

# Joint Committee for Transforming Cities Fund Projects

Date: **23 March 2021**  
Time: **2pm**  
Venue: **MS Teams (virtual meeting)**

To view the meeting please follow this link: [https://youtu.be/tqh2e7fKk\\_s](https://youtu.be/tqh2e7fKk_s)

Members of the Committee and other attendees: **DO NOT** follow this link, you will be sent a separate link to join the meeting.

## **Membership:**

Cllr Martin Wilby (Chair)  
Cllr Barry Stone (Vice-Chair)

Norfolk County Council  
Norfolk County Council

Cllr Lana Hemsall  
Peter Joyner  
Cllr Kay Mason-Billig  
Cllr Steve Morphew  
Cllr Mike Stonard  
Cllr Ian Stutely  
Cllr Brian Watkins

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

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

Hollie Adams on 01603 223029  
or email [committees@norfolk.gov.uk](mailto:committees@norfolk.gov.uk)

**Under the Council's protocol on the use of media equipment at meetings held in public, this meeting may be filmed, recorded or photographed. Anyone who wishes to do so must inform the Chairman and ensure that it is done in a manner clearly visible to anyone present. The wishes of any individual not to be recorded or filmed must be appropriately respected.**

## 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 18 January 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 Transforming Cities - South Park Avenue**

**(Page 10)**

Report by the Director of Highways & Waste

## **6 Transforming Cities - King Street**

**(Page 51)**

Report by the Director of Highways & Waste

**Tom McCabe**  
**Head of Paid Services**  
County Hall  
Martineau Lane  
Norwich  
NR1 2DH

Date Agenda Published: 15 March 2021



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## Joint Committee for Transforming Cities Funds Minutes of the Meeting Held on 18 February 2021 at 2pm on Microsoft Teams (virtual meeting)

### Present:

Cllr Martin Wilby (Chairman)

Norfolk County Council

Cllr Barry Stone (Vice-Chairman)

Norfolk County Council

Cllr Lana Hempsall

Broadland District Council

Peter Joyner

New Anglia Local Enterprise Partnership (LEP)

Cllr Kay Mason-Billig

South Norfolk District Council

Cllr Mike Stonard

Norwich City Council

Cllr Ian Stutely

Norwich City Council

Cllr Brian Watkins

Norfolk County Council

### Substitute Members Present:

Cllr Danny Douglas for Cllr Steve Morpew Norfolk County Council

### Also Present:

Hollie Adams

Committee Officer, Democratic Services, Norfolk County Council

Alex Cliff

Highway Network and Digital Innovation Manager, Norfolk County Council

Durga Goutam

Senior Engineer, Major Project Team, Community and Environmental Services, Norfolk County Council

Stuart Payne

Associate (WSP), Community and Environmental Services, Norfolk County Council

David Wardale

Project Engineer, Community and Environmental Services, Norfolk County Council

Jeremy Wiggin

Transport for Norwich Manager, Community and Environmental Services, Norfolk County Council

### 1. Apologies for Absence

- 1.1 Apologies were received from Cllr Steve Morpew (Cllr Danny Douglas substituting).

### 2. Minutes of last meeting

- 2.1 The minutes of the meeting held on 17 December 2020 were agreed as an accurate record.

### 2.2 Matters arising from the minutes

- The Transport for Norwich Manager gave an update on the projects discussed at the last meeting which had now gone out to consultation. Consultation had finished on three of the schemes, but the Cromer Road scheme was still out to consultation. The outcome of all of the consultations would be brought back to a future meeting of the Joint Committee.



- Cllr Watkins raised the South Park Avenue and Unthank Road Scheme discussed at the last meeting; since then he had learned that charges for parking in Eaton Park were being considered. He was concerned that this may encourage car users to park on South Park Avenue and adjoining roads. He suggested that officers took this into consideration before taking the scheme forward. The Transport for Norwich Manager noted this and suggested that when the report on this scheme was brought back to Committee later in the year, commentary on potential introduction of charges could be included for discussion. If any significant changes were made before this time, officers would hold further discussions. Cllr Stonard stated that there would be a thorough review of the impact of parking charges in Eaton Park before taking any decision, including possible displacement of parked cars and whether parking restrictions on nearby roads would be helpful.
- Cllr Douglas raised the discussion in the minutes about concerns raised by residents about traffic queuing into Town Close School and asked whether officers had written to the school. The Transport for Norwich Manager replied that due to the Covid-19 lockdown there were few students attending the school, however a dialogue was ongoing with the school to ensure these issues were addressed. Cllr Hemsall noted that school travel plans had been disrupted during the pandemic; few students were currently in school because of the lockdown, and those who were were less likely to use public transport which might cause a temporary increase in school traffic.

### **3. Declarations of Interest**

- 3.1 No interests were declared.

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

- 4.1 No urgent business was discussed.

### **5. Grapes Hill Roundabout**

- 5.1 The Joint Committee received the report outlining proposed highway improvement works for the Grapes Hill roundabout in Norwich.
- 5.2 The following points were discussed and noted:
- It was proposed to link into and extend the existing shared cycle facility on Convent Road to Unthank Road. Officers had looked at ways to widen this but there was not enough space for it to be a segregated provision. A significant increase in the width of the off-road facility could only be made by taking out a traffic lane.
  - The Highway Network and Digital Innovation Manager responded to a query that traffic modelling for Grapes Hill showed a 40 second improvement to journey times in both directions in the morning and evening peak which could allow greater capacity for more traffic.
  - It was noted that traffic signalling was being kept on Chapel Field North, whereas signalling was being taken out of other routes. The Highway Network and Digital Innovation Manager clarified that this was because on the Chapel Field North approach to Grapes Hill Roundabout, two approaches merged into one. Through removal of all other signals on the roundabout the signals on the Chapel Field North approach would have greater control to manage traffic demand, and the

timings would adjust accordingly. After the signals, the ability for motorists to turn onto the roundabout would depend on traffic levels. Modelling had shown that any increased traffic on the roundabout would not adversely affect this junction.

- A member asked if a review of highway improvements to stop rat running through Willow Lane, Gas Hill and Wellington Lane could be added to the consultation. The Transport for Norwich Manager replied that there was scope for a wider review of traffic issues in that part of the city to be included in a consultation later in the year, with proposals on Transforming Cities schemes brought forward along with scheme funded through other mechanisms to be brought to the Joint Committee.
- The application put forward by Temple Bar to change their parking to a pub garden and block off the route into the carpark from Grapes Hill was raised. Officers were asked to look into including the cost of blocking off the turn into the pub carpark as part of this scheme, as it was cost prohibitive for the business. The Transport for Norwich Manager **agreed** to look into this.
- Improving the general traffic conditions could lead to an increase in people driving, however, officers were also looking to deliver a behaviour change programme in partnership with Active Norfolk to encourage more people to use active modes and travel more sustainably across Norfolk.
- A Member raised concerns about people using a shortcut through Pottergate, Wellington Lane and Cow lane, causing delays while waiting to turn onto Cleveland Road and suggested that measures to mitigate this should be looked into. Another Member felt the rat running here may not be as bad as suggested.
- A Member asked whether a Dutch style roundabout had been considered for the Grapes Hill Roundabout, noting the accident rate for cyclists on other types of urban roundabouts. The Transport for Norwich Manager replied that the safety team had audited and were happy with all proposals. It was felt that a Dutch style roundabout was not appropriate here due to the traffic flow, and what was proposed was the most efficient method for this junction.
- It was confirmed that Exchange Street was being looked at through the active travel fund
- Norwich Cycle Campaign had been involved in planning for the scheme; they had raised concerns about the cycle filter lane on Convent Road and therefore proposals had been built up around this to mitigate this loss as much as possible with the facility to bring cyclists around the roundabout off-road. They were supportive of the overall proposals to increase facilities for cyclists.

5.3 The Joint Committee **AGREED to PROCEED** to public consultation on the proposals for Grapes Hill roundabout as shown on the plan contained in Appendix A of the report.

## 6. Norwich Railway Station

6.1.1 The Joint Committee received the report outlining improvement works affecting the Norwich Rail Station, Thorpe Road and Foundry Bridge junction in Norwich.

6.1.2 A potential pick up and drop off location on Lower Clarence Road was also proposed but not shown in Appendix A of the report. A revised version of this appendix was shown to the Joint Committee and is also attached at Appendix A of these minutes.

6.2 The following points were discussed and noted:

- It was noted that Foundry Bridge was narrow, limiting measures that could be put in place here for pedestrians or cyclists. A Member suggested a footbridge could

- be built alongside the bridge to accommodate pedestrians and cyclists. The Transport for Norwich Manager replied that many options had been looked into for Foundry Bridge however for such a project significant funding would be required, and therefore this was therefore an aspirational option.
- Officers were asked whether the proposals would be complementary to Greater Anglia's proposals for Norwich Station; the Transport for Norwich Manager confirmed that officers were working closely with Greater Anglia and plans had been shared between Greater Anglia and Norfolk County Council.
  - Greater Anglia were planning to make more accessible parking on the station forecourt and provide a dedicated drop off area and discussions were underway about improving the crossing areas and providing signage for onward travel. Norfolk County Council were also looking at providing Beryl Bikes at the station.
  - The timing of Greater Anglia's works was not clear at that time, but contractors would work closely with them to ensure all work was as seamless as possible.
  - It was discussed that there should be good links in place between the rail station, bus station and airport.
  - No physical changes were proposed to the existing signalised crossing from the railway station to Riverside, but the crossing technology would be reviewed to ensure it was the most efficient.
  - The gradient of the existing ramp from the station up to Lower Clarence Road was noted as being very steep and being difficult to use for people with disabilities, mobility difficulties or with prams. The Transport for Norwich Manager confirmed that this came under Greater Anglia's changes for the carpark, and they were looking at putting in steps down to the carpark either alongside or as a replacement to the ramp. Greater Anglia had looked at the option of replacing the existing ramp with a DDA (disability discrimination act) compliant ramp but concluded that the cost was prohibitive. The Transport for Norwich Manager **agreed** to feedback concerns about accessibility to this carpark to Greater Anglia.
  - A discussion was held about the long wait time to cross and the narrow pavements at the traffic lights at Thorpe Road, near Prezzo. The Project Engineer confirmed that it was proposed to widen crossing points around this junction, remove the central island on Riverside Road to make crossing easier, and remove street furniture to make more space for pedestrians.
  - The proposals for Chalk Hill Road and St Matthews Road to become one way was noted, and the potential impact on residents; the Transport for Norwich Manager confirmed that the view of residents would be gathered from as wide an area as possible and the view of rail users would also be sought.
  - Officers were happy to look into ways of engaging with people and how to take forward changes to Foundry Bridge, however it was noted that this was not part of the proposals going to consultation at that time.
  - A discussion was held about the SOS bus stopping in the bus stop outside Budgens on Rose Lane, reducing capacity for buses to stop by 50% on Friday and Saturday nights. A dedicated space on Eastbourne Place had been suggested for the SOS bus which met their needs, however there was antisocial behaviour here and they were not able to take up the offer. A dedicated power supply was offered in their original stop, but they did not take up this offer; it was therefore suggested that they be liaised with again.
  - The business case to Government included figures on modal shift and changes in car and bus usage on a programme level with all schemes combined. It was harder to look at on a scheme by scheme basis, but it was possible to include detail on this in future reports. Historically, traffic modelling had been focussed on vehicles however new technology had been deployed across Norfolk to gather

data on pedestrian and cyclist behaviour. From this work, Norfolk County Council had been awarded Innovate UK funding to explore this in more depth.

- there were plans to increase housing on and surround Lower Clarence Road and concerns were raised about the potential of increased traffic caused by the proposed separate drop off and pick up point here.

- 6.3 The Joint Committee **AGREED to** proceed to public consultation on the proposals for Norwich rail station as shown on the plan contained in Appendix A of the report.

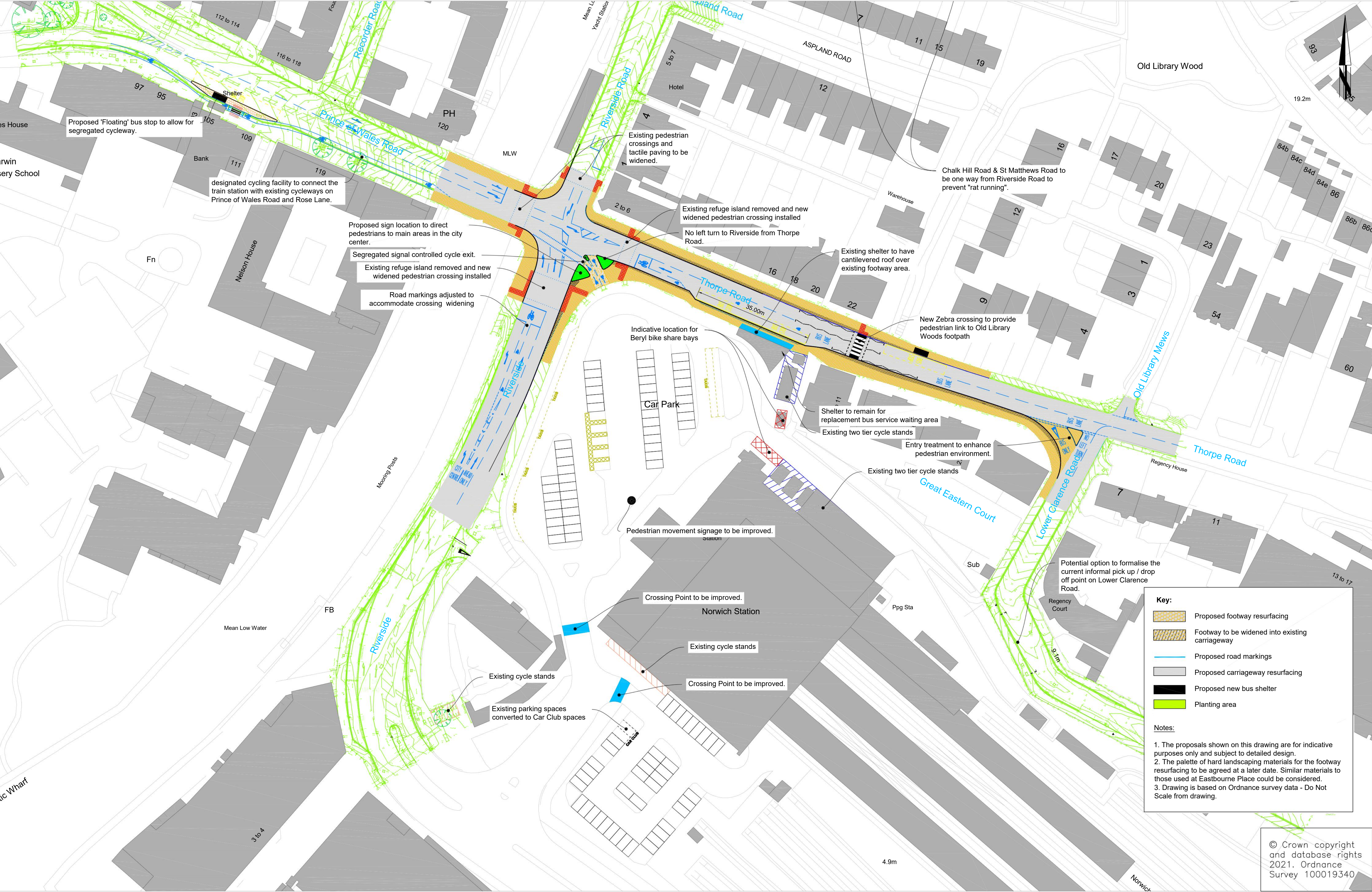
The Meeting Closed at 15:40

**Cllr Martin Wilby, Chair,  
Joint Committee for Transforming Cities Funds**



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# Transforming Cities Joint Committee

Item No: 5

<b>Decision making report title:</b>	<b>Transforming Cities – South Park Avenue</b>
<b>Date of meeting:</b>	<b>23 March 2021</b>
<b>Responsible Cabinet Member:</b>	<b>Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure and Transport)</b>
<b>Responsible Director:</b>	<b>Grahame Bygrave (Director of Highways &amp; Waste)</b>
<b>Is this a key decision?</b>	<b>No</b>
<b>If this is a key decision, date added to the Forward Plan of Key Decisions.</b>	<b>N/A</b>
<p><b>Executive Summary</b></p> <p>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, and the bid was based on a range of projects aimed at improving clean and shared transport to create a healthy environment, increasing social mobility and boosting productivity through enhanced access to employment and learning.</p> <p>The proposals for South Park Avenue have been subject to public consultation during January – February 2021 and this report recommends that the scheme is approved for construction and that the statutory procedures to implement the zebra crossing and any amendments to existing TROs are commenced.</p> <p><b>Recommendations</b></p> <ol style="list-style-type: none"> <li><b>1. To approve the proposals for South Park Avenue as shown in Appendix B.</b></li> <li><b>2. To commence the statutory procedures associated with the legal notice for the zebra crossing and any amendments required to existing Traffic Regulation Orders (TROs).</b></li> </ol>	

## 1. Background and Purpose

- 1.1. Norfolk County Council (NCC), in partnership with Norwich City Council, Broadland District Council and South Norfolk Council has secured £32m of funding from the Transforming Cities Fund (TCF) to deliver a range of schemes

along identified corridors with the aim of making it easier to access jobs, training and retail areas by making improvements to support sustainable modes of transport.

- 1.2. At the Transforming Cities Joint Committee meeting held on 17 December 2020 this scheme also included proposals to extend waiting restrictions on Unthank Road between the outer ring road and Christchurch Road. These restrictions had already been implemented in summer 2020 and no works are now proposed on Unthank Road as part of this scheme.
- 1.3. The proposals in section 2 of this report were presented at the December 2020 Transforming Cities Joint Committee. The committee was asked to approve consultation on the proposals and consultation was carried out in January and February 2021. Frontages and key stakeholders were invited to take part in an online survey. The survey generated 65 responses. The responses are detailed in Section 3 of this report.

## **2. Proposals**

- 2.1. This project aims to deliver improvements for public transport and pedestrians on South Park Avenue. The proposals are shown in Appendix B.
- 2.2. The objectives of the scheme are to provide quicker and more reliable journeys for bus passengers using route 25 and also to improve pedestrian access to Eaton Park. This will be achieved by:
  - Increasing the carriageway width on South Park Avenue between the entrance to the Park near Parmenter Road and the outer ring road from 5.5m to 6.0m, allowing two buses, or a bus and a larger vehicle, to pass each other without the need to slow down significantly or stop, reducing delays;
  - Replacing the existing pedestrian refuge island near the entrance of Eaton Park with a zebra crossing, providing a safer means of crossing the road and improving the existing bus stop.
- 2.3. South Park Avenue currently has a number of trees planted within the southern verge. An Arboricultural Impact Assessment (AIA) has been carried out and it suggests that the proposed scheme will have minimal long-term impact on the trees providing pre-emptive root pruning is carried out under arboricultural supervision. Some work to trim canopies back will be undertaken by arboricultural specialist contractors to provide adequate clearance for buses.

## **3. Summary of Consultation Responses**

- 3.1. Consultation took place on the proposals between 20 January and 10 February 2021 which included residents, statutory consultees and other stakeholders. Please refer to Appendix C (Consultation Letter) and Appendix D (Consultation Plan).
- 3.2. An online survey was carried out as part of the consultation to which 65 responses were received (not all respondents answered all questions). The

summary report of responses can be found in Appendix E. 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 the proposal to widen the carriageway along South Park Avenue (Question 1) 50.8% of respondents chose 'like it very much' or 'like it' with 29.2% choosing 'dislike it' or 'strongly dislike it'
- In relation to the proposal to provide a zebra crossing in place of the existing refuge (Question 3) 63% of respondents chose 'like it very much' or 'like it' with 18.5% choosing 'dislike it' or 'strongly dislike it'
- On the proposal to relocate the bus shelter (Question 5) 41.5% of respondents chose 'like it very much' or 'like it' with 10.8% choosing 'dislike it' or 'strongly dislike it'. A large proportion (38.5%) neither liked or disliked it.
- On the proposal to widen the bus layby (Question 6) 66.2% of respondents chose 'like it very much' or 'like it' with 7.7% choosing 'dislike it' or 'strongly dislike it'
- Questions 2 and 4 asked about the more minor elements of the proposals, namely the area of widening on the bend and the new paved area. In both cases there was more support than opposition to these proposals.

3.3. In addition to the online survey, direct representations were made via email. A full list of these and officer responses can be found in Appendix F. Of these, the main stakeholder responses are summarised below:

- A City Councillor raised queries regarding trees, value for money, the setting of Eaton park and traffic speeds and has requested additional safety measures and post-scheme traffic monitoring in relation to the latter;
- The Norwich Green Party stated support for the scheme subject to the planned retention of trees. The Group requested additional safety measures to ensure that drivers do not exceed the 20mph speed limit;
- The Norwich Cycling Campaign responded to note the scheme has no direct benefit to cycling and express no views on the proposals, alongside an expression of concern about adverse effect to tree roots;
- The Norwich Society do not support the proposals as they consider the scheme to be unnecessary and undesirable, may increase vehicle speeds and may leave an uneven surface along the normal line taken by cyclists. They also raised concerns about the position of the proposed zebra crossing in relation to visibility;
- The Colman Federation believed that the scheme is against the active transport principles they uphold and would make it more difficult for children and carers to use the footways. The Federation also suggested the provision of cycling lanes to remove cyclists from the carriageway;
- The University of East Anglia (UEA) noted the beneficial impact of the proposal on staff and students in relation to journey times and an



improvement to pedestrian safety. They also noted the impact of infrastructure changes on making alternative travel options more attractive which aligns with their strategy for net carbon reduction;

- First Bus fully support the scheme (please refer to Appendix H).

3.4. The detail for the 65 responses received via the online survey can be found in Appendix G. The main supporting themes arising from this are as follows:

- The road widening will allow two buses, or a bus and a larger vehicle, to pass each other without the need to slow down significantly or stop, reducing delays. This will have a positive impact in terms of noise and air quality;
- The zebra crossing will improve pedestrian safety and access to Eaton Park, encouraging more active travel with associated health benefits;
- The scheme will improve transport links between the UEA and city centre with passengers benefitting from reduced journey times.

3.5. There were queries as to whether the zebra could incorporate a central refuge island and 4 respondents requested the zebra to be on a raised surface to force vehicles to slow on the approach. Central refuges can be considered for zebra crossings on wide roads, but South Park Avenue will not be a wide road even after widening work is carried out. Provision of a zebra crossing will give pedestrians priority over vehicular traffic and will allow them to cross in one convenient movement. Although raised surfaces have been used in some circumstances in the past to encourage lower speeds, they also require regular maintenance and some bus users report experiencing discomfort when travelling over them.

3.6. The main objecting themes are outlined in the table below along with an officer response.

Objecting themes	Comment
Buses can pass each other easily already so the scheme is a waste of money	Buses are not able to pass each other easily. This is causing delay and less reliable journey times for bus passengers.
The existing pedestrian refuge is sufficient with no need for a zebra crossing	The existing refuge requires pedestrians to cross in two stages and creates a 'pinch point', particularly when a number of people are crossing the road at the same time. Provision of a zebra crossing will give pedestrians priority over vehicular traffic and will allow them to cross in one convenient movement.
Concerns about visibility when crossing north-south on the zebra and suggestions it is moved further east	The zebra crossing has been designed to provide the required visibility and has been subject to a

	<p>safety audit. Two streetlights will be relocated to ensure adequate lighting and orange beacons will be in place. The position of the zebra has been chosen to best serve existing desire lines (i.e. to encourage its use) whilst avoiding conflict with the junction of Parmenter Road and private vehicular accesses</p>
<p>Concerns about existing vehicular speed and concerns that speed may increase after construction. Requests for consideration of additional safety measures. Concerns about lack of enforcement of the speed limit.</p>	<p>Speed surveys have been carried out which show average speeds in the vicinity of the proposed zebra crossing having a good level of compliance with the speed limit.</p> <p>South Park Avenue already has speed cushions and both 'SLOW' and 20mph on-carriageway roundels in place. The new zebra crossing will include new road markings and flashing beacons which will increase its' visibility to vehicular traffic.</p> <p>The proposed widening has been kept to the minimum required to meet the objective of improving the reliability of bus journeys.</p>
<p>Disruption caused during construction</p>	<p>It is accepted that construction work will cause some disruption. This will be kept to a minimum with the work being completed in as short a period as possible.</p>

### 3.7

Other general themes arising from the online survey were:

- Mixed comments about the proposed paved area near the park entrance. This area is currently highway verge, subject to waiting restrictions but it was noted that illegal parking takes place in this area which is currently muddled verge. There were requests for this waiting restriction to be enforced. Whilst some welcomed the use of planting, cycle stands and seating in this area others raised concerns that this may lead to anti-social behaviour and/or vandalism. Bollards were suggested as a simple alternative, alongside reinstatement of the grass verge. The design team will give further consideration to this area as part of detailed design and seek to prevent illegal parking.

