

Joint Committee for Transport for Norwich

Date: 21st October 2021

Time: 2pm

Venue: **Virtual** (Microsoft Teams)

Membership :

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

Norfolk County Council
Norfolk County Council
Broadland District Council
New Anglia Local Enterprise Partnership (LEP)
South Norfolk District Council
Norfolk County Council
Norwich City Council
Norwich City Council
Norfolk County Council

This meeting will be live streamed on YouTube. You can view the meeting by clicking on the following link: https://www.youtube.com/channel/UCdyUrFjYNPfq5psa-LFIJA/videos?view=2&live_view=502which

**For further details and general enquiries about this Agenda
please contact the Committee Officer:**

Jonathan Hall on 01603 679437
or email committees@norfolk.gov.uk

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A g e n d a

1 To receive apologies and details of any substitute members attending

2 Minutes

(Page 4)

To confirm the minutes of the meeting held on 21st July 2021.

3 Members to Declare any Interests

If you have a **Disclosable Pecuniary Interest** in a matter to be considered at the meeting and that interest is on your Register of Interests you must not speak or vote on the matter.

If you have a **Disclosable Pecuniary Interest** in a matter to be considered at the meeting and that interest is not on your Register of Interests you must declare that interest at the meeting and not speak or vote on the matter

In either case you may remain in the room where the meeting is taking place. If you consider that it would be inappropriate in the circumstances to remain in the room, you may leave the room while the matter is dealt with.

If you do not have a Disclosable Pecuniary Interest you may nevertheless have an **Other Interest** in a matter to be discussed if it affects, to a greater extent than others in your division

- Your wellbeing or financial position, or
- that of your family or close friends
- Any body -
 - Exercising functions of a public nature.
 - Directed to charitable purposes; or
 - One of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union);

Of which you are in a position of general control or management.

If that is the case then you must declare such an interest but can speak and vote on the matter.

District Council representatives will be bound by their own District Council Code of Conduct.

4 To receive any items of business which the Chairman decides should be considered as a matter of urgency

5 Ipswich Road Active Travel Fund

(Page 11)

Report by the Director of Highways & Waste

6 Kett's Hill Roundabout / Bus Lane

(Page 49)

Report by the Director of Highways & Waste

Tom McCabe
Head of Paid Services
County Hall
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NR1 2DH

Date Agenda Published: 13 October 2021



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

Present:

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

Representing:

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

Officers Present:

Hollie Adams
Jonathan Hall
Amy Cole

Richard Doleman
Durga Goutam
Ed Parnaby
Jeremy Wiggin
David Wardale
Andrew Wadsworth

Title:

Committee Officer, Norfolk County Council
Committee Officer, Norfolk County Council
Project Engineer (Infrastructure Delivery), Norfolk County Council

Principal Planner, Norfolk County Council
Senior Engineer - Major Project Team, Norfolk County Council
Transport Planner, Norfolk County Council
Transport for Norwich Manager, Norfolk County Council
Project Engineer, Norfolk County Council
Project Engineer, Norfolk County Council

1. Apologies for Absence

1.1 No apologies were received. Peter Joyner was absent.

2. Minutes of last meeting

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

3. Declarations of Interest

3.1 No interests were declared.

4. Items received as urgent business

4.1 No urgent business was discussed.

5. Cycle and Pedestrian Crossing of Outer Ring Road.

5.1.1 The Joint Committee received the report setting out proposals to improve crossing facilities of the Outer Ring Road for walking and cycling within the Boundary Road area. In addition, signal upgrade work and resurfacing of the carriageway was also planned in the area. By combining all three works together disruption to residents and highways users would be reduced.

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

- An existing crossing at the B&Q junction would be upgraded to include cyclists. The crossing would become a two stage crossing from a three stage crossing making it more convenient to users.
- The crossing was part of the a new proposed “*Pedal Way*” that would connect Drayton to Poringland and included a cycle carriageway both sides of the crossing together with new signage.
- The existing crossing at Vera Road which was situated 150m away would be removed due to low usage. The enhanced existing crossing would act as mitigation.
- Changes to waiting restrictions to a nearby layby would reduce the need for vehicles to park on the verge often blocking footpath access.
- Access to B&Q would remain unchanged.
- Officers were aware of local member concerns regarding the removal of the Vera Road crossing and these will be taken into consideration during the consultation period.

5.2 The following points were discussed and noted:

- Using the existing crossing at Vera Road had been considered but on balance officers felt that it did not provide the better option than the proposal. Although there would be some technical issues to overcome to, the consultation could include both options.
- Concerns were raised that the proposals may be too much of a detour for cyclists and they do not end up using the B&Q crossing.
- The delays to buses by keeping the existing crossing at Vera Road was not fully understood and requires further clarification in the consultation.
- Shared crossings were not considered as the normal standard for “*Pedal Ways*”.

5.3 The Joint Committee **RESOLVED** to:
Proceed to public consultation on the proposals for Cycle and Pedestrian Crossing Improvements on Boundary Road as shown on the plans contained in Appendix A of the report to include the alternative option of keeping the existing crossing at Vera Road.

6. Norwich Bus Station

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

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

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

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

7. St Stephens Road & Surrounding Area

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

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

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

7.2 The following points were discussed and noted:

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

7.3 In response Officers made the following comments:

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

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

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

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

8. St Williams Way Active Travel Scheme

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

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

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

8.4 The following points were discussed and noted:

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

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

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

9. Wayfinding

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

10 Transport for Norwich Strategy Review

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

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

10.2 The following points were discussed and noted:

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

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

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

The Meeting ended at 11:30am

Next meeting: 30 September 2021

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



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Transport for Norwich Joint Committee

Item No:5

Decision making report title: Ipswich Road Active Travel Fund

Date of meeting: 21 October 2021

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

Responsible Director: Grahame Bygrave – Director of Highways & Waste

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

Norfolk County Council 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 in Greater Norwich support those being delivered through the Transforming Cities Fund, which has the aim of investing in clean transport options, increasing social mobility and access to employment and learning.

We are proposing to introduce mandatory cycle lanes that offer cyclists protection from general traffic, as well as parking restrictions (double yellow lines) on both sides of Ipswich Road from the Harford Manor School to the St Stephens Road junction. In addition, we are also proposing to make Ipswich Road easier and safer to cross by removing an existing pedestrian island and replacing it with a new zebra crossing. A public consultation has been carried out on these proposals and the findings from the consultation and officer responses to comments have been summarised within this report.

Recommendations

1. To note the findings of the consultation completed between 16th August and 12th September 2021 and the officer comments in response to these included within this report.

2. To approve the construction of segregated mandatory cycle lanes on both sides of Ipswich Road as presented in Appendix A.
3. To approve the removal and relocation of permit parking as presented in Appendix A.
4. To approve the reduction and relocation of time-restricted parking as presented in Appendix A.
5. To approve the reduction in speed limit to 20mph as presented in Appendix A.
6. To approve the removal of a pedestrian island and replacement with a new zebra crossing and the installation of a continuous footway as presented in Appendix A.
7. To commence the statutory procedures associated with the new legal Traffic Regulation Orders (TRO) and any amendments to existing TROs.

1. Background and Purpose

- 1.1 Funding has been awarded 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.
- 1.2 Ipswich Road, from the Harford Manor School to the St Stephens Road junction, is a key route for people walking and cycling from the city centre to City College and beyond. The main objectives of this scheme are to improve the environment for walking and cycling along this busy route.

2. Proposals

- 2.1 A plan outlining the proposals can be found in **Appendix A**. A new mandatory cycle lane on both sides of Ipswich Road from the Harford Manor School to the St Stephens Road junction, segregated from general traffic by small vertical posts, will be constructed. The cycle lanes will be designated as mandatory cycle lanes, such that drivers of motor vehicles are not permitted to enter it.
- 2.2 To protect the new lengths of mandatory cycle lanes, 'At any time' waiting restrictions (double yellow lines) are proposed on Ipswich Road as shown on the plan in **Appendix A**. Waiting restrictions indicated by yellow lines apply to the carriageway, pavement and verge. While parking is not permitted, vehicles may stop to load or unload or while passengers board or alight.
- 2.3 Existing Zone T parking will be relocated partly onto Grove Avenue and partly onto the existing parking bay on Town Close Road. Existing time-restricted parking along the route will be reduced and removed as shown on the plan in **Appendix A**.

- 2.4 Ipswich Road will be made easier and safer to cross by replacing the existing pedestrian island with a new zebra crossing between Ipswich Grove and Grove Avenue. In addition, a continuous footway will be provided across the Cecil Road, Ipswich Grove and Grove Avenue junctions giving clearer priority to pedestrians.
- 2.5 A new 20mph speed limit will be introduced to enhance the environment for walking and cycling and improve safety in the area.
- 2.6 The consultation ran from the 16th August to the 12th September, in addition to scheme information and a survey being made available online, a total of 1,001 letters were sent out to residents in the local area. 281 responses were received through the online survey and a further 12 direct representations were received in response to the consultation.
- 2.7 A summary report of responses to the online survey can be found in **Appendix C**. Survey responses to the main elements of the scheme are as follows (please note other options were 'neither like or dislike it', 'don't know' and 'not answered':
- In relation to agreeing with the aims and objectives of the proposal (Question 1) 61.2% of respondents chose 'dislike it' or 'strongly dislike it' with 32.4% choosing 'like it very much' or 'like it'.
 - In relation to the proposal for mandatory segregated cycle lanes on Ipswich Road (Question 2) 63.7% of respondents chose 'dislike it' or 'strongly dislike it' with 32.0% choosing 'like it very much' or 'like it'.
 - In relation to the proposal to replace the central island with a new Zebra crossing on Ipswich Road (Question 3) 45.2% of respondents chose 'like it very much' or 'like it' with 25.6% choosing 'dislike it' or 'strongly dislike it'.
 - In relation to the proposal to introduce a 20mph zone on Ipswich Road between City College and the St Stephens Road junction (Question 6) 55.9% of respondents chose 'like it very much' or 'like it' with 22.8% choosing 'dislike it' or 'strongly dislike it'.
 - A number of questions related to the removal or reduction of free short stay parking. When responding to these questions on average 56% of respondents chose 'dislike it' or 'strongly dislike it' with 19% choosing 'like it very much' or 'like it'.
- 2.8 Free text responses were also provided and more detailed information on this, as well as an officer response to the objecting themes, can be found in **Appendix B**.
- 2.9 Specific feedback from City College Norwich is as follows.
- The College is very supportive of measures that support sustainable transport solutions and is broadly supportive of the proposals.

- The College supports the proposed Zebra crossing and reduced speed limit.
- The main reservation that the College has related to the proposed segregated cycle lane is any potential conflict that may occur by pedestrians stepping into the lane to avoid other pedestrians on the busy footway.
- The College also raised a concern related to the College premises being used as an alternate pick up and drop off facility for Town Close School because of the changes to on carriageway parking. The College have suggested that they would have to make changes to the site to avoid this happening.

2.10 Specific feedback from Town Close School is as follows.

- The overriding concern from the school is where parents picking up and dropping off pupils will park cars whilst waiting at staggered drop off and pick up times.

2.11 Specific feedback from the Norwich Cycling Campaign is as follows.

- The Norwich Cycling Campaign are broadly supportive of the proposals.
- They suggested that the removal of sections of on-street parking will need active policing to prevent illegal parking blocking the cycle lanes.
- The Norwich Cycling campaign have suggested some minor amendments to the proposals which will be explored further as part of the detailed design phase.

2.12 The main supporting themes arising from this are as follows:

- The new zebra crossing will increase safety when crossing the road.
- The proposed 20mph speed limit will lower general traffic speeds.
- The scheme will allow for safer and quicker cycling along Ipswich Road.
- The scheme will encourage more walking and cycling along this route.

2.13 A summary of the main objecting themes raised is outlined in **Table 1** below, along with an officer response.

Table 1: Summary of main objecting themes

Objecting Theme	Officer Response
Concerns raised over drop-off and pick-up locations on Ipswich Road for Town Close School.	From discussions with Town Close School, we are aware that a number of different pick-up and drop-off locations are encouraged.

Objecting Theme	Officer Response
	<p>The County Council has engaged with Town Close School and will work with them to further develop their travel plan to ensure that it is as effective as possible.</p> <p>Some short stay parking will remain available on Ipswich Road.</p>
<p>Cars will park on nearby streets elsewhere when the existing car park spaces are removed.</p>	<p>Some short stay parking will remain available on Ipswich Road.</p> <p>The County Council is happy to support Town Close School and City College in ensuring their travel plans are as effective as possible.</p> <p>Any displacement of parking will be monitored.</p>
<p>Coaches will park elsewhere when the existing car park spaces are removed.</p>	<p>Discussions between bus and coach operators and the Passenger Transport Team at the County Council has identified alternative locations for buses and coaches to park, such as Norwich Bus Station. We will work together to ensure that buses and coaches are parked in appropriate alternative locations.</p>
<p>20mph speed limit will not be enforced and will increase congestion.</p>	<p>Traffic flows and speeds will be monitored post implementation of the scheme. The new zebra crossing along with signage and the reduced road width should encourage lower traffic speeds along the route.</p> <p>Lower traffic speeds reduce traffic noise, creating a more relaxed environment where more people choose to walk and cycle.</p>
<p>Cycle lane segregation wands may make it difficult for other vehicles to move off the carriageway when an emergency response vehicle is approaching.</p>	<p>The positioning of segregation wands will be such that safe passage of emergency vehicles will be possible.</p>
<p>The scheme is a waste of money and there is no need for cycle</p>	<p>The scheme represents Very High Value for Money according to how government</p>

Objecting Theme	Officer Response
lanes and there are not enough cyclists to warrant the expense. The scheme seems like change for the sake of change. Cycle lanes previously provided are rarely used.	<p>assess transport schemes and is fully aligned with central and local government strategies to encourage more people to walk and cycle.</p> <p>Our experience in Norwich has shown that the provision of cycle lanes and other complementary infrastructure has encouraged more people to walk and cycle.</p>

3. Impact of the Proposal

- 3.1 These proposals aim to provide a safer environment for all road users by providing separation between motor vehicles and those cycling. In addition, the new zebra crossing and continuous footway will make it easier and safer to cross Ipswich Road, Ipswich Grove, Grove Avenue and Cecil Road for the significant number of pedestrians that use this route.
- 3.2 Vehicles will still be able to access all properties along this road, some short stay parking will remain available on Ipswich Road and Zone T permit parking remains (although this will be provided in several locations).
- 3.3 Bus stop arrangements are not affected.

