment for those walking, cycling and driving.</p>
<p>I would like to join my voice/protest with that of {name deleted} re the proposed installation of cycle wands and mandatory cycle Lane on the remaining half of St Williams Way. I understand you have funding you applied for which you now have to spend! I'm sure there are many more areas that would benefit from this installation other than St Williams Way which is a relatively safe area for cyclists (a wide 30 mph road) What happens when people want to park outside</p>	<p>The Governments 'Gear Change' vision document, as well as the latest cycle infrastructure design guidance (Local Transport Note 1/20) released in 2020 clearly sets out that "cyclists must be separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them". Reference is also made that cycle routes on busy roads should not be marked out only with road markings as people will generally perceive these to be unacceptable for safe cycling, hence our proposals to implement the scheme as outlined.</p>

<p>their homes or visit - do they park on other roads causing problems there?</p> <p>This plan has not been thought through properly and seems a bit of a cop out to spend the money unnecessarily- OUR money by the way.</p> <p>I have very rarely seen cyclists using the cycle lanes and I frequently drive along St Williams Way. The roads are both dangerous and ugly and it seems to me to be an accident waiting to happen.</p>	<p>Norfolk County Council was awarded nearly £1.5 million from the Department for Transport's (DfT) Active Travel Fund under the second tranche of the Active Travel Fund (ATF) 2020/21 to invest in local infrastructure projects that support the promotion of walking and cycling as an attractive and convenient transport mode for shorter journeys. There are specific parameters around how the Active Travel Funding allocated to us can be spent and we are not able to divert funds to other projects, use for maintenance etc.</p> <p>No property has an automatic entitlement to on street parking and highway restrictions on any busy A class roads such as this are to be expected. The likely level of displaced parking caused by this proposal is predicted to be low given the amount of private off-road parking that is available and is not considered significant to affect the safety of any side roads.</p> <p>The aim of the proposals is not only to improve just for current use but for future use too. Where investment has been made in cycle facilities across Norwich over the past few years, we have seen, on average, an increase in the number of people cycling by around 40%. Road safety concerns are a significant barrier to people contemplating cycling as an alternative mode of transport, which this proposed scheme aims to address.</p> <p>As part of our review into cycle separators we will examine the most suitable product, ensuring the separators selected provide good visibility in all light conditions for all road users. The exact positioning of individual separators will be determined through the detailed design process ensuring no driveway access is obstructed. No safety incidents have been recorded since the Thunder Lane section was completed and the proposed scheme has been subject of a full safety audit throughout the design process.</p>
<p>Just to say that I fully support the Council's proposed changes to the existing cycle lanes on St Williams Way. These existing lanes are rather hazardous for anyone using them because residents, who mostly have driveways and parking areas within their own property, choose to park on the cycle lanes,</p>	<p>Comment noted.</p>

<p>effectively blocking them, and force cyclists to enter the roadway into the path of cars, buses and lorries. Not sure about the use of wands though. Separate dedicated cycle lanes would be a much better, albeit more expensive I suspect, solution.</p>	
<p>Please accept this email as notification of my objection to the TRO that has been submitted by Transport for Norwich. So seriously do I regard this, that I believe it is in the public interest to be aware that this equates to misuse of tax payers money. To this end, that is why I also include my Town Council, MP Chloe Smith, the Secretary of State for Transport Grant Shapps and my local media representation for whom I would make myself available for interview.</p> <p>It has been made clear that Norfolk County Council was successfully awarded funding as part of their Active Travel Fund bid in 2020. As someone that loves being part of the Thorpe St Andrew community, enjoys accessing local amenities on foot and is the mother of a 3-year old daughter (with another baby girl on the way, due in February), I understand and agree with the rationale of the Fund. I can absolutely see the obvious benefits of improving safety and infrastructure to encourage more 'active travel' on foot or by cycle. I can wholly understand that Active Travel can have both immediate benefits as a result of undertaking the additional exercise, and the longer-term benefits to the environment as a result of fewer car journeys.</p> <p>But, and this a big 'but', those benefits can only be realised if they are implemented in areas that genuinely need them. This is the failing that I wish to address. This is the failing that is being completely ignored by our elected officials. And this is where democracy (and a degree of common sense) is</p>	<p>The purpose of the proposed mandatory cycle lanes and double yellow lines is to provide an unobstructed and safer cycle lane along a very busy A-class road. These proposals have been developed following safety concerns being received for a number of years, that parking within the existing advisory cycle lanes forces those cycling to exit the cycle lane into the carriageway running lanes and the proposed double yellow lines should remove this issue.</p> <p>The existing advisory cycle lane will be widened these to allow more space for cyclists, particularly cyclists wishing to another, can now do so in a safer manner solely within the confines of the cycle lanes. In addition, the cycle lanes will benefit from proposed 'wands', which will provide some protection from vehicles passing.</p> <p>The Governments 'Gear Change' vision document, as well as the latest cycle infrastructure design guidance (Local Transport Note 1/20) released in 2020 clearly sets out that "cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them". Reference is also made that cycle routes on busy roads should not be marked out only with road markings as people will generally perceive these to be unacceptable for safe cycling, hence our proposals to implement the scheme as outlined.</p> <p>The recent erection of signs by the Town Council asking motorists not to park on the verge / cycle lane is welcomed but the fact that the Town Council felt this was appropriate indicates that this is an issue that needed action being taken.</p>

being blatantly ignored. The basis of my objection and the reasons for me making these claims are set out below.