- General concerns about illegal parking and enforcement of waiting restrictions alongside some requests for additional waiting restrictions to prevent verge parking. Some respondents referred to the issue of parking charges being potentially introduced within Eaton Park itself and possible impacts on nearby streets. The City Council has committed to introducing charging for parking in Eaton Park in its budget for 2021/22 and will develop the detail of these plans and consult on them over the coming months. We will work with the City Council to jointly mitigate any impact that might occur on this bus corridor.
- Mixed responses about whether the scheme would provide any benefit for cycling. There was the suggestion that the current footpath be converted to shared use. This is not currently wide enough to convert to shared use and new design guidelines recommend segregation of pedestrians and cyclists where possible. There was also the suggestion that the proposed area of carriageway widening should be used to provide a cycle track. However, 0.5m would not provide sufficient width for this. Widening at 1 metre or more (as some responses suggested) would require many of the trees along the route to be felled. The proposed scheme focuses on the main objective of the Transforming Cities Fund to improve bus travel. Without considerable loss of trees and verge there is not space to also provide a cycle track.
- Suggestions that the zebra crossing should be designed for shared cyclist use. In the context of the above this would be of limited benefit without an adjacent cycling facility to connect to and cycle access to the entrance of Eaton Park itself would require more space which would require adjustments on private land that would require planning permission.
- Requests for a layby near the post box near the junction with Buckingham Road to improve vehicular access to it. There is already a layby 20m from this post box and there are no waiting restrictions adjacent to the post box itself. There is also a tree and a private vehicular access to either side of the post box.

## **4. Financial Implications**

- 4.1. The total budget for the project is £467,074 and would be funded from the TCF budget. This scheme represents Very High Value for Money in government appraisal terms.

## **5. Resource Implications**

### **5.1. Staff:**

The scheme will be designed and delivered utilising existing resources.

### **5.2. Property: None**

5.3. **IT:** None

## **6. Other Implications**

### **6.1. Legal Implications**

None. NPLaw will advise on the making of any noticing requirements and will confirm that actions taken to date have been compliant with the legislative requirements.

6.2. **Human Rights implications:** not applicable

### **6.3. Equality Impact Assessment (EqIA)**

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. Preliminary consultation on the scheme will take place, to enable people to highlight any issues it is important for NCC to be aware of before a decision is made.

6.4. An Equality Impact Assessment has been carried out for the overall TCF2 programme and for this individual scheme. Groups most likely to benefit from the Transforming Norwich programme are young people, older people, disabled people and people living in deprived areas. This scheme will help by:

- reducing bus journey times;
- the zebra crossing will have a positive impact on a range of people by providing more space for pedestrians and giving them priority over vehicular traffic.

### **6.5. 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.

6.6. **Sustainability implications** (where appropriate) The objectives of the business case are specifically 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.

### **6.7. Any other implications**

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

## **7. Risk Implications/Assessment**

- 7.1. A risk register is maintained as part of the technical design and construction delivery processes.

## **8. Select Committee comments**

- 8.1. Not applicable.

## **9. Recommendations**

- 9.1. **1. To approve the proposals for South Park Avenue as shown in Appendix B.**
- 2. To commence the statutory procedures associated with the legal notice for the zebra crossing and any amendments required to existing Traffic Regulation Orders (TROs).**

## **10. Background Papers:**

December 2020 Joint Committee for Transforming Cities Fund meeting papers:

<https://norfolkcc.cmis.uk.com/norfolkcc/Meetings/tabid/128/ctl/ViewMeetingPublic/mid/496/Meeting/1716/Committee/179/Default.aspx>

## **Officer Contact**

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

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**Email address:** [Amy.Cole@norfolk.gov.uk](mailto:Amy.Cole@norfolk.gov.uk)

**Officer name:** Mohamad Balan **Tel No.:** 0161 200 5147

**Email address:** [Mohamad.Balan@norfolk.gov.uk](mailto:Mohamad.Balan@norfolk.gov.uk)

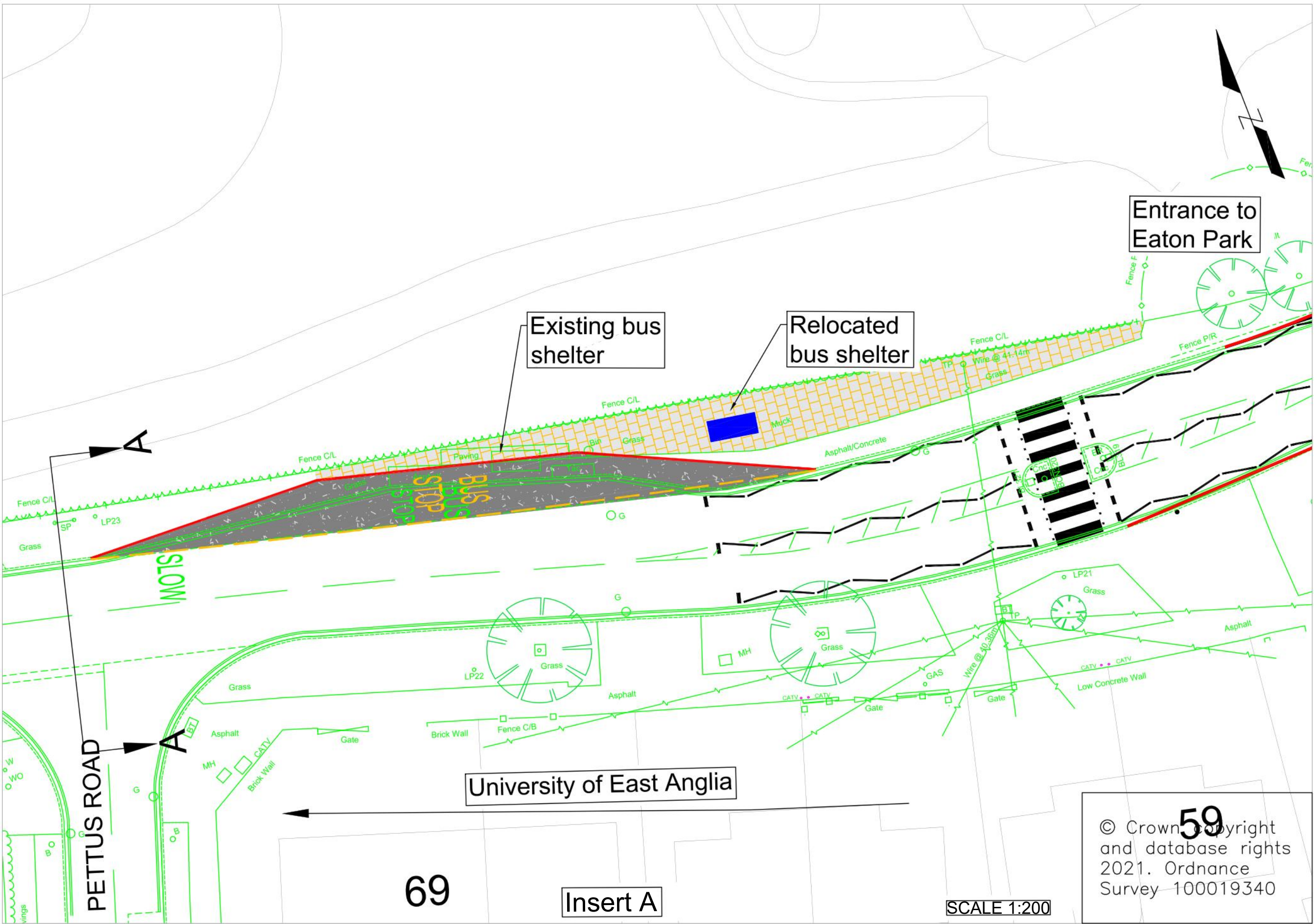


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- Key:**
- Area of existing footway/verge to become carriageway.
  - Proposed area of hardstanding.
  - Proposed widened bus layby.
  - Proposed bus shelter location.
  - Proposed kerbline.
  - Proposed zebra crossing.

**Note:**

1. Ordnance survey details shown coloured grey; do not scale from OS details.

2. Existing surveyed details are shown coloured green.

Funded by:



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

DRAWING TITLE

Transforming Cities Fund 2  
South Park Avenue  
Appendix B - General Arrangement

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

SURVEYED BY	INITIALS	DATE	DRAWING No.
PC	PC	02/20	PKA086-TCF2-CP-002
DESIGNED BY	INITIALS	DATE	PROJECT TITLE
MB	MB	11/20	Transforming cities
DRAWN BY	INITIALS	DATE	FILE No.
MB	MB	02/21	PKA086
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**Norfolk County Council**



**INDUSTRIAL  
STRATEGY**  
TRANSFORMING CITIES FUND



Transport  
for Norwich

Community & Environmental  
Services  
County Hall  
Martineau Lane  
Norwich  
NR1 2SG

NCC contact number: 0344 800 8020  
Text relay no.: 18001 0344 800 8020

Your Ref:  
Date: 18 January 2021

My Ref: PKA086/ID/KP/01  
Tel No.: 0344 800 8020  
Email: transportfor Norwich@norfolk.gov.uk

Dear Sir/Madam,

### **Transport for Norwich: consultation on proposals for South Park Avenue**

Norfolk County Council and the Transport for Norwich (TfN) partnership are asking for feedback on proposals to install a new zebra crossing and widen the carriageway along South Park Avenue. The project aims to deliver improvements for public transport and pedestrians in the area. We're writing to let you know how to find out more about the project and how to take part in our consultation.

#### **What's being proposed and why**

This table explains what changes we're proposing and the reasons behind them. The enclosed plan shows what the project would look like on the ground – the numbered proposed changes correspond to the relevant points marked on the map.

	<b>Proposal</b>	<b>Reason for proposal</b>
<b>1</b>	South side of carriageway widened by 0.5m along length of South Park Avenue from Parmenter Road to Colman Road (outer ring road).	To allow buses to pass each other along South Park Avenue without slowing down or stopping, which currently causes delays along this busy bus route.
<b>2</b>	Area of existing footway/verge to become carriageway.	To allow the carriageway widening.
<b>3</b>	New zebra crossing with tactile paving on approach. This would replace the existing pedestrian refuge.	To provide pedestrians with a safer means of crossing the road near the entrance of Eaton Park.
<b>4</b>	New paved area	To tidy up and improve this area – additional features such as planting, seating and cycle parking will be considered.
<b>5</b>	Relocated bus shelter	To allow for the widening of the layby (described below).



6	Widened bus layby	Currently, the depth of the layby means buses stick out into the road when stopped at the bus stop. Widening the layby will improve visibility of oncoming traffic for pedestrians using the zebra crossing from the park. It will also give drivers of all vehicles a clearer view of the crossing.
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### Further information

We are aware that some homeowners along South Park Avenue have created parking areas on their properties and are currently driving over verges for access. If this project is approved for construction, where possible, we will offer homeowners the option to formalise access to their property. This would involve them making a financial contribution to a standard asphalt access – we will contact residents with more details if the project is approved.

### How to comment

There are two ways to comment on the consultation:

- Visit [www.norfolk.gov.uk/southparkavenue](http://www.norfolk.gov.uk/southparkavenue) where you can complete our online survey to share your thoughts on the proposals.
- Ask for a hard copy of the survey by calling or emailing us using the details at the top of this letter. Large font and other formats are available on request.

### Next Steps

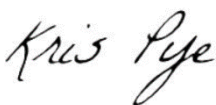
The deadline for comments is **10am on Wednesday 10 February 2021**. We will carefully consider all responses and report back to the Transforming Cities Fund Joint Committee on Tuesday 23 March 2021. The committee, which is chaired by Norfolk County Council and made up of councillors from TfN partners Norwich City, Broadland District and South Norfolk councils, will then decide how to proceed with the project. The webpage above will be kept up to date with the latest progress and information.

### Background

The Department for Transport (DfT) has awarded £32m of funding to TfN from the Transforming Cities Fund to deliver a range of schemes across Greater Norwich. These projects aim to improve access to jobs, training and retail by supporting improvements to sustainable modes of transport, while also responding to issues around air quality.

More information about our application to the DfT and all the proposed schemes can be found at [www.norfolk.gov.uk/transformingcities](http://www.norfolk.gov.uk/transformingcities). You can also read more about previous, current and future TfN projects by visiting [www.norfolk.gov.uk/tfn](http://www.norfolk.gov.uk/tfn).

Yours faithfully



Kris Pye  
Technician

# South Park Avenue

Eaton Park

Pavilion

SOUTH PARK AVENUE

PETTUS ROAD

PARMENTER ROAD

BUCKINGHAM ROAD

## Key



Bus shelter



Old kerb line



New kerb line

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## Proposed changes

- ① South side of carriageway widened by 0.5m along length of South Park Avenue from Parmenter Road to Colman Road
- ② Area of existing footway/verge to become carriageway
- ③ New zebra crossing with tactile paving on approach
- ④ New paved area
- ⑤ Relocated bus shelter
- ⑥ Widened bus layby

[www.norfolk.gov.uk/southparkavenue](http://www.norfolk.gov.uk/southparkavenue)


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for Norwich



## Your views on proposed changes to South Park Avenue, Norwich : Summary report

This report was created on Wednesday 17 February 2021 at 09:15 and includes **65** responses.

The consultation ran from 20/01/2021 to 10/02/2021.

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

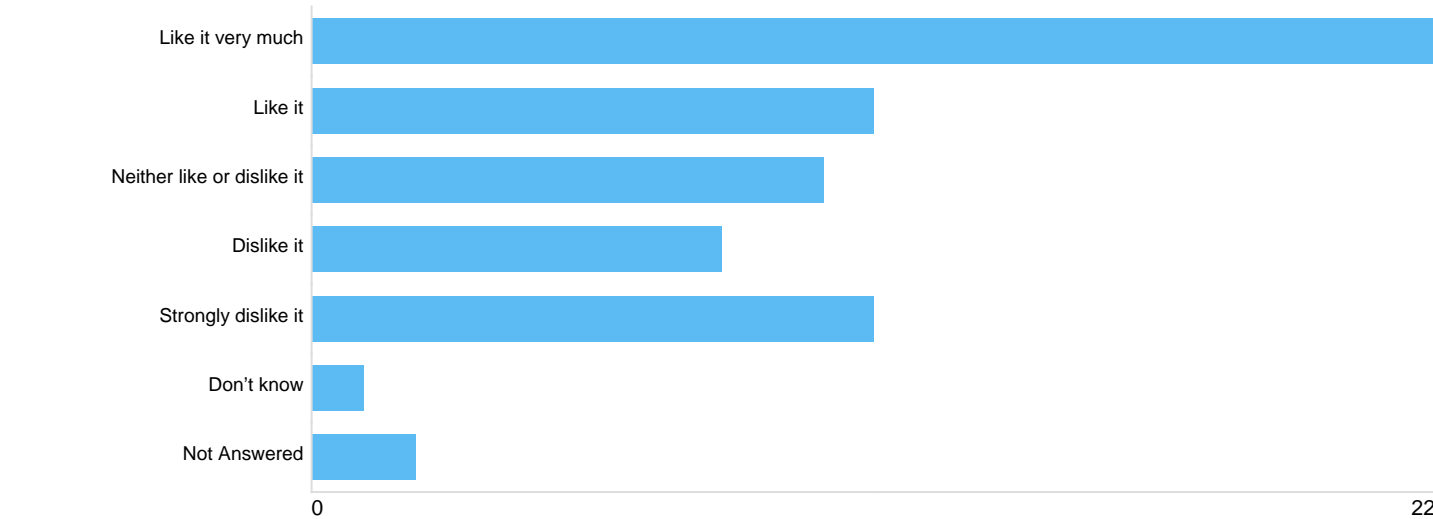
**Data protection agreement**



Option	Total	Percent
Yes - I have read the personal information, confidentiality and data protection statement	65	100.00%
Not Answered	0	0.00%

**Question 1: South side of carriageway widened by 0.5m along length of South Park Avenue from Parmenter Road to Colman Road (outer ring road). To what extent do you like or dislike this proposal? (please select only one item)**

**Carriageway widening**



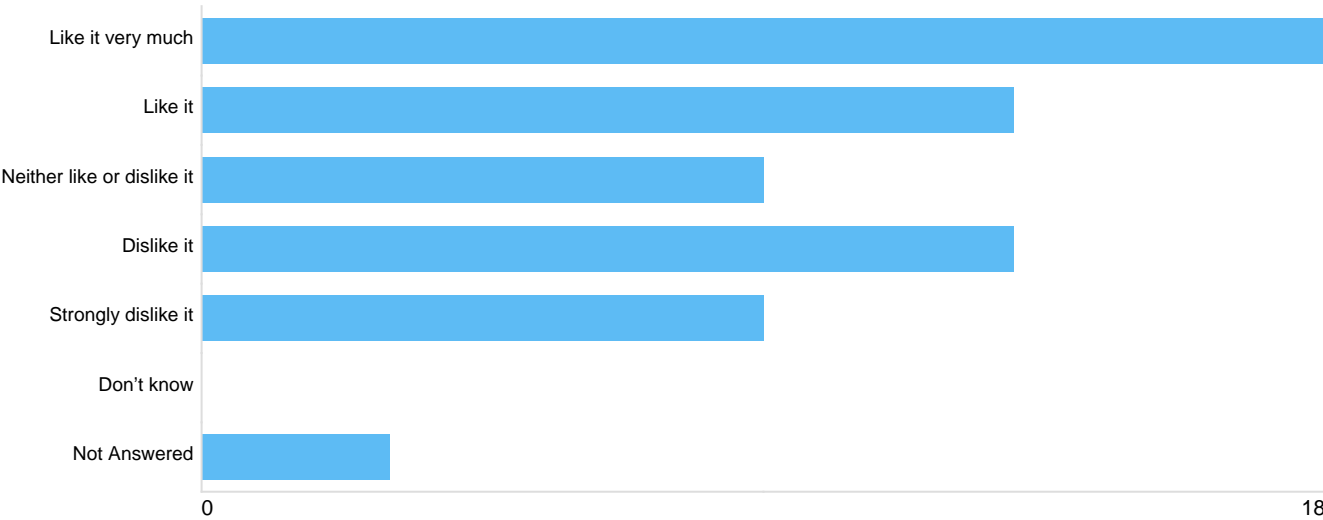
Option	Total	Percent
Like it very much	22	33.85%
Like it	11	16.92%
Neither like or dislike it	10	15.38%
Dislike it	8	12.31%
Strongly dislike it	11	16.92%
Don't know	1	1.54%
Not Answered	2	3.08%

**Why do you say that? Please write below:**

There were **40** responses to this part of the question.

Question 2: Area of existing footway/verge to become carriageway. To what extent do you like or dislike this proposal? (please select only one item)

Existing verge/footway to become carriageway



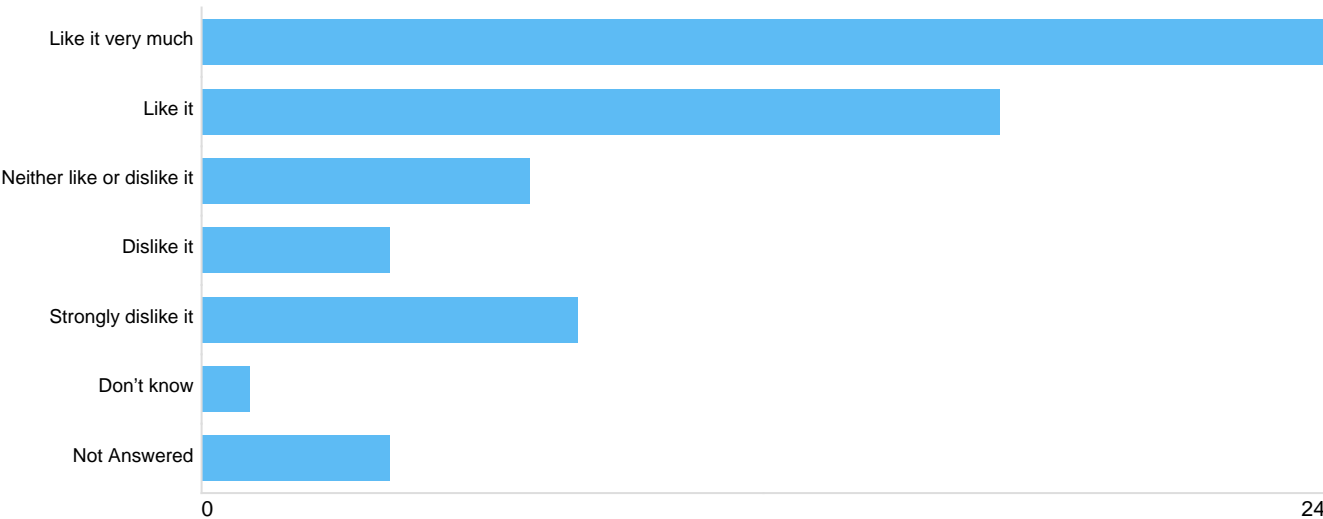
Option	Total	Percent
Like it very much	18	27.69%
Like it	13	20.00%
Neither like or dislike it	9	13.85%
Dislike it	13	20.00%
Strongly dislike it	9	13.85%
Don't know	0	0.00%
Not Answered	3	4.62%

Why do you say that? Please write below:

There were 39 responses to this part of the question.

Question 3: New zebra crossing with tactile paving on approach. This would replace the existing pedestrian refuge. To what extent do you like or dislike this proposal? (please select only one item)

New zebra crossing



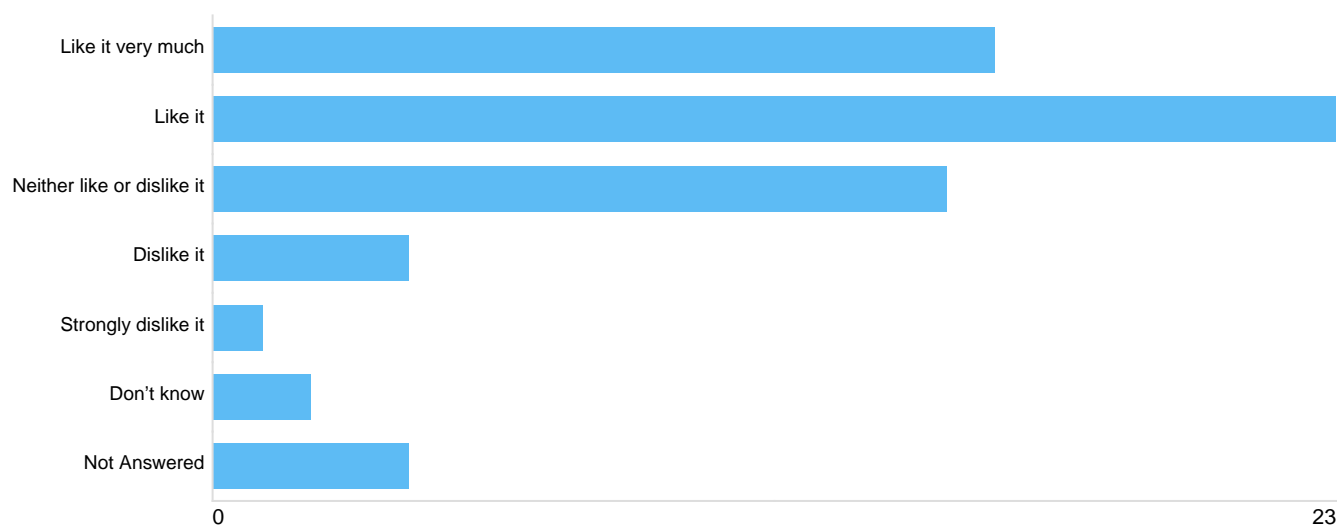
Option	Total	Percent
Like it very much	24	36.92%
Like it	17	26.15%
Neither like or dislike it	7	10.77%
Dislike it	4	6.15%
Strongly dislike it	8	12.31%
Don't know	1	1.54%
Not Answered	4	6.15%

**Why do you say that? Please write below:**

There were **46** responses to this part of the question.

**Question 4: New paved area. To what extent do you like or dislike this proposal? (please select only one item)**

**New paved area**



Option	Total	Percent
Like it very much	16	24.62%
Like it	23	35.38%
Neither like or dislike it	15	23.08%
Dislike it	4	6.15%
Strongly dislike it	1	1.54%
Don't know	2	3.08%
Not Answered	4	6.15%

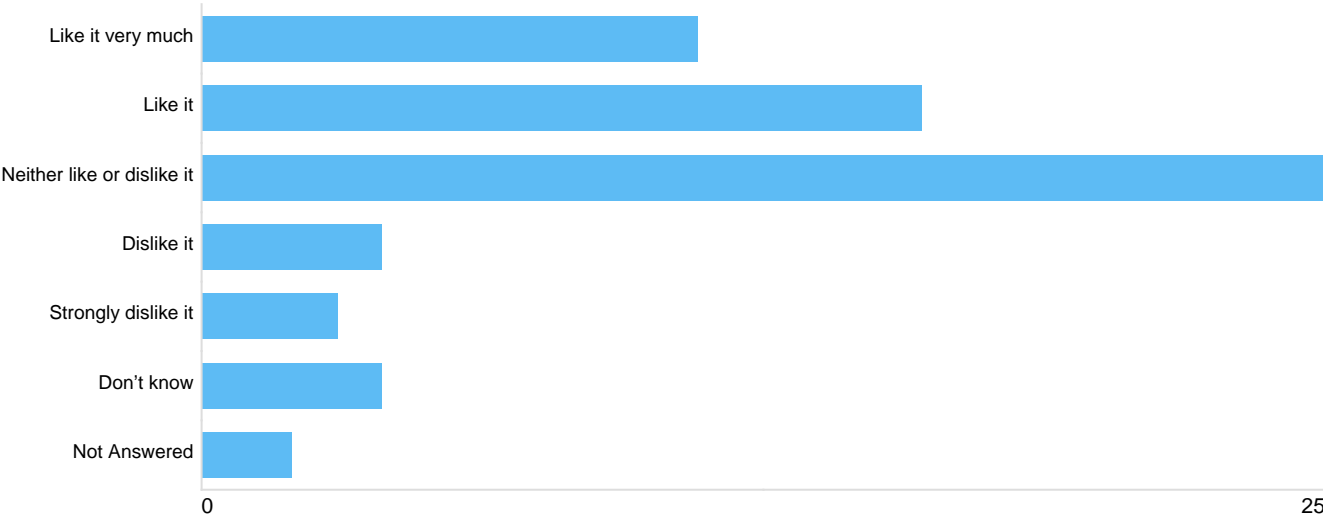
**Why do you say that? Please write below:**

There were **31** responses to this part of the question.



