

Joint Committee for Transforming Cities Fund Projects

Date: 14 October 2020
Time: 2pm
Venue: MS Teams (virtual meeting)

To view the meeting please follow this link: <https://youtu.be/eiKCQxLM6JE>

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 (Chairman)
Cllr Barry Stone (Vice-Chairman)

Norfolk County Council
Norfolk County Council

Cllr Lana Hempsall
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

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 8 September 2020

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 TCF Tranche 2 Funding Update

Verbal Update

6 Transforming Cities – Marriott’s Way to Hellesdon Road

(Page 8)

Report by the Executive Director of Community and Environmental
Services

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

Date Agenda Published: 6 October 2020



If you need this document in large print, audio, Braille, alternative format or in a different language please contact 0344 800 8020 or (textphone) 18001 0344 800 8020 and we will do our best to help.



Joint Committee for Transforming Cities Funds Minutes of the Meeting Held on 08 September 2020 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 Hemsall	Broadland District Council
Peter Joyner	New Anglia Local Enterprise Partnership (LEP)
Cllr Steve Morphew	Norfolk County Council
Cllr Mike Stonard	Norwich City Council
Cllr Ian Stutely	Norwich City Council
Cllr Brian Watkins	Norfolk County Council

Also Present:

Hollie Adams	Committee Officer, Norfolk County Council
Jeremy Wiggin	Transport for Norwich Manager, Norfolk County Council
Stuart Payne	Associate (WSP)
Durga Goutam	Senior Engineer - Major Project Team, Norfolk County Council
Victoria Dale	Project Delivery Coordinator, Norfolk County Council
Ed Parnaby	Transport Planner, Norfolk County Council

1. Apologies for Absence

- 1.1 Cllr Mason-Billig was absent from the meeting.

2. Minutes of last meeting

- 2.1 The minutes of the meeting held on 14 July were **agreed** as an accurate record.

3. Declarations of Interest

- 3.1 Cllr Lana Hemsall declared a non-pecuniary interest related to visual impairments in Norwich as coordinator for the Norwich Guide Dog Forum.

4. Items received as urgent business

- 4.1 The Chairman agreed to allow Cllr Ian Stutely to raise issues under urgent business:
- Cllr Stutely discussed concerns which had been raised regarding the dangers of children using the staggered pedestrian crossing at South Park Avenue in Norwich, which had been completed over the summer of 2020
 - Cllr Stutely stated that he felt this was one of the busiest crossings in the County. There had been a road traffic accident here in the summer that had damaged the railings and there were plastic barriers in place which offered poor protection to children using the crossing. He asked the County Council

- to reinstall the steel barriers as a matter of urgency.
- The Transport for Norwich Manager confirmed that Norfolk County Council were aware of the incident and repairs to the barrier would be carried out as soon as possible. The collision, which involved a single vehicle, took place on 13 August 2020 just before midnight when a single vehicle struck the central island; the cause of the incident was still being investigated
- Cllr Ian Stutely also had a query regarding the remit of the Joint Committee:
 - Cllr Stutely requested clarification on the role, remit and aim of the Joint Committee and its Members and whether this had been updated in light of the amended Transforming Cities Fund (TCF) bid.
 - The Chairman agreed to send round a copy of the terms of reference to all members of the committee.
 - The Chairman felt that part of the role of Joint Committee Members was to promote the TCF to residents and other Councillors and encouraged Members of the Joint Committee to contact officers with any queries about the fund.

5. TCF (Transforming Cities Fund) St. Stephens Street

- 5.1.1 The Joint Committee received the report setting out the outline proposals for St Stephens Street developed as part of the TCF programme which Norfolk County Council was looking to proceed to public consultation on.
- 5.1.2 The Transport for Norwich Manager introduced the report to Joint Committee Members
 - The Joint Committee were asked to approve the proposal for officers to move forward with a public consultation on the outline proposals for the scheme to improve bus and pedestrian facilities in this area
 - Using the DfT's (Department for Transport) criteria the scheme was deemed high value for money
 - This was a key public transport and economic area of the city
- 5.2 Cllr Mike Stonnard arrived at 2.10pm
- 5.3 The following points were discussed and noted
 - A Member queried whether there would be room for buses to manoeuvre in and out of the proposed sawtooth bus bays on St Stephens Street. The Transport for Norwich Manager reassured the Joint Committee that the bays had been trialled; using life-size marked out bays at the First Eastern Counties Bus depot, buses had been able to manoeuvre in and out of the spaces. They were designed to require less manoeuvring and had worked well in other cities. Aligning the buses to the kerb would also make it easier for pedestrians to get on and off buses.
 - Concerns were raised about air quality on St Stephens street as there did not seem to be evidence on how this would be reduced. The Transport for Norwich Manager reported that First Eastern Counties Buses would be investing in their Norwich fleet which would consist of new and more modern diesel buses resulting in lower pollution from the vehicles.
 - Officers were asked about improvements proposed for cyclists; it was confirmed that officers were in discussion with the Norwich Cycling Campaign and that the cycle contraflow on Surrey Street, increased cycle parking and overall slowing of traffic would benefit cyclists
 - The Future Mobility Zone Application to Government which included a proposal for an electric bus fleet had not been successful, however, the bid to Government for Norwich to be an All Electric Bus Town was still being considered by Government.

The Managing Director of First Eastern Counties Buses had made a commitment to keep the new fleet in Norwich and to convert the fleet of new diesel buses to electric buses if additional funding was received from Government

- A discussion was held about whether there would be an increase of buses using the bus station and the impact of this on traffic flow at the St Stephens roundabout. The Transport for Norwich Manager confirmed that there was no proposal to increase the size of the fleet but to make a better use of the existing fleet so they could move more efficiently and quickly around the city
- The width of pavements at the narrowest part of the sawtooth bays was discussed, noting the need to protect of the retail aspect of the street; the finer detail of the design of the scheme would be finalised after the consultation but pavement width would be maximised where possible.
- on pages 9-10 of the report it stated that “Surrey Street will be made one-way northbound for motorised traffic with provision for a contraflow cycle lane to enable two-way cycling to remain”; buses would be rerouted along St Stephens Street to access the bus station and concerns were raised that this would place additional pressure on St Stephens Roundabout. Officers confirmed that further work would be carried out to look into the impact on the ring road and this junction from this and other schemes.
- A discussion was held about installing items such as trees or benches with mosses installed as part of the scheme to absorb carbon from pollution. The Transport for Norwich Manager confirmed that officers were looking at ways of greening the corridor to benefit the environment and mitigate flooding. For example, bus shelters were proposed to have living roofs to absorb water and carbon. Officers would continue to look into other available technologies.
- It was noted that pavement planters, if not properly maintained, could cause problems for people with sight impairments.
- it was proposed to install bus shelters in a less dominant part of the street to improve the usability for pedestrians

- 5.4 The Joint Committee **AGREED** to proceed to public consultation on the proposals for St Stephens Street that improve facilities for pedestrians and public transport users, increase bus stop capacity and reduce bus delays by better managing existing traffic movements. Plans shown in appendices 1 and 2 of the report.

6. Transforming Cities – Thorpe Road

- 6.1.1 The Joint Committee received the report setting out proposals developed for the Thorpe Road area of Norwich with a view to securing funding from TCF for delivery of these works. Thorpe Road would form part of a city infrastructure package and it is proposed that should funding be secured, these works would be delivered as an ‘early win’ in our delivery programme.
- 6.1.2 The Transport for Norwich Manager introduced the report to the Joint Committee:
- The scheme was intended to improve the route for those wishing to cycle into the city centre and improve public transport routes into the city centre along Thorpe road
 - Ways to improve and increase public transport and dominant modes of transport were being looked at as part of the scheme
- 6.2 The following points were discussed and noted
- It was confirmed that plans for a new roundabout being built further out on

Yarmouth Road would not impact on the scheme.