4. Evidence and Reasons for Decision

- 4.1 Although some concerns have been raised by local residents to the proposals, this report has responded to those concerns. Access to properties to allow loading and unloading will still be possible.
- 4.2 These proposals are fully consistent with the 'Gear Change' document released by central government in 2020, which 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".

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 all pavements, verges, kerb lines 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. This scheme is expected to cost circa £100,000, which will be fully funded from this allocation. This scheme represents Very High Value for Money.

7. Resource Implications

7.1 Staff:

The scheme will be designed and delivered utilising existing resources.

7.2 Property:

None

7.3 IT:

None

8. Other Implications

8.1 Legal Implications

None. NPLaw will advise on the Traffic Regulation Order noticing requirements and will confirm that actions taken to date have been compliant with the legislative requirements.

8.2 Human Rights implications

Not applicable.

8.3 Equality Impact Assessment (EqIA)

An Equality Impact Assessment has been carried out for this individual scheme.

Norfolk County Council has a duty to pay due regard to equality when exercising its public functions. In promoting this scheme, 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.

8.4 Data Protection Impact Assessments (DPIA)

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

8.5 Health and Safety implications

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

8.6 Sustainability implications

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 the implications which members should be aware of and these are included within the report.

9. Risk Implications/Assessment

9.1 A scheme specific risk register is maintained as part of the technical design and construction delivery processes. No significant project delivery risks have been identified at this stage.

10. Select Committee comments

10.1 Not applicable.

11. Recommendations

- 11.1.
- 1. To note the findings of the consultation completed between 16th August and 12th September 2021 and the officer comments in response to these included within this report.**
 - 2. To approve the construction of segregated mandatory cycle lanes on both sides of Ipswich Road as presented in Appendix A.**
 - 3. To approve the removal and relocation of permit parking as presented in Appendix A.**
 - 4. To approve the reduction and relocation of time-restricted parking as presented in Appendix A.**
 - 5. To approve the reduction in speed limit to 20mph as presented in Appendix A.**
 - 6. To approve the removal of a pedestrian island and replacement with a new zebra crossing and the installation of a continuous footway as presented in Appendix A.**

7. To commence the statutory procedures associated with the new legal Traffic Regulation Orders (TRO) and any amendments to existing TROs.

12. Background Papers

12.1 None

Officer Contact

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

Officer name: Andrew Wadsworth

Tel no.: 01603 223986

Email address: andrew.wadsworth@norfolk.gov.uk



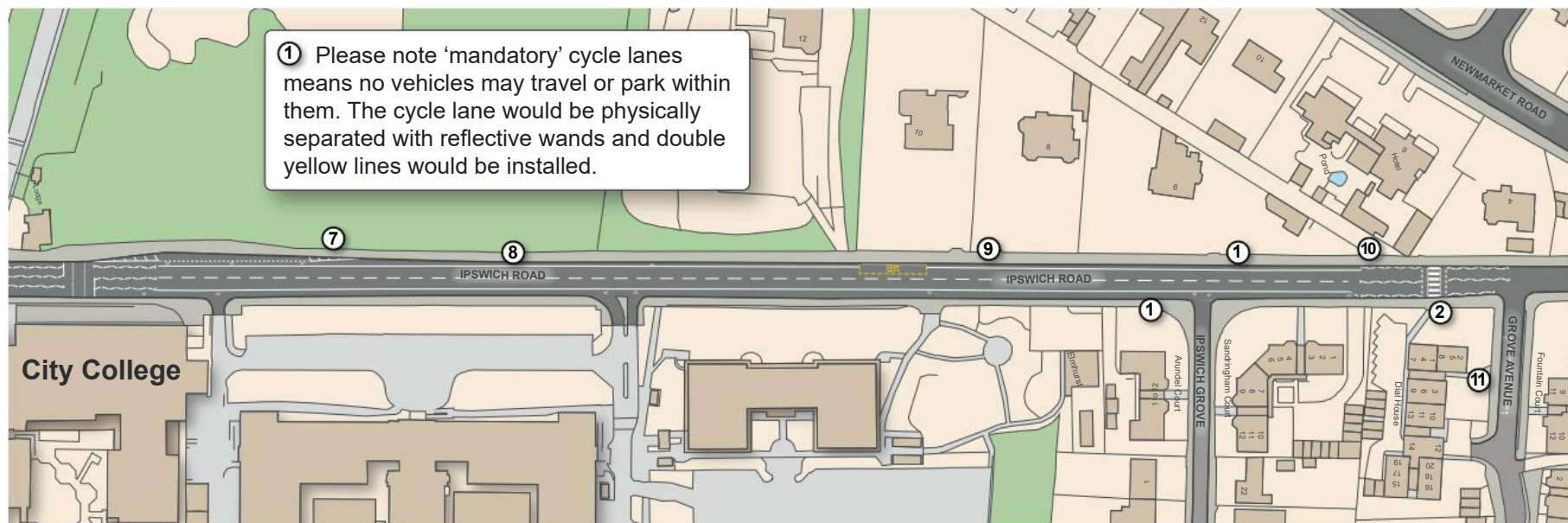
If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.

Ipswich Road Proposed changes

APPENDIX A



- ① Mandatory segregated on carriageway cycle lane on both sides of Ipswich Road
- ② Replace existing central island with a new zebra crossing
- ③ 4 hour parking bay to be removed
- ④ Coach parking bay to be removed
- ⑤ 20mph zone from City College through to St Stephens Street junction
- ⑥ Existing 4 hour parking bay to be split into 4 hour parking bay and Zone T parking bay
- ⑦ 2 hour parking bay to be reduced in length (from 79m to 42m)
- ⑧ 30 minute parking bay to be removed
- ⑨ 2 hour parking bay to be removed
- ⑩ Zone T parking bay to be removed
- ⑪ New Zone T parking bay (20m in length)
- ⑫ Continuous footway across Cecil Road junction
- ⑬ Cecil Road Car Club space moved further from Ipswich Road junction



Appendix B: Summary of main issues raised during the Consultation – Ipswich Road Active Travel Fund Scheme

Positive supporting themes	
The new Zebra crossing will increase safety when crossing the road	
Removal of unnecessary on-street parking was supported	
The proposed continuous footway at Cecil Road will make crossing the junction easier/delineate a change of priority for vehicles.	
The proposed 20mph speed limit will lower general traffic speeds	
The relocation of Car Club space on Cecil Road was supported	
The scheme will allow for safer and quicker cycling along Ipswich Road	
The scheme will encourage increased usage of Park & Ride facilities	
Cyclists are safest when segregated as proposed	
Proposals will reduce local pollution as fewer vehicles come to the area	
The scheme will encourage more walking and cycling along this route	
Cycle lanes will be wide enough to accommodate bicycles and tricycles	
This is a good compromise for providing cycle provisions while allowing traffic to flow	
The public highway should not be being used for storage of private vehicles	
A vehicle should never be the easiest option to travel into a city centre	

Negative Themes	Officer Response
Concerns raised over drop-off and pick-up locations on Ipswich Road for Town Close School.	The segregation of the mandatory cycle lane using wands will prevent cars accessing the cycle lane to pick up and drop off to enable clear access for cycling along this route. Town Close school encourages the use of alternative pick-up and drop-off locations. The County Council has engaged with the school and will work with them to ensure that their travel plan is as effective as possible. Some short stay parking will remain available on Ipswich Road.

Negative Themes	Officer Response
<p>Cars will park on nearby streets elsewhere when the existing car park spaces are reduced in number.</p>	<p>Some short stay parking will remain available on Ipswich Road.</p> <p>The County Council is happy to support Town Close school in ensuring that the travel plan is as effective as possible to help mitigate this issue.</p> <p>Any displacement of parking will be monitored.</p>
<p>Coaches will park elsewhere when the existing car park spaces are removed.</p>	<p>Discussions with Public Transport Operators has highlighted that additional layover space within the bus station will be utilised. We will ensure that buses and coaches are parked in appropriate locations.</p>
<p>20mph speed limit will not be enforced and will increase congestion.</p>	<p>Traffic flows and speeds will be monitored post implementation of the scheme. The new zebra crossing along with signage and the reduced width in carriageway corridor should encourage lower traffic speeds along the route.</p> <p>Lower traffic speeds reduce traffic noise, creating a more relaxed environment where more people choose to walk and cycle.</p>
<p>Cycle lane segregation wands may make it difficult for other vehicles to move off the carriageway when an emergency response vehicle is approaching.</p>	<p>The positioning of segregation wands will be such that safe passage of emergency vehicles will be possible.</p>
<p>The scheme is a waste of money and there is no need for cycle lanes and there are not enough cyclists to warrant the expense. The scheme seems like change for the sake of change. Cycle lanes previously provided are rarely used.</p>	<p>The scheme represents Very High Value for Money in DfT assessment terms and is aligned with Central and Local Government strategies to improve facilities to encourage active travel for shorter journeys.</p> <p>Our experience in Norwich has shown that the provision of cycle lanes and other complementary infrastructure has encouraged more people to walk and cycle.</p>

Negative Themes	Officer Response
The road is not wide enough to accommodate two additional cycle lanes.	Surveys have been carried out as part of the initial design work to determine carriageway geometry. The proposed scheme will maintain adequate widths for all modes using Ipswich Road.
People who do not walk or cycle will be adversely affected by these proposals.	<p>Some short stay parking will remain available on Ipswich Road.</p> <p>The scheme is aligned with Central and Local Government strategies to encourage more people to walk and cycle.</p>
The proposals will cause delays and congestion to general traffic.	The scheme proposals will not impact on general traffic as it does not involve removal of existing traffic lanes.
The scheme should involve widening of the footways. Pedestrians should be prioritised over cyclists.	Widening the footways would be more expensive to deliver and the current funding allowance would not cover this. The scheme includes a proposed reduction in traffic speed limit which will create a safer environment for those walking and cycling.
On carriageway cycle provision will increase vehicular queues at Daniels Road traffic lights	These proposals do not affect the capacity of the Daniels Road junction in terms of vehicle flow.
There are already cycle facilities on Newmarket Road so this scheme is not necessary.	<p>Ipswich Road, from the Harford Manor School to the St Stephens Road junction, is a key route for people walking and cycling from the city centre to City College and beyond. The main objectives of this scheme are to improve the environment for walking and cycling along this busy route.</p> <p>This scheme is aligned with Central and Local Government strategies to improve facilities to encourage active travel for shorter journeys.</p>
Will cause increased pollution as vehicles try to find alternative on street parking nearby.	The objectives of the scheme are to encourage more people to adopt walking and cycling for shorter journeys.
NHS workers at the Eye Clinic use the existing parking bays as they drop in and out all day and there is not enough parking on site.	We do not have any control over the level of parking provided at the Eye Clinic site. However, we are happy to support the NHS in the development of their travel plan.

Negative Themes	Officer Response
	Some short stay parking will remain available on Ipswich Road.
Should be mandatory for cyclists to use cycle lanes if provided	This would be a matter of policy for Central Government to consider.
Remaining on-street parking will be dangerous for passing cyclists	Any conflicts between cycles and cars parked on street will be minimised through the detailed design stage of these proposals. The proposals will also be subject to a full road safety audit.
Cycle facilities should extend to ring road junction	At the current time there is insufficient funding to implement any works at that junction. However, this will be considered for future funding opportunities.
No need to change existing island to a zebra crossing	The proposed zebra crossing represents a safer solution, making it easier to cross the road.
Spend the money fixing potholes instead. Money should be spent clearing vegetation from the footways in the area instead	The funding that has been secured cannot be used for general road maintenance. If vegetation trimming is necessary, this can be included in the scheme.
There is no problem which this scheme is aiming to fix	There are significant numbers of people walking and cycling to access the City College and these proposals will make access safer to encourage more people to walk and cycle.
Post-pandemic, cycle facilities not required	Post-pandemic we are seeing more people walking and cycling. These proposals will encourage this to continue and increase.
Unfairly discriminates against disabled people who need on-street parking	This scheme does not include removal of any disabled parking facilities. Some short stay parking will remain available on Ipswich Road.
Dislike continuous footways across junctions	The continuous footways are provided to enhance the priority and safety of people walking along this busy route and will encourage more people to walk by making them feel safer in this environment.
Overgrowing hedges and trees need to be controlled to increase space for pedestrians, cycles and vehicles, especially near junctions.	We will consider this as part of the scheme development and if vegetation trimming is necessary, this can be included in the scheme.
Mixing Zone T with Zone W parking	Parking bays will be clearly marked to prevent any confusion with adjoining parking zones.