1. If I could start with the 'Statement of reasons for making the order' set out by the TRO which are false: "To improve the safety for cyclists by reducing conflict between cyclists and cars and also improve safety for pedestrians....it appears to the County Council that it is expedient to do so..."

This is a complete misrepresentation of need that made my jaw drop. We have been at this address for approaching five years. There have not been, to my knowledge, any road traffic accidents involving cyclists or pedestrians in that time. From speaking with other residents in my local community who have been here for decades, they too have said that no accidents have taken place. Upon asking for insight into the rate of accidents that have been reported, none have been forthcoming to evidence this stated 'conflict'.

For the benefit of those included in this email distribution that are not familiar with St Williams Way, we are lucky enough to benefit from it being a generously wide road with a 30mph speed restriction in place. In fact, we have one of the widest 30mph roads in the city, inclusive of existing advised cycle ways and grass verges.

A traffic recording device was used as part of the consultation process for these proposed changes which found that the majority of drivers adhered to the speed limit and so the road was regarded as safe.

In recent months, I was pleased to see that Thorpe Town Council made use of verge-side signs encouraging residents to keep cars off verges/cycle lanes as much as possible and

The cycle separators installed on St Williams Way comply with Cycling England and Sustrans guidelines for continuous and light segregation and were rated highly in trials for safety, visibility, and ease of use.

As part of our review into cycle separators we will examine the most suitable product, ensuring the segregators selected provide good visibility in all light conditions for all road users. The exact positioning of individual separators will be determined through the detailed design process ensuring no driveway access is obstructed. No safety incidents have been recorded since the Thunder Lane section was completed and the proposed scheme has been subject of a full safety audit throughout the design process.

Regarding concerns raised around democracy, the preliminary consultation ran from 5 March to 26 March 2021. A total of 214 letters were sent out to residents in the local area. 78 responses were received, giving an overall response rate of 36%.

Of those who responded to the consultation, 35% (27) were in favour of the proposal and 59% (46) raised a concern or objection. 6% (5) gave a neutral or mixed view but were all in favour of (or neutral to) the proposed introduction of double yellow lines, as were a further 3 residents who objected to the overall proposal.

Proposals were taken to the Transport for Norwich Joint Committee in July 2021 and the committee agreed that officers should commence with the statutory procedures associated with the required TRO.

Statutory consultation associated with the TRO's and crossing notice was carried out between 19th November 2021 and 14th December 2021. The proposals received support from Norfolk Constabulary, local member and three local residents. Nine letters of objection were received relating to the 'At Any Time' waiting restrictions.

this appears to have had some impact for the very few cars who may have more lazily not wanted to 'swap cars round' etc and therefore did occasionally use the road for parking. There have been times when cars have parked on verges and into the advised cycle lane, though in the vast majority of instances, this is on an ad hoc/temporary basis. For example, we have done this when we have catered for tradespersons doing work at our home and friends/family visiting us - we have placed our car on the verge to allow them to pull into our driveway. Prior to the instalment of these signs, I must stress that cars parking on the verge was already minimal. If I had to hazard a guess that St Williams Way is comprised of around 150-200 homes, the number of cars parked in a manner that obstructed or partly-obstructed the advised cycle lane rarely (if ever) made it into double figures, even on a weekend.

More 'active travel' (in the context of behavioural change) will only be encouraged when there is sufficient difference between the 'Before and After'. Such a difference will be absent at this location. It cannot be achieved because the road is spacious, safe/without accidents and very infrequently obstructed already. Therefore, spending money in our community is a complete waste of tax payers resources.

This clearly demonstrates that there is no 'conflict between cyclists and cars' and the statement within the TRO is false.

2. The cycling community have been actively outspoken against the proposed changes:

The Chairman of the Norwich Cycling Campaign, has spoken out on how the use of the kerb and bollard segregators should not be widely implemented as they are regarded as unsafe. Commentary on an EDP article at the time of the initial consultation from a number of cyclists echoed that

No property has an automatic entitlement to on street parking and highway restrictions on any busy A class roads such as this are to be expected. The likely level of displaced parking caused by this proposal is predicted to be low given the amount of private off-road parking that is available and is not considered significant to affect the safety of any side roads.

It is an offence, enforceable by the police, for motorised traffic to enter a mandatory cycle lane. However, traffic may enter them to stop, load or unload where this is not prohibited, and taxis are normally allowed to stop to drop off and pick up passengers. In addition. Blue Badge holders are permitted to park on double yellow lines for up to three hours.

The bus operator was consulted with around these proposals with no adverse comments being received.