- It was noted that paragraph 3.1, bullet point 1, should read Thorpe Road
- It was noted that paragraph 3.2 should state that DS1 was the option if there were bus stops along the contraflow and DS2 was the option if there were no bus stops.
- The Cycle Campaign had requested an advanced stop line at the Thorpe Road traffic lights, but on discussion with the highways team it was decided not to take this forward; other suggestions they proposed had been put into the scheme.

6.3 The Joint Committee **AGREED** to

1. **approve** the proposals for Thorpe Road as shown in the plan Appendix A of the report.
2. **commence** the statutory procedures associated with the following traffic regulation orders and notices
 - a) Extend existing double yellow on Carrow Road and along Thorpe Road.
 - b) New bus and cycle contraflow on Thorpe Road
 - c) Add a new Zebra Crossing
 - d) Implement a no waiting and no loading restriction on Thorpe Road
 - e) Relocate the inbound and outbound bus stop on Thorpe Road

The Meeting Closed at 2.43pm

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



If you need this document 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.

Transforming Cities Fund Joint Committee

Item No. 6

Report title:	Transforming Cities – Marriott’s Way to Hellesdon Road
Date of meeting:	14 October 2020
Responsible Cabinet Member:	Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure and Transport)
Responsible Director:	Tom McCabe – Executive Director, Community and Environmental Services
Key Decision	No

Executive Summary/Introduction from Cabinet Member

The Department for Transport (DfT) has shortlisted Norwich as a city that is eligible to apply for capital funding from the Transforming Cities Fund (TCF). The county council’s successful application is based on 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.” Proposals have been developed for the Marriott’s Way to Hellesdon Road scheme in Norwich, which would be delivered as an ‘early win’ in our delivery programme.

These proposals have been subject to public consultation during August 2020 and this report recommends that the scheme is approved for construction and that the statutory consultation to implement the necessary parallel crossing notice is commenced.

Recommendations:

- 1. To approve the proposals for a section of Marriott’s Way between Gunton Lane car park and Hellesdon Road, to make walking and cycling safer and more convenient, as shown in the plan in Appendix C.**
- 2. To commence the statutory procedures associated with the legal notice for the parallel crossing and associated raised table on Hellesdon Road.**

1. Background and Purpose

- 1.1** Norfolk County Council (NCC), in partnership with Norwich City Council, Broadland District Council and South Norfolk Council has made an application to the Department for Transport (DfT) 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. The application identifies 5 key

corridors in addition to the city centre along which there is potential to implement a series of schemes for improvements.

- 1.2 The TCF is intended to encourage an increase in journeys made by low carbon, sustainable modes of transport, with a significant focus on public transport, cycling and walking. To increase the number of cyclists and pedestrians, it is important to provide the correct environment and make the experience enjoyable and safe.
- 1.3 Marriott's Way is a 26-mile footpath and cycle route, which follows the routes of two disused railway lines, and runs between the historic market town of Aylsham and Norwich. It forms part of the National Cycle Network (NCN) (Route 1) and the red route of Norwich's Pedal ways cycle path network and is also part of the North Seas Cycle Trail.
- 1.4 An Active Mode Appraisal was completed in May 2019, which found daily usage in this section of the Marriott's Way to be:
 - Average Daily Cycle count - 333
 - Average Daily Pedestrian Count - 246
- 1.5 The current route of the Marriott's Way in this location via Gunton Lane is indirect, involves a sub-standard width shared use path alongside Hellesdon Road and an uncontrolled crossing of busy Marl Pit Lane. This existing route is currently uneven, overgrown with trees and foliage and is of sub-standard width to adequately cater for Non-Motorised Users. This project will overcome these problems by providing a safer and more direct route utilising the original alignment of Marriott's Way. Please see **Appendix D** which contains photograph of the existing route.

2. Proposals

- 2.1 This project aims to deliver cycling and pedestrian improvements on the section of Marriott's Way between Hellesdon Road and the Gunton Lane car park. The proposed new route will be in addition to the existing Gunton Lane segregated route that will still be available to use.
 - 2.1.1 The main objective of the scheme is to re-route Marriott's Way to utilise the existing alignment of the disused railway line to provide a safer more comfortable journey for all users by:
 - Introducing a new parallel crossing where pedestrians and cyclists are segregated which will be located on a 75mm high raised table on Hellesdon Road to slow traffic down on the approaches to link the two sections of Marriott's Way that are bisected by Hellesdon Road. This will include an upgrade to the street lighting at the new crossing.
 - Providing a 3-metre wide shared use 'sealed surface' path for pedestrians and cyclists between Hellesdon Road and Gunton Lane car park. This will require the removal of a number of trees along this

length, further information around trees can be seen in the arboricultural information in paragraph 2.2 below.

- Resurfacing the Hellesdon Road carriageway between Marl Pit Lane/Hellesdon Road junction and Hellesdon Bridge with an increased friction surface on the approach to the proposed parallel crossing.

2.2 **Arboricultural information**

2.2.1 As mentioned previously in the report, this section of Marriott's Way is heavily wooded and in order to achieve the main aims of the scheme, 54 trees are required to be removed. An Arboricultural Impact Assessment (AIA) has been completed which has categorised the trees by their quality. This assessment was used during the preliminary design stage, with every effort made to minimise the impact on trees of high and moderate quality where possible.

2.2.2 Thirteen category B (moderate quality) trees and forty-one category C (low quality) will require removal. Following consultation with County Council and City Council tree officers and as suggested by the detailed design AIA report, in order to mitigate the loss of the above trees, a minimum of eight heavy standard trees (12-14 cm stem girth) and forty bare-root trees (1-2 m height) will be planted (exact locations to be confirmed).

3. **Preliminary Consultation Responses**

3.1 Preliminary consultation took place on the proposals between 18 - 30 August 2020 which was sent to over 85 of the residents who live in the Hellesdon area and to the statutory consultees and other relevant stakeholders. At this time the Consultation Plan referred to replacement planting on a 2:1 basis as per **Appendix A**.

3.2 The proposals received strong support from Norfolk Constabulary, Wensum Residents Association and three local residents.

3.3 Fourteen comments were received that indicated general support for the scheme but suggested some minor changes, particularly around the parallel crossing configuration.

3.4 Nine letters of objection were received, which were mainly focussed around the proposed tree removal, crossing location and the feeling that the scheme is generally not required.

3.5 A separate meeting was held with the Norwich Cycle Campaign prior to the preliminary consultation who were generally supportive of the scheme proposals. One amendment however was proposed around the parallel crossing location and the 'skewed alignment'. It was suggested that the stagger for cyclists could be reduced and provide the crossing in a more central position to the Marriott's Way.

- 3.6 The location of the crossing will be re-considered through the detailed design process and if visibility standards are met we may have an opportunity to move the crossing southwards so that as suggested a more direct route for cyclists is attained.

Comments are summarised in **Appendix B** with officer comments.

4. Financial Implications

- 4.1 The total budget for the project is £318,208 and would be funded from the TCF (£218,208), with a maintenance contribution from the County Council (£100,000) to cover the carriageway resurfacing aspect of the scheme.

- 4.2 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 has taken place, to enable people to highlight any issues it is important for NCC to be aware of before a decision is made.

An Equality Impact Assessment has been carried for the TCF2 programme in general 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 journey times, improved pedestrian and cycle infrastructure;
- road crossings will have a positive impact on a range of people.

6.4 **Health and Safety implications**

The proposed scheme has been designed to improve the safety of highway users.

6.5 **Sustainability implications**

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 vehicle mileage.

