



**Transport for Norwich Advisory Committee
Minutes of the Meeting Held on 26 January 2023 at
2pm in the Council Chamber**

Present:

Cllr Graham Plant (Chair)
Cllr Barry Stone (Vice-Chair)
Cllr Brenda Jones
Cllr Brian Watkins
Cllr Fran Whymark
Cllr Mike Stonard
Cllr Ian Stutley

Representing:

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

Officers Present:

Alex Cliff
Jonathan Hall
Jeremy Wiggin

Title:

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Committee Support Manager, NCC
Transport for Norwich Manager, NCC

1. Apologies for Absence

1.1 Apologies were received from: Peter Joyner (New Anglia Local Enterprise Partnership), and Cllr Emma Corlett (Cllr Brenda Jones substituted).

2. Minutes

2.1 The Committee agreed the minutes of the meeting held on 29 September 2022 as an accurate record.

3. Declarations of Interest

3.1 No interests were declared.

4. Items received as urgent business

4.1 There were no items of urgent business. The Chair acknowledged Cllr Stutley's request but advised that the issue he wished to be discussed will be dealt with at a later date and would not form part of discussions for the meeting.

The Chair on behalf of all committee members thanked the previous Chair Cllr Martin Wilby who had stood down from his role as Cabinet Member due to ill health. Cllr Wilby had led the committee for a number of years and under his Chairmanship, the committee had seen many schemes implemented with numerous improvements for sustainable travel, walking and cycling routes around the city. The Chair advised that he hoped to build on Cllr Wilby's good work and looked forward to working with

the committee.

5. MayFly Way

5.1 The Committee received the report, which outlined proposals to deliver improvements to the shared footway and cycleway along Mayfly Way.

5.2 The Transport for Norwich Manager Jeremy Wiggins introduced the report and advised:

- The paper outlined improvements to the shared footway and cycleway along Mayfly Way to benefit those who walk and cycle locally as well as improving connectivity for people using the Green Pedalway which links Bowthorpe employment area to the city centre and the east of the city
- This route is well used by those walking and cycling but is only 3m wide and is shared between users which have to give way to vehicles at Chapel Break Road and Barnard Road.
- The proposals will segregate pedestrians and cyclists and provide a safer crossing of Chapel Break Road and Barnard Road. However, it should be noted that the delivery of these proposals is dependent on the successful acquisition of some privately owned land, which is progressing well.
- Public consultation was carried out in September and October last year and 40 responses were received. 82% of respondents agreed with the overall aims of the proposals and there was a good level of support for all elements. The proposals also had support from the Police and Norwich Cycle Campaign. No changes had been proposed based on the consultation.
- The proposal represented High Value for Money and it was **recommended** that the Cabinet Member approves the proposals subject to the acquisition of land.

5.3 The members were all in agreement that the proposals brought about many improvements for walkers and cyclists alike and on an indicative vote all **agreed** to the scheme and the recommendations.

5.4 Recommendations:

1. To recommend to the Cabinet Member to approve the proposals for Mayfly Way as shown in Appendix E of the report, noting that these are subject to the successful acquisition of land;
2. To recommend to the Cabinet Member to decide to commence the statutory procedures associated with the necessary Traffic Regulation Orders (TROs) and Noticing required to implement the scheme as shown in Appendix E of the report.

6. Newmarket Road

6.1 The Committee received the report, which outlined proposals to improve the route along the Blue Pedalway for people cycling and walking by widening footways; providing dedicated cycling infrastructure; providing new and improved crossing facilities; and making minor changes to kerb lines to enable the expeditious movement of buses along the busy A11 corridor.

- 6.2 The Transport for Norwich Manager Jeremy Wiggins introduced the report and advised the proposals included:
- A widening of an existing crossing on Newmarket Road at the junction with Leopold Road.
 - A new pedestrian and cycle crossing of Eaton Road and a new pedestrian and cycle crossing of Lime Tree Road – the latter junction will work in tandem with revisions to the existing crossing of Newmarket Road to give cyclists a convenient way of accessing the segregated inbound cycle path.
 - Provision of a new Beryl bike bay
 - Pavement widening
 - Removal of an inbound and outbound bus stop to the west of the Lime Tree Road junction. I am aware this has caused some concern so this can be discussed further.
 - Amendment to the approach to Outer Ring Road roundabout to provide additional space for buses and larger vehicles to avoid straddling lanes

In addition, members were advised that public consultation had been carried out in November to December last year and there were 113 responses. Over 71% agreed with the aims. All of the proposals other than the removal of existing bus stops on Newmarket Road had a higher percentage of respondents who liked the proposals as opposed to disliking them (but the bus stop feedback was balanced). The proposals were supported by the Norwich Cycle Campaign and represented Very High Value for Money and it is **recommended** that the Cabinet Member approves the proposals.