Question 5: Relocated bus shelter. To what extent do you like or dislike this proposal? (please select only one item)

Relocated bus shelter



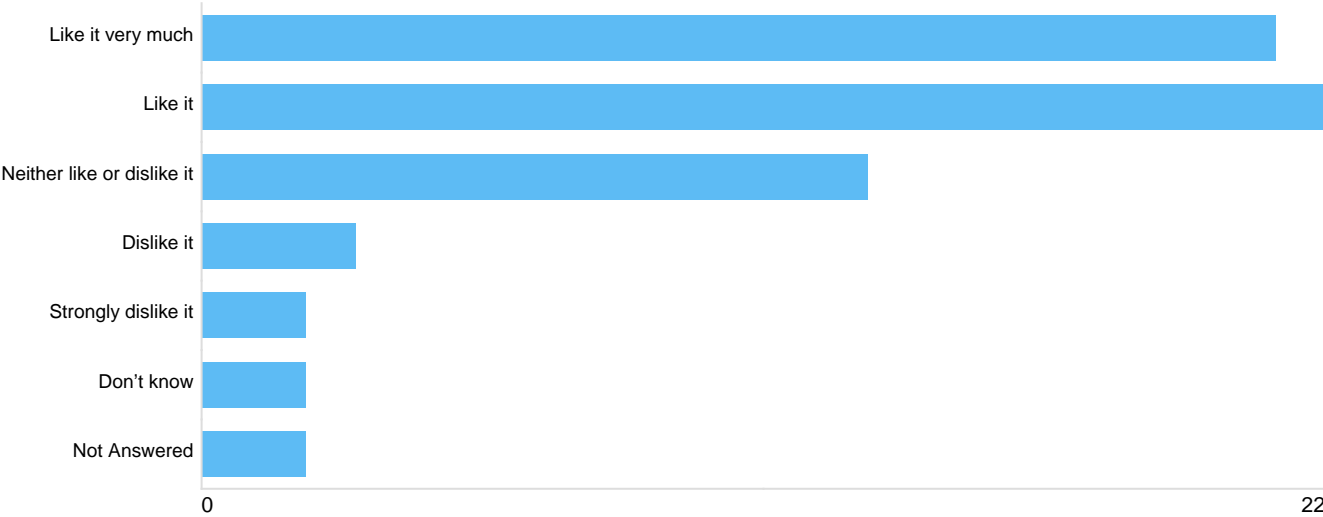
Option	Total	Percent
Like it very much	11	16.92%
Like it	16	24.62%
Neither like or dislike it	25	38.46%
Dislike it	4	6.15%
Strongly dislike it	3	4.62%
Don't know	4	6.15%
Not Answered	2	3.08%

Why do you say that? Please write below:

There were 28 responses to this part of the question.

Question 6: Widened bus layby. To what extent do you like or dislike this proposal? (please select only one item)

Widened bus layby



Option	Total	Percent
Like it very much	21	32.31%
Like it	22	33.85%
Neither like or dislike it	13	20.00%
Dislike it	3	4.62%
Strongly dislike it	2	3.08%
Don't know	2	3.08%
Not Answered	2	3.08%

***Why do you say that? Please write below:***

There were **31** responses to this part of the question.

**Question 7: 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 when developing the overall design? If so, please write these below:***

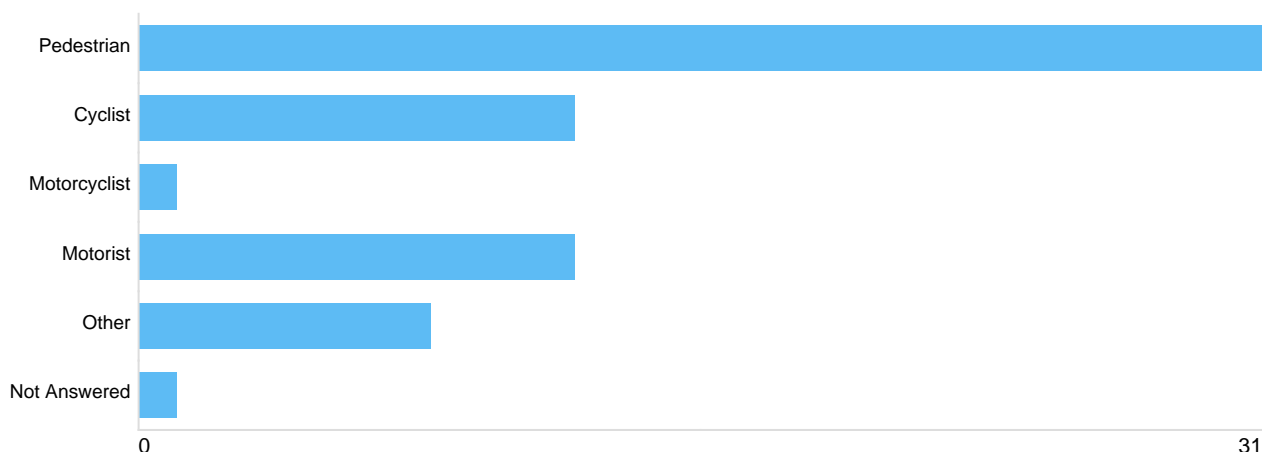
There were **47** responses to this part of the question.

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

There were **31** responses to this part of the question.

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

***How do you primarily use the area?***

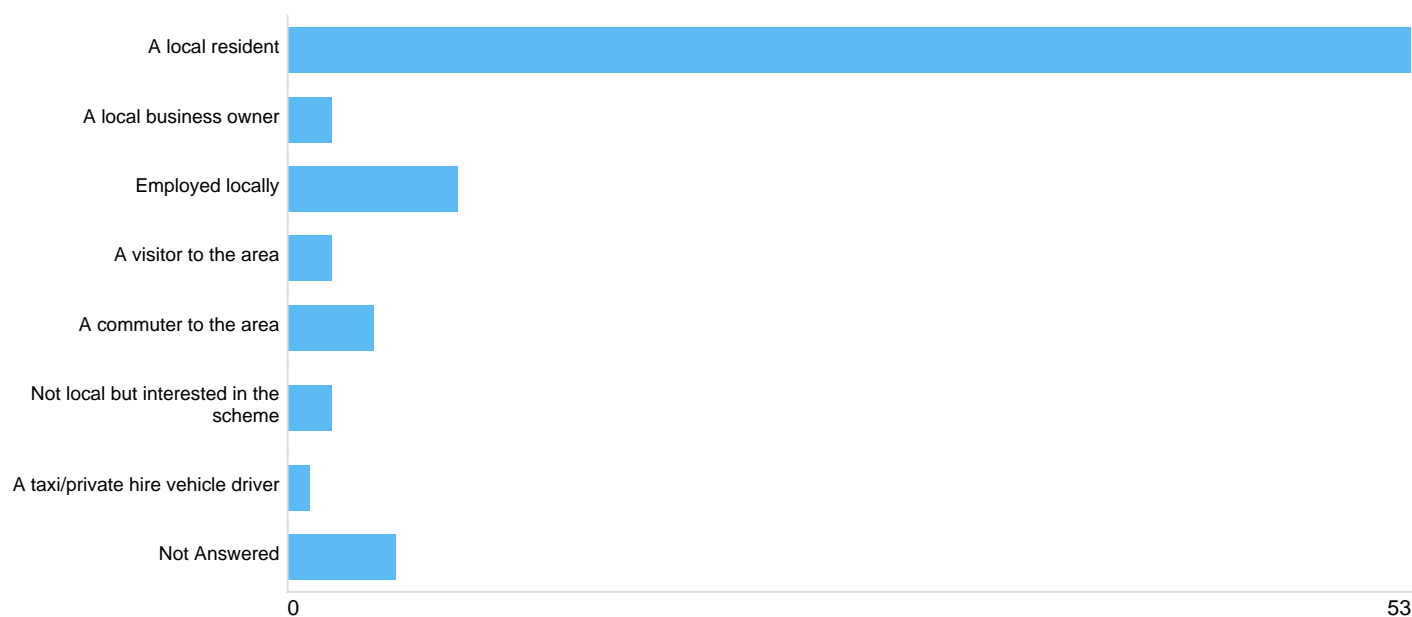




Option	Total	Percent
Pedestrian	31	47.69%
Cyclist	12	18.46%
Motorcyclist	1	1.54%
Motorist	12	18.46%
Other	8	12.31%
Not Answered	1	1.54%

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

### User groups



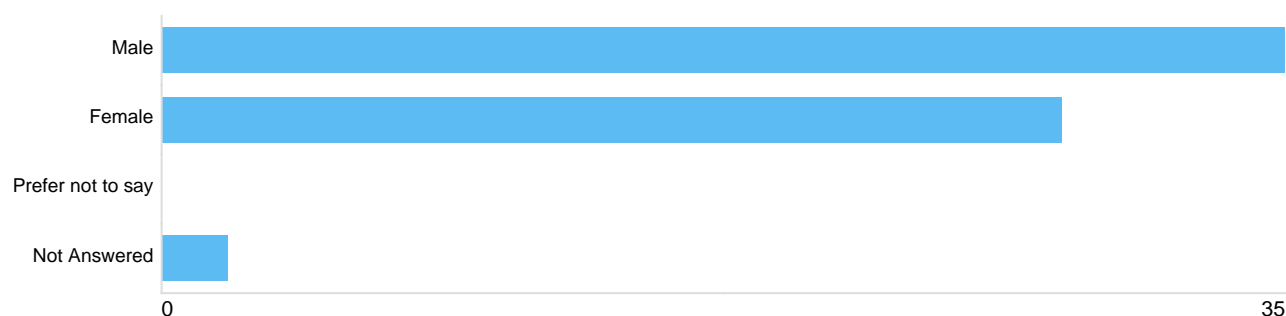
Option	Total	Percent
A local resident	53	81.54%
A local business owner	2	3.08%
Employed locally	8	12.31%
A visitor to the area	2	3.08%
A commuter to the area	4	6.15%
Not local but interested in the scheme	2	3.08%
A taxi/private hire vehicle driver	1	1.54%
Not Answered	5	7.69%

### Other - please specify

There were 4 responses to this part of the question.

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

### Gender



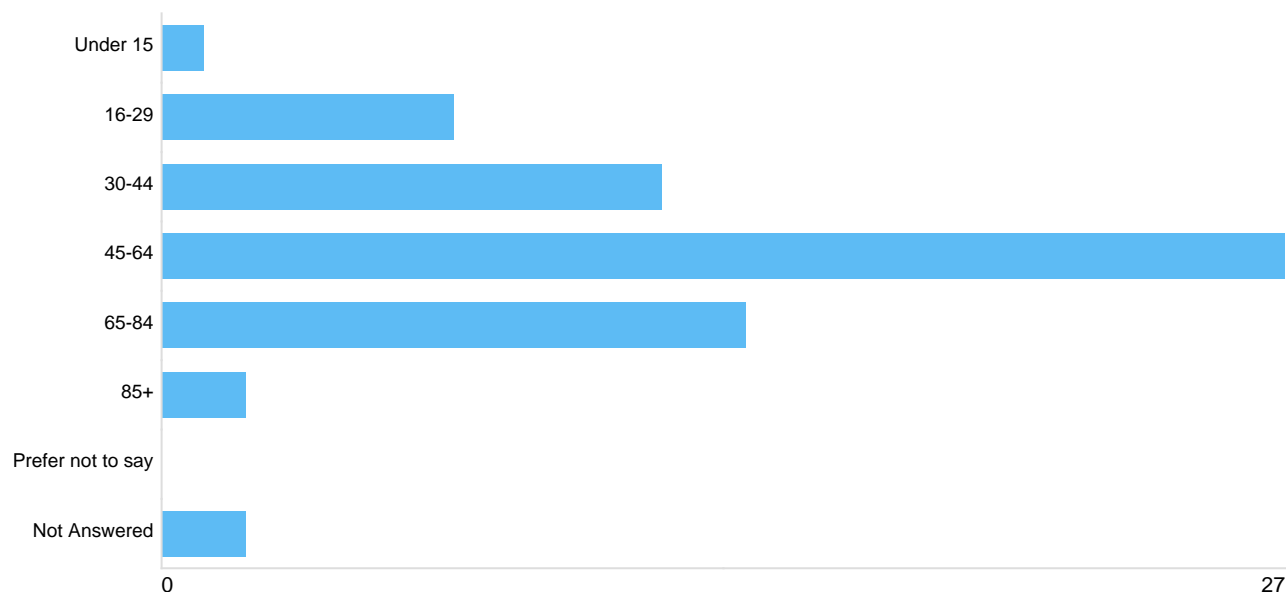
Option	Total	Percent
Male	35	53.85%
Female	28	43.08%
Prefer not to say	0	0.00%
Not Answered	2	3.08%

**Other - please specify**

There were **0** responses to this part of the question.

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

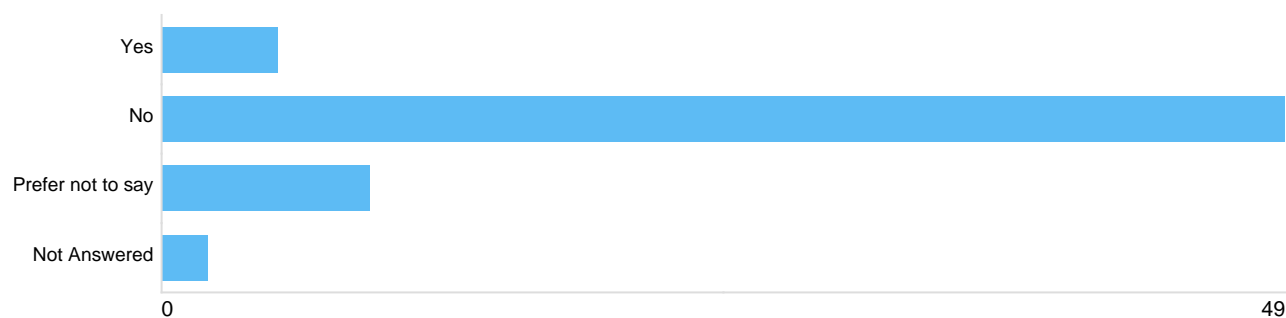
**Age**



Option	Total	Percent
Under 15	1	1.54%
16-29	7	10.77%
30-44	12	18.46%
45-64	27	41.54%
65-84	14	21.54%
85+	2	3.08%
Prefer not to say	0	0.00%
Not Answered	2	3.08%

**Question 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)**

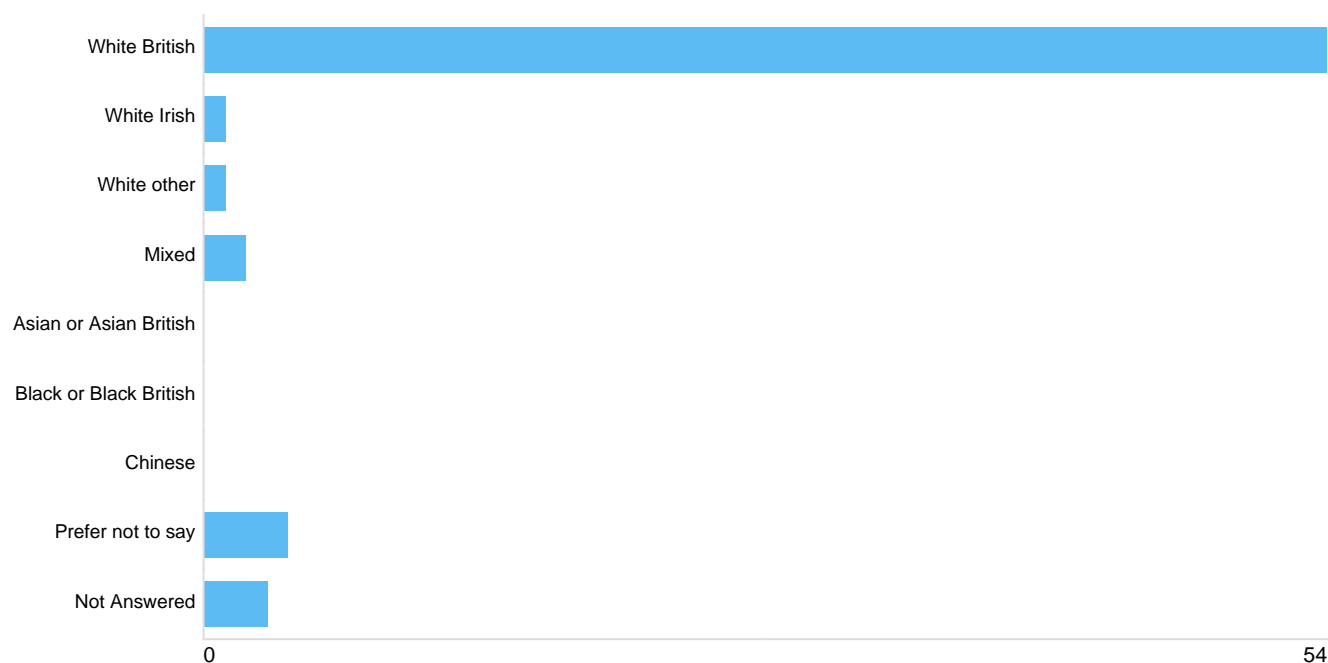
**Disability**



Option	Total	Percent
Yes	5	7.69%
No	49	75.38%
Prefer not to say	9	13.85%
Not Answered	2	3.08%

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

#### ***Ethnicity***



Option	Total	Percent
White British	54	83.08%
White Irish	1	1.54%
White other	1	1.54%
Mixed	2	3.08%
Asian or Asian British	0	0.00%
Black or Black British	0	0.00%
Chinese	0	0.00%
Prefer not to say	4	6.15%
Not Answered	3	4.62%

#### ***Other ethnic background - please describe:***

There were **3** responses to this part of the question.

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

#### ***Postcode***


There were **62** responses to this part of the question.

Appendix F – South Park Avenue Consultation – Direct Representations		
Reference Number	Representation	Officer response
1.1	<p>I received a copy of your consultation proposals for South Park Avenue. I live at [REDACTED] South Park Avenue I understand the Council intend to widen the road by 0.5 Metre in front of my house. On the grass verge in front of my house is a beautiful [REDACTED] tree. I'm querying whether this tree is safe from this development as it is positioned near the road. It is a beautiful mature tree and I would be very distressed to see it go. There are a number of trees planted along the stretch of development. I'm hoping they are safe as well. It really is a time when we as a nation must be seen to protect trees.</p> <p>I would be grateful if you could tell me whether the [REDACTED] tree in front of my house is safe from this development.</p>	<p>Dear [REDACTED]</p> <p>Thank you for your email regarding the scheme on South Park Avenue.</p> <p>An arboricultural impact assessment has been carried out as part of the development of the scheme. This concludes that the road widening will have minimal long-term impact on the trees and they are to be retained. There are no plans to remove the tree outside your property to facilitate this scheme.</p> <p>However, as mentioned in the consultation letter, some residents are currently driving over verges to access their property. If the scheme is approved for construction we will be offering residents the option of making a financial contribution to formalise the access to their property (where applicable). If a request is made which will impact a tree this will be assessed with the Tree Officer on a case-by-case basis.</p> <p>Please also note that the trees along the route will be pruned back to allow buses to travel along the route without conflicting with branches.</p> <p>If you have any further queries please do not hesitate to contact me.</p> <p>Kind Regards,</p> <p><b>Transport for Norwich</b></p>
1.2	<p>Dear [REDACTED]</p> <p>I am really pleased that the [REDACTED] tree in front of my property, [REDACTED] South Park Avenue is safe from being removed.</p> <p>Thankyou very much for taking the time to send me such a comprehensive letter.</p> <p>Its really pleasing that the council values these trees.</p> <p>Thankyou for your help</p> <p>[REDACTED]</p>	<p>No further response provided.</p>

2.1	<p>I visited South Park Avenue yesterday to look at the County Council proposals on the ground and am emailing you to request any detailed report produced by the County please. I also have a number of queries:</p> <p>1. Widening carriageway by 0.5m from Parmenter Road to Colman Road.</p> <p>This would involve removing 0.5m of grass verge along a lengthy section. I counted 22 street trees planted 1m from the kerb along this section. Removing a 0.5m strip of verge and tarmacking it over would affect the tree roots and bring the trees very close to the highway. What evidence has the County produced to show that the trees would not be adversely affected?</p> <p>2. Value for Money</p> <p>Please can you send me the information regarding the economic benefits of speeding up the buses as against the economic cost of widening the carriageway? Has the County Council considered the option of bus passing bays using the widened bus layby near the junction with Pettus Road and a new bus waiting area on the other side of the road?</p> <p>3. Impact of Speeding up Traffic Flow</p> <p>Widening the carriageway on both sides of the road would encourage vehicles to travel faster. Has the County considered the impact of faster traffic speeds on local residents and on children going to the school?</p> <p>4. Widening the carriageway on the Park Side</p> <p>Has the County Council taken into account the impact on the setting of Eaton Park?</p> <p>I look forward to hearing from you.</p> <p>Cllr [REDACTED]</p>	<p>Dear Councillor [REDACTED],</p> <p>Thank you for your email regarding South Park Avenue, please see responses below to your queries.</p> <p><b>Widening carriageway by 0.5m from Parmenter Road to Colman Road.</b></p> <p>An Arboricultural Impact Assessment (AIA) was carried out by an independent consultant in September 2020 and tree officers from both the County and City Councils have been involved with the development of the scheme. The AIA concluded that ‘...the proposed road widening will have minimal impact on the adjacent trees provided the pre-emptive root pruning is undertaken by a suitably trained operator under arboricultural supervision’. Following receipt of the AIA two trial pits for tree roots were carried out in October 2020 under the supervision of the County Council tree officer who is happy for the scheme to proceed in accordance with the AIA. Pruning work to the tree canopies will be required to provide clearance to the new kerbline to avoid vehicle strikes. This work will be specified by the County Council tree officer. Please find attached a copy of the AIA.</p> <p><b>Value for Money</b></p> <p>Value for Money assessments were carried out during 2020 and this scheme was assessed as ‘very high’ in Department for Transport appraisal terms.</p> <p>Buses are encountering delay and significant variations in journey time along the section of South Park Avenue between Parmenter Road and the Outer Ring Road. Changes are required along this length in order to realise journey time savings and more reliable journey times for bus passengers and ensure value for money.</p> <p><b>Impact of Speeding up Traffic Flow</b></p> <p>There is a minimal amount of widening proposed on the northern side, between the junctions with Parmenter Road and Pettus Road. This is on a bend and the conspicuity of the new zebra crossing will encourage compliance with the speed limit. All carriageway widening north-east of Parmenter Road is on the south-eastern side of the carriageway only. This route already has speed cushions and both ‘SLOW’ and 20mph on-carriageway roundels in place. There is also a sign with light signals near the Buckingham Road junction alerting drivers that they are approaching a school.</p> <p><b>Widening the carriageway on the Park Side</b></p> <p>There is a limited amount of widening on the park side of the carriageway. The scheme has been discussed with the City Council Parks and Open Spaces Officer and City Council</p>
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		<p>Tree Officer (non-highway trees). All proposed changes are within highway and any impact on the setting of Eaton Park has been minimised. Improvements to the pedestrian crossing will benefit all existing and future users of Eaton Park who access the park using this entrance.</p> <p>The report presented at the Joint Committee for Transforming Cities Fund projects can be found below -</p> <p><a href="https://norfolkcc.cmis.uk.com/norfolkcc/Meetings/tabid/128/ctl/ViewMeetingPublic/mid/496/Meeting/1716/Committee/179/Default.aspx">https://norfolkcc.cmis.uk.com/norfolkcc/Meetings/tabid/128/ctl/ViewMeetingPublic/mid/496/Meeting/1716/Committee/179/Default.aspx</a></p> <p>If you have any further queries please do not hesitate to contact me.</p>
2.2	<p>Thank you for coming back and for your helpful reply. I feel much more reassured, though I still have a concern that some drivers will speed up as widening will involve quite a long section of road and some drivers will be coming off the ring road which has a higher speed limit. If some additional safety measures could be installed please, that would be great.</p> <p>Kind regards [REDACTED]</p>	<p>[REDACTED]</p> <p>Thank you for your email regarding the proposals for South Park Avenue. In relation to your query about traffic turning from the ring road, it is intended to tie the proposed carriageway widening on South Park Avenue into the existing kerb line in advance of the junction and the environment in this area encourages low speeds due to the proximity of the traffic signals, street furniture and adjacent accesses.</p> <p>Regards [REDACTED]</p>
2.3	<p>Hello [REDACTED]</p> <p>Thank you for coming back and responding to the speed aspect. Once the measures are in place, it would be helpful if the Council could monitor traffic speeds please.</p> <p>Many thanks. [REDACTED]</p>	<p>No further response provided.</p>
3.1	<p>I would be pleased to receive a hard copy of the survey regarding the above. My address is [REDACTED]</p>	<p>Dear [REDACTED]</p> <p><b>Transport for Norwich: consultation on proposals for South Park Avenue</b></p> <p>Enclosed as requested is a paper copy of the consultation survey and plan regarding the proposals for South Park Avenue.</p>