6.6 **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. Background Papers

Appendix A – Consultation Plans

Appendix B – Comments received with Officer comment

Appendix C – Scheme Plans

Appendix D – Site Photographs

Officer Contact

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

Officer name: Jonathan Taylor **Tel No.:** 01603 224200

Email address: Jonathan.Taylor@norfolk.gov.uk

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

Email address: Mohamad.Balan@norfolk.gov.uk



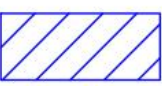
If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.



Key:



Tree to be trimmed back to the highways boundary.



Existing official cyclists and pedestrian route between Hellesdon Rd and Gunton Ln.



Proposed 3m wide sealed surface shared path.



Area to be resurfaced.



© Crown copyright
and database rights
2019. Ordnance
Survey 100019340



Norfolk County Council

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

DRAWING TITLE
PFA048 Marriott's Way
Marriott's Way Hellesdon Rd to Gunton Lane
Consultation Plan 2

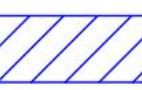
REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

	INITIALS	DATE	DRAWING No. PFA048-TCF2-CP-002
SURVEYED BY	PC	03/2020	PROJECT TITLE
DESIGNED BY	MB	07/2020	Transforming Cities Tranche 2
DRAWN BY	MB	08/2020	Marriott's Way
CHECKED BY	JT	08/2020	SCALE 1:250 @ A1
			FILE No. PFA048

Key:



Tree to be trimmed back to the highways boundary.



Existing official cyclists and pedestrian route between Hellesdon Rd and Gunton Ln.



Proposed 3m wide sealed surface shared path.



Area to be resurfaced.

GUNTON LANE

Scale 1:250

Proposed parallel crossing
on 75mm high raised table

Scale 1:100



Norfolk County Council

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

DRAWING TITLE
PFA048 Marriott's Way
Marriott's Way Hellesdon Rd to Gunton Lane
Consultation Plan 3

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

	INITIALS	DATE	DRAWING No. PFA048-TCF2-CP-003
SURVEYED BY	PC	03/2020	PROJECT TITLE
DESIGNED BY	MB	07/2020	Transforming Cities Tranche 2
DRAWN BY	MB	08/2020	Marriott's Way
CHECKED BY	JT	08/2020	SCALE As shown
			FILE No. PFA048