Negative Themes	Officer Response
Continues efforts to ban vehicles in Norwich – will become a ghost town	This scheme does not ban vehicles from Norwich but will hopefully encourage those that are able to make shorter journeys via cycling or walking.
Should leave all on-street parking and increase to 4 hour	Retention of all on-street parking will not meet the main objectives of this scheme, which are to improve the environment for walking and cycling along this busy route.
No need for cycle lanes, the proposal should be changed to an inbound bus lane.	The main objectives of this scheme are to improve the environment for walking and cycling along this busy route. The priority regarding the reallocation of road space is to give this to those cycling.
Children in the same school do not all finish at the same time therefore Parents / Guardians need somewhere to wait.	Town Close school encourages the use of alternative pick-up and drop-off locations. The County Council has engaged with the school and will work with them to ensure that their travel plan is as effective as possible. Some short stay parking will remain available on Ipswich Road.
Wands may create a hazard to cyclists and other road users and impede traffic flows	Potential hazards will be eliminated or minimised through the detailed design stage of these proposals. The proposals will also be subject to a full road safety audit.
Those not in or near to Norwich will be disproportionately negatively affected	Funding for this scheme has been awarded specifically to enhance facilities for walking and cycling in the Greater Norwich area. Some short stay parking will remain available on Ipswich Road.
Removal of coach bays – how can children embark and disembark safely now?	Coach drop off areas will still be provided. The reduction in coach parking will affect where coaches will park in order to provide coach drivers with the rest period that they need during their working day. We have discussed this proposal with bus operators and agreed other locations for coach parking in the city to accommodate this.
Some decent provision must be made for parking for the high volume of cars at approx 7.45-8.30 and 2.45-3.45 for school drop off/collection.	Town Close school encourages the use of alternative pick-up and drop-off locations.

Negative Themes	Officer Response
	The County Council is happy to support the local schools in ensuring that their travel plans are as effective as possible to help mitigate the reduction in on road car parking space.
Local residents require on street parking	Zone allocated parking for residents will not be reduced by these proposals.
Will pedestrians walk in the new cycle lanes, causing a new hazard	Potential hazards will be eliminated or minimised through the detailed design stage of these proposals. The proposals will also be subject to a full road safety audit.

Your views on proposed changes to the Ipswich Road area, Norwich

<https://norfolk.citizenspace.com/consultation/ipswichroad>

This report was created on Monday 13 September 2021 at 12:08

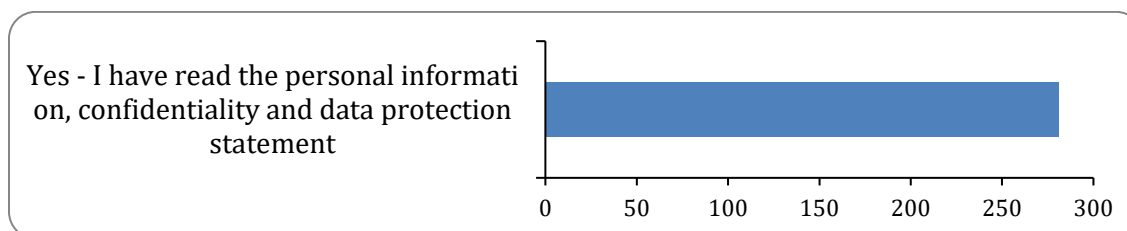
The consultation ran from 14/08/2021 to 12/09/2021

Responses to this survey: **281**

1: Please tick to confirm that you have read the Personal information, confidentiality and data protection statement above.

Data protection agreement

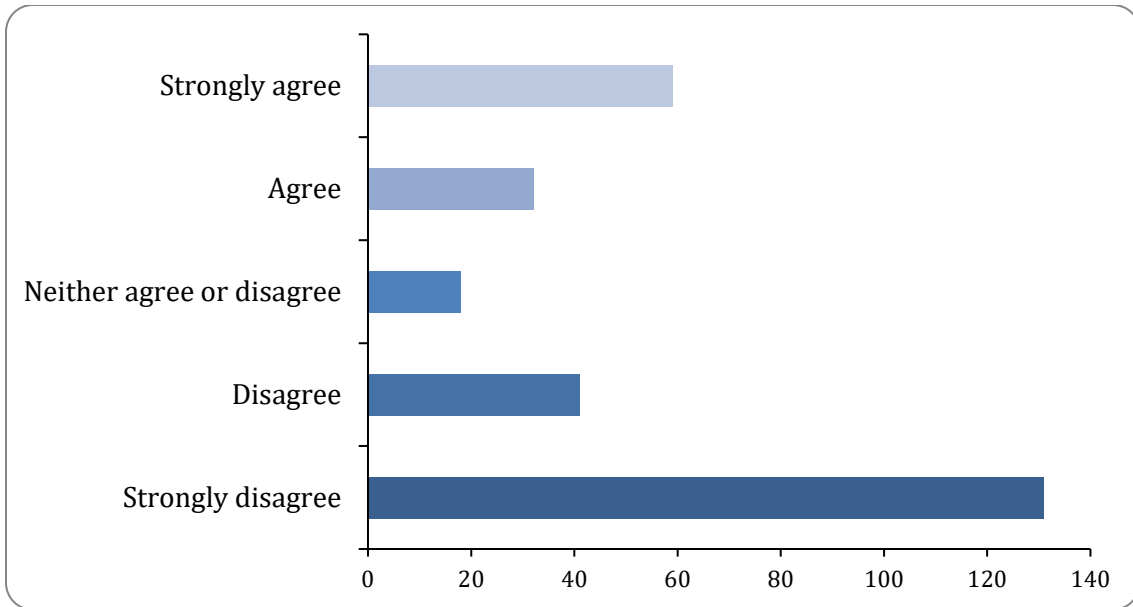
There were 281 responses to this part of the question.



Option	Total	Percent
Yes - I have read the personal information, confidentiality and data protection statement	281	100.00%
Not Answered	0	0.00%

1: To what extent do you agree with the aims of this proposal? (please select one answer only)

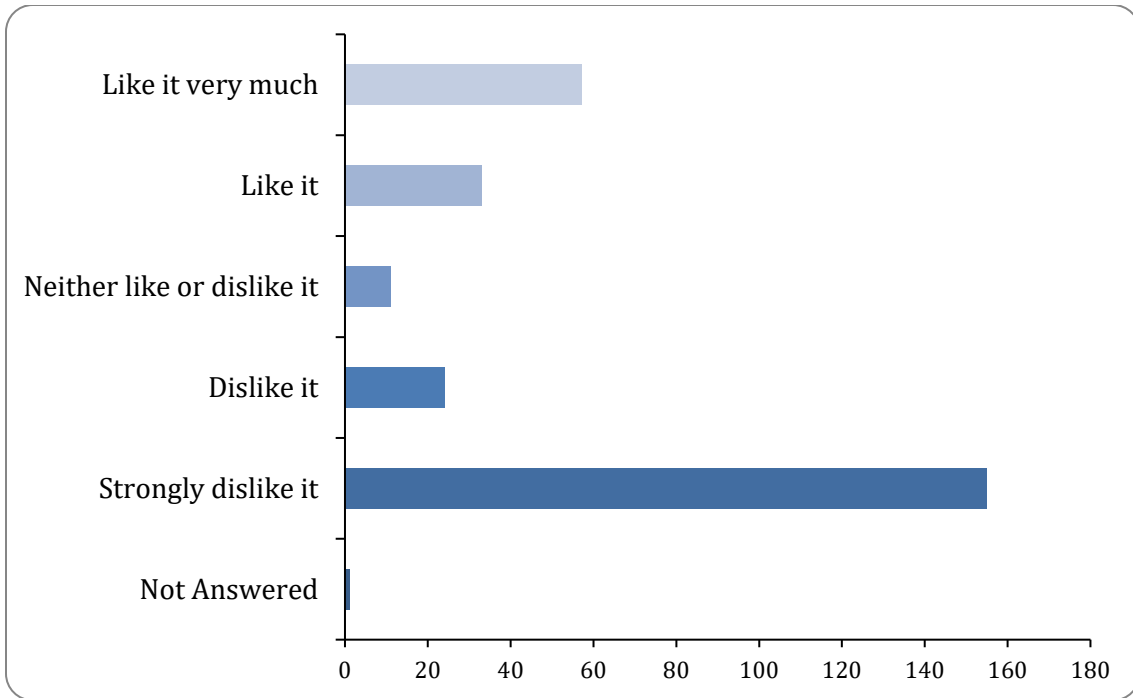
There were 281 responses to this part of the question.



Option	Total	Percent
Strongly agree	59	21.00%
Agree	32	11.39%
Neither agree or disagree	18	6.41%
Disagree	41	14.59%
Strongly disagree	131	46.62%
Not Answered	0	0.00%

2: Proposal 1: Segregated on-carriageway mandatory cycle lanes on both sides of Ipswich Road between the Outer Ring Road (A140 junction) and the junction with Newmarket Road. The cycle lanes will be physically separated from general traffic by using kerbs and reflective poles, often referred to as wands. There will be double yellow lines provided within the mandatory cycle lanes. To what extent do you like or dislike this proposal? (please select only one item)

There were 280 responses to this part of the question.



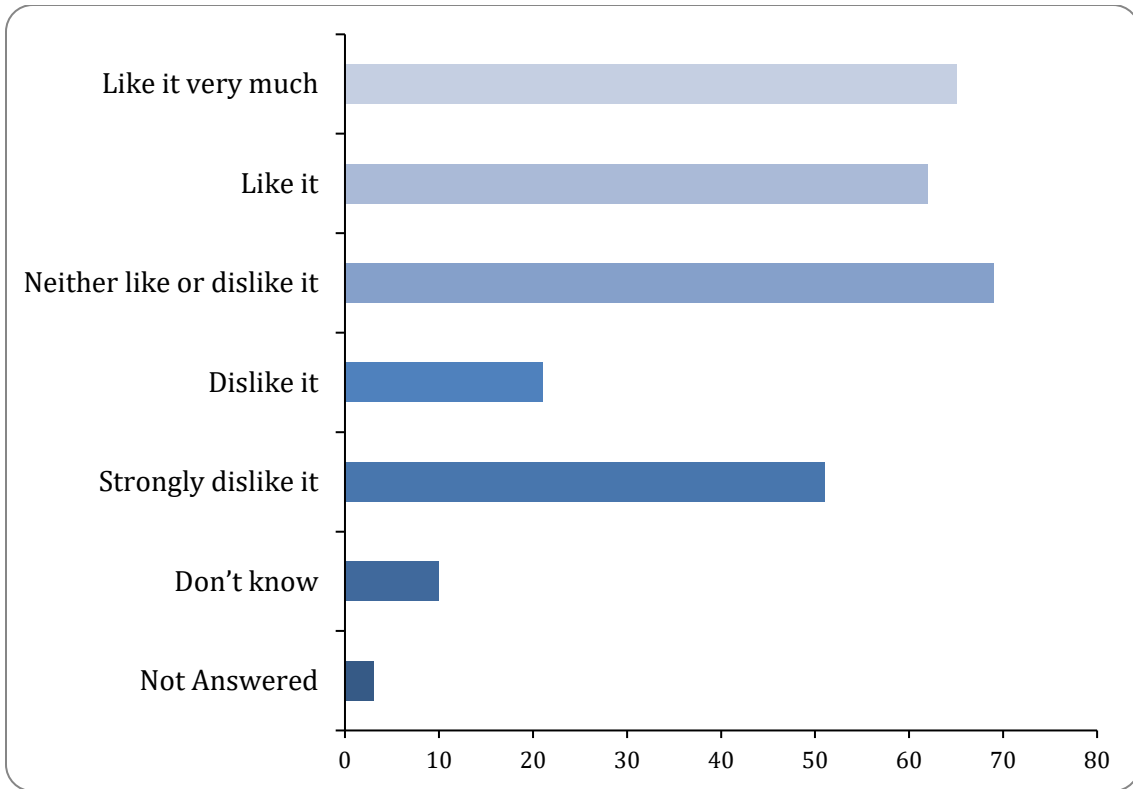
Option	Total	Percent
Like it very much	57	20.28%
Like it	33	11.74%
Neither like or dislike it	11	3.91%
Dislike it	24	8.54%
Strongly dislike it	155	55.16%
Don't know	0	0.00%
Not Answered	1	0.36%

Why do you say that? Please write below:

There were 227 responses to this part of the question.

3: Proposal 2: Replace existing central island with a new zebra crossing. To what extent do you like or dislike this proposal? (please select only one item)

There were 278 responses to this part of the question.