The aim of the proposals is not only to improve just for current use but for future use too. Where investment has been made in cycle facilities across Norwich over the past few years, we have seen, on average, an increase in the number of people cycling by around 40%. It is recognised that road safety concerns are a significant barrier to people contemplating cycling as an alternative mode of transport, which this proposed scheme aims to address.

same sentiment. They are an obstruction in the road for cyclists and, rightly or wrongly, those cycling are not always aware of their surroundings which means the bollards pose danger to life. Just last week, an unfortunate cyclist in Ipswich collided with one of the bollards which caused him to be knocked from his bike and sustain a list of very serious injuries that required hospital care. Stories like this are not uncommon. Consequently, they are being removed from cycle lanes with their own councillor saying 'It's great that they're going but it's frustrating it has taken so long.' If these 'cycle wands' are not safe for the cyclists of Ipswich, I think we can take it as a given that they are not safe for the current or future cyclists of Norwich, or indeed at all.

The very class of 'beneficiary' this scheme proposes to serve does not agree that the scheme is the right one. Why are they not being listened to? At best, its wilful ignorance - but at worst, it endangers lives and that should not be tolerated.

3. Government targets and underfunding is driving the wrong behaviours by councils, and its communities that suffer:

As part of this consultation process, it was explained to me that the Government have handed out targets to achieve a set percentage of segregated cycle space in cities. The rationale for this proposed scheme on St Williams Way is because, based on the limited budget available, we are an easy target. Pure and simple. There are areas within Norwich where I'm sure an insight-led approach would highlight the need for a redesign of cycling infrastructure to ensure the safety of existing cyclists (and thereby encourage more people to take part in that mode of Active Travel) - in fact recent news stories in the EDP showed people asking for safer cycling infrastructure but they're being ignored. This is all because it would cost more to implement. This has a

significant impact that should not be overlooked. It means that areas of genuine need are left untouched while roads of safety such as St Williams Way have infrastructure imposed upon us. You would far rather spend money on area where no improvement is needed on the basis that your box can be ticked, a quote more easily fulfilled. We therefore have to suffer the impacts of not being able to park temporarily outside our own homes, cause community unrest due to displaced parking onto smaller side roads and suffer a devaluation to our homes caused by the instalment of double yellow lines without any of the purported benefits. None. For where a road is already regarded as safe, without incident and not a speed trap, how you can make it 'more safe'? It is an insult to the intelligence of those that live here, and have chosen to live here with young families, to say that you're trying to make the road safe. Yes, it is a large road - but your proposed changes to the puffin crossing will greatly aid that. But in respect of encouraging more cycling and making existing cyclists safe, your argument is false. They are safe - and cyclists have expressed via social media and in response to the formal consultation that they object to your proposals.

4. Democracy is absent. How can this be allowed to happen? It completely undermines voter confidence and is abhorrent.

Firstly, of the 16 responses shared as part of the consultation, just one was in support. The remaining 15 responses cite valid reasons for objecting and yet we are being ignored and our voices are going completely unheard without any material change to your proposals beyond changing the puffin crossing. Is it any wonder then that more people do not take part in these consultations. Your voters feel that there is simply no point in engaging in the process because the plans will go ahead anyway. You are proving them right and that feels like a sad day for democracy. Chloe

Smith and Grant Shapps, I implore you to see that this is happening - apathy is being mistaken as a proxy indicator for acceptance which is disgusting. Of those residents in the community that did choose to actively engage in the process, 94% of respondents objected to the proposals. If you are seeking some form of 'minimum turnout' for our voice to be heard, please advise me of this and I shall mobilise my community accordingly.

5. We have been repeatedly told 'we have enough parking' and that displaced parking will not be an issue...and yet your barely tweaked proposals do include a further extension of the double yellow lines on the smaller side roads highlighted as being the ones that will bear the brunt of the displaced parking.

Yes, many of the homes on St Williams Way benefit from driveways that can accommodate more than one vehicle - on average, I'd say that the majority of impacted homes can comfortably accommodate two vehicles parked on site (in fewer instances, up to three vehicles). But when you overlay the fact that many of these are working family homes, some with one or more grown children that also have their own vehicle, it's easy to see that the issue of displaced parking will arise. Tradespersons visiting properties, carers and befrienders that are used by the elderly in our community and friends/family visiting homes will cause displaced parking onto the smaller side streets. That is inevitable and a fact. At first this was being wilfully denied! It was only at my express request that the residents of those smaller side roads were included in the consultation. I was surprised to see that the outcome of this is that you're putting forward a proposal that will only make the situation worse. This beggars belief and defies common sense. If people cannot park outside their homes, that parking need will be met by using adjoining roads, therefore an extension of the double yellow lines at

those locations will only decrease the availability of parking and could even force the problem to extend further back onto Gordon Avenue which runs parallel to St Williams Way. Have any of the residents of Gordon Avenue been included in this consultation? This is a rhetorical question of course...but they will be impacted by your proposed changes and that is not how our communities should be treated.