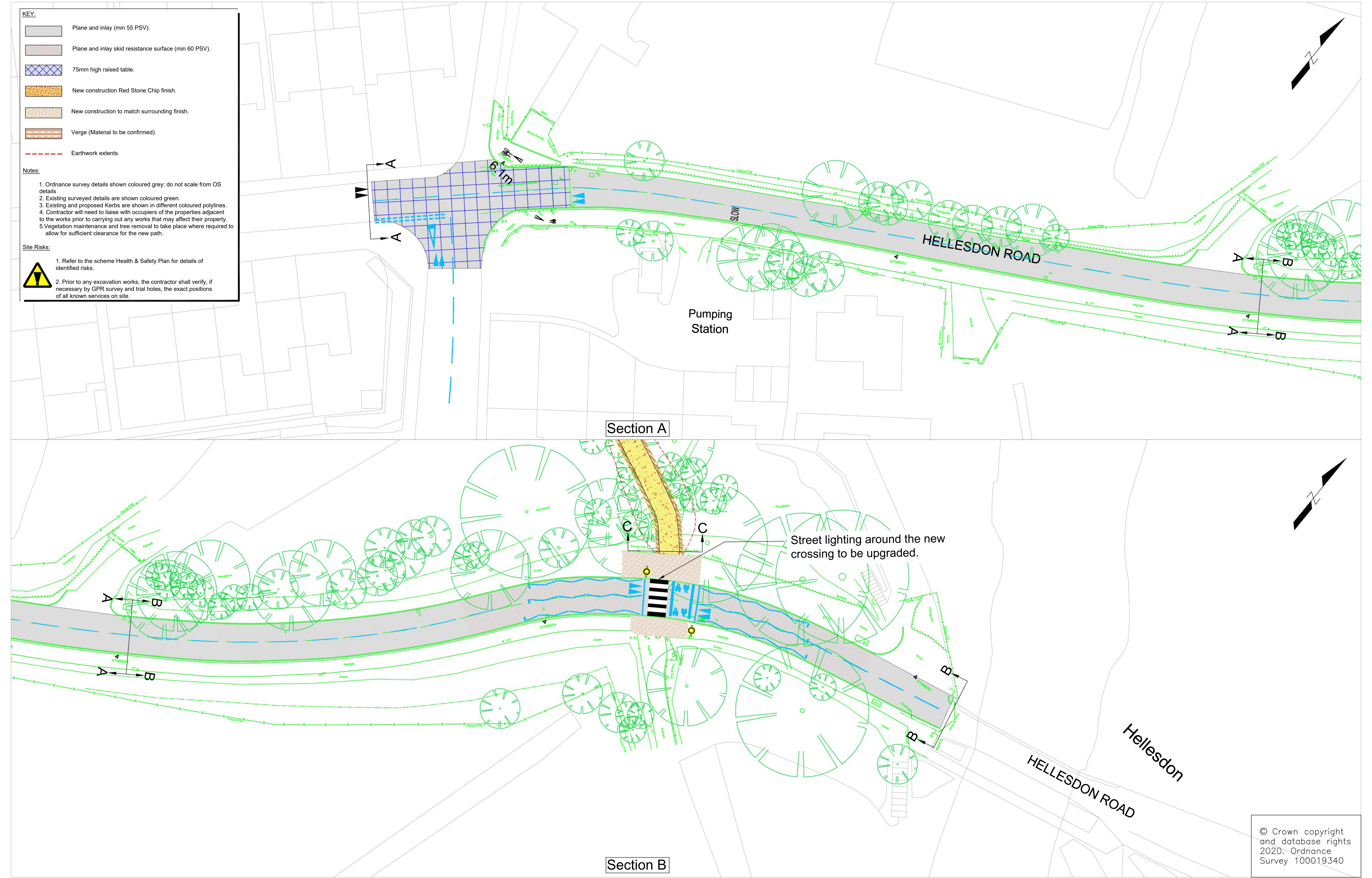
Marriotts Way Preliminary Consultation Responses		
Number	Consultation Summary	NCC Response
1	We feel that this is an excellent proposal. It could be improved by adding additional speed bumps prior to the crossing in both direction to slow traffic before the crossing to increase the confidence of those using the crossing. Traffic speeds here are often quite high.	I can confirm, following further investigation and discussions with our safety team it is intended to place the proposed parallel crossing on a 75mm high asphalt raised table. As you suggest in your email, this will hopefully reduce vehicular speeds approaching the crossing which will improve safety for users of the crossing.
2	<p>Thank you for sending the information across. As one of the members that is part of a group that has put a lot of time and effort into getting the area's heritage around the station shown, it is great to see the idea of the crossing may finally be happening.</p> <p>I am however very worried about the 3m wide sealed surface path and the damage this will do to the original railway structures along this part. Especially the replaced original Milepost opposite the platform that we as a group, concreted back in the ground only a couple of years ago. The whole look and feel will be lost with the modern tarmac surface so bikes can go through at 20mph, (the main complaint of Marriotts Way now) which will also spoil the look of the 'natural countryside feel' in Norwich. The path width in the platform area is deconstructed as follows; Platform wall \ width of the track \ a raised mound parallel to the platforms which was the original flower bed and garden of the station.</p> <p>After which the track line is lost as the trees a bit when they have moved in. The junction with Gunton lane houses a set of very large concrete tank traps. Which the railway line passed through. These tank traps are also of historical interest and part of our heritage of the area.</p>	<p>Regarding your comments around historic features of value, I can confirm I have now had a chance to visit the site with a colleague who works in our Culture & Heritage Team, they kindly pointed out multiple features associated with the Hellesdon station that have significant value and require preserving. The features particularly highlighted were the cattle pens and a cattle ramp, fence posts cast by the Marriott Concrete Company, mile markers, the platforms and she also mentioned the WW2 tank traps.</p> <p>I can confirm the intention is to pass this information on to the contractor with the instruction not to remove any of these features. It may however be necessary to relocate (by a metre or so) some of the timber and concrete marker posts to the new path edge.</p> <p>Regarding your concerns around spoiling the look of the area, these concerns have been noted, however, as I am sure you can appreciate, the existing surface is very uneven and suffers from exposed tree roots along the length. These tree roots cause particular concern to less mobile people and also cyclists and as such we are proposing a 'sealed' path to allow as many people as possible to enjoy this area of Marriotts Way.</p>
3	<p>3.1 - I fully support the planned improvements to Marriott's way as shown at www.norfolk.gov.uk/marriotts</p> <p>3.2 - Further to my comment re the Marriot's way improvement, although I still very much support the proposal I have just noticed a problem with the plans. Cyclists coming along Marriott's way will cross here using the pedestrian crossing because that is the crossing in line with the route. That is a very obvious design fail. Please don't make such an obvious error. Either make the cycle crossing in line with the route or move the crossing slightly south so that the crossing is centred on the route.</p> <p>I would add Hellesdon Road is a very busy road, especially at peak times and Marriott's way is increasingly used as a cycle commuting route. This crossing really should be a light controlled toucan.</p>	Regarding your comments around the proposed crossing configuration, I can confirm I have now had a chance to discuss this further with our safety team and the guidance giving was that providing a slight stagger for cyclists is the safest option as this will hopefully slow cycle entry speeds to the crossing. It is also felt that it is more appropriate to divert cyclists slightly rather than pedestrians as they will have less distance to walk. For information, following further investigation and discussions with our safety team it is now intended to place the proposed parallel crossing on a 75mm high asphalt raised table. It is hoped this will improve safety for users of the crossing by reducing vehicular speeds.
4	<p>Hi,</p> <p>great to see plans for improvements here, and the proposed works will indeed be a big improvement to the current situation.</p> <p>I can see only one minor issue to comment on - the proposed crossing of Hellesdon Road shown in detail in plan 3 has the pedestrian element of the crossing aligned with the new path, but the cycle crossing offset to one side. If this is 'enforced' for cyclists, then it re-introduces some of the turning issues of the old path (I'm often on a tandem through here, they don't turn as tightly as solo cycles), and if not I'll bet almost all cyclists will ride straight across the pedestrian part of the crossing. Could this be amended slightly so that the middle of the crossing ie. the 'join' of the pedestrian and cycle elements of the crossing is central to the new path? Does there even need to be separate elements to the crossing? I know its desired to separate cyclists and pedestrians where possible, but as they'll be sharing the path anyway is it necessary at the crossing? Whatever actually happens here it will be a great improvement anyway.</p> <p>A related point, but outside the scope of this work (I assume) - is it possible to provide a hard surface link from the Gunton Lane end of this project to Gunton Lane/Oval Road? This would a much more pleasant link up with this area of Costessey to the main path. At present the gravel surface here is a challenge at all times and dirty and dangerous for a lot of the winter.</p> <p><u>Hoping this project is just the start of many other improvements.</u></p>	<p>Regarding your comments around the proposed crossing configuration, I can confirm I have now had a chance to discuss this further with our safety team and the guidance giving was that providing a slight stagger for cyclists is the safest option as this will hopefully slow cycle entry speeds to the crossing. It is also felt that it is more appropriate to divert cyclists slightly rather than pedestrians as they will have less distance to walk.</p> <p>However, I can confirm the crossing location and configuration will be looked at in more detail through the detailed design stage and if visibility standards are met we may have an opportunity to move the crossing southwards slightly so that as you suggest the middle of the crossing is in line with the path.</p> <p>I can confirm there are proposals to improve the surface of the Gunton car park at some point in the future if funding allows. The intention was to include this work along with the path improvements, however there is on going legal wrangle around the ownership and it was decided to deliver these schemes separately as to not 'hold up' the path works.</p>
5	I agree with the outline of the plans submitted .However may I point out that that pedestrians should be protected from the cyclists in some way. The amount of near collisions in Marriotts Way over the last few months between the two parties has been horrendous. The speed of some cyclists leaves a lot to be desired, no warning they are passing you at speed and bells seem not to be on cycles .I was involved in an altercation with a cyclist who slapped me on the back of the head as he rode off.Please give this some thought as you pursue this. Thank you.	Your concerns around segregation have been noted, however in this area segregation would be hard to achieve due to the constraints of the area, design guidance indicates that a minimum width of 2.5 metres is required for segregated cycle paths, this is to allow cyclists to freely pass each other. This unfortunately would only leave 0.5 metres for pedestrians and would be problematic for two-way pedestrian flow, unfortunately it is felt a shared use facility is the only option in this area. I can confirm however this suggestion will be further considered through the detailed design stage.
6	<p>The traffic travelling over Hellesdon bridge in both directions is quite fast, crossing the road is dangerous.</p> <p>We think</p> <p>1) There should be a “Zebra crossing ahead” sign before the bridge for traffic travelling towards Marl Pit Lane into the city, because they cannot see beyond the far side of the bridge, and will be speeding up as they approach the Zebra crossing.</p> <p>2) The “30mph” sign at the junction of Hellesdon Road/ Marl Pit Lane for traffic leaving the city should be replaced by “20mph” sign, so their speed is reduced as they approach the crossing.</p> <p>The cycle crossing doesn't appear to line up with the new pathway to Gunton Lane. Does this mean they have to cut across the pedestrians on the crossing?</p>	<p>1) I can confirm crossing ahead warning signs will be erected in advance of both sides of the crossing.</p> <p>2) Hellesdon Road has been inspected on several occasions and a speed survey was undertaken between Marl Pit and Hellesdon Bridge. Speeds of vehicles equate to mean speeds of 23 mph in a southbound direction and 21mph in a northbound direction. These speeds show that drivers are already proceeding at speeds which would be expected in a 20 mph limit through the bends in the absence of a reduced speed limit. A point to note, the positioning of speed limit terminal signs in relation to the frontage development and backdrop is important in attaining compliance. In the current arrangement drivers approaching the 20 mph terminal signs can clearly see a 'built-up' environment with a lengthy backdrop. If the terminal signs were re-located around the bend this would not be as obvious and could have an adverse effect in speed limit compliance and may in fact see an increase in speeds through the more built up environment.</p> <p>Regarding your comments around the proposed crossing configuration, I can confirm I have now had a chance to discuss this further with our safety team and the guidance giving was that providing a slight stagger for cyclists is the safest option as this will hopefully slow cycle entry speeds to the crossing. It is also felt that it is more appropriate to divert cyclists slightly rather than pedestrians as they will have less distance to walk.</p>