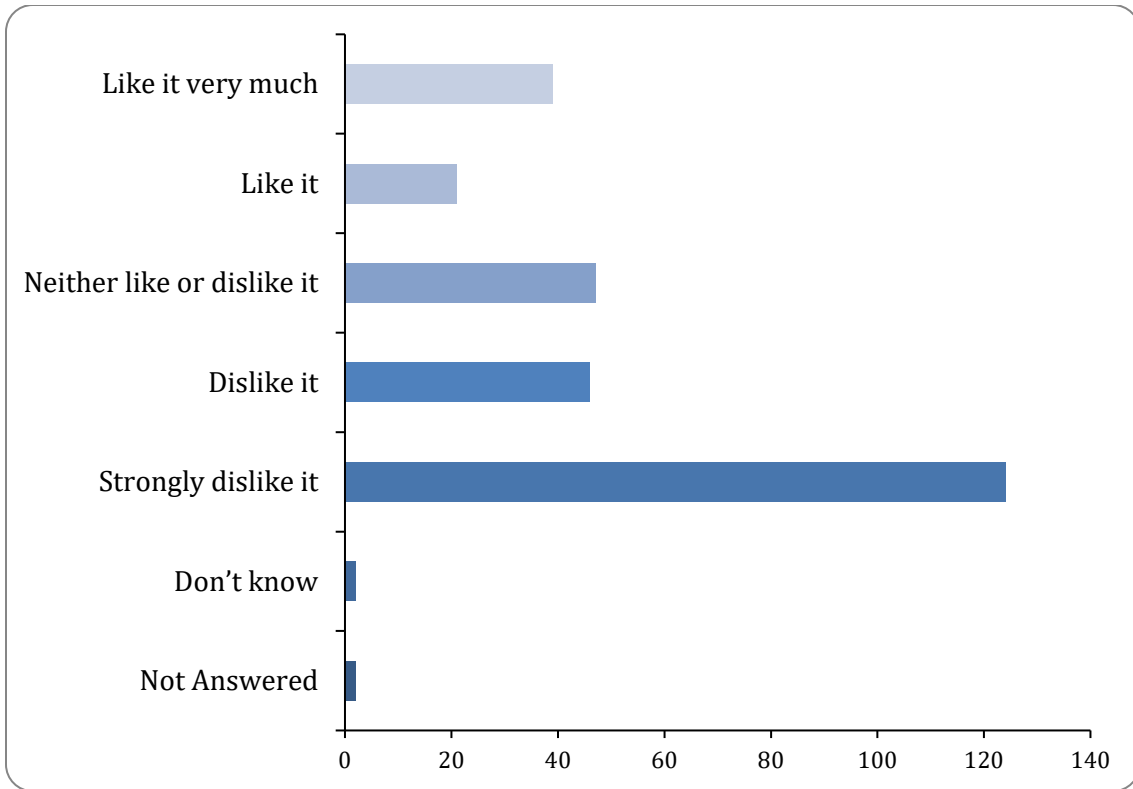
Option	Total	Percent
Like it very much	65	23.13%
Like it	62	22.06%
Neither like or dislike it	69	24.56%
Dislike it	21	7.47%
Strongly dislike it	51	18.15%
Don't know	10	3.56%
Not Answered	3	1.07%

Why do you say that? Please write below:

There were 150 responses to this part of the question.

4: Proposal 3: Four-hour parking bay to be removed on Ipswich Road. To what extent do you like or dislike this proposal? (please select only one item)

There were 279 responses to this part of the question.



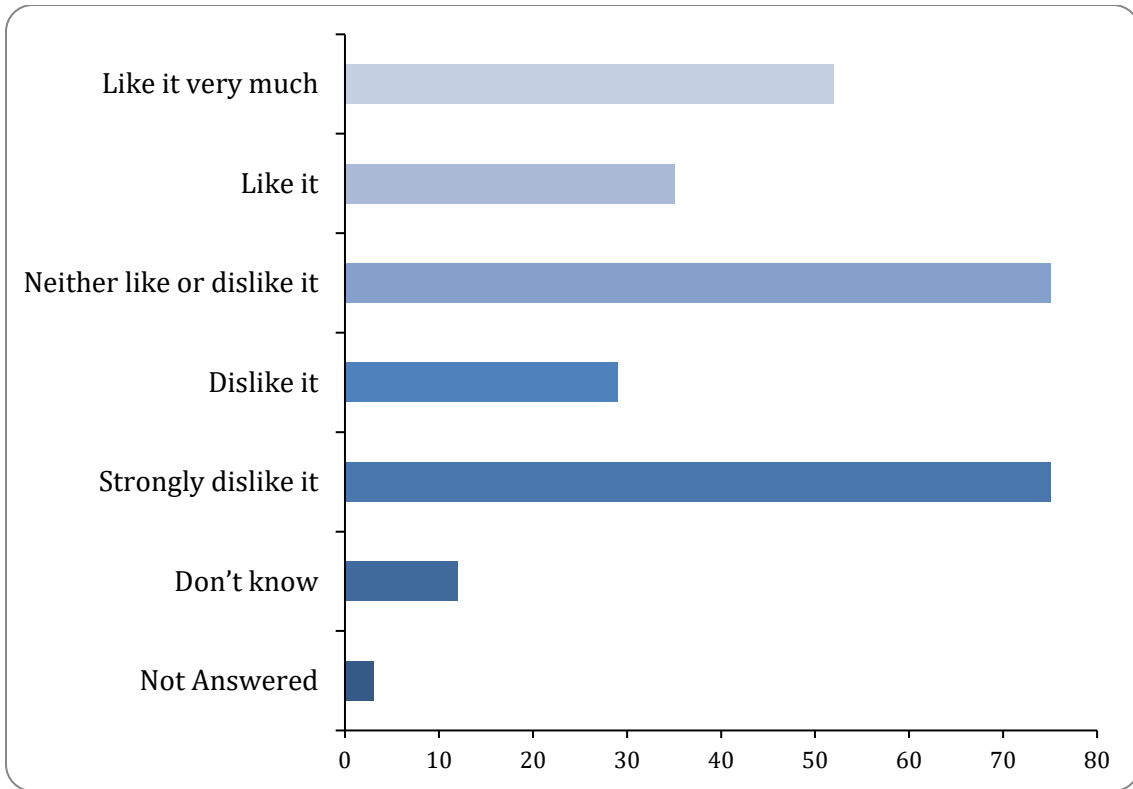
Option	Total	Percent
Like it very much	39	13.88%
Like it	21	7.47%
Neither like or dislike it	47	16.73%
Dislike it	46	16.37%
Strongly dislike it	124	44.13%
Don't know	2	0.71%
Not Answered	2	0.71%

Why do you say that? Please write below:

There were 169 responses to this part of the question.

5: Proposal 4: Coach parking bay to be removed. To what extent do you like or dislike this proposal? (please select only one item)

There were 278 responses to this part of the question.



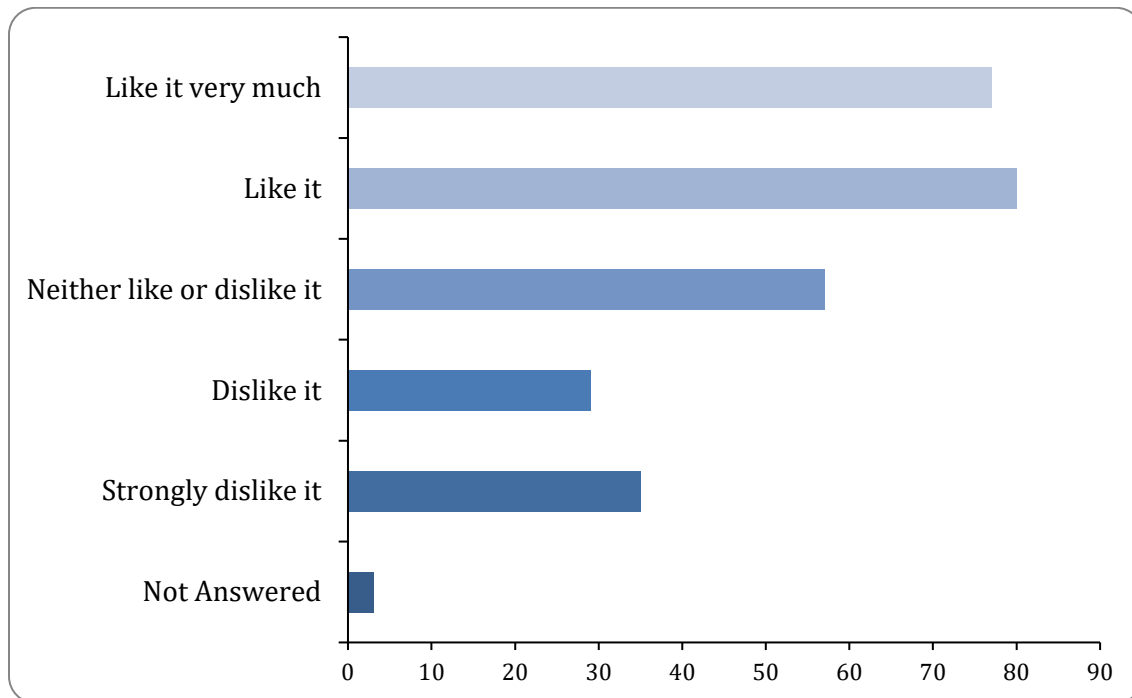
Option	Total	Percent
Like it very much	52	18.51%
Like it	35	12.46%
Neither like or dislike it	75	26.69%
Dislike it	29	10.32%
Strongly dislike it	75	26.69%
Don't know	12	4.27%
Not Answered	3	1.07%

Why do you say that? Please write below:

There were 145 responses to this part of the question.

6: Proposal 5: 20mph zone introduced from City College through to the St Stephens Street junction. To what extent do you like or dislike this proposal? (please select only one item)

There were 278 responses to this part of the question.



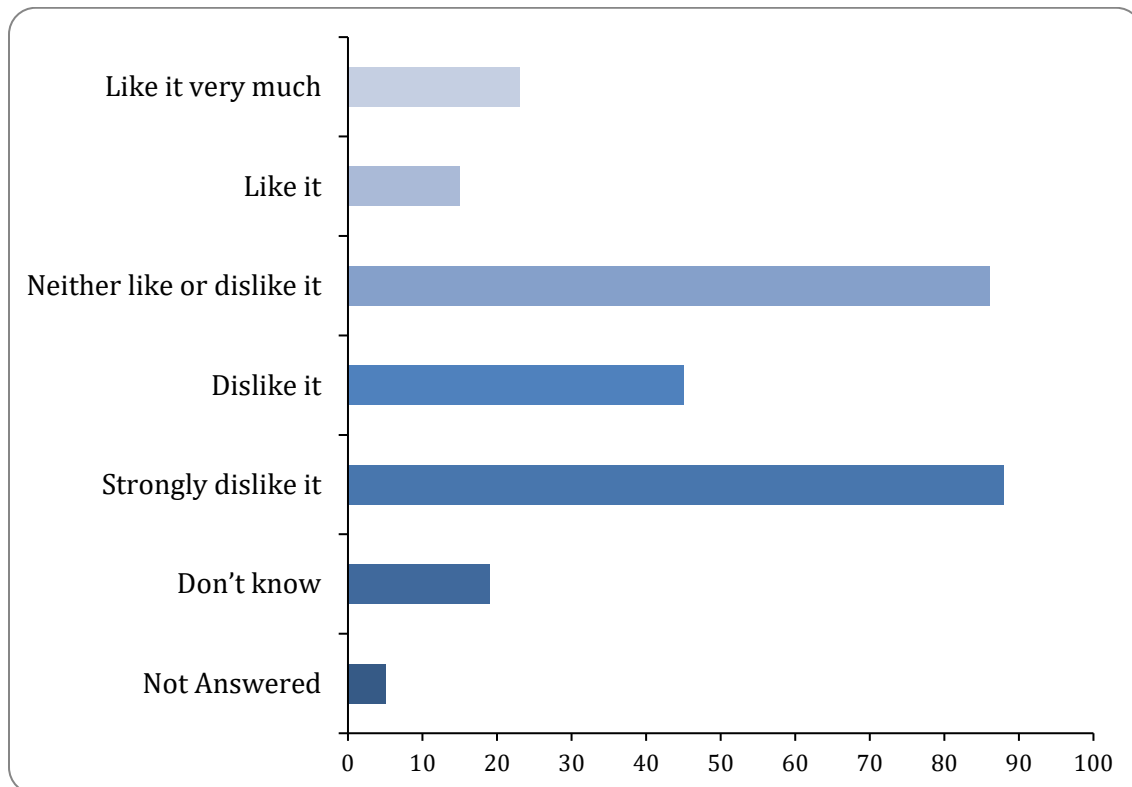
Option	Total	Percent
Like it very much	77	27.40%
Like it	80	28.47%
Neither like or dislike it	57	20.28%
Dislike it	29	10.32%
Strongly dislike it	35	12.46%
Don't know	0	0.00%
Not Answered	3	1.07%

Why do you say that? Please write below:

There were 176 responses to this part of the question.

7: Proposal 6: Existing four-hour parking bay on Town Close Road to be split into four-hour parking bay and Zone T parking bay. To what extent do you like or dislike this proposal? (please select only one item)

There were 276 responses to this part of the question.



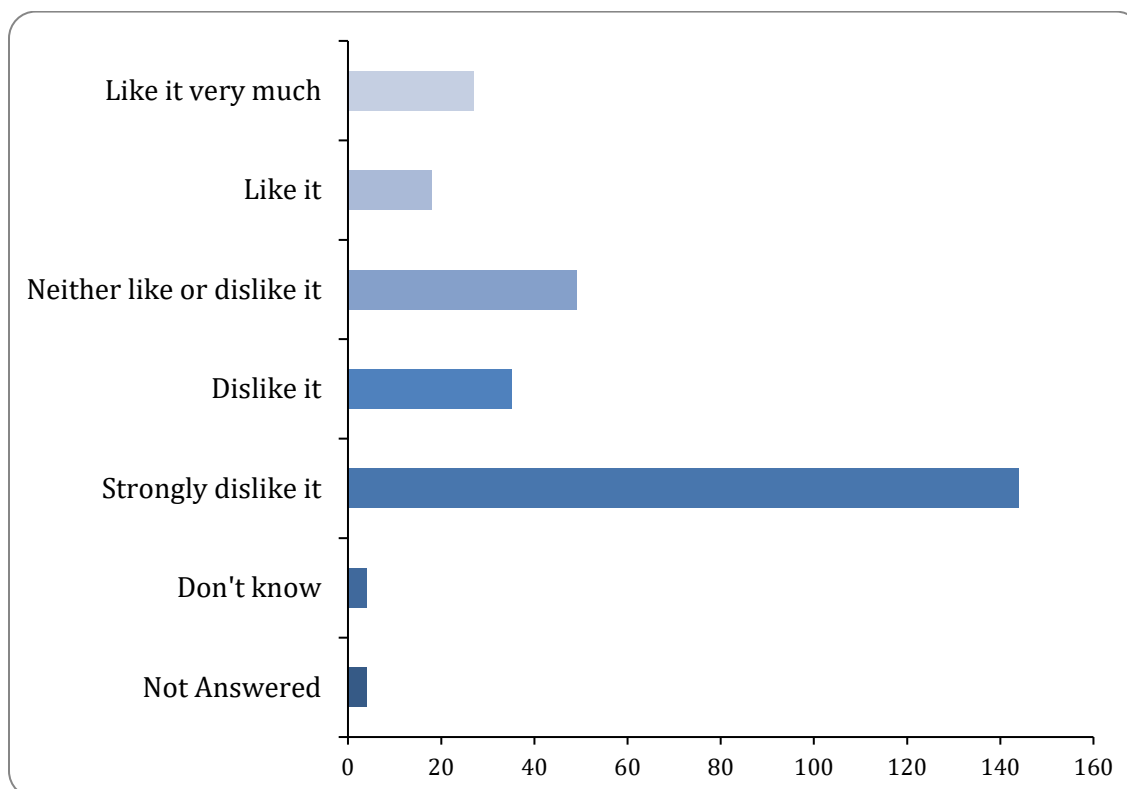
Option	Total	Percent
Like it very much	23	8.19%
Like it	15	5.34%
Neither like or dislike it	86	30.60%
Dislike it	45	16.01%
Strongly dislike it	88	31.32%
Don't know	19	6.76%
Not Answered	5	1.78%

Why do you say that? Please write below:

There were 137 responses to this part of the question.