Moreover, you must be aware that those smaller adjoining roads and Gordon Avenue are a) part of an existing approved cycle route from Thorpe St Andrew into Norwich city centre and b) is a route served by large double decker buses. So displaced parking will be:

- an inconvenience to those forced to be park there
- an inconvenience to residents on those roads for whom their own 'guest parking' will become limited
- a cause for additional congestion on roads published as an approved cycle way
- a cause for congestion for buses that provide vital connectivity for our community
- an additional pressure to park on the grass verges themselves because the narrower roads necessitate needing to make use of the verge space to avoid damage to vehicles and avoid buses getting stuck.

As I stated at the outset, in principle, the objectives of the Active Travel Fund make great sense. But for people to make meaningful behavioural and habitual change, they must see a real difference in what it means to be safe. That simply cannot and will not happen at St Williams Way. I am appalled at how the voices of my community are being ignored. I am appalled that the money is set to be spent after what has been an absolute mockery of a 'consultation' process. The plan was set out as part of the funding bid process before we were even asked what would make a difference to us - and

<p>those at Norfolk County Council do not appear to have the sense or maturity to admit that they have made the wrong call here and wish to press on regardless.</p> <p>As an absolute minimum, you are all in a position of responsibility to spend our money wisely where insight/data tells you there are real needs. That isn't the case at St Williams Way - there is no data to evidence any need whatsoever (with an exception of improving safety of road crossings which will be achieved by the new puffin crossing), which means the proposal is nothing more than 'someone's good idea', an attempt at meeting a government target as cheaply as possible. In other words, it amounts to a money-wasting sham where voter voices are ridiculed by being ignored and where we suffer real detriment. That is why I call this 'bullying' - this is being 'done to us'. Are we honestly saying that is allowed to happen?</p> <p>So show me the real need. Show me the data that tells you cyclists are in conflict with vehicles on St Williams Way. Show me detailed explanations of that little £300k budget line you call 'behaviour change' is because zero substance has been offered as yet. Or show me how to complain and take this further to the highest level because I will not see my community being treated in this way.</p>	
<p>We are concerned that the voices of residents of St Williams Way are not taken into account when we express concerns about the proposed continuation of the double yellow lines, mandatory cycleways and cycle wands on our road. Furthermore, we are not convinced that the needs of elderly neighbours who fear that these changes will impact much-needed visits from carers and community health care professionals. In effect, this generation is facing discrimination against their right to a voice as most senior</p>	<p>Promoting waiting restrictions in residential areas is always a contentious issue and finding a solution that suits everybody is very difficult. During the preliminary consultation, which was undertaken last year, a total of 214 letters were sent out to residents in the local area. 78 responses were received by both post and email. Of those who responded to the consultation, 35% (27) were in favour of the proposal and 59% (46) raised a concern or objection. 6% (5) gave a neutral or mixed view but were all in favour of (or neutral to) the proposed introduction of double yellow lines, as were a further 3 residents who objected to the overall proposal.</p>

<p>citizens do not have access to the internet; this is the only means of protest available as there has been no open public consultation.</p> <p>Since these changes, the character of our road has changed dramatically we are now facing frequent verbal aggression from sports cyclists when trying to back cars into our drive, although we make every effort to allow safe passage for cyclists and pedestrians (as per the highway code).</p> <p>Since the widening of the cycleway, it has become a channel for electric scooter riders and cyclists travelling against the flow of traffic at speed, often without lights, even in conditions of poor visibility fog. In addition, non-sports cyclists and children who had used the pre-existing cycle lane have confirmed that they feel unsafe using the new wider version as they cannot compete with the above, so they stick to the pavement.</p> <p>We feel that extending the double yellow lines would exacerbate this further.</p> <p>We understand that you might not agree with us. However we have not as yet been shown any verifiable evidence or object data to support these changes and feel that a public meeting that allows us the opportunity to ask relevant questions would be in the best interests of democratic process.</p>	<p>Proposals were taken to the Transport for Norwich Joint Committee in July 2021 and the committee agreed that officers should commence with the statutory procedures associated with the required TRO.</p> <p>Further consultation was carried out in December and again a number of letters were sent to residents with less responses being received this time. In total, there were three responses in favour and nine objections.</p> <p>These proposals are aimed at providing a safer environment for those cycling along a busy A-class road.</p> <p>The majority of properties situated along the proposed extents of double yellow lines have adequate off-street parking which could be utilised. Traffic may enter the cycle lane them to stop, load or unload where this is not prohibited, and taxis are normally allowed to stop to drop off and pick up passengers. In addition. Blue Badge holders are permitted to park on double yellow lines for up to three hours.</p> <p>Where investment has been made in cycle facilities across Norwich over the past few years, we have seen, on average, an increase in the number of people cycling by around 40%. It is recognised that road safety concerns are a significant barrier to people contemplating cycling as an alternative mode of transport, which this proposed scheme aims to address.</p>
<p>I live at (address deleted) and as one of the property's with a very small front garden in is impossible to get all the vehicles for people living here and for any one visiting me to park on my property. I have a disabled neace and a father in a wheel chair where is there transport supposed to park –across the road that's really safe that's is . This will also require me to leave my van in the adjacent street which is not fair as I purchased the house with street parking. Also the parents dropping their children of at the nearby school have in the</p>	<p>Unfortunately, no property has an automatic entitlement to on-street parking and highway restrictions on any busy A class roads such as this are to be expected.</p> <p>The proposed double yellow lines will prohibit parking both on the verge and carriageway. Any vehicles parked on the verge will be liable to be issued with a parking ticket. Loading and unloading for very short periods of time is still allowed which means vehicles can stop to make deliveries, tradesmen can unload tools etc and visitors can stop to collect and drop off passengers,</p>