7	<p>Dear Sir or Madam</p> <p>I am disgusted by your plans to 'improve' Marriott's Way. The highlighted section in blue is actually the safest part of the route as it separates cyclists and pedestrians. The main safety problem of Marriotts Way (which has got a lot worse this year) is that the majority of cyclists are completely unaware pedestrians have right of way, they do not slow down and pass too close. And god forbid you slightly hold them up or you'll end up on the receiving end of a verbal tirade.</p> <p>Our money would be better spent putting up signs to get cyclists to slow down, and reminding them they do not have right of way.</p> <p>My main issue with your plans is the needless destruction of the mature trees along the purple highlighted proposed route. It is widely known we need to be planting more trees NOT killing established ones! Any you plant cannot possibly replace the job these mature trees do now for about 20 years minimum. It is absolutely disgusting you want to ruin more of the few natural places left in our giant urban sprawl.</p> <p>Why don't you just improve the current crossing point? This would be far cheaper and not destroy nature. Put a zebra crossing there. The path on Hellesdon road is wide enough to have it split with one side for cyclists one for pedestrians. Just paint a white line on it and a bike symbol! Or is that too simple and cheap for you?</p> <p>I've used Marriott's Way my entire life, walking, cycling, and running the Marriott's Way marathon. It's a breath of fresh air there from all the pollution of the cars queueing to get into Norwich, or just driving quarter of a mile to the corner shop. Please don't remove its lungs.</p> <p>Thank you for reading and I await your response. Yours sincerely</p>	<p>I can confirm the proposed route to be improved, past the historic Hellesdon railway platform will be in addition to the existing Gunton Lane segregated route that will still be available to use. As stated in the consultation letter, it is felt the Gunton Lane route is indirect and pedestrians and cyclists have to utilise a sub-standard shared-use path alongside Hellesdon Road and an uncontrolled crossing.</p> <p>As I am sure you can appreciate there are a large number of people utilising the existing unsurfaced path which runs past the Hellesdon railway platform as this is the most direct route to continue along Marriotts Way, in addition, people may also wish to visit the historic platform itself. The existing surface is very uneven and suffers from exposed tree roots along the length. These tree roots cause particular concern to less mobile people and also cyclists and as such we are proposing a 'sealed' path to allow as many people as possible to enjoy this area of Marriotts Way. Segregation of cyclists and pedestrians was considered along this section, however it became apparent this would be difficult to achieve without removing significantly more trees.</p> <p>I can confirm that neither cyclists or pedestrians have the 'right of way' on shared use paths, all users are equally responsible for their actions. It is however important that cyclists keep their speed down and watch out for others, all users of shared-use paths have responsibilities for the safety of others they are sharing space with.</p> <p>Regarding your comments around the proposed tree removal, we do not remove trees lightly and we are making improvements to encourage greater use of the path and also for people to enjoy the historic features of the area. I can confirm an Arboricultural Impact Assessment (AIA) has been completed which has categorised the trees by their quality. This assessment was used during the design stage, with every effort being made to minimise the impact on trees of high and moderate quality where possible.</p> <p>For information, the report identified 13 category B (moderate quality) trees which require removal and suggested replacement planting of eight heavy standard trees (12-14 cm stem girth) with forty bare-root trees (1-2 m height) to be planted as a mitigation to the loss (exact locations and timings to be confirmed). The majority of the remaining trees/shrubs to be removed are deemed to be low quality, generally self-seeded trees and tree officers have advised that their removal will lead to some natural regeneration as the opening up of space will benefit adjacent trees, it is envisaged this will largely offsetting the loss.</p> <p>Unfortunately, your suggestion of placing a controlled crossing at the end of Guntons Lane would not be possible due to the presence of private vehicular accesses and the also the access to the allotments. This would mean the crossing location would have to moved eastwards along Hellesdon Road, which will require significant removal of hedgerow to achieve the required visibility. In addition, there may also be a requirement to purchase additional land to obtain the required widths needed to provide a new shared use facility on the northern side of Hellesdon Road.</p> <p>This scheme has been developed and assessed by working closely with internal and external colleagues at Norwich City Council and also local stakeholders, as well as taking on board feedback from the DfT. Following assessment, it is felt this scheme to be in the higher category of value for money when compared against the Government's Industrial Strategy and Norfolk County Council's 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".</p> <p>Thank you again for your feedback on the proposals and it is hoped the response above goes some way to explain the rationale behind promoting this scheme. If you have any further queries, please do not hesitate to contact the team.</p>
8	<p>8.1 - I am only going to make this comment. LEAVE IT ALONE IT'S FINE AS IT IS</p> <p>8.2 - Adding to my first comment I would also like to say that alot of the cyclists who go down there now,totally disregard pedestrians and cycle too quickly, widening the path will just encourage them to go quicker with accidents likely to happen. Slow cyclists down, they are a menace. Leave the trees alone newly planted ones don't make up for removal of beautiful mature trees and hedging. Also if this work goes ahead numerous amounts of wildlife will be affected and displaced. We need to protect the precious wildlife we have left. This is just a project to appease cyclists</p>	<p>I am sorry to hear you feel these improvements are not required, however I can confirm this scheme has been developed and assessed by working closely with internal and external colleagues at Norwich City Council and also local stakeholders, as well as taking comments on board from the Norwich Cycling Campaign. Following assessment, it is felt this scheme to be value for money when compared against the Government's Industrial Strategy and Norfolk County Council's 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".</p> <p>As I am sure you can appreciate there are a large number of people, not just cyclists utilising the existing unsurfaced path which runs past the Hellesdon railway platform as this is the most direct route to continue along Marriotts Way, in addition, people may also wish to visit the historic platform itself. The existing surface is very uneven and suffers from exposed tree roots along the length. These tree roots cause particular concern to less mobile people and also cyclists and as such we are proposing a 'sealed' path to allow as many people as possible to enjoy this area of Marriotts Way. Segregation of cyclists and pedestrians was considered along this section, however it became apparent this would be difficult to achieve without removing significantly more trees.</p> <p>Regarding your comments around the proposed tree removal, we do not remove trees lightly and we are making improvements to encourage greater use of the path and also for people to enjoy the historic features of the area. I can confirm an Arboricultural Impact Assessment (AIA) has been completed which has categorised the trees by their quality. This assessment was used during the design stage, with every effort being made to minimise the impact on trees of high and moderate quality where possible.</p> <p>For information, the report identified 13 category B (moderate quality) trees which require removal and suggested replacement planting of eight heavy standard trees (12-14 cm stem girth) with forty bare-root trees (1-2 m height) to be planted as a mitigation to the loss (exact locations and timings to be confirmed). The majority of the remaining trees/shrubs to be removed are deemed to be low quality, generally self-seeded trees and tree officers have advised that their removal will lead to some natural regeneration as the opening up of space will benefit adjacent trees, it is envisaged this will largely offset the loss.</p> <p>Regarding your concerns around wildlife, I can confirm discussions are on-going with ecology colleagues and it has been agreed that vegetation works (tree or hedge cutting) or site clearance will be undertaken outside of the nesting season, prior to the end of February.</p>
9	<p>I am contacting you regarding the proposed changes to Marriott's Way, between Gunton Lane & Hellesdon Road.</p> <p>I do not think that the proposed plans are a good idea as I think that it will be making too many unnecessary changes.</p> <p>I regularly cycle that route and am also a car driver who regularly drives along Hellesdon Road, therefore I can see the situation from both sides. Carrying out the proposed changes to that extent is not necessary and it will add to the traffic congestion by the bridge over the river.</p> <p>I would like to suggest that the 20 mph speed limit which exists on Marl Pit Lane should be continued along Hellesdon Road and then Low Road.</p> <p>This route now has a high volume of traffic and, being a fairly narrow road, it is very dangerous to cycle along. If the speed limit were reduced it would serve two purposes; Firstly it would make it safer for users of Marriott's Way to cross the road and secondly it would make it safer for cyclists coming from other areas and having to use the road to gain access to Marriott's Way, or vice versa, to be able to do so without having to navigate the dangerous roads, with traffic doing 30 mph and sometimes more.</p> <p>Whilst it is sometimes difficult to cycle across that stretch of road during busy periods I think that the solution to this would be to convert the area which is already raised, which is at the part of the road where Marl Pit Lane joins Hellesdon Road, in to a zebra crossing.</p> <p>If the above suggestions were implemented, instead of the bigger proposed plans, the money saved could be used to make improvements to the City end of Marriott's Way, where the existing pedestrian crossing is, near to Oak Street. The crossing here is appalling, it is not suitable as a shared area for cyclists and pedestrians. There is not enough room for both types of user to share the footpaths on both sides of the road and also on the middle island. When the lights change and it's time to cross it's chaos knowing which direction to head without bumping into the person next to you or people coming towards you.</p> <p>The new crossing further along St Crispins Road is a much better design and this needs to be done with the one at the bottom of Oak Street as a matter of urgency.</p> <p>I hope that some of the ideas I have suggested could be looked into and I look forward to you're feedback,</p>	<p>Regarding your suggestion around extending the existing 20mph speed limit, Hellesdon Road has been inspected and a speed survey was undertaken between Marl Pit Lane and Hellesdon Bridge. Speeds of vehicles equate to mean speeds of 23 mph in a southbound direction and 21mph in a northbound direction. These speeds indicate that drivers are already proceeding at speeds which would be expected in a 20 mph limit. A point to note, the positioning of speed limit terminal signs in relation to the frontage development and backdrop is important in attaining speed compliance. In the current arrangement drivers approaching the 20 mph terminal signs can clearly see a 'built-up' environment with a lengthy backdrop. If the terminal signs were re-located around the bend this would not be as obvious and could have an adverse effect in speed limit compliance and may in fact see an increase in speeds through the more built up environment.</p> <p>In terms of improving safety for cyclists this section of Hellesdon Road already benefits from an off carriageway shared use facility on the southern side. In addition, as part of this scheme it is now proposed to place the proposed parallel crossing on a 75mm high asphalt raised table. It is hoped this will improve safety for users of the crossing by reducing vehicular speeds.</p> <p>Unfortunately, your suggestion of placing a controlled crossing at the end of Guntons Lane would not be possible due to the presence of private vehicular accesses, road junction proximity and the also the access to the allotments. This would mean the crossing location would have to be moved eastwards along Hellesdon Road, which will require significant removal of hedgerow to achieve the required visibility. In addition, there may also be a requirement to purchase additional land to obtain the required widths needed to provide a new shared use facility on the northern side of Hellesdon Road.</p> <p>I can confirm I have passed on to colleagues for consideration your request for improvements to the existing crossing near Oak Street, once I hear anything further, I will of course inform you of any decision.</p> <p>Thank you again for your feedback on the proposals and the suggestions you make, it is hoped the response above goes some way to explain our reasoning. If you have any further queries, please do not hesitate to contact the team.</p>