8: Proposal 7: Two-hour parking bay on Ipswich Road to be reduced in length (from 79m to 42m). To what extent do you like or dislike this proposal? (please select only one item)

There were 277 responses to this part of the question.



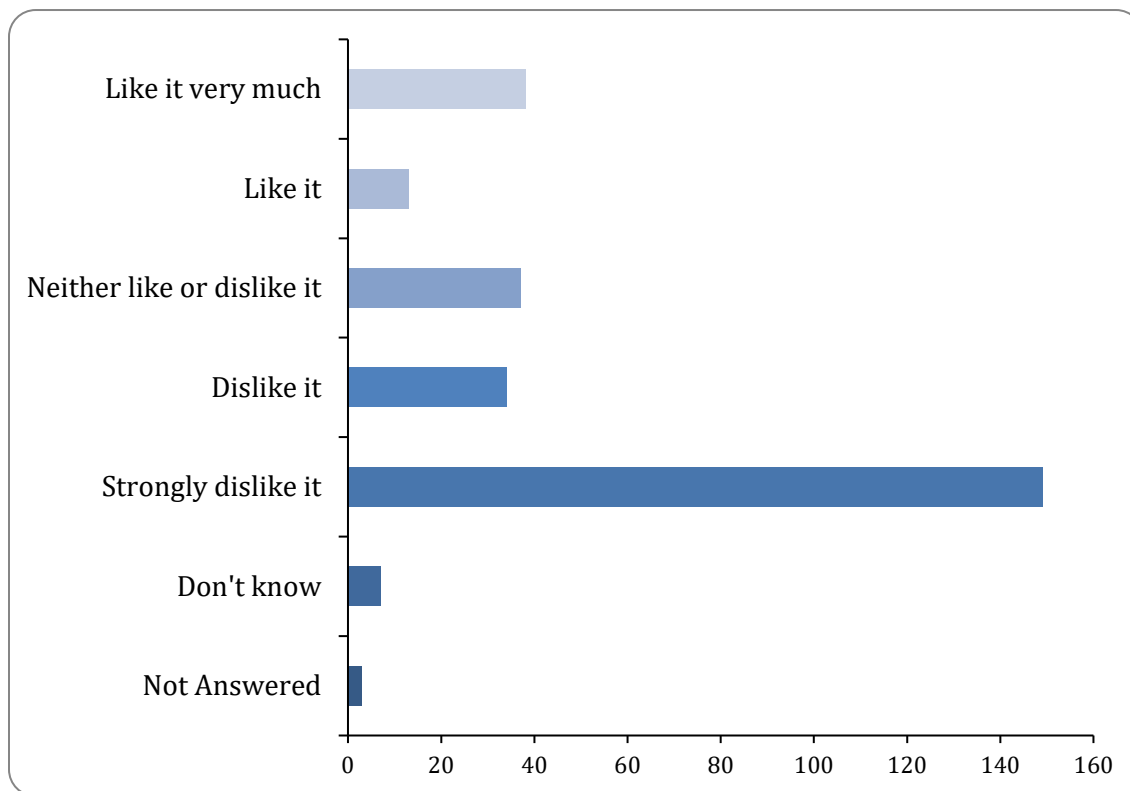
Option	Total	Percent
Like it very much	27	9.61%
Like it	18	6.41%
Neither like or dislike it	49	17.44%
Dislike it	35	12.46%
Strongly dislike it	144	51.25%
Don't know	4	1.42%
Not Answered	4	1.42%

Why do you say that? Please write below:

There were 169 responses to this part of the question.

9: Proposal 8: 30-minute parking bay on Ipswich Road to be removed. To what extent do you like or dislike this proposal? (please select only one item)

There were 278 responses to this part of the question.



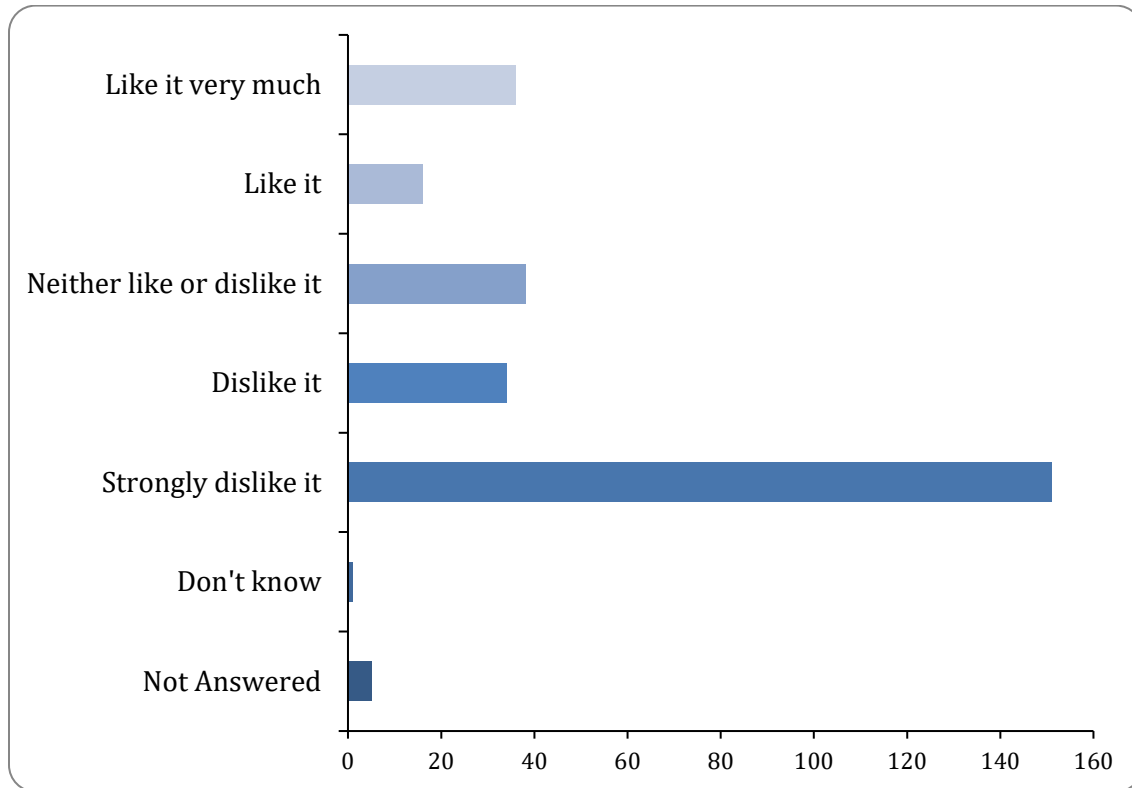
Option	Total	Percent
Like it very much	38	13.52%
Like it	13	4.63%
Neither like or dislike it	37	13.17%
Dislike it	34	12.10%
Strongly dislike it	149	53.02%
Don't know	7	2.49%
Not Answered	3	1.07%

Why do you say that? Please write below:

There were 166 responses to this part of the question.

10: Proposal 9: Two-hour parking bay on Ipswich Road to be removed. To what extent do you like or dislike this proposal? (please select only one item)

There were 276 responses to this part of the question.



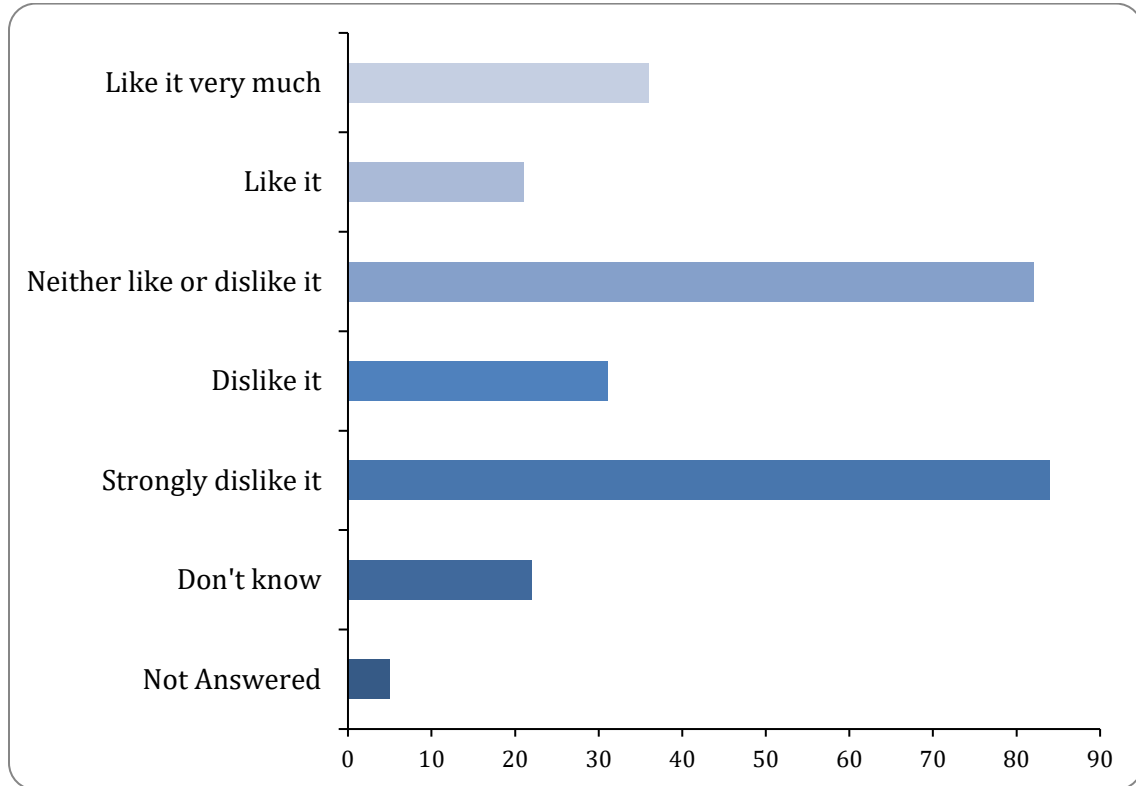
Option	Total	Percent
Like it very much	36	12.81%
Like it	16	5.69%
Neither like or dislike it	38	13.52%
Dislike it	34	12.10%
Strongly dislike it	151	53.74%
Don't know	1	0.36%
Not Answered	5	1.78%

Why do you say that? Please write below:

There were 164 responses to this part of the question.

11: Proposal 10: Zone T parking bay on Ipswich Road to be removed. To what extent do you like or dislike this proposal? (please select only one item)

There were 276 responses to this part of the question.



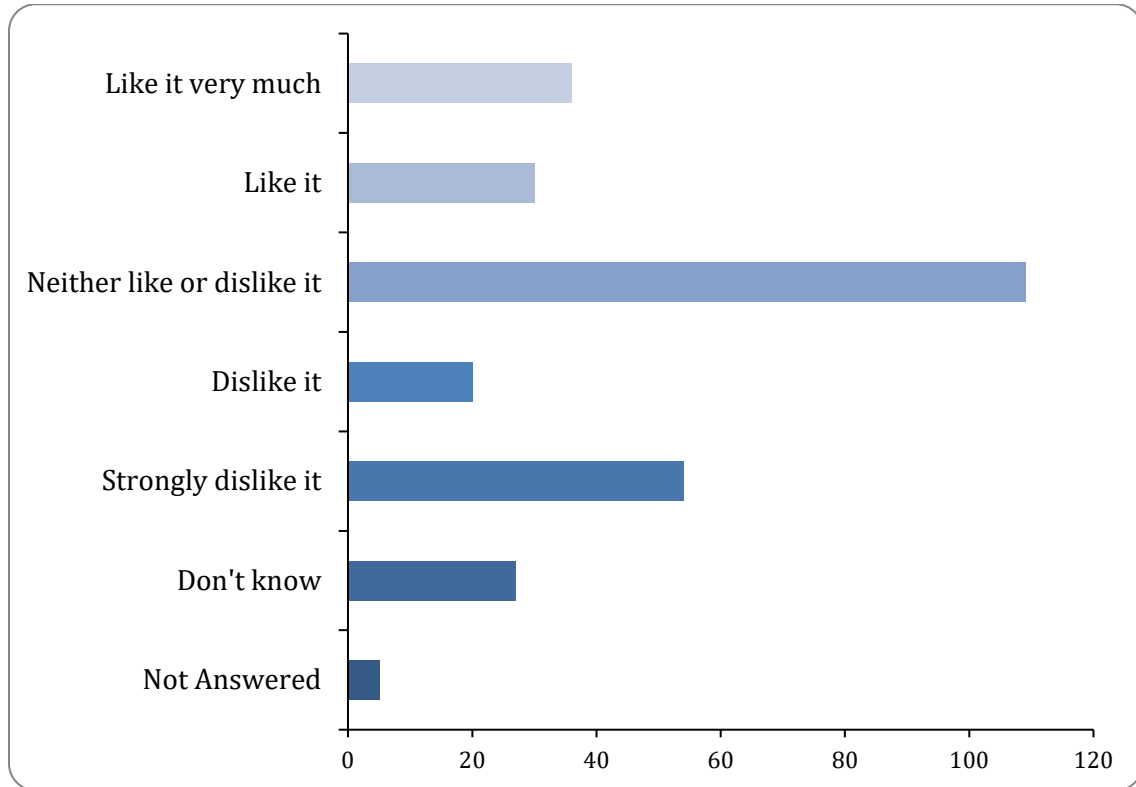
Option	Total	Percent
Like it very much	36	12.81%
Like it	21	7.47%
Neither like or dislike it	82	29.18%
Dislike it	31	11.03%
Strongly dislike it	84	29.89%
Don't know	22	7.83%
Not Answered	5	1.78%

Why do you say that? Please write below:

There were 112 responses to this part of the question.