<p>past been told to park on st Williams way so they don't block the road to the doctors and adjacent retirement homes. St Williams way must be one of the widest roads and I have lived here for 30 years and there to my knowledge been no cyclist and no car accidents on the road. This seems a real waste of money which could be better spent else were. If this work goes ahead I will have to knock down the wall to the front of my property dig up my small lawn and to turn my front garden in to a car park and even then I don't think I will be able to open the car doors. I take it i can clame for the cost of this work from you. I am in the proses of weighting an article for the paper after talking to them which they are interested to print sowing the council once again wasting money on project which will not improve anything . If st Williams way was a tiny road I could probably understand the work but it is not and there is plenty of room for cars and cyclist. The only problem with this road is the speed the cars come down it and I have reported this on numerous actions.</p>	<p>medicines etc. In addition. Blue Badge holders are permitted to park on double yellow lines for up to three hours.</p> <p>The Council can legally make changes to the highway to improve safety and is not obliged to offer compensation for any works individuals feel are needed. If you are planning on making changes to your front garden/vehicular access, there may be an opportunity for some kerbing and footway works to be undertaken as part of these works.</p> <p>Further information and the formal application for vehicular widening can be found at: https://www.norfolk.gov.uk/business/licences-and-permits/dropped-kerb-applications</p> <p>These proposals are aimed at providing a safer environment for those cycling along a busy A-class road.</p> <p>The aim of the proposals is not only to improve just for current use but for future use too. Where investment has been made in cycle facilities across Norwich over the past few years, we have seen, on average, an increase in the number of people cycling by around 40%. It is recognised that road safety concerns are a significant barrier to people contemplating cycling as an alternative mode of transport, which this proposed scheme aims to address.</p>
<p>I have only just heard of the double yellow lines all the way down ST Williams way with posts number one these posts are dangerous I also travel this road two to three times a day and if I see two cyclist's you are lucky also this road being one of the widest in Norwich I do not see the point in wasting money on something that is not a problem all you will do is push People onto the side roads to park. Where buses have a job navigating already, Norwich city council put the yellow lines on Thorpe road at the bottom of Harvey lane on home games all those people now park on Gordon ave and margetson ave are you going to put yellow everywhere, getting out of our drives can be a nightmare and that's what</p>	<p>The purpose of the proposed mandatory cycle lanes and double yellow lines is to provide an unobstructed and safer cycle lane along a very busy A-class road. New government guidance clearly states that cycling must be placed at the heart of the transport network with road space being allocated that recognises that status. It is also made clear that cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them.</p> <p>Unfortunately, no property has an automatic entitlement to on street parking and highway restrictions on any busy A class roads such as this are to be expected. The likely level of displaced parking caused by this proposal is</p>

<p>you get when you put yellow lines where they' are not needed, all you do is push the problem somewhere else spend the money on a crossings at the heartsease,ST Williams way is already a safe road .</p>	<p>predicted to be low given the amount of private off-road parking that is available and is not considered significant to affect the safety of any side roads.</p> <p>The aim of the proposals is not only to improve just for current use but for future use too. Where investment has been made in cycle facilities across Norwich over the past few years, we have seen, on average, an increase in the number of people cycling by around 40%. It is recognised that road safety concerns are a significant barrier to people contemplating cycling as an alternative mode of transport, which this proposed scheme aims to address.</p> <p>Separately, we are looking into options for improving the Heartsease roundabout with the aim of providing a safer environment for those walking, cycling and driving.</p>
<p>I have reviewed the proposals and the comments about a proper cycle lane for St Williams Way.</p> <p>If a proper dedicated cycle lane and space is required for this road it should sit in its own dedicated space between the carriageway and footway. The road is certainly wide enough to have such a dedicated safe cycle lane and the three main types of traffic would be truly segregated. This would allow the cyclists to have their own dedicated signs and spaces at the roundabout and traffic lights too. It would remove the need to install unsightly unnecessary yellow lines along the carriageway and outside properties as the carriageway would still be wide enough for traffic and parked vehicles. Pedestrians and cyclists would continue to have free passage away from the carriageway.</p> <p>I note a recent comment advising such yellow lines would push vehicles to the narrow side roads and agree. Yellow lines are not necessary as there is no obstruction or restricted vision issue to resolve.</p>	<p>The Governments 'Gear Change' vision document, as well as the latest cycle infrastructure design guidance (Local Transport Note 1/20) released in 2020 clearly sets out that "cyclists must be separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them". Reference is also made that cycle routes on busy roads should not be marked out only with road markings as people will generally perceive these to be unacceptable for safe cycling, hence our proposals to implement the scheme as outlined.</p> <p>A number of alternative options for St Williams Way were developed. Following this feasibility work it became apparent that providing fully segregated cycle lanes along St Williams Way would require extensive remodelling of pavements, verges, kerblines and accesses to properties, which would significantly exceed the budget available for the delivery of this scheme.</p> <p>The aims of the proposed Orders are to improve the interaction between cyclists, pedestrians and traffic using St Williams Way. The RTA 1984 provides seven reasons why a Traffic Regulation Order (TRO) can be made and in order to advertise a TRO it must meet at least one of these reasons, and this must be declared when consulting on the scheme.</p>