10	<p>Just received your letter regarding your proposed changes to Marriott's Way and I have to say it is almost inconceivable someone would think this is a valuable use of funding compared to numerous requirements within Costessey and Hellesdon Lane.</p> <p>Like for example the road leading to and from the Gunton Lane car park! Pave that area which is already diabolical and pretty much requires 4x4 vehicles to safely navigate! Your proposed changes would only make that area worse by potentially increasing traffic.</p> <p>The existing Marriott's trail works well enough for its needs now. The mud /dirt section can and does get muddy certain times of the year but to spend the money you're discussing to move and already functional trail some 100 yards away just so it's "straighter" seems like a huge waste of money.</p> <p>Equally the crossing from Marriott's Way to Marlpit Lane is perfectly fine and could easily and cheaply be improved by making that into a zebra style crossing if the council is concerned about safety issues.</p> <p>For my two pence worth I think this project is very unnecessary and a waste of money when there are other areas much in need of attention and the existing route is perfectly functional.</p>	<p>Regarding your comments around resurfacing the Guntons Lane car park, I can confirm the intention was to include improving the surface of the car park and approach road along with the path improvement works. However, due to on-going discussions around the ownership of the car park, it has now been decided to deliver these schemes separately as to not 'hold up' delivering the path and crossing improvement elements. The intention is to deliver the car park works at a later date once issues around the ownership have been finalised.</p> <p>For clarification, the proposed improvements to the unsurfaced section will be in addition to the existing Gunton Lane segregated route, which will still be available to use. As you suggest in your email the unsurfaced section past the Hellesdon railway platform is uneven, muddy and suffers from exposed tree roots. The tree roots and mud cause particular concern to less mobile people and also cyclists and as such we are proposing a 'sealed' path to allow as many people as possible to enjoy this area of the Marriotts Way whilst also providing a more direct route.</p> <p>Unfortunately, your suggestion of placing a controlled crossing at the end of Guntons Lane would not be possible due to the presence of private vehicular accesses and the also the access to the allotments. This would mean the crossing location would have to moved eastwards along Hellesdon Road, which will require significant removal of the hedgerow to achieve the required visibility. In addition, there may also be a requirement to purchase additional land to obtain the required widths needed to provide a new shared use facility on the northern side of Hellesdon Road.</p> <p>This scheme has been developed and assessed by working closely with internal and external colleagues at Norwich City Council and also local stakeholders, as well as taking on board feedback from the DfT. Following assessment, it is felt this scheme to be value for money when compared against the Government's Industrial Strategy and Norfolk County Council's 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".</p> <p>Thank you again for your feedback on the proposals and it is hoped the response above goes some way to explain the rationale of promoting this scheme. If you have any further queries, please do not hesitate to contact the team.</p>
11	<p>Anything to help cyclists is good and this is a good idea. more cycle lanes should be made available by marking out existing pavements for cyclists to use. In Hellesdon low road and hospital lane. apart from school children these are not regularly used by pedestrians and there is enough room to share.</p>	<p>I can confirm I have passed on to colleagues for consideration your request for cycle improvements to the existing pavements in the Hellesdon area, particularly in the vicinity of Low Road and Hospital Lane, once I hear anything further, I will of course inform you of any decision.</p> <p>Thank you again for your feedback on the proposals and if you have any further queries, please do not hesitate to contact the team.</p>
12	<p>Reference -</p> <p>https://norfolk.citizenspace.com/environment-transport-and-development/marriottsway/</p> <p>As a regular cyclist on the Marriotts Way I have the following to say -</p> <p>At the very least, enforcement of the 20mph speed limit on Marlpit Lane and Hellesdon Road should be implemented! Cars regularly speed along these roads.</p> <p>Secondly, a controlled crossing for cyclists and pedestrians should be implemented that operates off the proximity of cycles to the junction to facilitate a safer crossing of Hellesdon Road next to the Marlpit Community garden.</p> <p>The shared footpath could be improved but is not really the problem. It's the level of speeding traffic and lack of controlled crossing at Marlpit Lane/Hellesdon road that is the problem.</p> <p>It is important not to cut any more trees as the shared foot path is not a problem. Just stop the cars from getting in the way of cyclists and pedestrians at the crossing!</p>	<p>Regarding your comment around speed limit enforcement, I can confirm Hellesdon Road has been inspected and a speed survey was undertaken between Marl Pit Lane and Hellesdon Bridge. Speeds of vehicles equate to mean speeds of 23 mph in a southbound direction and 21 mph in a northbound direction. These speeds indicate that the majority of drivers are proceeding at speeds which are below the 30 mph speed limit, unfortunately there are always some drivers who do not adhere to speed limits.</p> <p>Unfortunately, your suggestion of placing a controlled crossing at the end of Gunton Lane would not be possible due to the presence of private vehicular accesses, road junction proximity and the also the access to the Marlpit Community Garden. This would mean the crossing location would have to be moved eastwards along Hellesdon Road, which will require significant removal of hedgerow to achieve the required visibility. In addition, there may also be a requirement to purchase additional land to obtain the required widths needed to provide a new shared use facility on the northern side of Hellesdon Road.</p> <p>Regarding your comments around the proposed tree removal, we do not remove trees lightly and we are making improvements to encourage greater use of the path and also for people to enjoy the historic features of the area. I can confirm an Arboricultural Impact Assessment (AIA) has been completed which has categorised the trees by their quality. This assessment was used during the design stage, with every effort being made to minimise the impact on trees of high and moderate quality where possible.</p> <p>For information, the report identified 13 category B (moderate quality) trees which require removal and suggested replacement planting of eight heavy standard trees (12-14 cm stem girth) with forty bare-root trees (1-2 m height) to be planted as a mitigation to the loss (exact locations and timings to be confirmed). The majority of the remaining trees/shrubs to be removed are deemed to be low quality, generally self-seeded trees and tree officers have advised that their removal will lead to some natural regeneration as the opening up of space will benefit adjacent trees, it is envisaged this will largely offset the loss.</p> <p>I can confirm this scheme has been developed and assessed by working closely with internal and external colleagues at Norwich City Council and also local stakeholders, as well as taking comments on board from the Norwich Cycling Campaign. Following assessment, it is felt this scheme to be value for money when compared against the Government's Industrial Strategy and Norfolk County Council's 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". As I am sure you can appreciate there are a large number of people, not just cyclists utilising the existing unsurfaced path which runs past the Hellesdon railway platform as this is the most direct route to continue along Marriotts Way, in addition, people may also wish to visit the historic platform itself. The existing surface is very uneven and suffers from exposed tree roots along the length. These tree roots cause particular concern to less mobile people and also cyclists and as such we are proposing a 'sealed' path to allow as many people as possible to enjoy this area of Marriotts Way.</p>
13	<p>Proposed improvements to Marriott's Way between Gunton Lane and Hellesdon Rd, Norwich</p> <p>This is a wonderful proposal. It would transform my journeys from Costessey to Norwich and I am sure would encourage other riders whose cycles aren't up to coping with the rough track currently in situ. The crossings at Marlpitt will benefit everyone but especially young cyclists.</p> <p>Thank you.</p>	<p>Thank you for your email below, of 17th August 2020, regarding proposals for the above scheme and your support has been noted and is appreciated.</p> <p>I can confirm, your response, along with all other representations received will be presented at our Transforming Cities Fund Joint Committee, where a final decision will be made as to whether the scheme will proceed to construction.</p> <p>Thank you again for your feedback on the proposals and if you have any further queries, please do not hesitate to contact the team.</p>
14	<p>I very much welcome the proposed changes that link up the city-bound section of Marriott's Way to the section towards Drayton. Ever since I moved to Norwich nearly 15 years ago, it was a mystery why there was no direct link between these two sections of Marriott's Way.</p> <p>I would appreciate some clarification on why the proposed cycle crossing is "out of line" of Marriott's Way. I am actually not sure why a separate pedestrian and cycle crossing would be needed in the first place. I would suggest merging the two and just leaving a crossing "in line" with Marriott's Way.</p> <p>Best regards</p>	<p>Regarding your comments around the proposed crossing, the original thoughts around this were, providing a slight stagger for cyclists would be safer for all users by hopefully slowing cycle entry speeds to the crossing. It is noted however, that both approaches to the crossing are on inclines so cycle speeds may not be as high as first thought. Therefore, I can confirm the crossing location and configuration will be looked at in more detail through the detailed design process and if visibility standards are met we may have an opportunity to move the crossing southwards slightly so that the middle of the crossing is in line with the path.</p> <p>The proposed crossing arrangement is intended to reduce the risk of conflict between pedestrians and cyclists either, on, or waiting at, the crossing with the aim of improving safety for all users of the crossing.</p> <p>Thanks again for your comments.</p>