12: Proposal 11: New Zone T parking bay (20m in length) located on Grove Avenue. To what extent do you like or dislike this proposal? (please select only one item)

There were 276 responses to this part of the question.



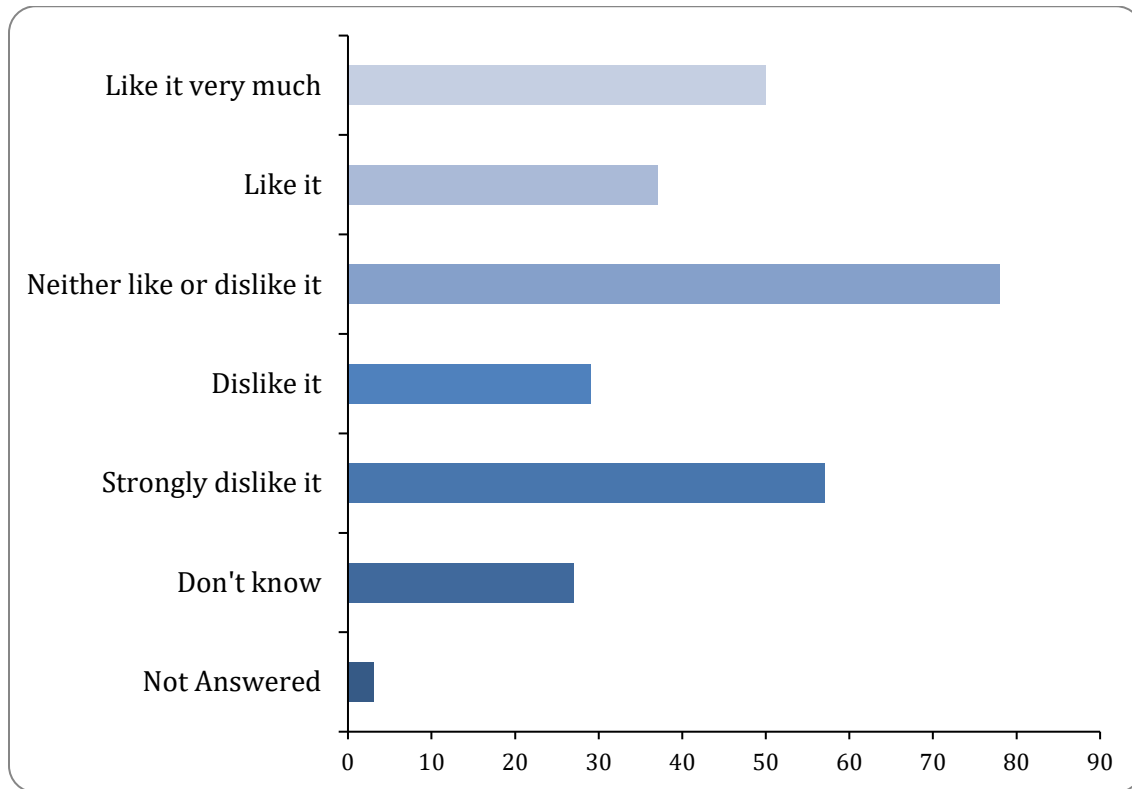
Option	Total	Percent
Like it very much	36	12.81%
Like it	30	10.68%
Neither like or dislike it	109	38.79%
Dislike it	20	7.12%
Strongly dislike it	54	19.22%
Don't know	27	9.61%
Not Answered	5	1.78%

Why do you say that? Please write below:

There were 94 responses to this part of the question.

13: Proposal 12: Installation of a continuous footway across the junction of Cecil Road. To what extent do you like or dislike this proposal? (please select only one item)

There were 278 responses to this part of the question.



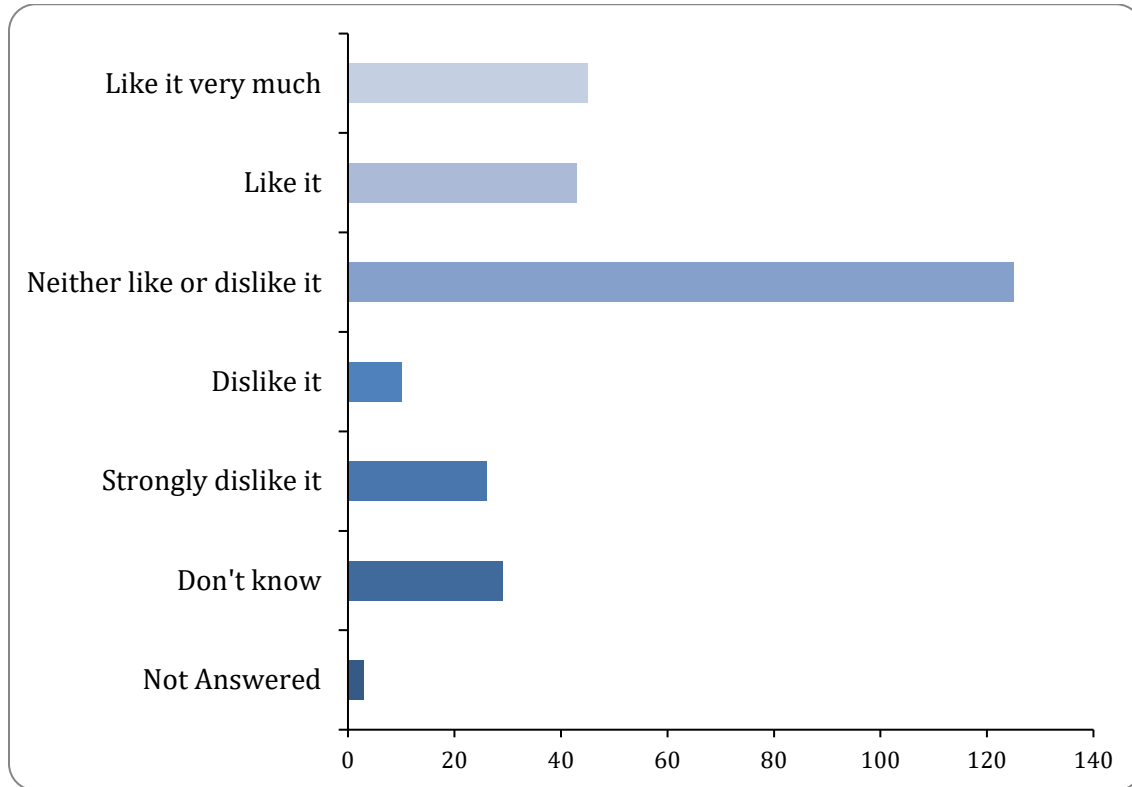
Option	Total	Percent
Like it very much	50	17.79%
Like it	37	13.17%
Neither like or dislike it	78	27.76%
Dislike it	29	10.32%
Strongly dislike it	57	20.28%
Don't know	27	9.61%
Not Answered	3	1.07%

Why do you say that? Please write below:

There were 130 responses to this part of the question.

14: Proposal 13: Cecil Road Car Club space moved further from Ipswich Road junction. To what extent do you like or dislike this proposal? (please select only one item)

There were 278 responses to this part of the question.



Option	Total	Percent
Like it very much	45	16.01%
Like it	43	15.30%
Neither like or dislike it	125	44.48%
Dislike it	10	3.56%
Strongly dislike it	26	9.25%
Don't know	29	10.32%
Not Answered	3	1.07%

Why do you say that? Please write below:

There were 81 responses to this part of the question.

15: Please consider the proposals for the area as a whole and answer the questions that follow:

a. Are there any considerations you feel we should be aware of before finalising the proposals? If so, please write these below:

There were 206 responses to this part of the question.

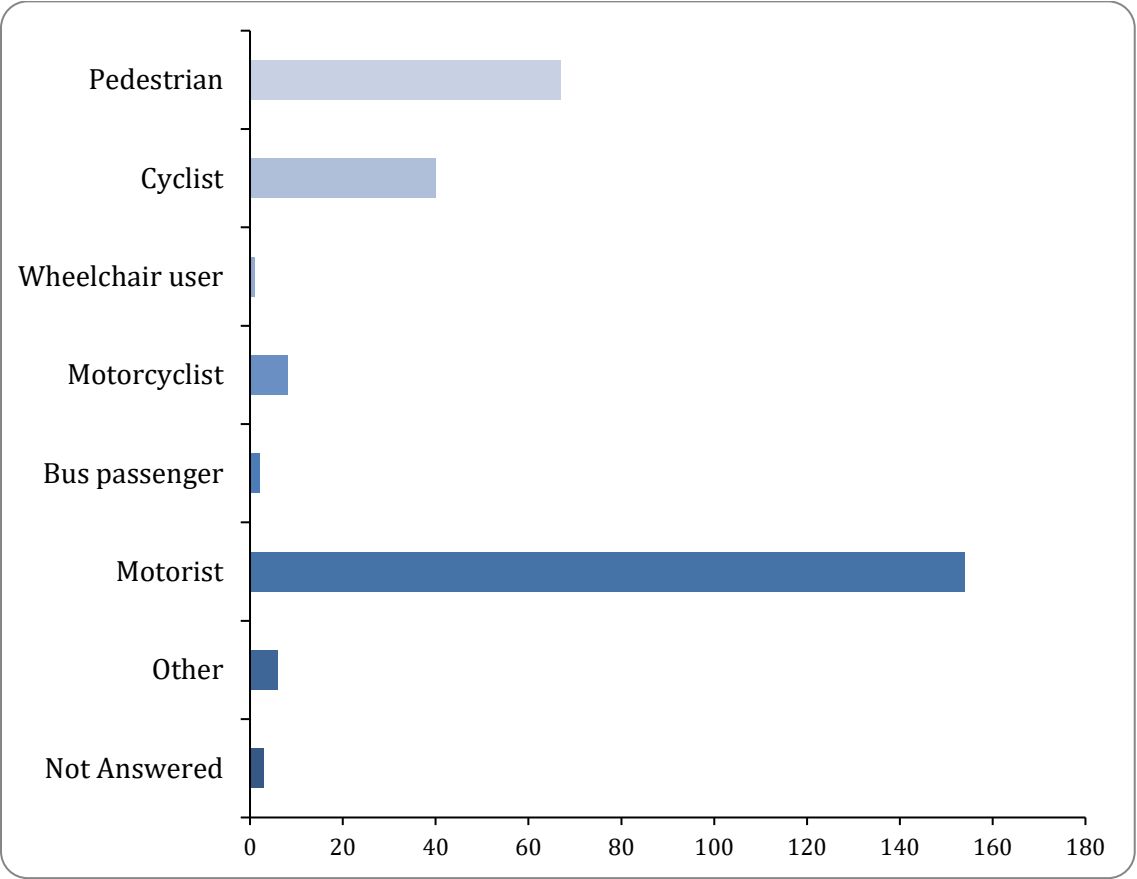
b. If you have any other comments in response to the overall proposals please write them below:

There were 120 responses to this part of the question.

1: How do you primarily use the area? (Please select only one item)

How do you primarily use the area?

There were 278 responses to this part of the question.