<p>The proposal therefore does not appear to legally satisfy any of the subsections of section 1 Road Traffic Regulation Act 1984 e.g. it is not a statistically high accident black spot or dangerous road for s1(a), yellow lines are not required to prevent damage to road or building s1(b), the road is not known as a high obstruction area or suffer large delays due to vehicles obstructing the carriageway as per s1(c), the road is urban and does not suffer from vehicles using it which are unsuitable in fact heavy commercial vehicles are directed along the route therefore the proposal does not appear to support s1(d), the proposals as outlined do not appear to apply to s1(e) or s1(f) or suffer from poor air quality as per s1(g).</p> <p>The scheme should be reviewed to look at the narrowing of the carriageway to accommodate the cycle lane between the footway and carriageway which would also bring a natural speed limit by the perceived narrower width of the road by drivers.</p> <p>I look forward to hearing the outcome of the consultation.</p>	<p>The aim of the proposed Orders is to improve the interaction between cyclists, pedestrians and traffic using the roads.</p> <p>The proposal to make the Order is therefore made because it is the view of the County Council that it is expedient to do so in accordance with Sub-section 1 (a & c) of Section 1 of the Road Traffic Regulation Act, 1984. The relevant descriptions can be seen below:</p> <p>(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising. (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).</p> <p>Preliminary consultation ran from 5 March to 26 March 2021 and a total of 214 letters were sent out to residents in the local area. 78 responses were received, giving an overall response rate of 36%.</p> <p>Of those who responded to the consultation, 35% (27) were in favour of the proposal and 59% (46) raised a concern or objection. 6% (5) gave a neutral or mixed view but were all in favour of (or neutral to) the proposed introduction of double yellow lines, as were a further 3 residents who objected to the overall proposal.</p> <p>Proposals were taken to the Transport for Norwich Joint Committee in July 2021 and the committee agreed that officers should commence with the statutory procedures associated with the required TRO.</p> <p>Statutory consultation associated with the TRO's and crossing notice was carried out between 19th November 2021 and 14th December 2021. The proposals received support from Norfolk Constabulary, local member and three local residents. Nine letters of objection were received relating to the 'At Any Time' waiting restrictions.</p>
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We fully support the extension of the Mandatory cycle lanes on St Williams Way.

We live at (address deleted) and can say that the removal of parking in front of our house the introduction if the cycle lane and the pedestrian island has greatly improved pedestrian, cycle and vehicular safety from our perspective.

We suggested running the mandatory cycle lane up to the Heartsease roundabout when the initial road safety measures were consulted before the first road improvements were made so are really pleased to see this proposal.

We are still visually impaired when pulling out of our drive as someone further up the road has parked vehicles in the advisory cycle lane right at the start of the Mandatory lane, obstructing our view of vehicles coming from the Heartsease roundabout, at times blocking the sign that states the start of the Mandatory lane and forcing cyclists to pull out into the main carriageway from the advisory lane to get past.

All the gardens on St Williams Way have driveways/gardens that are large enough to hold vehicles, but in the past residents seem to have chosen to park on the road rather than consider road safety for others.

I am aware that some neighbours are objecting these changes on the grounds that existing concrete blocks and posts have been damaged and not repaired.

I really can't understand why they think these type of bollards are a hazard to cars and larger vehicles, surely if a driver strike these bollards they are driving without due care and attention and I would rather a car got damaged than a cyclist.

At this time, the cycle lanes are not being extended right up to the Heartsease roundabout as work is currently ongoing to consider plans that will improve pedestrian and cycle safety at the junction.