		<p>If you wish to comment on the proposals, please complete the enclosed survey and return as soon as possible to:</p> <p>FAO [REDACTED], Community &amp; Environmental Services, County Hall, Martineau Lane, Norwich, NR1 2SG</p> <p>We will carefully consider all responses and report back to the Transforming Cities Fund Joint Committee later in the year. The committee, which is chaired by Norfolk County Council and made up of councillors from TfN partners Norwich City, Broadland District and South Norfolk councils, will then decide how to proceed with the project.</p> <p>Yours faithfully, [REDACTED]</p>
4.1	<p>could you acknowledge if you received my survey I sent as after filling it all in and submitted it it came back later it did not go need to get this done urgently many thanks [REDACTED]</p>	<p>Thank you for your email. We aren't collecting email addresses or personal details as part of the survey itself but you can choose to submit your email address at the end of the questionnaire to receive a 'response ID'.</p> <p>Please could you let me know if you did this and, if so, what your response ID is? We can then double check this in the system to confirm receipt of your response. If you didn't fill out your email address but clicked the 'submit' button at the end of the consultation questions, we will have received your response but unfortunately won't be able to single it out specifically.</p> <p>I hope that helps. If you are able to provide the response ID, we'll follow this up for you but please let us know if you have any other queries.</p> <p>Best wishes, [REDACTED]</p>
5.1	<p>Dear sir</p> <p>I have lived on southpark avenue for almost 50 years [REDACTED]. I am now bed ridden and have a clear view of the buses from my window and have never seen them slow down once to pass each other, in fact they seem to break the 20 mile an hour speed limit continuously.</p> <p>This is not a narrow road, this is an estate not a motorway. If you place a press button pedestrian crossing will this not infact hold the buses up further? I am also very concerned about the traffic lights that will be flashing through my windows if this crossing is to be built.</p> <p>I have also read this means the grass verges will be removed? Does this mean our lovely trees will be removed aswell? The grass verges and trees is what makes the avenue so nice and sets it apart from other roads. I have lived in this</p>	<p>Dear [REDACTED]</p> <p>Thank you for contacting Norfolk County council regarding the proposed changes to South Park Avenue, Norwich, which is part of the wider Transport for Norwich improvement schemes proposed for the Greater Norwich area.</p> <p>I am very sorry to hear that you did not receive the proposal consultation letter and plans that were sent to local residents. I have contacted the Transport for Norwich (TfN) team who confirmed that these were posted to your address and I have included copies of these documents for your convenience. I have also shared your correspondence with the TfN team so that it can be logged as part of their consultation.</p> <p>The TfN team have kindly provided information about the proposed changes and I shall endeavour to address each of the points you have raised below:</p>

<p>area my whole life and I havent seen the council make too many mistakes in this area. Please don't start now. We have quite enough concrete already. Please give some thought to the wild life.</p> <p>I have not received a letter from the council informing me of your proposal? So does that mean that the people of southpark would not be aware of these works? You were just going to take away parts of our road with no information unless they read the news paper?</p> <p>This is a complete waste of tax payers money in view of the state of things at the present time of what is going on in the UK.</p> <p>Could you also inform me where the park gates have gone that were taken down and put into storage many years ago? Will these ever be put back up please ?</p> <p>Yours sincerely  </p>	<p><i>Your concern that a push button pedestrian crossing will hold up buses using the road and that traffic lights from this crossing could flash through your windows.</i></p> <p>The proposals are for a zebra crossing, rather than a button operated crossing, which is detailed in the enclosed letter and plans. There will be no traffic lights installed but there will be beacons at the zebra crossing, which will be shrouded to minimise any light spill to adjacent properties.</p> <p><i>Your concerns that grass verge and trees would be removed as part of these works.</i></p> <p>As detailed in the enclosed plans, approximately 0.5m of grass verge will be removed to allow the widening work to go ahead on South Park Avenue. An Arboricultural Impact Assessment has been carried out as part of the development of the scheme. This concludes that the road widening will have minimal long-term impact on the trees and they are to be retained.</p> <p>There are no plans to remove the trees to enable the scheme to be constructed, however, as mentioned in the consultation letter, some residents are currently driving over verges to access their property. If the scheme is approved for construction, we will be offering residents the option of making a financial contribution to formalise the access to their property (where applicable). If a request is made which will impact a tree this will be assessed with the Tree Officer on a case-by-case basis. Please also note that the trees along the route will be pruned back to allow buses to travel along the route without conflicting with branches.</p> <p><i>You reported that buses are speeding along South Park Avenue.</i></p> <p>I am very sorry to hear this. Speed limits are enforced by the police so if you believe buses or any other vehicles are exceeding the speed limit, this should be reported to Norfolk Constabulary so that they can take appropriate action. They can be contacted by calling 101 or by emailing <a href="mailto:enquiries@norfolk.pnn.police.uk">enquiries@norfolk.pnn.police.uk</a></p> <p><i>You asked what had happened to the Eaton Park gates which were removed.</i></p> <p>Eaton Park is owned and maintained by Norwich City council, who would be able to assist you with any queries you have about the gates or other features in the park. I have included their details below for your convenience:</p> <p>Norwich City Council, City Hall, Norwich, NR2 1NH  Tel: 0344 980 3333  Fax: 01603 213000  Website: <a href="http://www.norwich.gov.uk">www.norwich.gov.uk</a></p>
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		<p>Thank you for sharing your views with us; all feedback is appreciated and is used when reviewing the services provided. I trust that the above information is useful, please do not hesitate to contact me should you wish to discuss the matter further.</p> <p>Yours sincerely</p> <p>██████████</p>
6.1	<p>Norwich Cycling Campaign have no views on these proposals as they are principally for bus movements, and will have no direct benefit to Cycling on this route. We note that the 0.5m carriageway widening extending all the way to Colman Road will come very close to established mature trees, and are concerned about adverse effect on the tree roots.</p> <p>regards</p> <p>██████████</p>	<p>Dear ██████████</p> <p>Thank you for taking the time to respond to the consultation for the South Park Avenue scheme.</p> <p>In relation to your point about the trees an Arboricultural Impact Assessment has been carried out as part of the development of the scheme. This concludes that the road widening will have minimal long-term impact on the trees and they are to be retained.</p> <p>There are no plans to remove the trees to enable the scheme to be constructed, however, as mentioned in the consultation letter, some residents are currently driving over verges to access their property. If the scheme is approved for construction, we will be offering residents the option of making a financial contribution to formalise the access to their property (where applicable). If a request is made which will impact a tree this will be assessed with the Tree Officer on a case-by-case basis. Please also note that the trees along the route will be pruned back to allow buses to travel along the route without conflicting with branches.</p> <p>If you have any further queries please contact me.</p> <p>Regards</p> <p>██████████</p>
7.1	<p>Thank you very much for consulting the Norwich Green Party councillors and for your recent additional information.</p> <p>I am writing on behalf of the Green Party City Group of councillors to say that we support [the] transport scheme [s]. We would like to make a couple of additional proposals in the case of [the] scheme[s] please.</p> <p>We support the scheme provided that the 22 street trees along the verges can be fully protected. We are concerned that some drivers will not reduce their speed to</p>	<p>██████████</p> <p>Thank you for responding to the consultation for the South Park Avenue scheme on behalf of the Green Party City Group of councillors.</p> <p>In relation to the trees an Arboricultural Impact Assessment (AIA) was carried out by an independent consultant in September 2020 and tree officers from both the County and City Councils have been involved with the development of the scheme. This concludes that the</p>

	<p>20mph as they come off the ring road and travel along the widened road between Colman Road and Parmenter Road and past the school. We would like to see additional safety measures installed, especially at the turn off from Colman Road into South Park Avenue, to ensure that drivers do not exceed the 20mph speed limit.</p> <p>Thank you.</p> <p>██████████</p>	<p>road widening will have minimal long-term impact on the trees and none need to be removed in order to construct the scheme.</p> <p>There are no plans to remove the trees to enable the scheme to be constructed, however, as mentioned in the consultation letter, some residents are currently driving over verges to access their property. If the scheme is approved for construction, we will be offering residents the option of making a financial contribution to formalise the access to their property (where applicable). If a request is made which will impact a tree this will be assessed with the Tree Officer on a case-by-case basis. Please also note that the trees along the route will be pruned back to allow buses to travel along the route without conflicting with branches.</p> <p>In relation to the concern raised about speed, it is intended to tie in the proposed carriageway widening on South Park Avenue into the existing kerb line in advance of the junction and the environment in this area encourages low speeds due to the proximity of the traffic signals, street furniture and adjacent accesses.</p> <p>In relation to the request for additional safety measures, the route already has speed cushions and both 'SLOW' and 20mph on-carriageway roundels in place. There is also a sign with light signals near the Buckingham Road junction alerting drivers that they are approaching a school. In addition, the conspicuity of the new zebra crossing (road markings and beacons) will encourage compliance with the speed limit.</p> <p>If you have any further queries please contact me.</p> <p>Regards ██████████</p>
8.1	<p>Dear Sirs</p> <p>South Park Avenue – consultation on proposals</p> <p>Further to the above consultation, Norwich Society has looked in detail at the advertised proposals and wishes to respond as follows:</p> <p>We DO NOT SUPPORT the proposals as they stand, for the following reasons:</p> <ul style="list-style-type: none"> <li>• We do not believe the costly widening of this residential road is either necessary or desirable. Professional bus drivers are in our experience well-used to operating oversize vehicles and negotiating temporary obstructions where road geometry is tight.</li> </ul>	<p>Dear Sir or Madam</p> <p>Thank you for taking the time to respond to the South Park Avenue consultation on behalf of the Norwich Society. I will seek to respond to the points you have raised below.</p> <p>This scheme seeks to widen South Park Avenue which is used by the busiest bus route in Norfolk, serving the University of East Anglia, City Centre and Rail Station. Buses currently experience delays due to the narrow width of this section. The objective of this element of the scheme is to improve bus journey times for passengers and encourage the use of public transport.</p>

	<ul style="list-style-type: none"> <li>Increasing the road width would tend to increase vehicle speeds and hazardous overtaking in what is meant to be a 20 mph zone, and also create a hazardous road narrowing further west. Moving the kerb is also likely to leave road gullies and/or surface patches on the normal line taken by cyclists.</li> <li>The replacement of the central refuge opposite the pedestrian access to Eaton Park with a zebra crossing fails to recognise the need for pedestrians leaving the park to be able to see that the road is clear to the east before they cross. This they will not be able to do from the north side of the road because of the blind bend, and this will be highly intimidating for some users.</li> <li>If a single-stage zebra crossing is to be considered, this must be repositioned further east to a point where visibility is adequate – at least to (say) a line symmetrical with the park geometry.</li> <li>Similarly, with the layout as proposed, drivers approaching from the east will not be able to see people using the crossing until they have rounded the bend. Besides the obvious safety implications, this is likely to increase the instances of impatient drivers illegally taking the right of way over the crossing.</li> </ul> <p>Yours faithfully [Redacted]</p>	<p>The route already has speed cushions, ‘SLOW’ and 20mph on-carriageway roundels in place as well as a sign with light signals near the Buckingham Road junction alerting drivers that they are approaching a school. The conspicuity of the new zebra crossing will further encourage compliance with the 20mph speed limit. Road gullies will be moved back to the new kerbline and the new surface will extend to cover the area previously occupied by gullies.</p> <p>The zebra crossing has been designed to provide the required visibility and has been subject to a safety audit. Two street lights will be relocated to ensure adequate lighting and orange beacons will be in place. The position of the zebra has been chosen to best serve existing desire lines (i.e. encourage use) whilst avoiding conflict with the junction of Parmenter Road and private vehicular accesses.</p> <p>If you have any further queries please contact me.</p> <p>Regards [Redacted]</p>
8.2	<p>[Redacted]</p> <p>The proposal is against the Active transport principles which we uphold as a Federation and makes it more challenging for children and carers to use the pathways during busy periods. There are 3 Schools in the area - Colman Junior, The Clare School and Colman Infant and walking to school is the primary way for the majority of pupils to access site. There is already significant encroachment onto verges along this route by parked cars and this proposal continues to erode the ability to walk to school in safety and comfort.</p> <p>Active transport and the ability for children, parents and carers to access schools in a safe manner. The provision of cycling lanes to remove cyclists from the main carriageway and provide safety for them as well as improving the flow of traffic.</p> <p>Whilst we understand that the proposal does meet the needs of traffic flow, it does not meet the needs of pedestrians.</p>	<p>Dear [Redacted]</p> <p>Thank you for taking the time to respond to the consultation for the South Park Avenue scheme.</p> <p>The scheme proposes to widen the carriageway by 0.5m to enable smooth passage for buses. This will be achieved by narrowing the verge but there will be no changes to the existing footway which runs behind the verges. The trees within the verges between the footway and the carriageway will remain in place.</p> <p>This scheme focuses on the main objective of the Transforming Cities Fund which is to improve bus travel. There is insufficient space to provide the benefits required to bus passengers whilst also providing dedicated cycling facilities without the considerable loss of trees and grass verges along this route.</p> <p>If you have any further queries please contact me.</p>

		<p>Regards</p> <p>████████</p>
9.1	<p>Dear ██████████</p> <p>Many thanks in reaching out to me and asking for my opinion regarding the consultation on the proposed improvement for South Park Avenue. I would like to state that on behalf of the UEA, these proposals would have a beneficial impact to our staff and students. The university has circa 17,000 students and 4,000 staff and mobility between home, off campus student residences and the surrounding area is of key importance.</p> <p>We utilise the First Bus service numbers 25 and 26, both of which use South Park Avenue and carry many thousands of passengers each term. The university also have many people that commute to and from campus by cycling and walking. The benefits of the proposals would see:</p> <ul style="list-style-type: none"> <li>• Improvement to pedestrian safety – Especially the zebra crossing and additional new paved area.</li> <li>• Reduce congestion and time taken for staff and student journeys.</li> </ul> <p>In addition any improvement to the local travel infrastructure helps with making alternative travel options more attractive and viable. This is key to the university's strategy for net carbon reduction and is aligned to the Governments strategy of the same.</p> <p>Please do not hesitate in contacting me should you need any clarity or further information.</p> <p>Kind Regards</p> <p>██████████</p> <p>████████████████████</p> <p>██</p> <p>████████████████████</p>	<p>Dear ██████████</p> <p>Thank you for taking the time to respond to the consultation for the South Park Avenue scheme. I am glad that you feel the scheme will benefit UEA's staff and students and that the scheme aligns with the UEAs strategy for net carbon reduction.</p> <p>It is planned to present the consultation responses to the Joint Committee for Transforming Cities Fund projects in March 2021 for consideration.</p> <p>If you have any further queries about the scheme please contact me.</p> <p>Regards</p> <p>████████</p>

Appendix G - Detailed Online Survey Responses

Response number	Please tick to confirm that you have read the Personal information, confidentiality and data protection statement above. - Data protection agreement	South side of carriageway widened by 0.5m along length of South Park Avenue from Parmenter Road to Colman Road (outer ring road). To what extent do you like or dislike this proposal? (please select only one item) - Carriageway widening	South side of carriageway widened by 0.5m along length of South Park Avenue from Parmenter Road to Colman Road (outer ring road). To what extent do you like or dislike this proposal? (please select only one item) - Why do you say that? Please write below:	Area of existing footway/verge to become carriageway. To what extent do you like or dislike this proposal? (please select only one item) - Existing verge/footway to become carriageway	Area of existing footway/verge to become carriageway. To what extent do you like or dislike this proposal? (please select only one item) - Why do you say that? Please write below:	New zebra crossing with tactile paving on approach. This would replace the existing pedestrian refuge. To what extent do you like or dislike this proposal? (please select only one item) - New zebra crossing	New zebra crossing with tactile paving on approach. This would replace the existing pedestrian refuge. To what extent do you like or dislike this proposal? (please select only one item) - Why do you say that? Please write below:	New paved area. To what extent do you like or dislike this proposal? (please select only one item) - New paved area	New paved area. To what extent do you like or dislike this proposal? (please select only one item) - Why do you say that? Please write below:	Relocated bus shelter. To what extent do you like or dislike this proposal? (please select only one item) - Relocated bus shelter	Relocated bus shelter. To what extent do you like or dislike this proposal? (please select only one item) - Why do you say that? Please write below:	Widened bus layby. To what extent do you like or dislike this proposal? (please select only one item) - Widened bus layby	Widened bus layby. To what extent do you like or dislike this proposal? (please select only one item) - Why do you say that? Please write below:	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 when developing the overall design? If so, please write these below:	Please consider the proposals for the area as a whole and answer the questions that follow: - b.If you have any other comments in response to the overall proposals, please write them below:
1	Yes - I have read the personal information, confidentiality and data protection statement	Dislike it	Buses can pass each other as I see it happen on a daily basis.	Dislike it	Not necessary.	Dislike it	There is nothing wrong with the island that is currently there.	Like it	Helpful to walk on a path to the bus stop	Like it	Makes sense if number 4 is completed.	Neither like or dislike it	They have already been widened recently so not sure they need doing again?	It seems like a waste of money and there are far more roads in Norwich that need improving!	
2	Yes - I have read the personal information, confidentiality and data protection statement	Like it	Will make entrance to park much safer	Dislike it	I think the corner where crossing is to be should be straight out more	Like it	Will make area much safer	Like it very much	Just hope you make this a no parking area even for disabled boating lake members as I think this will compromise the safety of the zebra crossing by blocking the view of people waiting to use the crossing from the blue bell rd a end	Like it	Good idea	Like it	Student population in the area need more room to express them self's	I think the overall widening should be at least 1m and to straighten out the corner to allow better vision of people waiting to use the zebra crossing when approaching from Colman rd direction also have an automatic illuminating sign warning of zebra crossing ahead on both sides of the road on a approach	
3	Yes - I have read the personal information, confidentiality and data protection statement	Like it very much	Will save me being caught behind buses	Like it very much		Like it very much	My Children cross the e road here and we've been saying it needs to be safer, cars speed round the blind corner where children are crossing. This is brilliant, thank you.	Like it very much		Like it very much		Like it very much		Child safety	So grateful, thank you!
4	Yes - I have read the personal information, confidentiality and data protection statement	Like it very much		Like it very much		Like it very much		Like it very much		Neither like or dislike it		Like it			
5	Yes - I have read the personal information, confidentiality and data protection statement	Like it	I like the overall idea, but see a problem with removing the current "island". When crossing from North to South it is only possible to see a short way to the left (East, towards Colman Road) because of the bend. Only by going to the island can you see far enough to feel safe to cross the 2nd half of the road. I know that cars are now limited to 20mph (little evidence that many drivers stick to that) and that once on a crossing you have right of way, but... ... cars approaching from East will see you very late if you are already on the crossing. Add into the equation possible reduced visibility on a wet night and I see a potential problem. Could the proposed scheme incorporate the existing island?	Like it		Neither like or dislike it	I like the overall idea, but see a problem with removing the current "island". When crossing from North to South it is only possible to see a short way to the left (East, towards Colman Road) because of the bend. Only by going to the island can you see far enough to feel safe to cross the 2nd half of the road. I know that cars are now limited to 20mph (little evidence that many drivers stick to that) and that once on a crossing you have right of way, but... ... cars approaching from East will see you very late if you are already on the crossing. Add into the equation possible reduced visibility on a wet night and I see a potential problem. Could the proposed scheme incorporate the existing island?	Neither like or dislike it	Not too sure what it may add.	Like it	Get the bus off the road while passengers are getting on and off.	Like it	As above	I like the overall idea, but see a problem with removing the current "island". When crossing from North to South it is only possible to see a short way to the left (East, towards Colman Road) because of the bend. Only by going to the island can you see far enough to feel safe to cross the 2nd half of the road. I know that cars are now limited to 20mph (little evidence that many drivers stick to that) and that once on a crossing you have right of way, but... ... cars approaching from East will see you very late if you are already on the crossing. Add into the equation possible reduced visibility on a wet night and I see a potential problem. Could the proposed scheme incorporate the existing island?	
6	Yes - I have read the personal information, confidentiality and data protection statement	Strongly dislike it	A complete waste of money and cause of delay for people whilst works are going ahead.	Like it very much	Fantastic idea. A larger field of vision and increase turning surface is great.	Strongly dislike it	This will result in injury.  Even with the proposed changes from proposal "2" the corner should and must have a staged crossing. Anything less is dangerous.  People travel way over 20 approaching this corner. A Zebra crossing provides false confidence of safety. Placing it on this corner would be disastrous.	Not Answered	Again a complete waste of money. By all means "tidy" the area but anything further is not required for this area.	Strongly dislike it	Having used the bus for years, it does not need to be relocated. The bus is currently in the perfect and most convenient position for people.	Strongly dislike it	To do this would force relocation of the bus stop. To do this is unnecessary as busses have never had an issue with entering, remaining or leaving this bay.	Please consider that actual need for change.	invented? (please note that I do not need a reply) I am sorry for sounding negative and normally I just pass opportunities to respond to proposed changes as they show needed improvements of creative ideas to problems. These however, seem to provided solutions to problems that do not exist.  There are so many other issues that need time and attention.  I repeat, please consider that actual need for change.  Please consider the impact these changes will have on people trying to get to work whilst the road works are completed.  Previous road works have
7	Yes - I have read the personal information, confidentiality and data protection statement	Like it	Because it will make access for buses easier however we have concerns about damage to plants/bushes.	Like it	This has to be done to make the road wider and the path is already quite wide.	Like it very much	Safer	Neither like or dislike it		Like it		Like it		The environment and safety of pedestrians	
8	Yes - I have read the personal information, confidentiality and data protection statement	Strongly dislike it	Buses have no problems passing each other on this specific stretch of road which has a 20mph speed limit. Should any bus driver feel the need to slow down, it would only delay the bus by a few seconds and would hardly be detrimental to the service's timekeeping !!! The proposal to widen the road by 50 cms seems a complete waste of time and money. The foregoing is my opinion as a user of the 25 bus.	Like it	This proposal is sensible in relation to the road between Parmenter and Pettus Roads as this bend is a bit of a bottle neck with visibility problems due to the park hedge. It would also help if the regulations were to be enforced in relation to visitors to Eaton Park parking on the grass verges ( over the double yellow lines ) between Parmenter and Pettus Roads, thus obscuring the view of traffic emerging from the said roads.	Neither like or dislike it	Whilst, to me, there doesn't seem to be a problem crossing the road using the existing pedestrian island ( other than a lot of vehicles exceed the 20 mph speed limit ! ), changing it to a pedestrian crossing can do no harm, provided no parking on or over the zig zags is enforced.	Like it	This area is presently a mess which is used for parking by visitors to Eaton Park and, although to park there it is necessary to cross double yellow lines, the Enforcement Officers seem unclear as to whether it is an offence deserving of a parking ticket, unlike when parking on the grass verge over double yellows for which they are always given on the rare occasions that the regulations are enforced. It would be good to see this area given a good tidy up, provided it doesn't become a car park again ??	Dislike it	As a bus passenger, the proposed relocation of the bus shelter seems perverse, in that, if sheltering from the weather, you would have to walk back several metres from the shelter in order to board the bus ???	Dislike it	This would necessitate moving the bus shelter to an unsuitable position ( see 5 above ). There is nothing wrong with the present bus layby and shelter.	See 1-6 above !  Proposal 1 seems complete overkill and will make a negligible difference to the 25 bus service. There would, perhaps, be some logic in widening the road by 1 metre, however, this would probably encourage more vehicles to exceed the 20 mph speed limit ?	