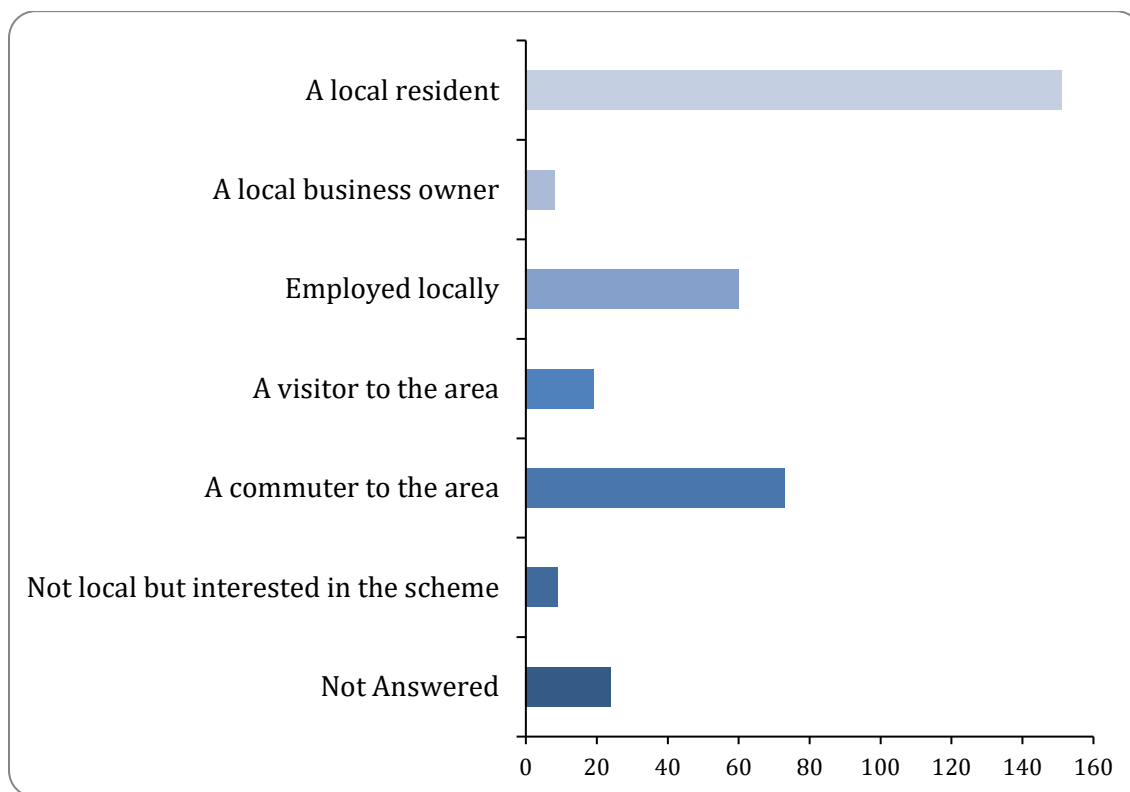
Option	Total	Percent
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Pedestrian	67	23.84%
Cyclist	40	14.23%
Wheelchair user	1	0.36%
Motorcyclist	8	2.85%
Bus passenger	2	0.71%
Motorist	154	54.80%
Other	6	2.14%
Not Answered	3	1.07%

2: Are you...? (please select all that apply)

User groups

There were 257 responses to this part of the question.



Option	Total	Percent
A local resident	151	53.74%
A local business owner	8	2.85%
Employed locally	60	21.35%
A visitor to the area	19	6.76%

A commuter to the area	73	25.98%
Not local but interested in the scheme	9	3.20%
A taxi/private hire vehicle driver	0	0.00%
Not Answered	24	8.54%

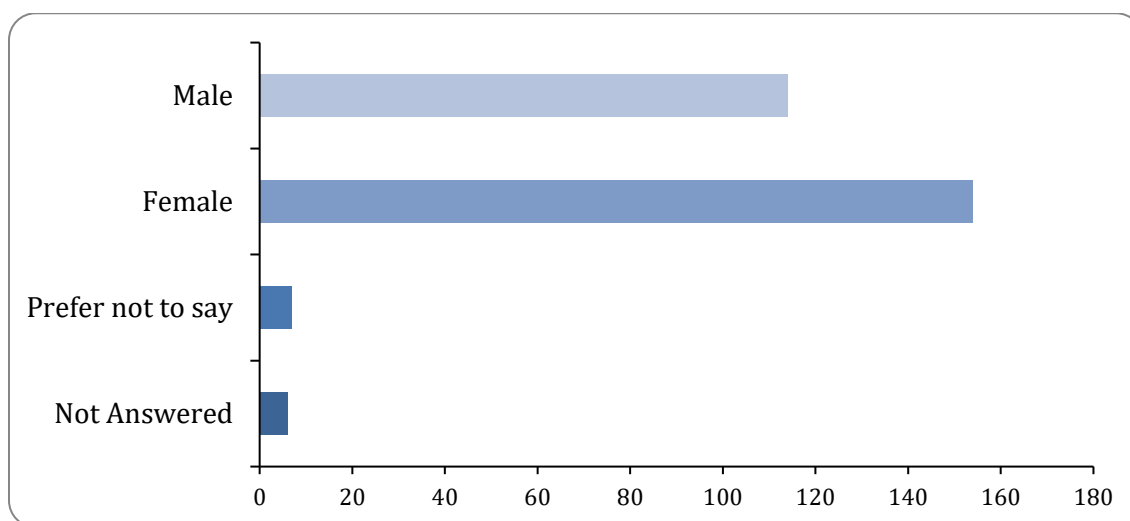
Other - please specify

There were 40 responses to this part of the question.

3: Are you...? (Please select only one item)

Gender

There were 275 responses to this part of the question.



Option	Total	Percent
Male	114	40.57%
Female	154	54.80%
Prefer not to say	7	2.49%
Not Answered	6	2.14%

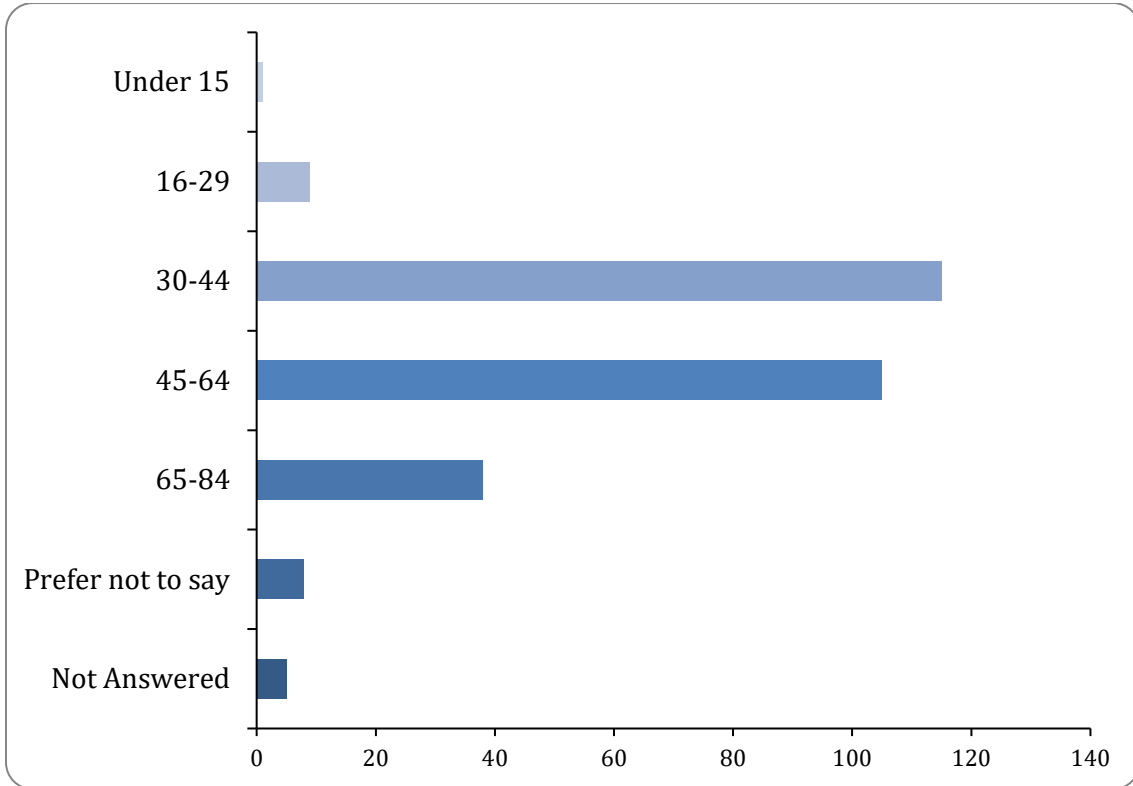
Other - please specify

There were 3 responses to this part of the question.

4: How old are you? (Please select only one item)

Age

There were 276 responses to this part of the question.

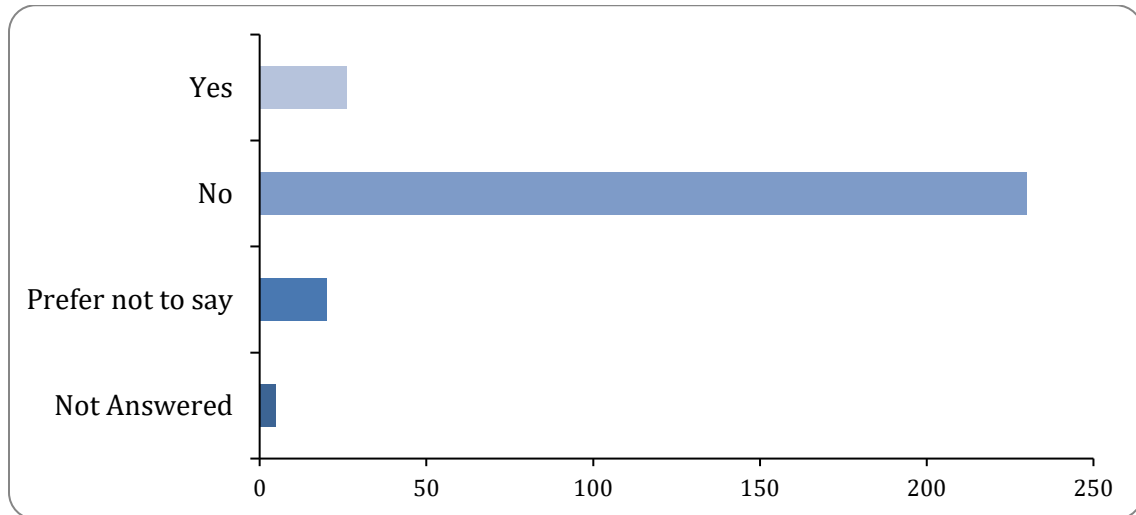


Option	Total	Percent
Under 15	1	0.36%
16-29	9	3.20%
30-44	115	40.93%
45-64	105	37.37%
65-84	38	13.52%
85+	0	0.00%
Prefer not to say	8	2.85%
Not Answered	5	1.78%

5: Do you have any long-term illness, disability or health problem that limits your daily activities or the work you can do? (Please select only one item)

Disability

There were 276 responses to this part of the question.

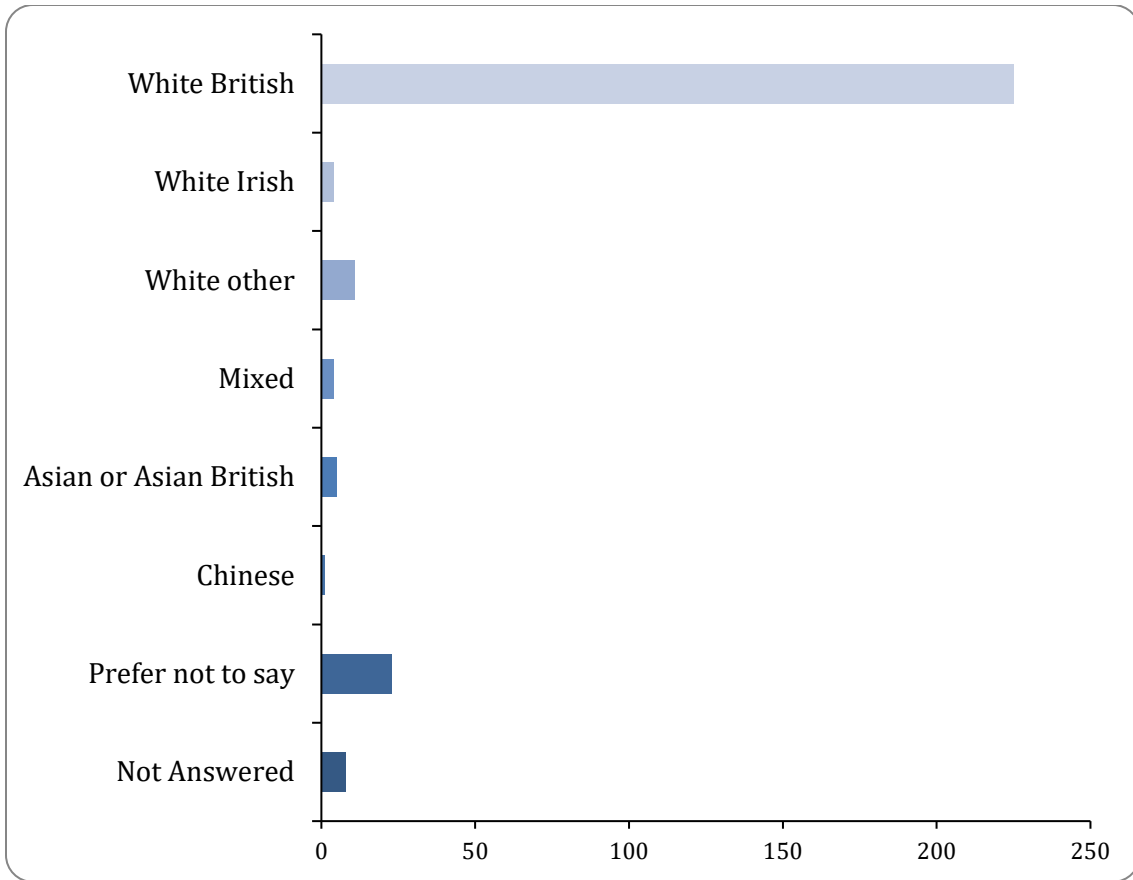


Option	Total	Percent
Yes	26	9.25%
No	230	81.85%
Prefer not to say	20	7.12%
Not Answered	5	1.78%

6: How would you describe your ethnic background? (Please select only one item)

Ethnicity

There were 273 responses to this part of the question.