<p>I do however agree that the damaged ones should be repaired as they cause more of a hazard when the pole has been knocked out of them.</p> <p>As I said we fully support the proposal and look forward to greater road safety for all users on St Williams Way.</p>	
<p>I live at (address deleted), NR7 0AH. I am away from home visiting family in the States, and have therefore not received the latest correspondence re the above planning proposal. However, you have already received two responses from me from earlier in the “consultation” process. My neighbour has kindly updated me on the latest developments and I feel compelled to take matters further and draw the proposal to the attention of a wider audience: I believe my original suspicions that this “consultation” was in fact a paper exercise, and that the plans would go ahead regardless of the response from residents, has now been born out. The consultation received some 17 detailed and well-articulated responses by residents who oppose the plans, and who went to some earnest lengths to explain why, including in some cases, photographs illustrating and evidencing points raised, with only one contributor actually voicing support. And yet it seems you intend to implement your plan to extend the newly-created mandatory cycle lane by the Harvey Lane lights end of St Williams Way to the whole of St Williams Way, one of the widest and safest roads in Norwich, complete with double yellow lines to prohibit any parking bar dropping off and picking up, and with the addition of a clutter of separation “wands” the entire length of the road. You are guilty of trampling over democratic civic process, since you do not even address concerns, provide evidence to counter them, or even attempt a position of compromise. In short, you have ignored us.</p>	<p>Two rounds of consultation have been undertaken with local residents and all responses were reported to the Transforming Cities Joint Committee for consideration.</p> <p>Preliminary consultation ran from 5 March to 26 March 2021 and a total of 214 letters were sent out to residents in the local area. 78 responses were received, giving an overall response rate of 36%.</p> <p>Of those who responded to the consultation, 35% (27) were in favour of the proposal and 59% (46) raised a concern or objection. 6% (5) gave a neutral or mixed view but were all in favour of (or neutral to) the proposed introduction of double yellow lines, as were a further 3 residents who objected to the overall proposal.</p> <p>Proposals were taken to the Transport for Norwich Joint Committee in July 2021 and the committee agreed that officers should commence with the statutory procedures associated with the required TRO.</p> <p>Statutory consultation associated with the TRO’s and crossing notice was carried out between 19th November 2021 and 14th December 2021. The proposals received support from Norfolk Constabulary, local member and three local residents. Nine letters of objection were received relating to the ‘At Any Time’ waiting restrictions.</p> <p>Unfortunately, there haven’t been any community outreach events arranged given the need to follow government guidance around social distancing and minimising social engagement since March 2020 as a result of the COVID-19</p>

Secondly, you are squandering funds which desperately need to be channelled into making life safer for cyclists and pedestrians in other parts of the city, - in particular, the bottom of Ketts Hill and King St from Carrow Rd to Bracondale. St Williams Way is not an accident black-spot for cyclists. It is wide, straight and flat and has a speed limit of 30 miles an hour already in place, with a 20 mph section by St Williams School when students are arriving and leaving. There are very seldom parked cars in the current advisory cycle lane. It is not dangerous. As Mr Shapps knows, the Dept. of Transport has stipulated that the 1.2 million pound fund made available from the Dept. of Transport purse is for local infrastructure which promotes walking and cycling for shorter journeys and reduces traffic congestion. It really does beg the question: why are you targeting a road that is not at all congested, given its width and the current speed limits in place, by cluttering it up with unnecessary road furniture of a flimsy and dangerous nature (I refer you here to the well-publicised “mess” on Earlham Rd, where you have already fitted these wands and they have been knocked at all angles, with such frequency that you have given up repairing them), thereby making it not safer, but MORE hazardous? This is not the purpose of the fund, and the Department of Transport should know that you are misappropriating it. Cancel the plans for St Williams Way and channel the funds into stretches of Norwich roads where cyclists are regularly unseated and cannot safely navigate their way through narrow two-way traffic and bumper-to-bumper parked cars. Do not waste precious funds mending what is not broken, in place of fixing what is lethal and requires immediate attention.

1. What do cyclists think of the separation wands?

Time and time again, you have been told that cyclists find these things unhelpful, as they give drivers a false sense of physical separation, and cyclists find that drivers tend to drive

pandemic. Engagement with the community has therefore been through the general consultation process

Government guidance clearly states that cycling must be placed at the heart of the transport network with road space being allocated that recognises that status. It is also made clear that cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them. A number of options for the cycle lane provision were considered at the initial design stage. However, due to site constraints such as level differences between the footway and carriageway, utility services in footways and the amount of kerbing required to achieve segregation in the grass verge area makes this prohibitively expensive under the current scheme budget.

The cycle separators installed on St Williams Way and also Earlham Road comply with Cycling England and Sustrans guidelines for continuous and light segregation and were rated highly in trials for safety, visibility, and ease of use.

As part of our review into cycle separators we will examine the most suitable product, ensuring the segregators selected provide good visibility in all light conditions for all road users. The exact positioning of individual separators will be determined through the detailed design process ensuring no driveway access is obstructed. For information, no safety incidents have been recorded since the Thunder Lane section was completed and the proposed scheme has been subject of a full safety audit throughout the design process.

No property has an automatic entitlement to on street parking and highway restrictions on any busy A class roads such as this are to be expected. The likely level of displaced parking caused by this proposal is predicted to be low given the amount of private off-road parking that is available and is not considered significant to affect the safety of any side roads.

The exact positioning of individual separators will be determined through the detailed design process ensuring no driveway access is obstructed.

close up to them. The result can be very unnerving. The wands merge with the colours of the road and pavement from certain angles, which renders them invisible. Please see my excellent illustration of this in the photo published in the Eastern Evening News by Dan Grimmer this year. The Norwich Cycling Association does not approve of them and is on record saying so.