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9	Yes - I have read the personal information, confidentiality and data protection statement	Neither like or dislike it	I don't think it's necessary but I don't care I think the people who live there should choose.	Neither like or dislike it		Strongly dislike it	I don't think that visibility is good enough at this location to do away with the central refuge. I think this crossing will result in accidents. I don't agree with speeding up the traffic when measures have only just been put in place to reduce the speed.	Like it	It is an untidy area.	Dislike it	I don't think it is necessary to widen the lay by as I think it is a good thing that traffic is slowed down by the presence of a bus in the narrow lay by.	Dislike it	It isn't necessary to speed up the traffic it has only recently been slowed down, keep it slow.	Don't speed up the traffic.	
10	Yes - I have read the personal information, confidentiality and data protection statement	Like it very much		Like it very much		Like it very much		Like it very much		Like it very much		Like it very much			
11	Yes - I have read the personal information, confidentiality and data protection statement	Like it very much		Like it very much		Like it very much		Like it very much		Like it very much		Like it very much		Add a cycle lane.	
12	Yes - I have read the personal information, confidentiality and data protection statement	Dislike it	When the grass verges were removed from Bluebell Road for the very expensive and incomplete shared use path it was promised that the loss of green space would be mitigated. It never was.	Dislike it	When the grass verges were removed from Bluebell Road for the very expensive and incomplete shared use path it was promised that the loss of green space would be mitigated. It never was. No attempt even made here. Road widening will increase traffic speed even further when it is supposed to be 20mph, it's mostly 30 in reality.	Strongly dislike it	The road widening proposed will make buses and cars go even faster will make the road more dangerous for cyclists and pedestrians. Please leave the centre of road furniture which is usefully slowing traffic and saving lives.	Dislike it	Not necessary, current situation is fine for pedestrians.	Like it	Ok but see point 6 feedback	Neither like or dislike it	The image needs clarifying. If the space is just being taken away from the bus shelter and that is moved this is a good change, but this is not what is shown.	Increased bus and traffic speeds are not at all welcome. The road width 'issues' reduce speed and increases safety of pedestrians and cyclists of which there are many children. An additional traffic light pedestrians crossings is all that is needed to improve this road's safety.	The proposal is the problem in itself. Increased bus and traffic speeds are not at all welcome/ safe. Change the bus size/ bus route rather than the road size/ furniture.
13	Yes - I have read the personal information, confidentiality and data protection statement	Like it very much	When buses meet each other along this part of South Park Avenue, they have to slow down because the carriageway width is not sufficient for them to safely pass each other at the speed limit. These braking and accelerating actions result in delays to bus passengers using the services and also have a negative impact on both noise and air quality in the area. The proposed widening of the carriageway is sufficient enough to allow buses to pass each other safely, without the need to slow down.	Like it very much	Whilst any loss of verge is not ideal, it is necessary to allow the carriageway widening. The current verge and footpath is extremely wide along this section of South Park Avenue, so the loss of 50cm will leave not have any affect on the pavement widths and will for the majority of the length of the road, still allow some of the grass verge to remain.	Like it very much	The current arrangement is not ideal, with impaired views of approaching traffic up South Park Avenue and limited space within the refuge for people, especially families, to wait. The new zebra crossing will provide pedestrians with a much safer way of crossing South Park Avenue to access Eaton Park.	Like it very much	The areas either side of the current crossing point are not particularly suited for waiting to cross. The new proposal provides a solution to this issue not only by increasing the size of the area, but also by providing a uniform surface. It also enhances this entrance to Eaton Park, making it safer and more accessible, encouraging local residents to use the park more.	Like it	It is not uncommon for bus shelters to be located slightly away from the edge of the kerb. The proposed relocation, allows for the increase in size to the bus lay-by, but retains the visibility required to see when the bus is approaching.	Like it very much	The scheme suggest that the existing bus shelter would just be relocated, but I would prefer to see a new shelter installed with side protection from the wind, along with a real time information display.	The scheme is welcomed as it will improve journey times for bus passengers heading to and from the University of East Anglia.	
14	Yes - I have read the personal information, confidentiality and data protection statement	Like it very much		Like it very much		Like it	It's a good idea, but it can be improved further: I'd suggest moving the zebra crossing further east so that it becomes more visible for drivers coming from the east (city-end of South Park Avenue) and also provides a clearer view for pedestrians wanting to cross of what traffic is approachign from that direction. In addition the traffic island in the middle of the road should be retained to provide a visual cue to slow down.	Like it		Neither like or dislike it		Like it very much		Yes - see above: I'd suggest moving the zebra crossing further east so that it becomes more visible for drivers coming from the east (city-end of South Park Avenue) and also provides a clearer view for pedestrians wanting to cross of what traffic is approachign from that direction. In addition the traffic island in the middle of the road should be retained to provide a visual cue to slow down.	
15	Yes - I have read the personal information, confidentiality and data protection statement	Like it very much		Dislike it		Strongly dislike it		Strongly dislike it		Strongly dislike it		Like it very much			
16	Yes - I have read the personal information, confidentiality and data protection statement	Dislike it	directly into the park can be busy; anything that slows vehicles down (including busses) is a good thing especially near that junction / crossing.  Given busses extra room may result in them traveling faster than it's deemed safe.  Imagine a double decker buss travelling towards Colman Road at that corner meeting a double decker bus travelling in the opposite direction unhindered. The one travelling towards the crossing would have limited visibility of pedestrians about to use or using the crossing. People might cross or stepping out to cross behind the buss that just passed.	Dislike it	There seems to be only a minor road change for very	Like it	I feel a proper crossing there is needed, but just after the bend has always been a bit risky. It's better than the refuge island that currently exists. I hope the Zebra crossing has a raised road surface, forcing vehicles to slowdown as they approach.	Neither like or dislike it	Don't see the point of cycle parking outside the park; in what could be a relatively quiet area, a potential bike thief could pull up in a van, remove a bike, and drive off without anyone seeing. Put proper cycle parking IN THE PARK ideally in high pedestrian traffic areas.  Seating? why? again, pointless, why would anyone want to sit looking at a park bush or a main road outside the park.	Like it	Seems like a good idea to offer a bus shelter for waiting passengers.	Like it	Seems like a good idea for the busses to have a place to pull in to pickup/drop off passengers.	Less street furniture; no need for seats (that are not part of the bus shelter) or even cycle parking (outside a perfect good park). Regardless of how busy of a bus route it is; vehicles need to slow down around that junction which is a major pedestrian entrance for the park.  Maybe consider widening the park entrance to allow for cyclists as well as pedestrians? if that's an option.	I bike through that junction regularly to go from/to work (pre-pandemic). I feel vehicles travel too fast on the road as it is. That crossing isn't ideally placed due to the closeness of the junction and bend. Anything that makes the traffic slow down at that junction is a good thing for pedestrians; so widen the road if you must but put something in to ensure ALL vehicles are forced to slow down near the crossing. (speed humps).
17	Yes - I have read the personal information, confidentiality and data protection statement	Don't know		Dislike it	people need to walk this isn't america	Like it	don't know	Neither like or dislike it	bit of a muddle. I hope it won't affect the boating pond	Don't know	I am more concerned about the bus stop opposite Colman Middle school which has NO seating for disabled people or the elderly. LONG overdue	Like it	Buses are good and should be free	A proper pull by the post box on South Park avenue by Buckingham Road is long overdue. It gets very muddy and churned up there.	rather dilettante proposals with not much relevance to my area. Why do cars always have to win?

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18	Yes - I have read the personal information, confidentiality and data protection statement	Strongly dislike it	The present road layout works adequately. Buses have enough space to pass each other and any delays caused by them slowing or stopping are minimal. Has anybody considered creating a bus layby at the stop opposite the Colman Junior School? Perhaps this would resolve any problem of traffic tailbacks when the bus stops here?	Dislike it	Unecessary.	Strongly dislike it	Unecessary, the present pedestrian refuge is quite adequate for all users.	Like it	Some seating, planting and rubbish bins could be useful improvements.	Like it	Necessary I suppose if the layby is widened.	Like it	Possibly a worthwhile improvement for traffic behind the bus giving better vision of oncoming traffic rounding the bend.	No	It seems to me that the cost of widening a long length of the avenue by just half of one metre is a wholly unjustified expense. In addition, the long disruption to traffic flow while the work takes place will be enormous.
19	Yes - I have read the personal information, confidentiality and data protection statement	Neither like or dislike it	The actual work proposed does not effect me living on Buckingham Road but are the parking bays outside Colman School being removed, this in turn will push more cars parking in Buckingham road which is already congested, in my opion we would need permit parking on Buckingham Road to counteract this. (which i am all for)	Neither like or dislike it		Like it very much		Like it		Neither like or dislike it		Like it		The actual work proposed does not effect me living on Buckingham Road but are the parking bays outside Colman School being removed, this in turn will push more cars parking in Buckingham road which is already congested, in my opion we would need permit parking on Buckingham Road to counteract this. (which i am all for)	As a resident living in Buckingham Road we have seen parking increase over the last few years particularly in the summer with the push to make eaton Park a hub for entertainment also the permit parking from North Park Avenue side pushing parking over to this side of the park i am concerned this will push even more parking to this side of the park if the school parking bays are removed or restricted also as a resident who paid thousands to have a licensed drop kerb installed outside my property residents who cross the kerb should pay the FULL amount for the drop kerb not just a contribution (fair is fair!)
20	Yes - I have read the personal information, confidentiality and data protection statement	Like it		Neither like or dislike it		Like it very much	It's better where you are putting it makes it more safely for people to cross	Like it		Like it		Like it			Think it's a good plan. But I have never seen long delays because of the buses. Living on this road. I still see lots of cars going so fast some over 50..mph and more.. Every day.. Every week.
21	Yes - I have read the personal information, confidentiality and data protection statement	Neither like or dislike it	Removal of verge - green space is important for water drainage in urban environments and cars already travel too quickly along this road (despite 20 mph limits).	Strongly dislike it	On Parmenter Road we have already lost 2 trees to storms/planned Council removals in the past few years. Will this plan necessitate the removal of the tree(s) on the corner of South Park Avenue and Parmenter Rd? We would be strongly opposed to this unless guarantees of replanting along Parmenter Rd and elsewhere in the vicinity.	Like it very much	Safer crossing to park. But, pedestrian crossing comes just after corner (corner by S Park/Parmenter Junction) - some cars may take the corner too quickly and not have time to stop (as is the case on Bluebell/N Park Ave - the UEA crossing, many cars do not stop here). What could be done about this? Signage that a pedestrian crossing is approaching further 'down' (toward Colman Rd way) on S Park Ave?	Like it	Access to park is currently shared by bikes, pedestrians, dog walkers and is narrow. improved and tidied access would be appreciated.	Don't know		Don't know		trees in the vicinity and green spaces being squeezed throughout this area I am mainly concerned that road widening will result in a loss of trees/green space that is necessary for wildlife, water drainage management, air quality management and quality of life for residents.  Also, visitors to Eaton Park on busy days do not always park considerately. It would be worth considering safe parking spaces (or preventing inconsiderate parking e.g. verge parking) in this area.  I do understand the need for reliable bus travel in curbing carbon emissions and managing urban air quality and frequently use the no. 25 bus. However, it seems counterintuitive to do this	
22	Yes - I have read the personal information, confidentiality and data protection statement	Like it very much		Like it very much		Neither like or dislike it	Could this be a tiger crossing with shared use paths either side to optimise sustainable travel to the park?  Could this crossing be on a table to improve compliance with the 20mph speed limit? Buses can speed up if the road is wider.	Like it very much		Dislike it	The shelter will need clear sightlines of oncoming buses.  Passengers tend to queue at the boarding point. The shelter is not adjacent to the boarding point. The shelter may not be used as a consequence and be a source of frustration to passengers with this mismatch.	Like it very much		Do the bolt down speed cushions cause discomfort for bus passengers? They are harsh and clunky for motorists. Could this scheme consider alternative measures or use of sinusoidal humps, junction tables etc ?	Is there an issue with residents driving to their front gardens adjacent to the zebra crossing? Should the scheme include measures to protect pedestrians from vehicle crossovers?  Does South Park avenue need more double yellow lines to tackle obstructive parking associated with Eaton Park events and uea commuter parking ?
23	Yes - I have read the personal information, confidentiality and data protection statement	Neither like or dislike it		Dislike it	I think the wide footpath would be better converted into a cycle path as currently it is difficult for cyclists to go on South Park Avenue. This would be more in keeping with a transforming cities agenda too. The changes proposed are all around cars and buses rather than cyclists and pedestrians.	Like it very much		Like it		Neither like or dislike it		Neither like or dislike it		Please see above. I think any planned changes should be designed to take account of pedestrians and cyclists, rather than focusing on vehicles. The wider road is also likely to lead to speeding just when a 20 mph limit has begun to be observed.	See above

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24	Yes - I have read the personal information, confidentiality and data protection statement	Neither like or dislike it	this corner has been altered so many times in the past and still does not seem to make any difference. If this goes ahead would you please reinstate the yellow lines from Pettus Road and into Parmenter Road, also if signs could be in place 'No Parking on the Verge' and perhaps sometimes Traffic Wardens at weekends.	Neither like or dislike it	Hope trees and verges replaced	Neither like or dislike it	would help disabled people with different crossing (I am disabled)	Neither like or dislike it	i.e.as above	Like it	bus stop does cause a hazard	Like it	i.e. as above	concerned about seating being put in place, also cycle parking	
25	Yes - I have read the personal information, confidentiality and data protection statement	Strongly dislike it	This is a thinly veiled project to improve speed and ease for motor vehicles. The passing of buses happens once every fifteen minutes if they coincide on that stretch, but a minor change to the schedules would be a cheaper and simpler way to make it very rare that they meet there. There are already small indents on the North side at all the speed humps which make the road wide enough for two vehicles to pass at speed. You could also move the bus stop at Colman Junior School to a dedicated layby where it could pull in. This would be much more suitable and would allow it to stop near the school.	Strongly dislike it	Reducing the green verges to add to a car carriageway with no cycle route should not be something we spend money for improving the experience for cyclists, pedestrians.  What actually needs urgently doing is to give protection to the grass verges, both physical railings and legal protection (no parking on verges at any time) to end the parking of cars on the grass. It is absolutely ruining the place. Cars should be parked on the road, and that would reduce the road to one carriageway or make people cut back to one or two cars per household. That would be genuinely to support reduction in car usage, not this mockery and fraudulent misuse (yet again) of funding intended for reducing car usage.	Like it	This is a good idea, though by no means necessary. But the removal of the refuge would be sufficient to make the road wide enough for vehicles without further cutting away green verges.	Like it	This would be good if it had bike racks and scooter hire.	Like it	This is needed for the improved bus layby.	Like it	This is a good proposal.	Money for sustainable transport should not be used to reduce amenities such as grass verges, or to widen carriage ways where there is no provision for cycling. It should not be used to provide tarmac drives for people's cars. Provision should be made to reduce car usage and to prevent the parking of cars on grass verges.	plan to eliminate parking on and partly on the verge, and to prevent cars from churning up the soft verges on the North side as well as to eliminate parking on the grass spaces on the South side.  All the grass verges need to have bollards to prevent cars mounting or driving onto them from the pavement, and a "no parking on verges at any time" provision.  Cars should be excluded from South Park Avenue at School arrival and end times (School Streets). This would be a good use of the funding. The problem of school run parking in dangerous locations and on verges should be ended by making all children and carers arrive and leave by sustainable transport methods.  This project is a completely misguided solution that fails to
26	Yes - I have read the personal information, confidentiality and data protection statement	Strongly dislike it	Wider road will tend to increase vehicle speeds and encourage use of the road as a short-cut by inappropriately oversize vehicles. Cyclists will have to ride over drain gullies, or patches if these are being moved back. Wider road will encourage drivers to overtake cyclists too close when oncoming traffic. Creates dangerous road narrowing westward of Pettus Road. Does not tackle fundamental problem of running overlarge buses in both directions along this residential road.	Strongly dislike it	Further erosion of pedestrian/resident amenity to create busy highway on residential road.	Strongly dislike it	This is a very ill thought-out proposal. The reason there is presently a central refuge is because neither pedestrians crossing from the park nor approaching drivers from the east can see each other because of the blind bend. Pedestrians will be fearful of stepping onto a zebra crossing not being able to see what is coming up the road towards them. Drivers approaching will not see crossing pedestrians until they are past the Parmenter Road junction. An inattentive or speeding driver will have less than 20 metres in which to stop.	Neither like or dislike it		Neither like or dislike it		Dislike it	Unnecessary loss of green amenity space in favour of intrusive highway.	If a zebra crossing is to be considered, this should be re-positioned towards the bend to improve visibility from both directions. For aesthetic reasons it should at least be built symmetrical with the Eaton Park geometry and properly opposite the entrance.	
27	Yes - I have read the personal information, confidentiality and data protection statement	Strongly dislike it	This is a main walking route into at least two if not three schools. You propose to reduce this to allow more cars/buses through? If anyone cares to look at the footpath on the corner of South Park Avenue and Colman Road which has in 2020 been reduced in size in a similar manner at school drop off/pick up time you will understand why this is a crazy proposal. It will also lead to children being closer to traffic which also can only be a bad thing from both environmental and safety point of view.	Dislike it	The sustainable transport plan e.g. cycling and walking is completely absent here. This is prioritising cars/pollution on a blind bend.	Like it very much	This is on a blind bend so clearly makes sense rather than allowing children to shelter in the middle of the road in clear danger. However where is the sustainable transport plan e.g. cycling lane? when making road changes.	Dislike it	This is located on the inside of a blind bend- people should not be encouraged to congregate in this position.	Neither like or dislike it		Neither like or dislike it		into at least two if not three schools and the route for staff at UEA. You propose to reduce the walking provision, ignore cyclists completely to allow more cars/buses through? If anyone cares to look at the footpath on the corner of South Park Avenue and Colman Road (which has in 2020 been reduced in size in a similar manner to these proposals) at school drop off/pick up time you will understand why this is a crazy proposal. It will also lead to children being closer to traffic which also can only be a bad thing from both environmental and safety point of view. If you discourage and make it more difficult to complete journeys via car then people will walk/cycle. This should be the overall objective of this scheme which lacks vision on	Why have separate cycle lanes not been included in these proposals? Where is the strategy here to get people out of cars and onto sustainable forms of transport? Where is the citizen benefit for spending hundreds of thousands of pounds on widening a road that can already deal with buses which are only momentarily delayed at certain points in the day?
28	Yes - I have read the personal information, confidentiality and data protection statement	Neither like or dislike it		Like it		Like it		Like it		Neither like or dislike it		Neither like or dislike it			Looking over the park from my house. It looks a good plan. But all the years I have been here I have never seen delays.. Traffic... But have seen cars going at very high speeds 40.60mph the speed humps do not stop the speed. Bus do keep to the Speed. That I do know.. Coming to the bend also cars speed. At 40.60.mph.. How much would I have to pay to drive onto my drive way?,



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29	Yes - I have read the personal information, confidentiality and data protection statement	Like it	It will make the road safer for all vehicles without making things difficult for pedestrians	Like it very much	The verge is already partially a muddy mess where vehicles pull in. Making it permanent road is an improvement.	Neither like or dislike it	It seems sensible but I don't have a strong opinion	Like it	An improvement for pedestrians and those waiting for a bus	Like it	It looks safer	Like it very much	Great improvement. as buses can cause great hold up, particularly when parents collecting children from school	Just outside your map, to the north, there is a letter box on the verge of South Park Avenue, near the school playing fields and the corner of Buckingham Road. It would be helpful if there were paving for cars to pull in there for posting letters. At present it seems people pull up onto the grass verge, churning up grass and mud, leaving a considerable mess. I hope an improvement here will be included in your plans.	See a above
30	Yes - I have read the personal information, confidentiality and data protection statement	Not Answered		Not Answered		Not Answered		Not Answered		Not Answered		Not Answered			How will you ensure drainage does not become an issue? Lots of places in Norwich with surface water issues, near pedestrian facilities and these schemes are fairly recent.
31	Yes - I have read the personal information, confidentiality and data protection statement	Like it very much	improved traffic flow and safety	Like it	better visibility for traffic	Like it very much	Should be much safe... a humped zebra like the one on Unthank road would be preferable	Neither like or dislike it		Don't know		Like it	Improved visibility		Humped zebra crossing to decrease traffic speed , and ensure all appropriate 20mph signage is in place
32	Yes - I have read the personal information, confidentiality and data protection statement	Like it		Like it		Like it	I would 'like it very much' if the zebra crossing could also be a speed bump.  South Park Avenue does suffer from speeding. One of the 20mph signs at the Colman Road end has not been replaced and speed bumps are a real help in keeping cars to an acceptable speed. This would make the whole corner feel safer, especially for pedestrians and cyclists.	Like it		Like it		Like it very much	Very sensible to do this.	Yes - see note about incorporating speed bump into zebra crossing (see 3).	Very happy to see buses being looked after on this stretch. Think these changes will make the area feel more pedestrian and bike friendly too.
33	Yes - I have read the personal information, confidentiality and data protection statement	Dislike it	Buses can already pass. Widening the road will encourage higher speeds.	Dislike it	More hard surface, less permeable surface, so more runoff during rain.	Dislike it	I like the idea of an improved crossing here. A zebra does not allow for the fact that this is a well used cycle route, from Judge's Walk/Unthank junction via the alley and Parmenter Rd. It is already awkward to enter Eaton Park from this route (especially with children/a trailer), so the opportunity should be taken to make it easier. The park has a big car parking problem, but many people could cycle. Please encourage this and make the crossing and the entrance easier to use on a bike (and minimising potential conflict with pedestrians). Crossing there can be dangerous as you can't see what is coming around the bend. You have to rely on what you can hear.	Neither like or dislike it		Neither like or dislike it		Like it	With the crossing it's important to maintain visibility.	Cycle use from the Eaton area to the park, as above.	
34	Yes - I have read the personal information, confidentiality and data protection statement	Like it very much	I have seen buses struggle to pass each other.	Like it very much	It needs to be done and it won't affect my property.	Like it very much		Like it very much	It will improve the look of the area.	Like it very much	It is a hood place to put it.	Like it very much	Buses sometimes stuck out while they are at the bus stop. It is hard to drive around a bus near a bend in the road.		
35	Yes - I have read the personal information, confidentiality and data protection statement	Dislike it	Concern for the loss of trees planted in this area.	Neither like or dislike it		Like it	Will vehicles have clear sight of pedestrians on approach as corner does block view	Like it very much	This should be completed in a manner which prevents cars from parking there. Previous landscaping and planting were not effective- use bollards, seating or bike racks to prevent this.	Like it	As long as there is access to a shelter with sight of oncoming buses this should not be an issue.	Like it very much	Improve junction safety/visibility when turning onto South spark from Pettus Rd.	Plans to prevent cars parking on verges alongside park near Pettus Rd junction either side of bus shelter. Parking on sides of Pettus road at junction with South Park reducing visibility when turning.	
36	Yes - I have read the personal information, confidentiality and data protection statement	Like it		Like it		Like it		Like it		Neither like or dislike it		Like it	Bus drivers need to be instructed to use bus laybys properly - to many (lazy drivers?) leave their bus partly obstructing the road thereby negating the object. This can be observed all over the city.....		
37	Yes - I have read the personal information, confidentiality and data protection statement	Strongly dislike it	Footpaths should not be removed for traffic to be allowed to pass "without sopping or slowing".....it's a residential road so the buses should be going slow anyway!	Strongly dislike it	Footpaths are required to encourage people to walk, removing them is not a good idea especially at the current time when public transport is not being used and more people are walking	Like it	It's a good idea to have the crossing but not sure it's in a good position as the corner is almost blind for cars coming from Colman road being able to see people walking out of the park	Like it		Neither like or dislike it		Like it			
38	Yes - I have read the personal information, confidentiality and data protection statement	Like it		Like it		Like it		Like it		Neither like or dislike it		Neither like or dislike it			