Option	Total	Percent
White British	225	80.07%
White Irish	4	1.42%
White other	11	3.91%
Mixed	4	1.42%
Asian or Asian British	5	1.78%
Black or Black British	0	0.00%
Chinese	1	0.36%
Prefer not to say	23	8.19%
Not Answered	8	2.85%

Other ethnic background - please describe:

There were 2 responses to this part of the question.

7: What is the first part of your postcode? (e.g. NR4)

Postcode

There were 271 responses to this part of the question.

Transport for Norwich Joint Committee

Item No:6

Decision making report title: Kett's Hill Roundabout / Bus Lane

Date of meeting: 21 October 2021

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

Responsible Director: Grahame Bygrave – Director of Highways & Waste

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

The Department for Transport has awarded Norwich £32m capital funding through the Transforming Cities Fund (TCF). The County Council agreed the application through Cabinet and the TCF Joint Committee. The bid was based on a programme of projects with the core outcomes of facilitating growth and increasing productivity, whilst tackling congestion, carbon emissions and poor air quality.

This report outlines the development of one of those projects: highway improvement works for the Kett's Hill roundabout in Norwich.

Recommendations

- 1. To proceed to public consultation on the proposals for Kett's Hill Bus Lane as shown on the plan contained in Appendix A.**

1. Background and Purpose

- 1.1. Located on the Norwich inner ring road, Kett's Hill roundabout is a busy junction used by a significant number of frequent buses, which provide services to the city centre and nearby train station. First Buses currently operate routes 23, 23A, 23B, 24 and 24A along Kett's Hill.
- 1.2. Kett's Hill roundabout currently experiences peak-hour congestion, making the roundabout difficult to enter from Kett's Hill. As such, buses approaching the roundabout travelling on Kett's Hill currently experience delays of up to 90 seconds as a result of queuing traffic, which impacts on journey times and journey time reliability of these services.
- 1.3. The objectives of the scheme are to:
 - Provide a quicker and more reliable journey times for bus passengers through this junction.
 - Improve bus links and service reliability.
 - Reduce carbon emissions by encouraging the use of public transport & cycling / walking.
- 1.4. The scheme is also proposed to follow on from the Kett's Hill Roundabout Local Safety Scheme, which will increase the island size of the roundabout and reduce the entry and exit taper widths of the roads, with the aim to reduce circulatory speeds around the roundabout as shown on the plan in **Appendix B**.

2. Proposals

- 2.1. The following proposals are outlined in this report and are shown on the plan in **Appendix A**.
- 2.2. Provide a new bus lane on the southern side of Kett's Hill on the western approach to the roundabout. The bus lane will be approximately 78m long.
- 2.3. To facilitate the proposed bus lane, the on-street parking spaces located on the northern side of Kett's Hill, just off the roundabout, will need to be removed. It is currently a 55m one-hour restricted parking bay that can accommodate up to 10 vehicles.
- 2.4. To mitigate the loss of parking on Kett's Hill, it is proposed to make extra parking available on Spitalfields close to Kett's Hill. An extra 16.2m of two-hour restricted parking would be made available, enough for up to 3 vehicles. Combined with the existing parking bay, this provides parking for up to 6 vehicles in total.
- 2.5. Construct a new continuous footway crossing located at the entrance / access to Spitalfields which will give pedestrians clear priority across

the junction and is aligned with the principles of the Healthy Streets design guidance.

3. Impact of the Proposal

- 3.1. The proposals would have a positive impact on bus services travelling into the city from Kett's Hill by reducing the journey time delays by up to 80 seconds at peak times as well as reducing journey time variability. It would also help encourage the use of public services thereby reducing carbon emissions and improving air quality.
- 3.2. It would also encourage cycling in this area, as cycles will be able to use the bus lane and be segregated from general traffic approaching this busy junction.
- 3.3. The parking restriction reduction on Kett's Hill may have an impact on the adjacent businesses that are located on Kett's Hill, as vehicles will not be able to stop directly in front of these shops. However, the extra parking proposed to the rear of the shops on Spitalfields is expected to help mitigate this loss of parking on Kett's Hill. Signage for the additional parking would also be provided.
- 3.4. The proposed continuous footway crossing located at the access to Spitalfields will improve conditions for walking on the northern side of Kett's Hill.

4. Evidence and Reasons for Decision

- 4.1. A traffic assessment has been carried out combining the Kett's Hill roundabout re-alignment scheme with the proposed bus lane improvement scheme and it has been planned to construct them at the same time to minimise disruption for all highway users and local residents.
- 4.2. The assessment suggests that the safety scheme will generate slower entry and exit speeds on all arms of the roundabout when it is re-aligned, improving the safety of the roundabout for all users. However, despite the slower entry and exit speeds the analysis suggests that the proposed bus lane on Kett's Hill will generate a significant improvement in bus journey times through this junction as set out in section 3.1 of this report.

5. Alternative Options

- 5.1. Another option for the implementation of the bus lane would be to widen the carriageway on the approach to the roundabout. This would allow the on-street parking on the northern side of Kett's Hill to remain. However, this would require land purchase to facilitate the carriageway

widening, a number of mature trees would be required to be felled and construction of a new footway would mean that this option would be significantly more expensive to implement. For these reasons this option has been discounted.

6. Financial Implications

- 6.1. The works are expected to cost in the region of £64,667 to complete which would be funded from the Transforming Cities Fund. This scheme represents Very High Value for Money using the Department for Transport assessment criteria.

7. Resource Implications

- 7.1. **Staff:** The scheme will be designed and delivered utilising existing resources.
- 7.2. **Property:** None.
- 7.3. **IT:** None.

8. Other Implications

- 8.1. **Legal Implications:** None. NPLaw will advise on the Traffic Regulation Order noticing requirements and will confirm that actions taken to date have been compliant with the legislative requirements.

- 8.2. **Human Rights implications:** Not applicable.

- 8.3. **Equality Impact Assessment (EqIA)**

An Equality Impact Assessment has been carried out for this individual scheme.

Norfolk County Council has a duty to pay due regard to equality when exercising its public functions. In promoting this scheme, 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.

- 8.4. **Data Protection Impact Assessments (DPIA)**

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

- 8.5. **Health and Safety implications**

The proposed scheme has been designed to improve the safety for all highway users. A road safety audit has been carried out and the details have been incorporated into the proposals.

8.6. Sustainability implications

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

8.7. Any other implications: None identified as part of these works.

9. Risk Implications/Assessment

9.1. A risk register is maintained as part of the technical design and construction delivery processes. No significant risks have been identified in terms of scheme delivery.

10. Select Committee comments

10.1. Not applicable.

11. Recommendations

11.1. **1. To proceed to public consultation on the proposals for Kett's Hill Bus Lane as shown on the plan contained in Appendix A.**

12. Background Papers

12.1. None

Officer Contact

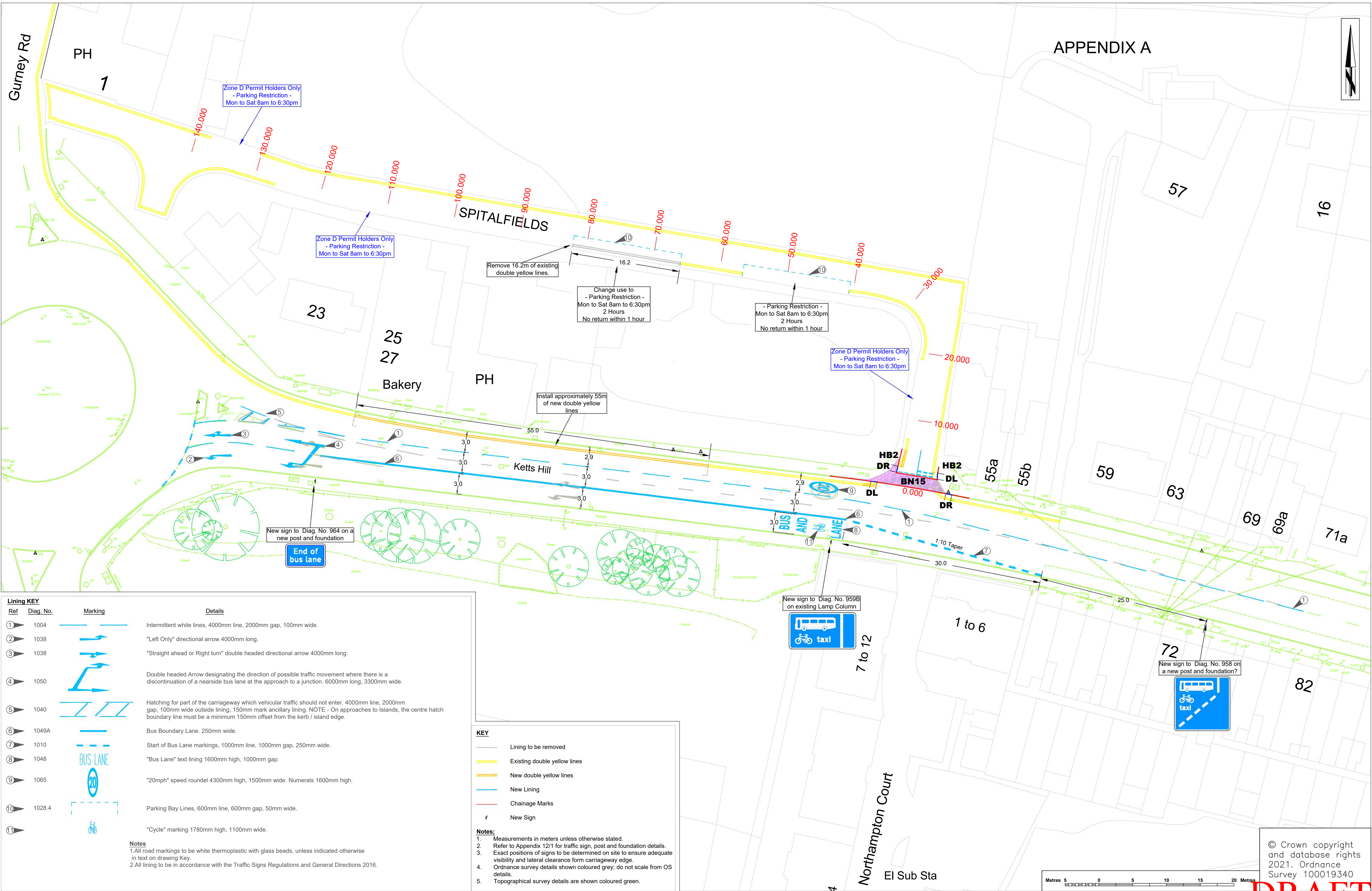
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Lining KEY

Ref	Diag. No.	Marking	Details
1	1004		Intermittent white lines, 4000mm line, 2000mm gap, 100mm wide.
2	1038		"Left Only" directional arrow 4000mm long.
3	1038		"Straight ahead or Right turn" double headed directional arrow 4000mm long.
4	1050		Double headed Arrow designating the direction of possible traffic movement where there is a discontinuation of a nearside bus lane at the approach to a junction. 6000mm long, 3300mm wide.
5	1040		Hatching for part of the carriageway which vehicular traffic should not enter. 4000mm line, 2000mm gap, 100mm wide outside lining, 150mm mark ancillary lining. NOTE - On approaches to Islands, the centre hatch boundary line must be a minimum 150mm offset from the kerb / island edge.
6	1049A		Bus Boundary Lane. 250mm wide.
7	1010		Start of Bus Lane markings, 1000mm line, 1000mm gap, 250mm wide.
8	1048		"Bus Lane" text lining 1600mm high, 1000mm gap.
9	1065		"20mph" speed roundel 4300mm high, 1500mm wide. Numerals 1600mm high.
10	1028.4		Parking Bay Lines, 600mm line, 600mm gap, 50mm wide.
11			"Cycle" marking 1780mm high, 1100mm wide.




Notes
1. All road markings to be white thermoplastic with glass beads, unless indicated otherwise in text on drawing Key.
2. All lining to be in accordance with the Traffic Signs Regulations and General Directions 2016.

KEY

- Lining to be removed
- Existing double yellow lines
- New double yellow lines
- New Lining
- Chainage Marks
- New Sign

Notes:
1. Measurements in meters unless otherwise stated.
2. Refer to Appendix 12/1 for traffic sign, post and foundation details.
3. Exact positions of signs to be determined on site to ensure adequate visibility and lateral clearance from carriageway edge.
4. Ordnance survey details shown coloured grey; do not scale from OS details.
5. Topographical survey details are shown coloured green.

KEY;

- New Precast Concrete (PCC) Half Battered Kerb with 125mm upstand.
- BN** New PCC Bullnosed Kerb. BN Kerb to have 25mm upstand at vehicular access and 0-6mm upstand at crossing point.
- DL/DR** New PCC Transition Kerb.
DL - Dropper Left.
DR - Dropper Right.
- Q** New PCC Quadrant Kerb, cut to suit.
- SP** New PCC Splayed Kerb
- SP-HB** New PCC Splayed to Half Battered transition Kerb
- EF** New PCC Flat Top Edging.
- Footway construction with 2x25mm HRA on 100mm type 1 sub base.
- Resurface with 2x25mm HRA to required levels.
- Footway construction with 2x25mm HRA, regulate with asphalt to required levels.
- Perforate existing carriageway & soil and seed to with 150mm layer.
- 300mm wide concrete backing strip
-  Warning Utilities Present
1.  EX GAS(MP) ——— MP Gas
2.  EX UKPN(HVU) ——— HV Electric

1) Prior to excavation refer to existing & proposed utility plans supplied. Contractor to use CAT scan or Trial Holes where necessary to determine exact positions of underground services.