15	<p>Hi</p> <p>In response to your feedback call: I am a cyclist and a regularly use this infrastructure. I do not support the changes because:</p> <p>The proposal does not even provide the claimed cycling continuity, cyclists have to turn right and head north before crossing the road East to West and then end up nowhere, the cycle crossing should be continuous inline with the existing and new routes - with pedestrians crossing to the north or south (so rotate the crossing layout 180 degrees).</p> <p>The current infrastructure is not perfect but the tiny diversion south works fine and the money could be spent elsewhere on the route improving the surface (which has degraded due to increased use during Lockdown) and checking on tree health. Also there will no doubt be extensive disruption of existing infrastructure by these works based on contractor speed on comparable projects in the City.</p> <p>The crossing is not at a good spot, cars are travelling faster (North South) at this point than at the existing crossing point. You would need a chicane or single direction priority chicane speed restriction measures before the crossing.</p> <p>The proposed changes removes many ancient trees - something which is far too common both around Norwich and for example at the start of Marriott's Way in the City.</p>	<p>Thank you for your emails below, of 17th August 2020, regarding proposals for the above scheme and your comments have been noted.</p> <p>I am sorry to hear you feel these improvements are not required, however I can confirm this scheme has been developed and assessed by working closely with internal and external colleagues at Norwich City Council and also local stakeholders, as well as taking comments on board from the Norwich Cycling Campaign. Following assessment, it is felt this scheme to be value for money when compared against the Government's Industrial Strategy and Norfolk County Council's 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".</p> <p>As I am sure you can appreciate there are a large number of people, not just cyclists utilising the existing unsurfaced path which runs past the Hellesdon railway platform as this is the most direct route to continue along Marriotts Way, in addition, people may also wish to visit the historic platform itself. The existing surface is very uneven and suffers from exposed tree roots along the length. These tree roots cause particular concern to less mobile people and also cyclists and as such we are proposing a 'sealed' path to allow as many people as possible to enjoy this area of Marriotts Way. Segregation of cyclists and pedestrians was considered along this section, however it became apparent this would be difficult to achieve without removing significantly more trees. Regarding your comments around the proposed crossing, the original thoughts around this were, providing a slight stagger for cyclists would be safer for all users by hopefully slowing cycle entry speeds to the crossing. It is noted however, that both approaches to the crossing are on inclines so cycle speeds may not be as high as first thought. Therefore, I can confirm the crossing location and configuration will be looked at in more detail through the detailed design process and if visibility standards are met we may have an opportunity to move the crossing southwards slightly so that the middle of the crossing is in line with the path. Regarding your comments around the proposed tree removal, we do not remove trees lightly and we are making improvements to encourage greater use of the path and also for people to enjoy the historic features of the area. I can confirm an Arboricultural Impact Assessment (AIA) has been completed which has categorised the trees by their quality. This assessment was used during the design stage, with every effort being made to minimise the impact on trees of high and moderate quality where possible.</p> <p>For information, the report identified 13 category B (moderate quality) trees which require removal and suggested replacement planting of eight heavy standard trees (12-14 cm stem girth) with forty bare-root trees (1-2 m height) to be planted as a mitigation to the loss (exact locations and timings to be confirmed). The majority of the remaining trees/shrubs to be removed are deemed to be low quality, generally self-seeded trees and tree officers have advised that their removal will lead to some natural regeneration as the opening up of space will benefit adjacent trees, it is envisaged this will largely offset the loss.</p> <p>Thank you again for your feedback on the proposals, if you have any further queries, please do not hesitate to contact the team.</p>
16	<p>Re: Proposed changes to Marriotts Way Consultation</p> <p>Hi.</p> <p>Norwich Cycling Campaign alerted me to the changes you are proposing to Marriotts Way.</p> <p>I have cycled the Marriot's Way and been confused at the Hellesdon/Gunton section, so it is great to see you are looking at making it clearer - and using the obvious route.</p> <p>I only have one minor point to make, backing up Norwich Cycling Campaign's point about the way the road crossing aligns with the cycle path. The cycle crossing is shown as not being inline with the route, meaning cyclists will inevitably cross using the pedestrian half of the crossing. We sincerely hope they won't carry this mistake forward. Is it possible to redesign this detail so when I'm travelling east, the cycle path brings me straight out onto the cycle crossing, not straight onto the pedestrian crossing?</p> <p>Otherwise, I look forward to the changes being made, thanks for your continued work on making cycling better.</p> <p>Yours sincerely</p>	<p>Thank you for your email below, of 26th August 2020, regarding proposals for the above scheme and your general support has been noted and is appreciated. Regarding your comments around the proposed crossing, the original thoughts around this were, providing a slight stagger for cyclists would be safer for all users by hopefully slowing cycle entry speeds to the crossing. It is noted however, that both approaches to the crossing are on inclines so cycle speeds may not be as high as first thought. Therefore, I can confirm the crossing location and configuration will be looked at in more detail through the detailed design process and if visibility standards are met we may have an opportunity to move the crossing southwards slightly so that the middle of the crossing is in line with the path. For information, in an attempt to further improve safety for all users of the crossing, it is proposed the crossing will be located on a 75mm high asphalt raised table with the aim of reducing vehicular speeds approaching the crossing.</p>
17	<p>On behalf of Norfolk Constabulary, I can say that we are supportive of this proposal in the interest of Road Safety for all road user. The 3m wide improvement of the Marriott's Way will make it safer for pedestrians and cyclists alike and hopefully will encourage more people to use alternative means of transport such as cycling and walking. The new pedestrian crossing will improve road safety and will assist with our strategy of causality and speed reduction. There are no objections to this proposal from Norfolk Constabulary Traffic Management.</p>	<p>Thank you for your email below, of 27th August 2020, regarding proposals for the above scheme and Norfolk Constabulary's support has been noted and is appreciated. I can confirm, all representations received will be presented at our Transforming Cities Fund Joint Committee in the near future, where a final decision will be made as to whether the scheme will proceed to construction. Thank you again for your feedback on the proposals and if you have any further queries, please do not hesitate to contact the team.</p>
18	<p>Regarding the proposed changes to the Marriott's way at Hellesdon I believe the money could be better spent elsewhere and doesn't need improving. Other areas in Norwich that desperately do need improvement:</p> <ul style="list-style-type: none"> - The King Street pavement from Carrow Road to Bracondale should be shared for cycling (this is part of the NCN1 route and is particularly tricky and dangerous to navigate especially at the Bracondale junction, which (for cyclists coming from Trowse means currently they have to transition from a shared pavement to the road with no signage or assistance) - It should be possible to cycle down Carrow Hill (i.e. a contra flow against the one way) - Bracondale is not pleasant to cycle on (going uphill especially) - St Stephens roundabout should be made safer for cyclists - lanes / lights / signs to be introduced - The Grapes Hill roundabout is poor for cycling - could the footbridge be shared use with more signage? Seeing 'Cyclists Dismount' signs is extremely discouraging for anyone wishing to cycle - as in the Norwich Lanes paths can be shared safely - Barrack Street between Silver Road and the Puppet theatre is poor for non car users - with the new St James development what are the plans here? There should be a safe crossing for pedestrians by the Puppet theatre - The Palace Street cycle lane is completely inadequate - when the road is busy cars will occupy the suggested cycle lane, something needs to change - The railway station junction is not safe for cycling - there should be an ability for cyclists to enter safely via the pedestrian entrance 	<p>Thank you for your email below, of 28th August 2020, regarding proposals for the above scheme and your comments have been noted. I am sorry to hear you feel these improvements are not required, however I can confirm this scheme has been developed and assessed by working closely with internal and external colleagues at Norwich City Council and also local stakeholders, as well as taking comments on board from the Norwich Cycling Campaign. Following assessment, it is felt this scheme to be value for money when compared against the Government's Industrial Strategy and Norfolk County Council's 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". Regarding your suggestions around cycling improvements elsewhere in the city, I can confirm there are a number of other cycling related projects currently on going, including Grapes Hill/Chapelfield North and also the St Stephens roundabout. I am unfortunately not directly involved with these, however I have forwarded on to relevant colleagues for comment, once I am receipt of all responses, I will of course let you know.</p>
19	<p>I am in favour of the proposed changes, as the existing (blue) section is difficult to negotiate as a shared facility with the raised kerb.</p>	<p>Thank you for your email below, of 30th August 2020, regarding proposals for the above scheme and your support has been noted and is appreciated. I can confirm, all representations received will be presented at our Transforming Cities Fund Joint Committee in the near future, where a final decision will be made as to whether the scheme will proceed to construction. Thank you again for your feedback on the proposals and if you have any further queries, please do not hesitate to contact the team.</p>