Appendix G - Detailed Online Survey Responses

Response number	Please tick to confirm that you have read the Personal information, confidentiality and data protection statement above. - Data protection agreement	South side of carriageway widened by 0.5m along length of South Park Avenue from Parmenter Road to Colman Road (outer ring road). To what extent do you like or dislike this proposal? (please select only one item) - Carriageway widening	South side of carriageway widened by 0.5m along length of South Park Avenue from Parmenter Road to Colman Road (outer ring road). To what extent do you like or dislike this proposal? (please select only one item) - Why do you say that? Please write below:	Area of existing footway/verge to become carriageway. To what extent do you like or dislike this proposal? (please select only one item) - Existing verge/footway to become carriageway	Area of existing footway/verge to become carriageway. To what extent do you like or dislike this proposal? (please select only one item) - Why do you say that? Please write below:	New zebra crossing with tactile paving on approach. This would replace the existing pedestrian refuge. To what extent do you like or dislike this proposal? (please select only one item) - New zebra crossing	New zebra crossing with tactile paving on approach. This would replace the existing pedestrian refuge. To what extent do you like or dislike this proposal? (please select only one item) - Why do you say that? Please write below:	New paved area. To what extent do you like or dislike this proposal? (please select only one item) - New paved area	New paved area. To what extent do you like or dislike this proposal? (please select only one item) - Why do you say that? Please write below:	Relocated bus shelter. To what extent do you like or dislike this proposal? (please select only one item) - Relocated bus shelter	Relocated bus shelter. To what extent do you like or dislike this proposal? (please select only one item) - Why do you say that? Please write below:	Widened bus layby. To what extent do you like or dislike this proposal? (please select only one item) - Widened bus layby	Widened bus layby. To what extent do you like or dislike this proposal? (please select only one item) - Why do you say that? Please write below:	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 when developing the overall design? If so, please write these below:	Please consider the proposals for the area as a whole and answer the questions that follow: - b.If you have any other comments in response to the overall proposals, please write them below:
39	Yes - I have read the personal information, confidentiality and data protection statement	Neither like or dislike it	I agree that this road is too narrow given that it is used by lots of buses, however widening what is already a straight stretch of road could encourage speeding unless additional traffic calming measures are incorporated. The existing island (and proposed zebra) only becomes visible to westbound traffic from the Parmenter Road junction and I have witnessed two minor collisions when cars stop to allow people to cross at the island and the car following wasn't able to stop in time.	Like it	appear to have been considered is provision for cyclists. Lots of people cycle from the Newmarket Rd direction via Judge's Walk and the 'cut' from Unthank Road to Buckingham Rd, then along Parmenter Rd before crossing Eaton Park (and vice versa). The left turn from Parmenter Rd, followed by an immediate right turn (which actually involves almost a U turn by the traffic island to the dropped kerb, then along a narrow stretch of pavement shared with pedestrians before a left turn into the park with restricted vision due to the beech hedge. An additional short length of cycle track between Parmenter Rd and the zebra, a facility for cycles to also use the zebra (and signage to indicate to motorists that this is the case) , and ideally a separate	Like it	In line with the comments above, a zebra is an improvement on the current arrangement, but the island allows shelter half way across the road if west bound cars approach at speed. If there is no island, pedestrians may be vulnerable without additional measures to slow down west bound traffic in particular.	Like it	More space between bus shelter and zebra park entrance, but need to ensure that it can't be used for car parking (as the present verge in that location often is). I would also reiterate mu comments above about needing to accommodate significant cycle traffic at this pinch point.	Neither like or dislike it		Like it	At present it is difficult to see past buses that are using the bus stop when leaving the park and looking west. Vehicles which overtake the bus at that point appear without warning, so something that gives pedestrians better lines of sight along South Park Avenue to the west is welcome.	I think it needs to be more 'joined up' with the cycling strategy if maximum advantage is to be gained from this investment. Facilitating the entrance/egress of bikes to/from the park and separating cyclists from pedestrians would be a major win.	least once a day for the last 20 years, both on foot and by bike. The blind bend to one's left as you leave the park; the chance of a collision between cyclists and pedestrians in an extremely restricted area, and cyclists using the pavement on South Park Avenue to get from the island to Parmenter Road (because it's too risky/awkward to turn out of the park at the dropped kerb onto the road then make the right turn into Parmenter Road) all make it quite a hazardous area in the morning and the evening.
40	Yes - I have read the personal information, confidentiality and data protection statement	Like it very much		Like it very much		Like it very much		Like it very much		Like it very much		Like it very much		The entrance to the park needs to be relatively small and continued to be fenced off from the road, as it is at present, to prevent small children and dogs from running out onto the road	A proposal that seeks to ease bus traffic along South Park Avenue, while not taking proper account of the very high levels of foot and cycle traffic crossing the road at that point would be a missed opportunity.
41	Yes - I have read the personal information, confidentiality and data protection statement	Strongly dislike it	clear from your plans what this will do to the footpaths along this area but I feel that you really need to take in the following considerations: - making the pathways narrower is really dangerous for children using the paths to walk to the park - especially as you can only walk on one side of the road. You seem to be prioritising vehicles over people. - lots of children walk to this park and the pathways and crossings need to be based on actual usage - not just how you would like people to use the paths. The work that has been done on the corner of South Park Avenue and the ring road has created a really narrow stretch of pathway that regularly forces me and others to walk in the road - taking our chances with cars (who now take that corner very quickly due to its shape). This is bad enough at the moment but once schools return it will be a nightmare with pushchairs, wheelchairs and pedestrians. Please don't make it like this further down - you put children's lives at risk. - a lot of people drive to Eaton Park and park in the local area - particularly along this stretch of road. Will this push them into parking more	Strongly dislike it	park and the pathways and crossings need to be based on actual usage - not just how you would like people to use the paths. The work that has been done on the corner of South Park Avenue and the ring road has created a really narrow stretch of pathway that regularly forces me and others to walk in the road - taking our chances with cars (who now take that corner very quickly due to its shape). This is bad enough at the moment but once schools return it will be a nightmare with pushchairs, wheelchairs and pedestrians. Please don't make it like this further down - you put children's lives at risk. - a lot of people drive to Eaton Park and park in the local area - particularly along this stretch of road. Will this push them into parking more	Dislike it	- This plan seems to be based on people walking to the park from west. For those coming from the East, will they end up crossing in the road before the zebra crossing with no pathway to access on the right hand side of the entrance. It would make more (and safer) sense to extend the paved area to both sides of the entrance. Again based on likely actual usage rather than pie in the sky idealistic planning.	Dislike it	- This plan seems to be based on people walking to the park from west. For those coming from the East, will they end up crossing in the road before the zebra crossing with no pathway to access on the right hand side of the entrance. It would make more (and safer) sense to extend the paved area to both sides of the entrance. Again based on likely actual usage rather than pie in the sky idealistic planning.	Neither like or dislike it	This seems to make sense but it's not clear from your plan if there will be enough space to safely use the area.	Neither like or dislike it	Hard to tell from your plans.	I think you need to think about who uses this area and who you want to prioritise. Again (as with all road schemes in Norwich) bicycles don't even seem to figure in your plans. It seems to be buses/cars/torries etc first, pedestrians a very low second and bikes somewhere in the distance. This is the wrong way round. Why not makes pedestrians and bikes first and the rest second? I can't even see how buses are a good option in a post covid world.  Surely with a focus on the environment, sustainability, obesity and safety you should design schemes that encourage people to bike and walk - not put them off which is what this seems to be doing.	Think bikes and pedestrians!
42	Yes - I have read the personal information, confidentiality and data protection statement	Strongly dislike it		Strongly dislike it	Pavements should be protected and not turned into roads. Why should pedestrians have to give up yet more space?  If the road is widened , it will merely increase the traffic, and also increase the traffic speed.  This will reduce space for pedestrians. A better option would be to discourage car drivers along this route and give priority to the bus and cycles.	Don't know	I don't know what a 'pedestrian refuge' means.  Pedestrian crossings should always be clearly marked.  I think it is also important that measures are kept in place to discourage cycling on the pavement and on footpaths. Cyclists should dismount, or at the very least, slow down at this spot and it is possible that reducing the pedestrian refuge will mean that they don't have to?  Will reducing the pedestrian refuge do this?  As well as having a safe crossing it is also important to be able access the park safely.	Don't know	Your proposal is very vague and it is unclear exactly what you are proposing. For this reason I can not say whether or not I like it.  It says: "to tidy up and improve this area – additional features such as planting, seating and cycle parking will be considered."  I would support cycle parking for instance. Seating may be useful if it is close enough to the bus stop.	Don't know	It is hard to judge from the proposal what implications this has.	Strongly dislike it	entirely to the interests of car drivers rather than the bus users and I question its rationale.  Moreover, pedestrians using the zebra crossing should not have to worry about oncoming traffic because all vehicles are meant to stop at a zebra crossing. It is the legal responsibility of the vehicle to stop.  South Park road has a 20 MPH speed limit, therefore drivers of all vehicles should not need an advanced view of the crossing.  Instead of making it easier for drivers to speed along this road, measures should be taken to ensure that they keep to the speed limit in the interests of everyone's safety and well being.	Widening the road is not a necessary measure.  There have been no considerations for the safety of cyclists in this proposal.  If the road is widened, it is likely to increase traffic from all vehicles.  What measures will you put in place to ensure that the 20 MPH speed limit is not exceeded?  A complementary measure could be to introduce parking charges in Eaton Park, thereby reducing unnecessary traffic in the area	Car parking changes should be introduced in Eaton Park.  There should be speed humps introduced all the way along South Park Avenue to ensure that all vehicles stick to the limit.  Currently they do not.
43	Yes - I have read the personal information, confidentiality and data protection statement	Like it very much		Like it very much		Like it very much		Like it very much		Like it very much		Like it very much			
44	Yes - I have read the personal information, confidentiality and data protection statement	Like it		Like it		Like it		Neither like or dislike it		Neither like or dislike it		Like it			
45	Yes - I have read the personal information, confidentiality and data protection statement	Like it very much		Like it very much		Like it very much		Like it very much		Like it very much		Like it very much			

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46	Yes - I have read the personal information, confidentiality and data protection statement	Strongly dislike it	Residents would lose parking. The kerbs along this area were replaced about three years ago at a great cost to tax payers.	Strongly dislike it	As above.	Strongly dislike it	I use the zebra near the school daily. Drivers completely ignore it and carry on driving. If the middle park access is a zebra following a bend I'm telling you accidents and death will occur. A proper pedestrian crossing would be better. Would also slow down traffic. None of the traffic including the buses does 20mph. Infact the buses travel much faster than 30 Mph and the fact that they have to slow down to pass is a good thing. Remember there are three schools and a park near!	Not Answered		Neither like or dislike it		Neither like or dislike it		As mentioned speed limit is not being adhered to. This needs tackling before a child is killed.	Up until two years go I lived at XXXX SPA which sits opposite the bottom entrance. After the bend traffic speeds up and this entrance is very dangerous. I've seen so many near misses from bedroom window. A cycle path along the existing carriage way would be beneficial as cyclists are cut up all the time.
47	Yes - I have read the personal information, confidentiality and data protection statement	Like it very much	Good idea but shouldn't be dragged out as it's should help local residents not cause them problems. But has anyone acutely stood in the road all day and counted how many times it's acutely causing a problem. In my 36 years on the planet living close it's not really causing much issues. The real problem is the waste of money and time at the school end traffic can not get out of south park fast enough. Years ago it was to lanes and this would be the best improvement you could make faster flow less traffic Simpel	Neither like or dislike it	Only good thing would stop all the unhelpful people who clogging up the main South Park Ave road to go to the park . But you will force them in to the estate upsetting all local residents. What you would be better doing is putting bays all along South Park fo people to park and the road wouldn't not look so messy and clogged up	Like it very much	Only really valid improvement. This acutely has done value and merit	Neither like or dislike it	All it will do will give bikes ect something to ride along they should be on the road . The best way to do this would be to add some passing bus points on the larger grass areas along the roads way	Neither like or dislike it	Just a waste of money if the hole road was improved with traffic flow all issues would be gone. If you need any prof the problem wasn't even a issue until the late 2000s when kids walked to school it didn't cause a problem. Now the parents all drive the Uni is 4 times the size. It's a simple numbers game . Better faster traffic flow no problem	Neither like or dislike it	You already put done in that didn't use to be there . And it wasn't a big issue. So what's the real problem? Are buses 2 times bigger?. No it's to much traffic on the road so again better faster flow less traffic less buses crossing		It's a large amount of money they could go to better things. If it's got to be spent then as about get the most out of the work that's going really help the road
48	Yes - I have read the personal information, confidentiality and data protection statement	Like it very much		Neither like or dislike it		Dislike it		Like it		Strongly dislike it		Like it very much			
49	Yes - I have read the personal information, confidentiality and data protection statement	Like it	It helps the buses pass but please if you are doing this we need the double yellow lines what are there replaced asap.	Not Answered	Same a swer as a ove	Not Answered	Be Aware the current island no one rarely use .people coming over from Parmenter Rood area walk straight across the grass verge to the park.would say 8 out of ten people we see do this as a lot of dog walkers and walkers come through from Unthank road a d Newmarket road through the cut on Buckingham Road so a lot of people I dont think would bother walking to the zebra crossing so how much this would keep people safe is a open question for the money being proposed for the change	Neither like or dislike it	We strongly suggest all on the paved area we do not want a seat as this would encourage groups of youths to hang around outside the park area .We do already have problems with youths hanging around the park entrance now so would just encourage it to be another place to hang around.Our near nieghbours have all spoken together and also do not want a seat.Would be more than happy to see it nicely planted to to keep it eco friendly in keeping with the park .	Neither like or dislike it		Neither like or dislike it	If the area is going to improve the look of it and give buses a little extra space fine but our bus 25 has always run perfectly on time so not sure where that piece of information came from as I live across the road I see this so know we dont experience late buses.	As a resident living opposite Eaton Park may I suggest out of this money we can have short posts put round the grass verges with a no waiting at a y time it seem the majority of cars just drive straight on the verges opposite the park very dangerous corner when cars are parked all over the verge a c us residents having our view blocked from both ways on south park Av ws think this a important detail to look at.This has also turned out once lovely grass verges into mudbaths . I have noticed a few house on Unthank road have put there own posts up if the Highways allowed it there perhaps we need to get together a d think of doing it ourselves but really hope you will look at this favourable.	
50	Yes - I have read the personal information, confidentiality and data protection statement	Not Answered		Not Answered		Not Answered	That crossing is currently dangerous to navigate because of the tight turn and is regularly used to enter the park.	Not Answered		Not Answered		Not Answered			
51	Yes - I have read the personal information, confidentiality and data protection statement	Like it very much	It will make the crossing safer and improve traffic flow	Like it very much	It's wasted space which people stomp on.	Like it very much		Like it very much		Neither like or dislike it	I do not use that bus stop	Like it		Please ensure construction does not affect bus service.	
52	Yes - I have read the personal information, confidentiality and data protection statement	Neither like or dislike it		Dislike it	I'm worried it will attract an increase in traffic and larger vehicles. Also that it priorities driving over pedestrian safety.	Like it very much	Great! We should be prioritising pedestrians over cars. Maybe you can consider a bike crossing also?	Like it	As long as the area is utilised for the benefit of the community. Greenery or bike parking which will be safe and not just be a place where bikes just get stolen because they are out of view from people in the park.	Neither like or dislike it		Like it	Better flow of traffic and less likely for someone to overtake unsafely	I do not think Cycling safety has been considered. As it is surrounding a leisure park it would be wise to make cycling paths that are on the road though feel protected/have priority so that children feel safe to ride. Don't put cycle paths on the pavement because nobody uses them and it means pedestrians and cyclist are mixing. Also consider how the greenery around the edges of the park will be maintained.	Thank you for your proactively regarding asking for local opinions it's much appreciate

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53	Yes - I have read the personal information, confidentiality and data protection statement	Like it	For the reason you have already stated	Like it	For the reason you have already statds	Strongly dislike it	The vast majority of people do not use the existing crossing now. Why do you think changing to a zebra crossing will change that. When the last changes were made they left us with a flooded area outside my driveway and path. People avoid this area and take a short cut into the park.	Like it	It will tidy up this area and stop cars being parked there. You may like to put up a no parking sign because people do not understand they can not park beyond double yellow lines. I have lost count the number of times I have warned drives of this.	Like it	It makes sense to be able to see on coming traffic.	Like it	You will be able to see more of the road.	Making the road wider will encourage drivers to speed around the bend even faster. Consider installing speed humps just before Pamentner Road.	Because the park entrance is situated on a dangerous bend why not close this and install crossings further up and down South Park Avenue where the road is straighter.
54	Yes - I have read the personal information, confidentiality and data protection statement	Neither like or dislike it	Please can we make sure the double yellow lines go back down asap .As you know we already have these to stop people parking on the grass verge but very rarely enforced so out of this money speaking to other residents could we have short post put on the new verges when cars park all over the verges opposite the park entrance us residents cannot see up and down the road.I see on unthinkable Rd they have put there own posts out so I guess if not considered we can do it ourselves also with such a lovely park the verges are all churned up like mud baths	Neither like or dislike it	If it is purely for the buses I use them regular I don't think the bus have ever run late just slow down on the bend think the roadworks held them them up	Not Answered	Since I have lived opposite the park many years most people and dog walkers who also come from unthank Rd and Newmarket Rd come through the lane of Buckingham Rd down parmenter straight over the grass verge to the park not sure on a dangerous bend how well this has been thought out safety wise	Dislike it	My reason being we certainly do not want a seat we have enough problems with youths hanging around the park entrance so we don't want to make it worse given them a seat to hang around. Speaking to our close neighbours we all feel planting shrubs in keeping with the park is what we would like and no to a cycle rack would just get vandalised	Neither like or dislike it	don't know until we see it	Like it	easy for cars to see to get past	We have an amazing park spoilt by cars parking all around the entrance no respect for residents Can this be very much considered to put no waiting signs on the verges opposite the park entrance.It is a Highlyey dangerous bend where us resident can't see up the road or down as our view is blocked by many cars everywhere	
55	Yes - I have read the personal information, confidentiality and data protection statement	Like it very much	Because it'll make bus transport for all students faster	Like it	I agree with this as there is clear need to widen the road and Eaton Park provides Pedestrian access	Like it very much	Will make the road safer for pedestrians	Like it very much		Like it very much	New bus shelter is inadequate and poorly located	Like it very much		Please consider that this scheme will greatly benefit students and other customers of the 25/26 bus service.	
56	Yes - I have read the personal information, confidentiality and data protection statement	Like it very much		Like it very much		Neither like or dislike it	Not really sure how it will make a difference to pedestrian usage	Neither like or dislike it		Like it very much		Like it very much			
57	Yes - I have read the personal information, confidentiality and data protection statement	Dislike it		Strongly dislike it	I am feeding back as Chair of Governors for the Colman Federation. The proposal is against the Active transport principles which we uphold as a Federation and makes it more challenging for children and carers to use the pathways during busy periods. There are 3 Schools in the area - Colman Junior, The Clare School and Colman Infant and walking to school is the primary way for the majority of pupils to access site. There is already significant encroachment onto verges along this route by parked cars and this proposal continues to erode the ability to walk to school in safety and comfort.	Like it		Neither like or dislike it		Neither like or dislike it		Neither like or dislike it		Active transport and the ability for children, parents and carers to access schools in a safe manner. The provision of cycling lanes to remove cyclists from the main carriageway and provide safety for them as well as improving the flow of traffic.	Whilst we understand that the proposal does meet the needs of traffic flow, it does not meet the needs of pedestrians.
58	Yes - I have read the personal information, confidentiality and data protection statement	Like it very much	This would allow pedestrians to be able to pass as that road can be extremely busy.	Like it very much	I am a member of staff at the UEA and so this would greatly help the buses be able to pass through, keeping to schedule.	Like it very much	The current refuge point can lead to confusion for pedestrians and I have often seen near misses along there.	Like it very much	Again, will improve accessibility for all for sustainable travel options	Like it	While I would prefer a bus shelter to still be provided, I believe it is necessary for the safety of all bus users to be able to have a layby rather than a bus shelter.	Like it very much	This would prevent near misses and hopefully improve the safety for road and path users.	Where are you going to relocate the bus shelter? There may be need for something similar in the future to be placed there.	I am extremely happy to see this project being discussed and hopefully progressed as this would be a huge benefit for the public transport links to the university and the city centre, as well as pedestrians and cyclists. Improving their safety and efficiency of the bus routes is key to reducing our carbon footprint and help towards our net zero emissions targets.
59	Yes - I have read the personal information, confidentiality and data protection statement	Like it very much	It sounds like it will make a busy road near schools and a park safer.	Like it	Making more use of the large pavement is a good idea.	Like it very much	Will make an area used by families (park/schools nearby) safer.	Like it		Neither like or dislike it		Like it	Improving public transport is always good.	Having a separate cycle lane to encourage lass car use.	
60	Yes - I have read the personal information, confidentiality and data protection statement	Like it very much		Like it very much		Like it very much		Like it very much		Like it very much		Like it very much			
61	Yes - I have read the personal information, confidentiality and data protection statement	Like it very much	Will make it easier for buses/cars to pass each other.	Like it very much	Will hopefully improve visibility on a very tight bend.	Like it	Cars will hopefully slow down if there are zigzags/lights	Like it	Will look tidier.	Neither like or dislike it	Needed if bus layby widened	Like it very much	Improved traffic flow and visibility	Anything that could improve visibility of pedestrians on a very tight corner including cutting back hedge would be helpful. I wonder if it might be better to resite the entrance to the park?	
62	Yes - I have read the personal information, confidentiality and data protection statement	Dislike it	I like it where the plan shows it - but all the way to Colman Road??? I'd need to see plans at key points along that route, including by the school.	Dislike it	Again, okay where the plan shows it - the verge is badly damaged by residents' vehicles (and passing traffic) anyway. But closer to Colman Road, this looks much more complicated, especially as you approach the school.	Like it very much	Great idea!	Neither like or dislike it	Don't know why you need this when there's a whole park just the other side of the hedge. More seating for bus passengers - with cover - is maybe a better idea.	Like it very much	I like it very much IF it's a decent bus shelter that actually protects you (and the seats) from the rain. The current batch are not fit for purpose.	Like it very much		You should be looking at the effect of these changes near the school and at the Colman Road junction.	

Appendix G - Detailed Online Survey Responses

Response number	Please tick to confirm that you have read the Personal information, confidentiality and data protection statement above. - Data protection agreement	South side of carriageway widened by 0.5m along length of South Park Avenue from Parmenter Road to Colman Road (outer ring road). To what extent do you like or dislike this proposal? (please select only one item) - Carriageway widening Please write below:	South side of carriageway widened by 0.5m along length of South Park Avenue from Parmenter Road to Colman Road (outer ring road). To what extent do you like or dislike this proposal? (please select only one item) - Existing verge/footway to become carriageway Please write below:	Area of existing footway/verge to become carriageway. To what extent do you like or dislike this proposal? (please select only one item) - Why do you say that? Please write below:	Area of existing footway/verge to become carriageway. To what extent do you like or dislike this proposal? (please select only one item) - Why do you say that? Please write below:	New zebra crossing with tactile paving on approach. This would replace the existing pedestrian refuge. To what extent do you like or dislike this proposal? (please select only one item) Please write below: - New zebra crossing	New zebra crossing with tactile paving on approach. This would replace the existing pedestrian refuge. To what extent do you like or dislike this proposal? (please select only one item) Please write below: - New paved area	New paved area. To what extent do you like or dislike this proposal? (please select only one item) Please write below: - New paved area	Relocated bus shelter. To what extent do you like or dislike this proposal? (please select only one item) Please write below: - Relocated bus shelter	Relocated bus shelter. To what extent do you like or dislike this proposal? (please select only one item) Please write below: - Relocated bus shelter	Widened bus layby. To what extent do you like or dislike this proposal? (please select only one item) Please write below: - Widened bus layby	Widened bus layby. To what extent do you like or dislike this proposal? (please select only one item) Please write below: - Widened bus layby	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 when developing the overall design? If so, please write these below:	Please consider the proposals for the area as a whole and answer the questions that follow: - b.If you have any other comments in response to the overall proposals, please write them below:
63	Yes - I have read the personal information, confidentiality and data protection statement	Neither like or dislike it		Neither like or dislike it		Neither like or dislike it	Don't know	Not sure how this will affect cars pulling onto my driveway	Dislike it	Why has bus shelter got to be relocated if the lay-by is widened.I think it is fine were it is ,it will be closer to the zebra crossing	Don't know		Please do not cut any trees down	
64	Yes - I have read the personal information, confidentiality and data protection statement	Dislike it	This plan contains no improvement for cycling facilities along SPA. Since the rationale for the work is stated as contributing to sustainable travel, this is a glaring omission from the plan. Rather than give more space to carbon dioxide emitting vehicles, the plan should include dedicated a cycling lane using the 0.5 m current verge.	Dislike it	See above.	Like it	Like it	Any plans should contain bollards, to prevent car users from parking in this space.	Neither like or dislike it		Neither like or dislike it		See above. Two main inclusions should be 1) dedicated cycle lane using the current verge of SPA, in line with the funding objective, 'supporting improvements to sustainable modes of transport'. Also 'responding to issues around air quality' - encouraging more cycle riding, especially for children travelling to the 2 schools on the corner of SPA would encourage less use of cars. Increasing vehicle access by 0.5m is certainly not consistent with the 2 stated funding objectives.	The opportunity provided by the funding to support sustainable transport and improve air quality has not been realised in the plan as it stands. It is requested that the painning teams reconsider the proposal with the aim of improving cycling and pedestrian safety.
65	Yes - I have read the personal information, confidentiality and data protection statement	Strongly dislike it	If the road is widened it should be to provide a cycle lane, not to improve driving conditions for cars & buses.	Strongly dislike it	If the road is widened it should be to provide a cycle lane, not to improve driving conditions for cars & buses.	Like it	Neither like or dislike it		Neither like or dislike it		Neither like or dislike it		Far more important would be a zebra crossing at the west entrance to the carpark and to consider implementing a cycle lane. Furthermore, strong steps should be taken to discourage users of Eaton Park to arrive by car, and car drivers should be stopped from idling either in Eaton Park or on South Park Avenue. Eaton Park users should be encouraged to arrive on foot, by bike or bus and a Park and Ride scheme could be introduced.	

Mr J Wiggin

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Norfolk  
NR1 2DH

Davey House  
7B Castle Meadow  
Norwich, Norfolk  
NR1 3DE  
Tel: 03456 020 121  
Fax: 01603 408231

10th March 2021

**RE: TCF Scheme – South Park Avenue**

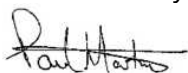
First fully support this scheme. The carriageway on South Park Avenue is particularly narrow in places and is the main route for our Blue Line services, which operate around 20 journeys per hour linking the city centre, with the University of East Anglia and Norfolk & Norwich University Hospital. These narrow lane widths cause delays to our services, as buses cannot pass any large vehicles, including other buses without slowing down, or in some cases stopping. This is particularly problematic on the curve just by the boating lake in Eaton Park, where the line of sight means it is difficult to see whether another bus is approaching. This means that buses have to slow down, irrespective of whether another large vehicle is coming or not.

Whilst the widening of the carriageway by 50cm may not seem much, it is sufficient to allow buses to maintain their speed without having to slow for other vehicles to pass. When we construct timetables, we have to take account of these factors, which ultimately means that we allow more time for the bus to complete its journey than may be necessary.

As such, this simple widening will be instrumental in being able to provide shorter and more consistent journey times for the busiest bus route in Norfolk, whilst still adhering to the existing speed limits. After the infrastructure has been introduced, we will be able to gather valuable running time analysis so we can produce new timetables, with shorter journey times, that will benefit all users of these services.

The implementation of this scheme is fundamental for us to be able to invest in new buses for our Blue Line services, which represent around 1/3<sup>rd</sup> of our planned £18m investment. We are proposing the largest investment in modern, clean vehicles and service enhancements that has ever been made in Norwich, with the aim of supporting and delivering a step-change increase in the use of public transport and active modes. I hope the information outlined in this letter confirms the importance of this scheme being delivered to secure this.

Yours sincerely,



Paul Martin  
Commercial Manager

# Transforming Cities Joint Committee

Item No: 6

<b>Decision making report title:</b>	<b>Transforming Cities - King Street</b>
<b>Date of meeting:</b>	<b>23 March 2021</b>
<b>Responsible Cabinet Member:</b>	<b>Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure and Transport)</b>
<b>Responsible Director:</b>	<b>Grahame Bygrave (Director of Highways &amp; Waste)</b>
<b>Is this a key decision?</b>	<b>No</b>
<b>If this is a key decision, date added to the Forward Plan of Key Decisions.</b>	<b>N/A</b>
<p><b>Executive Summary</b></p> <p>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, and the bid was based on a range of projects aimed at improving clean and shared transport to create a healthy environment, increasing social mobility and boosting productivity through enhanced access to employment and learning. This report outlines the development of one of those projects and concerns highway improvement works on King Street in Norwich.</p> <p>The proposals for King Street were previously presented at the December 2020 Transforming Cities Joint Committee meeting, requesting permission to undertake further consultation which took place in January 2021. The proposals presented in this report and attachments have been subjected to only minor changes following the latest consultation.</p> <p><b>Recommendations</b></p> <p><b>1. To approve the proposals as shown in Appendices A and B for construction</b></p>	

## 1. Background and Purpose

- 1.1. The Department for Transport (DfT) has awarded Norwich £32m capital funding from the Transforming Cities Fund (TCF). The County Council's successful application was based upon a vision to "Invest in clean and shared transport

creating a healthy environment, increasing social mobility and boosting productivity through enhanced access to employment and learning.”