2. Double Yellow Lines

Whilst I personally will not be massively inconvenienced by yellow lines, I must say I find the decision to paint them the length of the entire road draconian, callous and uncompromising. I think the points other residents raise are valid: you have not even taken into account the needs of residents who have gardens rather than gravelled-over front drives. This applies mostly to elderly residents on the road, who need parking for care-workers and visitors. What should they do if your plans are implemented? I would say the plan discriminates against them. And what about when we have contractors doing work on our homes? Not all of us have drive entrances that can accommodate contractors vehicles. I have recently had repair work done to decking at the back of my house, and the contractor's vehicle was too long for my front drive. Where would he have to put his vehicle whilst doing this job?

3. Reversing safely onto and off drives once wands are installed.

What steps have been taken to ensure that none of the wands will be positioned in such a way as to make reversing onto or off drives particularly hazardous? The Highway Code states that drivers should reverse onto drives from major roads and drive off them. The manoeuvre will be impossible where wands are positioned near to the entrance to driveways. I guarantee you they will be clipped and broken. I

Following engagement with the street cleansing team, we are aware that the larger road sweeper is unable to access between the bollards and footway over a short section. For these areas that the larger vehicle is unable to access, a smaller footway sweeper is utilised.

The provision of safer cycling facilities on St Williams Way will help to encourage more children, parents/carers and visitors to cycle to school rather than drive. All schools are encouraged to have a travel plan to support safe and sustainable journeys to and from school and we would be happy to discuss with the school how these safer cycling facilities can support their plan.

The scheme will be subject to safety audits during design and post-construction. This will ensure a safe environment is provided for all road users and pedestrians

The aim of the proposals is not only to improve just for current use but for future use too. Where investment has been made in cycle facilities across Norwich over the past few years, we have seen, on average, an increase in the number of people cycling by around 40%. It is recognised that road safety concerns are a significant barrier to people contemplating cycling as an alternative mode of transport, which this proposed scheme aims to address.

<p>have already had to request that repairs be done to the existing newly installed wands.</p> <p>4. Access to the whole road surface for road sweeping machinery in order to keep storm drains from blocking. May I recommend that you look at the way the dirt builds up in the cycling lanes adjacent to the concrete supports holding the wands. The road sweepers can't get round them so they circumvent them. Those parts of the road never get swept once the wands are installed. The dirt builds and clogs the drains, contributing to flood risk.</p> <p>I cannot see that the plans you propose in any way meet the criteria for qualifying for this 1. 2 million pound fund where St Williams Way is concerned. In fact, I would say that they will achieve nothing. I fully support measures that encourage cycling and walking, being a keen walker myself. I simply do not see that these measures will achieve that. I think you know this yourselves, but St Williams Way is such an easy target, it enables you to both claim that you are meeting your quota for cycle-friendly measures in Norwich, and avoid having to tackle the places where life is at risk for cyclists in the city at the same time.</p> <p>I very much hope that you can be prevailed upon to rethink your proposals. I strongly oppose them.</p>	
<p>I asked why St Williams Way was to be changed as it is a wide road with a 30mph speed limit. Not on a bus route etc.</p> <p>I pointed out all the other roads off of St Williams Way roundabout were far more dangerous as in bus routes, narrow roads etc.</p>	<p>The purpose of the proposed mandatory cycle lanes and double yellow lines is to provide an unobstructed and safer cycle lane along a very busy A-class road. These proposals have been suggested following concerns being received for a number of years, that parking within the existing advisory cycle lanes forces those cycling to exit the cycle lane into the carriageway running lanes and the proposed double yellow lines should remove this issue.</p>

<p>You wrote back and confirmed there were 2 accidents on St Williams Way over a 5 year period. But did not confirm they involved cyclists.</p> <p>A friend of mine was knocked off his bike 3 years ago on Plumstead Road.</p> <p>I understand that last night a cyclist was involved in a serious accident on Ketts Hill which I understand is going to be going through some sort of improvement, This is where your money should be spent, making safer narrower, busy roads, not the easy option as in the wider roads.</p> <p>I have also seen recently a cyclist in Ipswich badly injured after colliding with a cycle lane wand, also in the papers in Scotland the same issue.</p> <p>In London a council is removing 'wand' cycle lanes as they are seen as dangerous not only to motorize vehicles hitting them but cyclists catching pedals on them hitting them directly etc.</p>	<p>The existing advisory cycle lane will be widened these to allow more space for cyclists so that cyclists wishing to overtake each other can now do so in a safer manner within the confines of the cycle lanes. In addition, the cycle lanes will benefit from 'wands', which will provide some protection from vehicles passing.</p> <p>We are currently undertaking a review of the most suitable types of cycle separators to utilise moving forward but as mentioned above Government guidance stipules that some segregation between cycles, pedestrians and cars is required. The exact positioning of individual separators will be determined through the detailed design process ensuring no driveway access is obstructed. The cycle separators installed on St Williams Way comply with Cycling England and Sustrans guidelines for continuous and light segregation and were rated highly in trials for safety, visibility, and ease of use.</p>
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