- 6.3 The Chair advised that the removal of bus stops included within the scheme had been reconsidered and all bus stops included will continue to remain in place. Officers acknowledged that the positioning of the beryl bike bay at the junction of Eaton Rd could be reconsidered within the scheme. The general location for the bay in that area was considered to be sound but an exact location had yet to be agreed and was subject to negotiation.
- 6.4 Officers advised that during the scheme design there was not sufficient room within the highway to retain the crossing islands. However, this should increase the experience of pedestrians crossing Newmarket Road, as the phasing of the lights will mean that crossing can be undertaken in one phase, avoiding the need to wait in the middle of the road to complete the crossing. The rephasing of the traffic lights would not have any material impact on the side roads adjacent with respect to any traffic delays.
- 6.5 As an indicative vote all members **agreed** to the scheme and the recommendations.

Recommendations:

1. To recommend the Cabinet Member approves the proposals as shown in Appendix A of the report;
2. To recommend the Cabinet Member approves the undertaking of the statutory procedures for the Traffic Regulation Orders (TROs) and noticing required to implement the proposals.

7. **Dereham Road Corridor including Bowthorpe Travel Hub and Longwater Lane.**

- 7.1 The Committee received the report, which outlined amended proposals following the public consultation that had taken place last year. The consultation letter was sent to 3,675 properties and in addition there were also three face-to-face events arranged that were well attended. The main elements were Transport hub on Dereham Road

and improvements near Longwater Lane. The Chair thanked officers for engaging with the responses from the consultation and for finding solutions to the many issues raised.

7.2 The Transport for Norwich Manager Jeremy Wiggins introduced the report and advised the main features of the proposals included:

- A summary of the main features of the proposals is as follows:
 - Provision of a new travel hub.
 - A reduction in the speed limit from 40mph to 30mph on Dereham Road.
 - Removal of the Butterfly Way pedestrian underpass and installation of a new signalised street level crossing.
 - New sections of 24-hour inbound and outbound bus lanes.
 - Improved crossing facilities at the Dereham Road/Richmond Road junction.
 - Dedicated facilities for those walking or cycling with raised-table side road crossings.
 - Additional bus stops/shelters and real time passenger information.
 - Extensive pavement widening and landscaping.

7.3 In addition, members were advised

- There were 192 responses to the Longwater Lane survey and 211 responses to the Travel Hub survey. In addition, there were 20 emails received
- With regard to the Travel Hub, it was **recommended** that the underpass remains but is upgraded in terms of drainage and lighting and made more welcoming, as requested by residents, local member and the Town Council. However, it is poor for access and will be too expensive to make accessible. It was **recommended** the street level crossing is provided to enable an accessible crossing for those walking and cycling. This inclusion means there will be a smaller area for the travel hub but the bus stops can be improved and could also include bike parking and Beryl bikes.
- Speed limit reduction was supported and was **recommended** to proceed.
- Bus lanes were disliked. A review of the traffic flows in this area has concluded that impacts on general traffic flow will be minor as a result of bus lanes being introduced. For example, traffic surveys show that in the area where the inbound bus lane approaching Gurney Road would be placed, over 75% of vehicles are in the offside lane, which increases to 85% at the Gurney Road junction itself. Existing bus lanes are already operating 24 hours a day. There were concerns about the enforcement of bus lanes and these concerns will be addressed. It was **recommended** that bus lanes proceed.
- Improved crossing facilities at the Dereham Road / Richmond Road junction including a right turn ban out of Richmond Road were supported. It was recommended to proceed with this element of the scheme.
- There was overall support for segregated walking and cycling. Concerns were raised about crossings at junctions but it was recommended to continue as this enforces recent changes to the Highway Code.
- The scheme included chicanes on Richmond Road, however it was **recommended** not to proceed with them. Officers will look at other options for managing speed on Richmond Road.
- Removal of the bus stop laybys was generally disliked on the basis that this will cause queuing traffic and an obstruction. The proposals have been amended to

retain the bus laybys.

- There had been lots of suggestions made during the consultation. Officers will consider them and look to progress separately if a strong case can be made and funding is available
- The scheme represented High Value for Money.

7.4 Officers responded to concerns raised by members that if the scheme produced any unforeseen issues then a review would take place to see if these could be overcome. A similar review had been carried out with the scheme introducing bus lanes on Cromer Road.

As an indicative vote all members **agreed** to the scheme and the recommendations.

Recommendations:

1. To recommend the Cabinet Member approves the proposals as set out in Section 4 of the report;
2. To recommend the Cabinet Member approves the undertaking of the statutory procedures for the Traffic Regulation Orders (TROs) and Noticing required to implement the proposals.

7.5 Officers confirmed that there were working with government consultants concerning the level of funding to be carried forward in to 2023 to undertake schemes. Norfolk County Council has an excellent track record for delivering schemes and a strong case was being put forward to Department for Transport (DfT) to secure funding. Officers expected to hear back from DfT by March.

The Meeting ended at 2.29pm

Next meeting: Thursday 23 March 2023 at 2pm

**Cllr Graham Plant, Chair,
Transport for Norwich Advisory
Committee**

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