- 1.2. King Street is a historic street within Norwich city centre and has undergone significant new development in recent years with further residential developments currently underway. The street is a vital pedestrian and cycling link from the city centre to the East Norwich Regeneration Area and forms part of National Cycle Route 1.
- 1.3. King Street currently has narrow footways with limited dropped kerbs which makes navigating the street on foot difficult, particularly for those with restricted mobility.
- 1.4. The objectives of the King Street scheme are to:
  - Improve pedestrian facilities by making the footways more accessible to all users;
  - Improve the environment for cycling;
  - Improve the streetscape to better reflect the historic nature of King Street;
  - Encourage activity and investment towards development sites and cultural institutions.
- 1.5. The option to retain two-way traffic with a narrower carriageway was presented at the December 2020 Transforming Cities Joint Committee. The committee was asked to approve consultation on this option and consultation was carried out in January and February 2021. Frontages and key stakeholders were invited to take part in an online survey. The survey generated 34 responses. The responses are detailed in Section 3 of this report.

## **2. Proposals**

- 2.1. Widening footways, providing dropped kerbs and continuous footways across side roads and narrowing the carriageway will provide a street that is more attractive and safer for those walking and cycling.
- 2.2. Existing parking, loading arrangements and access for residents and businesses is retained.
- 2.3. The junction of King Street with Rouen Road will be realigned to reduce vehicular entry speeds and create an enlarged area of soft landscaping.
- 2.4. The footways and carriageway will be repaved and resurfaced, removing trip hazards for pedestrians and will provide a smooth surface for all users.
- 2.5. The construction materials used will be in keeping with the historic nature of the street and conservation materials shall be used. The palette of materials has been agreed in conjunction with Norwich City Council.
- 2.6. The proposal has been assessed against the principle of creating a Healthy Street, which considers a number of factors including pedestrian facilities, rest areas, noise pollution, air pollution and personal security. These proposals show an



improvement in many of these factors when compared with the current arrangement.

### **3. Summary of the Consultation Responses**

- 3.1. Consultation took place on the proposals between 20 January and 10 February 2021 which included residents, statutory consultees and other stakeholders. Please refer to Appendix C (Consultation Letter) and Appendix D & E (Consultation Plans) for the consultation material.
- 3.2. An online survey was carried out as part of the consultation to which 31 responses were received (not all respondents answered all questions). The summary report of responses can be found in Appendix F. Responses to the main elements of the scheme are as follows:
- In relation to the proposal to narrow the carriageway along King Street to a uniform width, retaining two-way traffic (Question 1) 48.4% of respondents chose 'like it very much' or 'like it' with 32.3% choosing 'dislike it' or 'strongly dislike it'
  - In relation to the proposal to retain current on street parking (Question 2) 48.4% of respondents chose 'like it very much' or 'like it' with 9.7% choosing 'dislike it' or 'strongly dislike it'
  - On the proposal to provide new paving across vehicle accesses (Question 3) 48.4% of respondents chose 'like it very much' or 'like it' with 22.6% choosing 'dislike it' or 'strongly dislike it'.
  - On the proposal to widen and resurface the footpath (Question 4) 61.3% of respondents chose 'like it very much' or 'like it' with 22.6% choosing 'dislike it' or 'strongly dislike it'
  - On the proposal to realign the junction (Question 5) 45.2% of respondents chose 'like it very much' or 'like it' with 29.0% choosing 'dislike it' or 'strongly dislike it'
  - On the proposal to provide new planting and seating to the street (Question 6) 64.5% of respondents chose 'like it very much' or 'like it' with 6.5% choosing 'dislike it' or 'strongly dislike it'.
- 3.3. In addition to the online survey direct representations were made via email. A full list of these and officer responses can be found in Appendix G.
- 3.4. The main supportive themes arising from the consultation are as follows:
- The road narrowing will help to slow down traffic using King Street. This will have a positive impact in terms of noise and air quality;
  - Two-way traffic on King Street is important to get in and out of the area;
  - Retention of existing on street parking is generally welcome. Additional cycle parking is required as well though;
  - Continuation of footpath paving across vehicle accesses is generally supported to increase the safety of pedestrians;
  - Widening and resurfacing of footpaths is generally supported, and it is thought that this will provide improved walking facilities increase the safety of pedestrians and make the footpath more accessible to all;

- Junction realignment will improve facilities for those crossing the road and will help to reduce traffic speeds;
- New planting and seating along King Street are generally considered to be beneficial, with some respondents suggesting that more should be proposed.

3.5. The main opposing themes are outlined in the table below as well as a comment response.

Objecting themes	Comment
Narrowing the carriageway will make cycling more difficult especially towards opposing traffic	The proposed width of King Street is designed to accommodate two-way vehicular traffic including cycles.
Continuation of footpath paving across vehicle accesses is seen as a waste of money to some respondents.	A continuous footway will provide a safer, smoother surface for all those using the footway.
Junction realignment is a waste of money.	The narrowed junction of King Street where it meets Rouen Road will slow vehicular entry speeds making it safer to cross the road at this location.
New planting and seating is generally welcomed however there are some concerns that this may lead to increased levels of antisocial behaviour and therefore the locations proposed should be given careful consideration to minimise this.	The design of this area is yet to be finalised, but these comments will be considered as part of the detailed design.

3.6. Other general themes arising from the online survey were:

- Mixed comments were received related to the provision of additional seating and planting. Whilst some welcomed the use of planting, cycle stands and seating in this area others raised concerns that this may lead to anti-social behaviour and/or vandalism. The design team will consider the provision of planting and seating and the locations of such as part of detailed design;
- Some concern was raised about the potential for cars to illegally park on the proposed widened footpaths;
- There were a small number of responses which favoured the one-way proposal which was previously consulted on in March 2020 and subsequently discounted partly based on a lack of public support for the proposal.

#### **4. Evidence and Reasons for Decision**

- 4.1. There is clear support for the proposals outlined in this report.

#### **5. Alternative Options**

- 5.1. Alternative proposals were considered at an earlier stage of this project and are outlined in December 2020 Joint Committee report.

#### **6. Financial Implications**

- 6.1. Funding of £1,036,030 has been secured through the Transforming Cities Fund. The project has been judged to be very high value for money in accordance with government guidance.

#### **7. Resource Implications**

7.1. **Staff:**

Not applicable.

7.2. **Property:**

Not applicable.

7.3. **IT:**

Not applicable.

#### **8. Other Implications**

8.1. **Legal Implications**

None. No changes to the existing Traffic Regulation Orders will be required to enable the construction of the proposals as described.

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 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. An Equality Impact Assessment has been carried out as part of the development of the scheme.

8.4. **Health and Safety implications**

The Highway Safety Audit process has been followed during detailed design and a further audit would be completed after construction is completed. A behaviour change programme is to be delivered across Greater Norwich promoting the wide range of benefits of active travel.

**8.5. Sustainability implications**

The objectives of the business case are specifically targeted at improving the impact of transport has on carbon emissions, air quality and public health.

**8.6. Any other implications**

None.

**9. Risk Implications/Assessment**

- 9.1. A risk register is maintained as part of the design and construction delivery process.

**10. Select Committee comments**

- 10.1. Not applicable.

**11. Recommendations**

- 11.1. 1. To approve the proposals as shown in Appendices A and B for construction.

**12. Background Papers**

- 12.1. Transforming Joint Committee King Street report December 2020:

<https://norfolkcc.cmis.uk.com/norfolkcc/Meetings/tabid/128/ctl/ViewMeetingPublic/mid/496/Meeting/1716/Committee/179/Default.aspx>

**Officer Contact**

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

**Officer name:** Tim Osborn

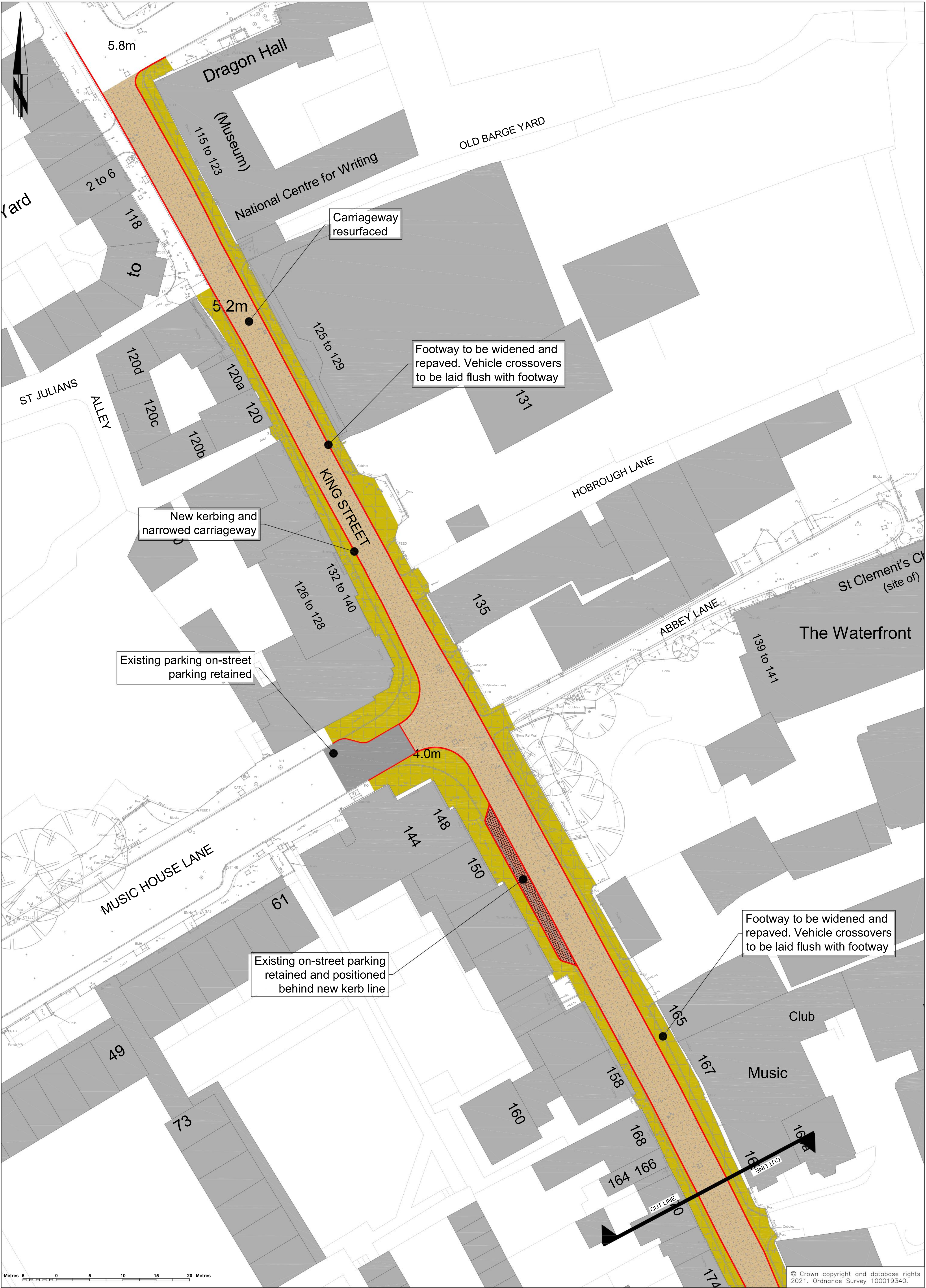
**Tel No.:** 01603 222063

**Email address:** tim.osborn@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.





REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

SURVEYED BY	OS/PC	DATE	02/20	DRAWING No.	PFA046-HD-0000-001
DESIGNED BY	TO	DATE	11/20	PROJECT TITLE	TRANSFORMING CITIES FUND
DRAWN BY	TO	DATE	02/21	KING STREET	
CHECKED BY	TO	DATE	02/21	SCALE	1:250 @ A1
				FILE No.	PFA046





Metres 5 0 5 10 15 20 Metres

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REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

SURVEYED BY	PC/OS	DATE	02/20	DRAWING No.	PFA046-HD-0000-002
DESIGNED BY	TO	DATE	11/20	PROJECT TITLE	KING STREET
DRAWN BY	TO	DATE	02/21	TRANSFORMING CITIES FUND	
CHECKED BY	TO	DATE	02/21	SCALE	1:250 @ A1
				FILE No.	PFA046





**Norfolk County Council**



**INDUSTRIAL  
STRATEGY**  
TRANSFORMING CITIES FUND



Transport  
for Norwich

Community & Environmental  
Services  
County Hall  
Martineau Lane  
Norwich  
NR1 2SG

NCC contact number: 0344 800 8020  
Text relay no.: 18001 0344 800 8020

Your Ref:  
Date: 22 January 2021

My Ref: PFA046  
Tel No.: 0344 800 8020  
Email: [transportfor Norwich@norfolk.gov.uk](mailto:transportfor Norwich@norfolk.gov.uk)

Dear Sir/Madam,

### **Transport for Norwich: consultation on proposals for King Street**

Norfolk County Council and the Transport for Norwich (TfN) partnership are asking for feedback on revised proposals to improve the King Street area for pedestrians and cyclists. We're writing to let you know how to find out more about the project and how to take part in our consultation.

In March last year, we carried out an initial consultation on a proposal to convert King Street to one-way from its junction with Rouen Road to Music House Lane and to provide a southbound contraflow cycle lane. After reviewing the consultation feedback, we have removed these elements and are now proposing a simplified scheme, which includes footpath widening, with associated carriageway narrowing, along the length of King Street. The aim is to create an environment where more people choose to walk and cycle, reducing the dominance of space allocated for motor vehicles.

### **What's being proposed and why**

This table explains what changes we're proposing and the reasons behind them. The enclosed plan shows what the project would look like on the ground – the numbered proposed changes correspond to the relevant points marked on the map.

	<b>Proposal</b>	<b>Reason for proposal</b>
<b>1</b>	Road narrowed to a uniform width along entire length. Two way traffic to be retained.	<p>The narrowed road will encourage lower vehicle speeds, make the road easier to cross and the new road surfacing will improve comfort for cyclists along this busy cycle route. Existing vehicle access to properties will remain.</p> <p>The uniform road width and inset parking bays will improve the streetscape of this historic street.</p>

<b>2</b>	Current on-street parking to be retained	The existing on-street parking will be positioned behind the kerblines in formalised parking bays. The restrictions and location of the existing parking will be retained.
<b>3</b>	New paving across vehicle access	The provision of dropped kerbs and a continuous footpath along King Street will make side roads and entrances to properties easier to cross, whilst maintaining vehicle access.
<b>4</b>	Footpath widened and resurfaced	Widening and resurfacing the footpath will significantly improve the environment for walking for all users.
<b>5</b>	Realigned junction	Reduce vehicle entry speeds to improve safety for all users.
<b>6</b>	New planting and seating	Improve the overall appearance of the area and provide a place to rest within a green space.

### How to comment

There are two ways to comment on the consultation:

- Visit [www.norfolk.gov.uk/kingstreet](http://www.norfolk.gov.uk/kingstreet) where you can complete our online survey to share your thoughts on the proposals.
- Ask for a hard copy of the survey by calling or emailing us using the details at the top of this letter. Large font and other formats are available on request.

### Next Steps

The deadline for comments is **10am on Wednesday 10 February 2021**. We will carefully consider all responses and report back to the Transforming Cities Fund Joint Committee on Tuesday 23 March 2021. The committee, which is chaired by Norfolk County Council and made up of councillors from TfN partners Norwich City, Broadland District and South Norfolk councils, will then decide how to proceed with the project. The webpage above will be kept up to date with the latest progress and information.

### Background

The Department for Transport (DfT) has awarded £32m of funding to TfN from the Transforming Cities Fund to deliver a range of schemes across Greater Norwich. These projects aim to improve access to jobs, training and retail by supporting improvements to sustainable modes of transport, while also responding to issues around air quality.

More information about our application to the DfT and all the proposed schemes can be found at [www.norfolk.gov.uk/transformingcities](http://www.norfolk.gov.uk/transformingcities). You can also read more about previous, current and future TfN projects by visiting [www.norfolk.gov.uk/tfn](http://www.norfolk.gov.uk/tfn).

Yours faithfully

Tim Osborn  
Project Engineer



# King Street



- ① Road narrowed to a uniform width along entire length, two way traffic to be retained
- ② Current on-street parking to be retained
- ③ New paving across vehicle access
- ④ Footpath widened and resurfaced

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# King Street

- ① Road narrowed to a uniform width along entire length, two way traffic to be retained
- ② Current on-street parking to be retained
- ③ New paving across vehicle access
- ④ Footpath widened and resurfaced
- ⑤ Realigned junction
- ⑥ New planting and seating

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## Your views on proposed changes to King Street, Norwich : Summary report

This report was created on Thursday 11 February 2021 at 11:42 and includes **31** responses.

The consultation ran from 20/01/2021 to 10/02/2021.

### Contents

Question 1: Please tick to confirm that you have read the Personal information, confidentiality and data protection statement above.	2
Data protection agreement	2
Question 1: Road narrowed to a uniform width along entire length - two way traffic to be retained. To what extent do you like or dislike this proposal? (please select only one item)	2
Carriageway widening	2
Why do you say that? Please write below:	2
Question 2: Current on-street parking to be retained. To what extent do you like or dislike this proposal? (please select only one item)	3
Existing verge/footway to become carriageway	3
Why do you say that? Please write below:	3
Question 3: New paving across vehicle accesses. To what extent do you like or dislike these proposals? (please select only one item)	3
New zebra crossing	3
Why do you say that? Please write below:	4
Question 4: Footpath widened and resurfaced. To what extent do you like or dislike this proposal? (please select only one item)	4
New paved area	4
Why do you say that? Please write below:	4
Question 5: Realigned junction. To what extent do you like or dislike this proposal? (please select only one item)	5
Relocated bus shelter	5
Why do you say that? Please write below:	5
Question 6: New planting and seating. To what extent do you like or dislike this proposal? (please select only one item)	5
Widened bus layby	5
Why do you say that? Please write below:	6
Question 7: Please consider the proposals for the area as a whole and answer the questions that follow:	6
a. Are there any considerations you feel we should be aware of when developing the overall design? If so, please write these below:	6
b. If you have any other comments in response to the overall proposals, please write them below:	6
Question 1: How do you primarily use the area? (Please select only one item)	6
How do you primarily use the area?	6
Question 2: Are you...? (please select all that apply)	7
User groups	7
Other - please specify	7
Question 3: Are you...? (Please select only one item)	7
Gender	7
Other - please specify	8
Question 4: How old are you? (Please select only one item)	8
Age	8
Question 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)	8
Disability	8
Question 6: How would you describe your ethnic background? (Please select only one item)	9
Ethnicity	9
Other ethnic background - please describe:	9
Question 7: What is the first part of your postcode? (e.g. NR4)	9
Postcode	9



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

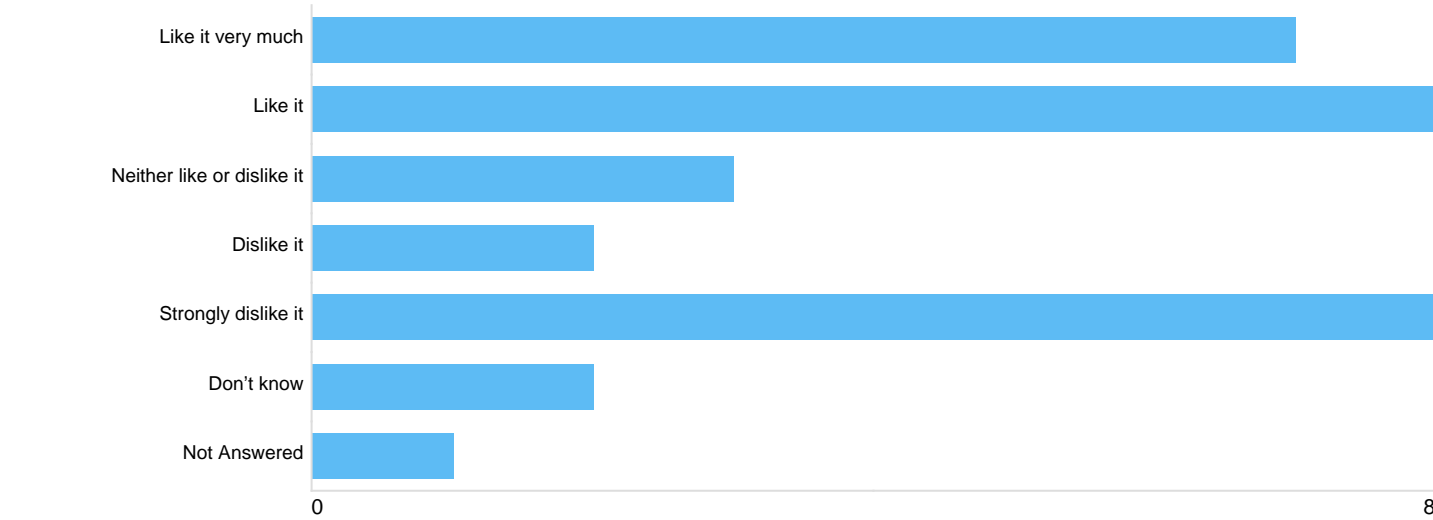
**Data protection agreement**



Option	Total	Percent
Yes - I have read the personal information, confidentiality and data protection statement	31	100.00%
Not Answered	0	0.00%

**Question 1: Road narrowed to a uniform width along entire length - two way traffic to be retained. To what extent do you like or dislike this proposal? (please select only one item)**

**Carriageway widening**



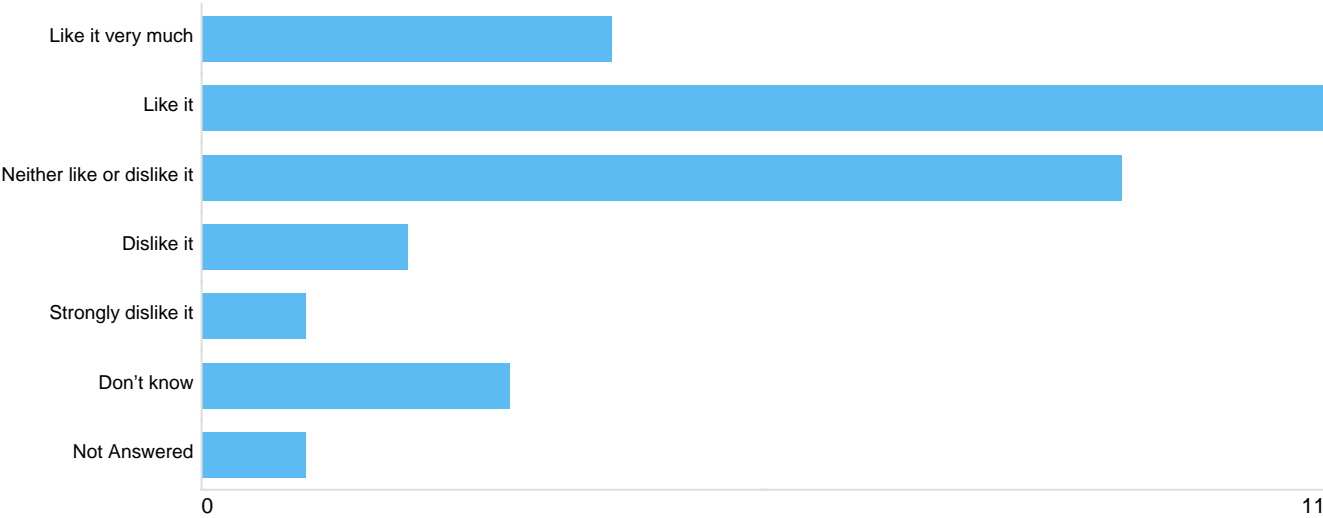
Option	Total	Percent
Like it very much	7	22.58%
Like it	8	25.81%
Neither like or dislike it	3	9.68%
Dislike it	2	6.45%
Strongly dislike it	8	25.81%
Don't know	2	6.45%
Not Answered	1	3.23%

**Why do you say that? Please write below:**

There were **24** responses to this part of the question.

Question 2: Current on-street parking to be retained. To what extent do you like or dislike this proposal? (please select only one item)

Existing verge/footway to become carriageway



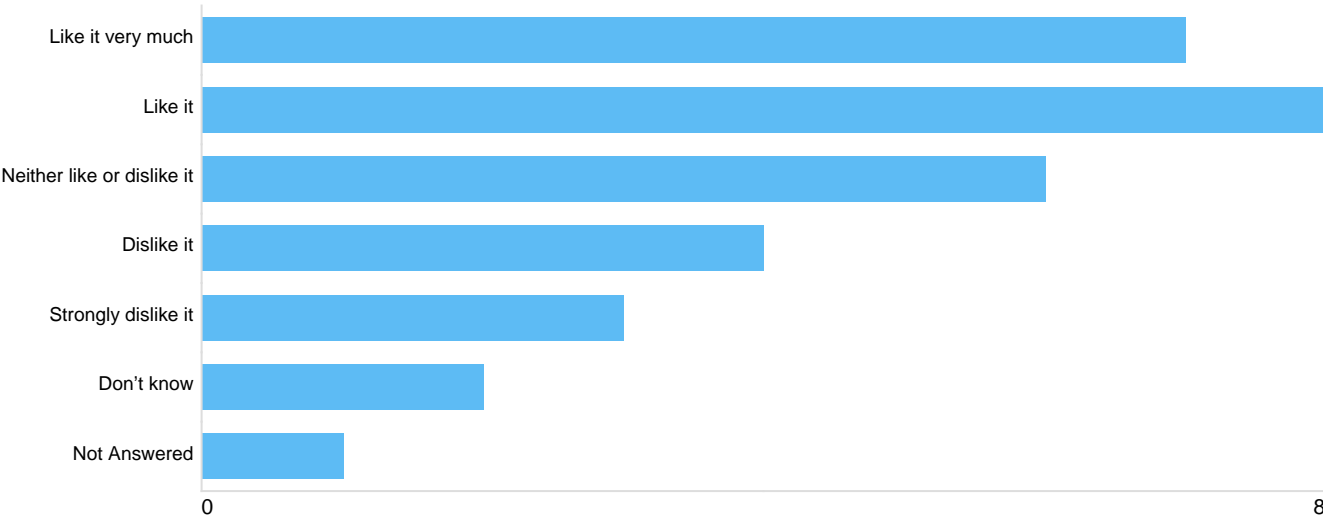
Option	Total	Percent
Like it very much	4	12.90%
Like it	11	35.48%
Neither like or dislike it	9	29.03%
Dislike it	2	6.45%
Strongly dislike it	1	3.23%
Don't know	3	9.68%
Not Answered	1	3.23%

Why do you say that? Please write below:

There were 20 responses to this part of the question.

Question 3: New paving across vehicle accesses. To what extent do you like or dislike these proposals? (please select only one item)

New zebra crossing



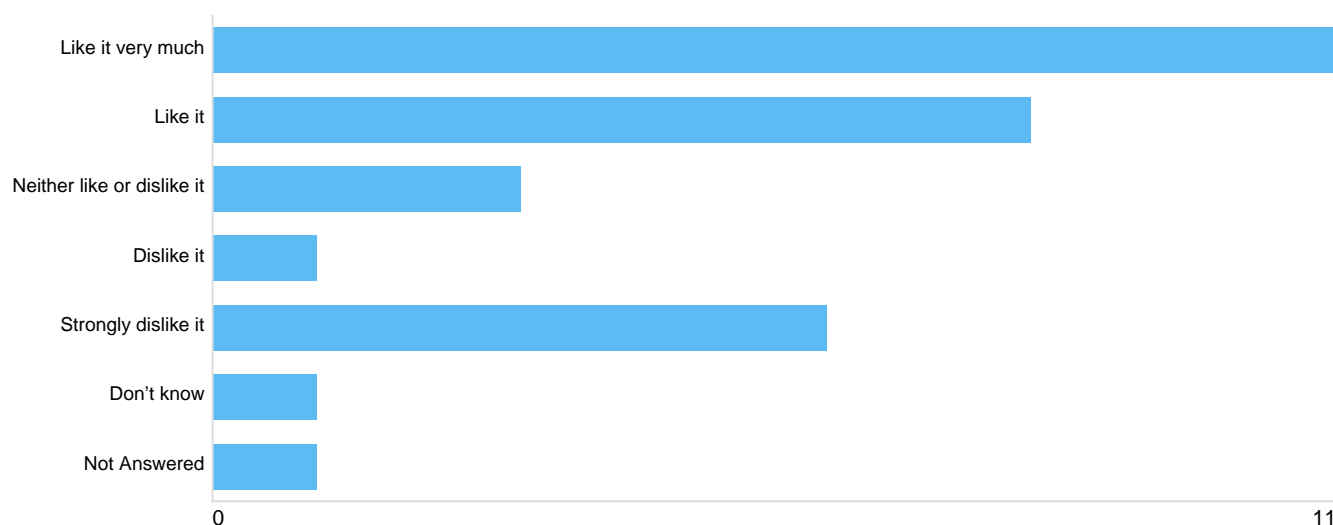
Option	Total	Percent
Like it very much	7	22.58%
Like it	8	25.81%
Neither like or dislike it	6	19.35%
Dislike it	4	12.90%
Strongly dislike it	3	9.68%
Don't know	2	6.45%
Not Answered	1	3.23%

**Why do you say that? Please write below:**

There were **24** responses to this part of the question.

**Question 4: Footpath widened and resurfaced. To what extent do you like or dislike this proposal? (please select only one item)**

**New paved area**



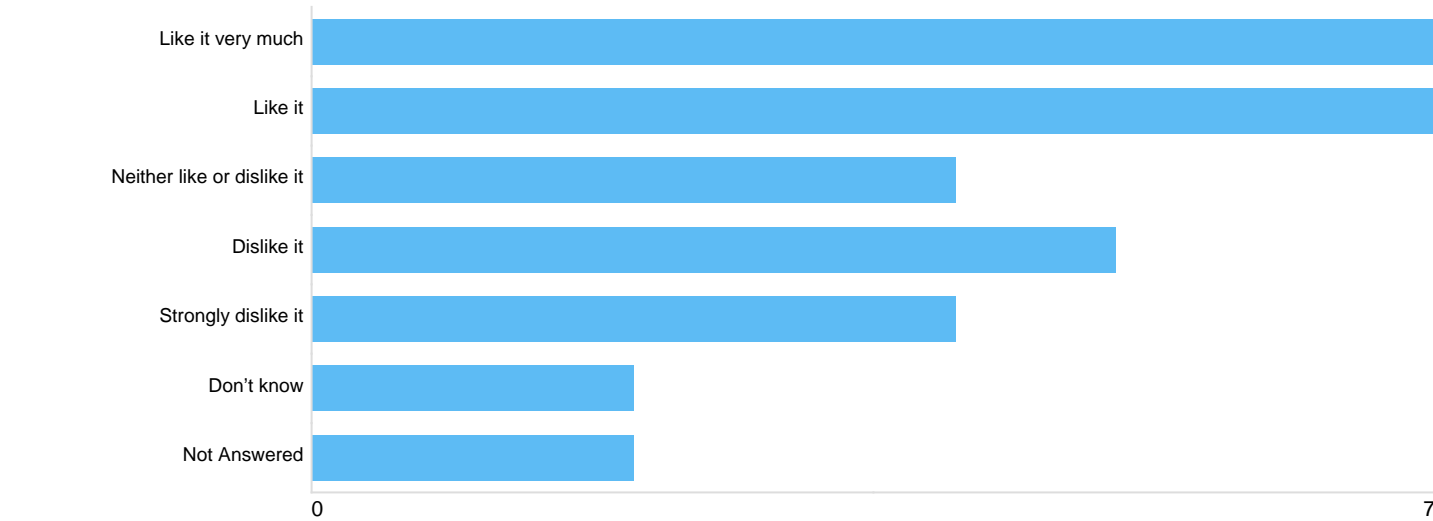
Option	Total	Percent
Like it very much	11	35.48%
Like it	8	25.81%
Neither like or dislike it	3	9.68%
Dislike it	1	3.23%
Strongly dislike it	6	19.35%
Don't know	1	3.23%
Not Answered	1	3.23%

**Why do you say that? Please write below:**

There were **25** responses to this part of the question.

Question 5: Realigned junction. To what extent do you like or dislike this proposal? (please select only one item)

Relocated bus shelter



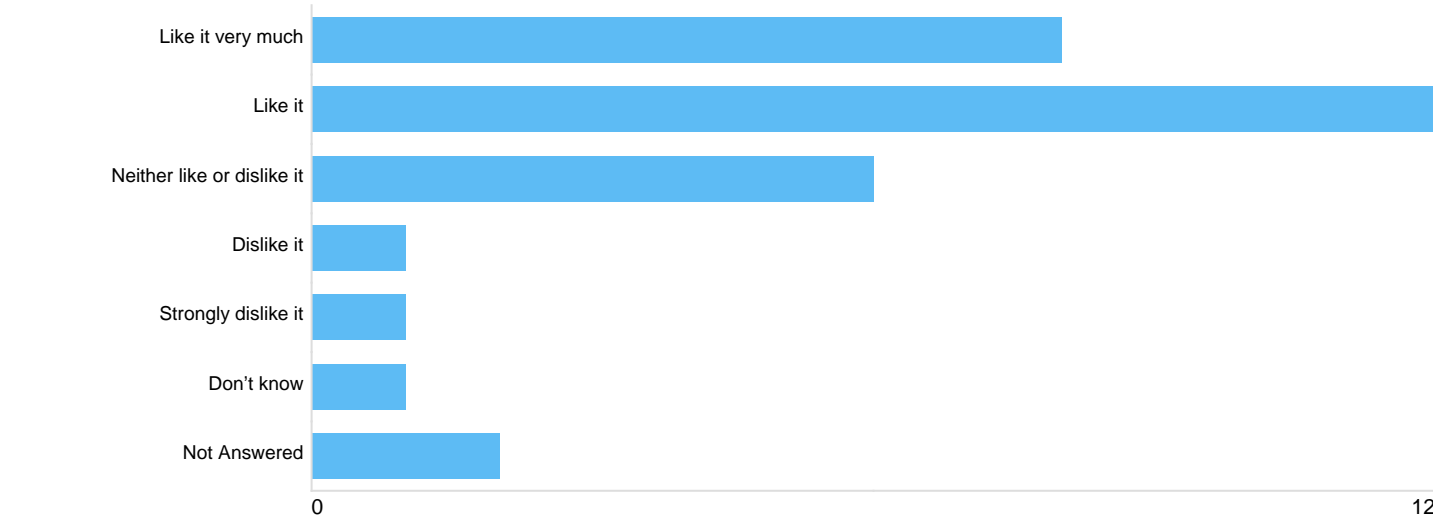
Option	Total	Percent
Like it very much	7	22.58%
Like it	7	22.58%
Neither like or dislike it	4	12.90%
Dislike it	5	16.13%
Strongly dislike it	4	12.90%
Don't know	2	6.45%
Not Answered	2	6.45%

Why do you say that? Please write below:

There were 22 responses to this part of the question.

Question 6: New planting and seating. To what extent do you like or dislike this proposal? (please select only one item)

Widened bus layby



Option	Total	Percent
Like it very much	8	25.81%
Like it	12	38.71%
Neither like or dislike it	6	19.35%
Dislike it	1	3.23%
Strongly dislike it	1	3.23%
Don't know	1	3.23%
Not Answered	2	6.45%

***Why do you say that? Please write below:***

There were **22** responses to this part of the question.

**Question 7: 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 when developing the overall design? If so, please write these below:***

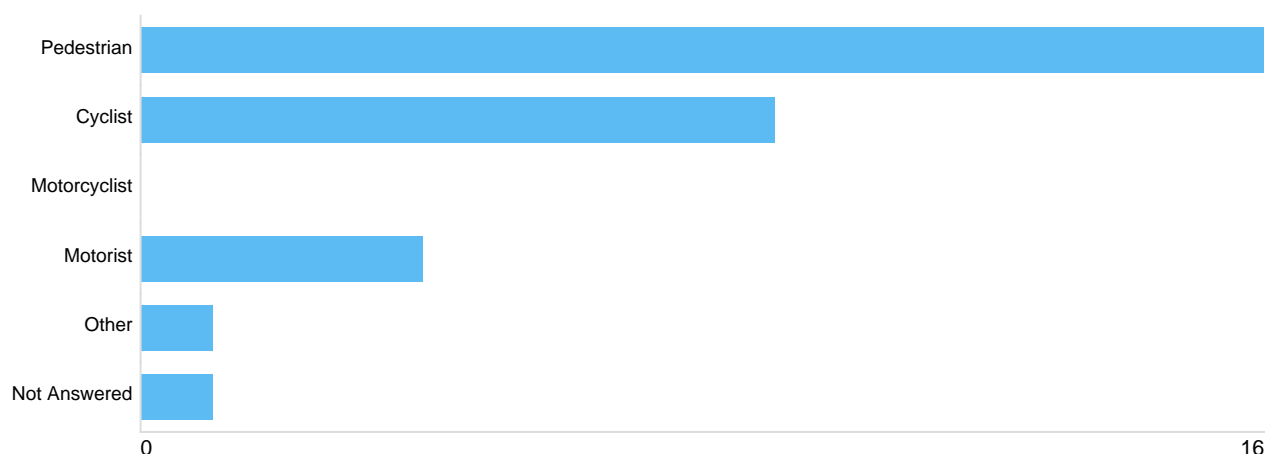
There were **22** responses to this part of the question.

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

There were **11** responses to this part of the question.

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

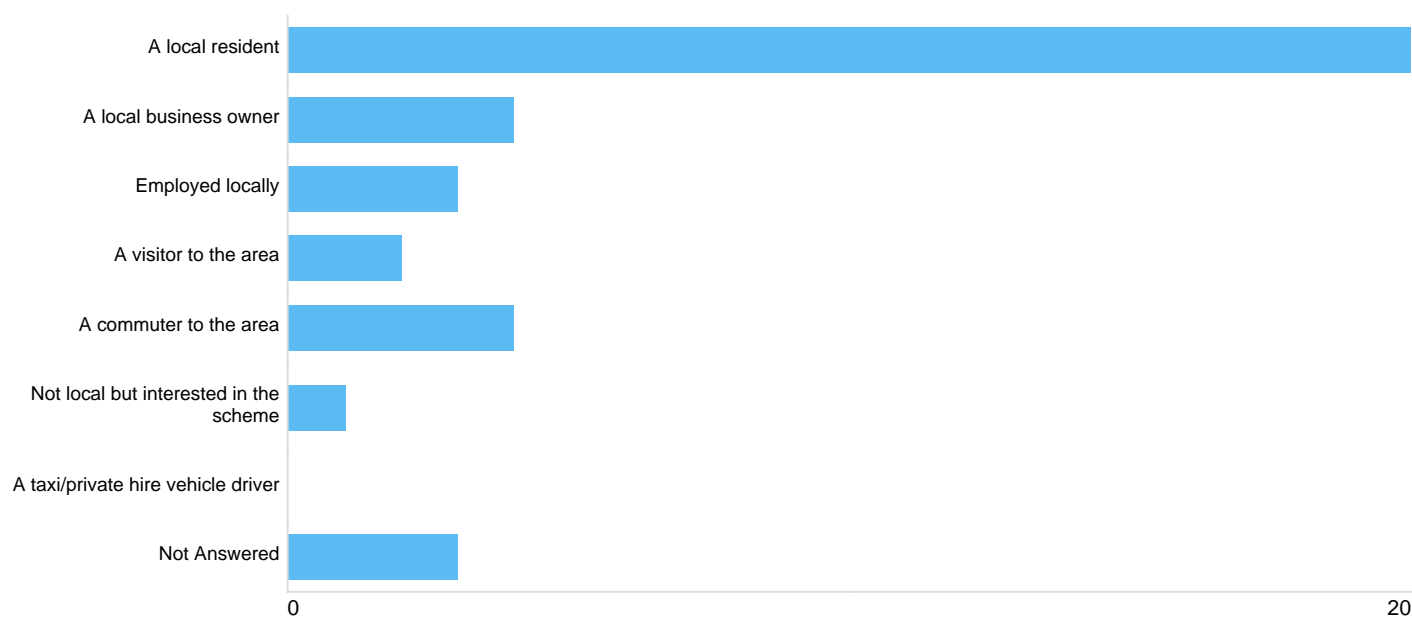
***How do you primarily use the area?***



Option	Total	Percent
Pedestrian	16	51.61%
Cyclist	9	29.03%
Motorcyclist	0	0.00%
Motorist	4	12.90%
Other	1	3.23%
Not Answered	1	3.23%

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

### User groups



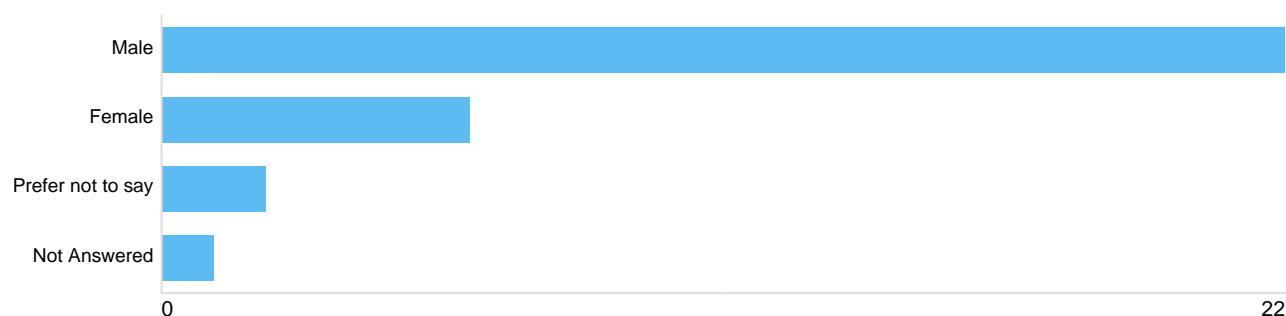
Option	Total	Percent
A local resident	20	64.52%
A local business owner	4	12.90%
Employed locally	3	9.68%
A visitor to the area	2	6.45%
A commuter to the area	4	12.90%
Not local but interested in the scheme	1	3.23%
A taxi/private hire vehicle driver	0	0.00%
Not Answered	3	9.68%

### Other - please specify

There were 2 responses to this part of the question.

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

### Gender





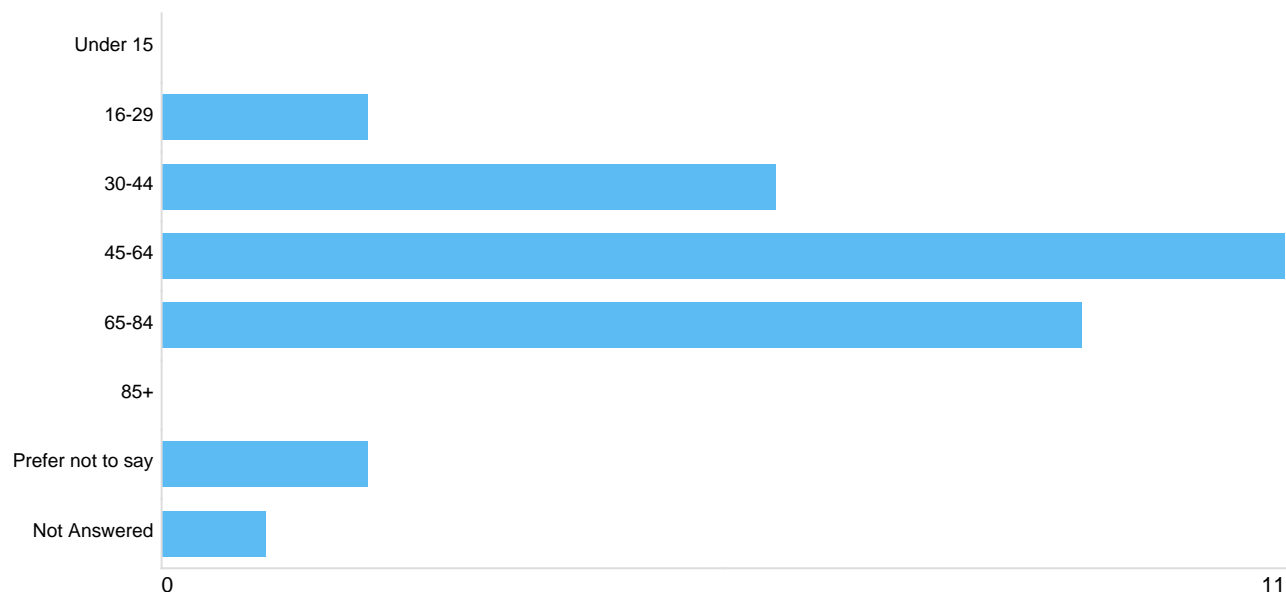
Option	Total	Percent
Male	22	70.97%
Female	6	19.35%
Prefer not to say	2	6.45%
Not Answered	1	3.23%

**Other - please specify**

There were **0** responses to this part of the question.

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

**Age**



Option	Total	Percent
Under 15	0	0.00%
16-29	2	6.45%
30-44	6	19.35%
45-64	11	35.48%
65-84	9	29.03%
85+	0	0.00%
Prefer not to say	2	6.45%
Not Answered	1	3.23%

**Question 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)**

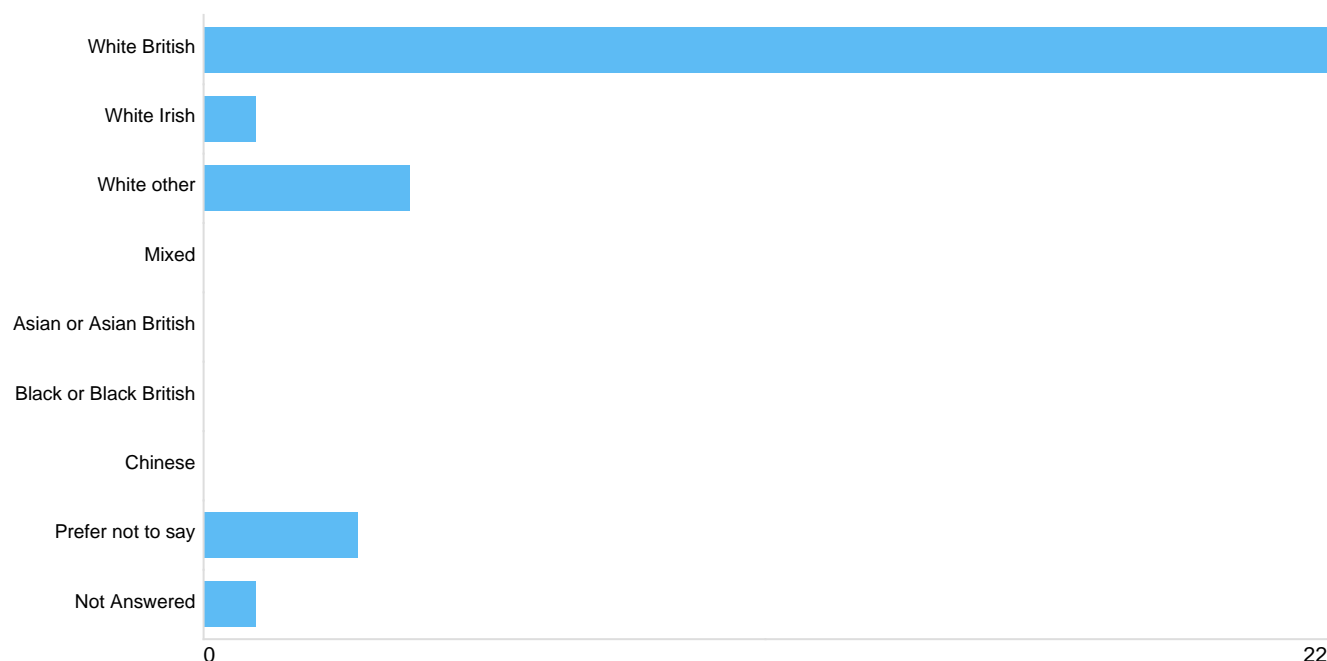
**Disability**



Option	Total	Percent
Yes	4	12.90%
No	25	80.65%
Prefer not to say	1	3.23%
Not Answered	1	3.23%

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

##### ***Ethnicity***



Option	Total	Percent
White British	22	70.97%
White Irish	1	3.23%
White other	4	12.90%
Mixed	0	0.00%
Asian or Asian British	0	0.00%
Black or Black British	0	0.00%
Chinese	0	0.00%
Prefer not to say	3	9.68%
Not Answered	1	3.23%

##### ***Other ethnic background - please describe:***

There were **0** responses to this part of the question.

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

##### ***Postcode***

There were **30** responses to this part of the question.

## APPENDIX G – TCF2 King Street – Direct Representations

Ref	Representation	Officer comments
2021-001	<p>Further to the above consultation [REDACTED] has looked in detail at the advertised proposals and wishes to respond as follows:</p> <p>We generally SUPPORT the proposals. Our comments are below.</p> <ul style="list-style-type: none"> <li>• We support measures which improve the amenity of pedestrians and cyclists.</li> <li>• We request that attention is given to the construction details where the footway is to be continued across accesses on the east side of the road, to avoid leaving vertical upstands which have proved so hazardous to cyclists elsewhere. All crossovers should be flush.</li> <li>• We suggest that the drawing is modified to highlight the redevelopment of the Ferry Boat site (at the southern end of the route) which we understand has already started, and may have implications for the proposals.</li> </ul>	<p>Flush crossing points will be provided at all vehicle accesses. NCC and Norwich City Council will be working with the developer of the Ferry Boat Inn site for delivery of the landscaped area at the junction of Rouen Road.</p>
2021-002	<p>We support the revised proposals which will lower vehicle speeds, improve the safety of cycling/walking and add more greenery.</p>	<p>No response required.</p>
2021-003	<p>[REDACTED] generally support these changes, and strongly agree with not converting this section of King Street to one-way motor vehicle travel. This is a very important route as part of NCN route 1 and has high levels of two-way cycling. We think is essential to maintain a right turn lane for north bound cyclists &amp; vehicles to enter King Street from Rouen Road. We would like to have further discussions with the designers about adding additional cycle logos on King Street at the access point to the Friendship bridge.</p>	<p>Meeting to be held to discuss the use of additional cycle symbols.</p>

2021-004	<p>There are two designated Car Club bays at the south end of King Street - a 5m Car Club bay which has already been marked up and is in use and an adjacent 7m Car Club bay which was designated (sealed TRO) a year ago.</p> <p>I'm looking through the current King Street public consultation documents.</p> <p>Please could you confirm that as part of the plans, both the designated Car Club bays (a total of 12m in length) are being retained (and repositioned behind the kerblines)?</p>	All existing on-street parking on King Street shall be retained.
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