20	<p>Dear Mr Balan,</p> <p>Thank you for your letter of 14th August re the proposed improvements to Marriott's Way. I am in full support of this proposal as a substantial amount of cyclists and pedestrians currently use the pavement running along the carriageway with no clear separation.</p> <p>One thing I would like to request please is; my property fronts the proposed carriageway (I live at no10) and the road noise that comes off the surface has been a constant problem for us . Would it therefore be possible please to have a low noise surface when resurfacing? I appreciate this is no small request but it would make a huge difference to our quality of life.</p> <p>Thank again for the correspondence and if need to contact me then please do not hesitate to do so.</p> <p>Yours sincerely,</p>	<p>Thank you for your response to our recent consultation.</p> <p>Glad to hear you are in support of the proposals.</p> <p>I'm afraid our budget constraints are such that we are not able to use any specialist materials for a project of this nature. The road will be resurfaced using regular asphalt, however the installation of a new smooth surface should deliver some improvement in road noise.</p>
21	<p>I just stumbled upon the consultation on proposed improvements at Marriot's Way between Gunton Lane and Hellesdon Road.</p> <p>In more normal times, I have been a regular user of Marriotts Way whilst cycling to County Hall on my daily commute and would welcome the changes, particularly with a sealed rather than formal hot-rolled surface.</p> <p>Whilst I appreciate the drawings are indicative for consultation and subject to detailed design, I wonder whether the proposed crossing at Hellesdon Road might require some adjustment. The cycle crossing is shown to the north east of the alignment of Marriott's Way, creating an off-set. For some cyclists, this might introduce an awkward manoeuvre and I am concerned there could be a tendency to 'straight line', in conflict with pedestrians using the facility.</p>	<p>Regarding your comments around the proposed crossing configuration, the original thoughts around this were, providing a slight stagger for cyclists would be safer for all users by hopefully slowing cycle entry speeds to the crossing. It is noted however, that both approaches to the crossing are on inclines so cycle speeds may not be as high as first thought. Therefore, I can confirm the crossing location and configuration will be looked at in more detail through the detailed design stage and if visibility standards are met we may have an opportunity to move the crossing southwards slightly so that the middle of the crossing is in line with the path.</p>
22	<p>Hello,</p> <p>I would like to give some feedback on the new proposal to improve a section of Marriotts Way between Gunton Lane and Hellesdon Road. My concerns are as follows:-</p> <ol style="list-style-type: none"> 1. The new proposed crossing is on a bend, very close to a single lane bridge. Motorists will be frustrated having already waited to cross the bridge coming from Hellesdon, and may not even notice cyclists and walkers waiting to cross. 2. If a motorists stops to allow cyclists and walkers to cross, then it is very likely the traffic will queue back onto the single Way bridge and block the road, causing unnecessary delays and frustration. 3. The proposed new 3m wide path, will not be lit up and takes the course through dense vegetation which could be dangerous and invite crime. <p>These are my concerns, and albeit it is fantastic news that the council want to invest money on the very well used path this side of the city, I think the plan needs to be rethought. My suggestions are that the crossing and Marriotts Way stays where it currently is. The reasoning behind this are as follows:-</p> <ol style="list-style-type: none"> 1. The current crossing is in a good position where motorists can see cyclists and walkers from a long way, but this crossing needs to be controlled. 2. The current path to the north of Marlpit Lane has street lights and follows the edge of houses for most of the way and is therefore safe. 3. The current path is clear if vegetation and has a good hard surface. This hard surface could be extended further along, where the path, gets very uneven with lots of puddles in the wet weather. <p>I hope you find this helpful.</p> <p>Kind regards</p>	<p>Regarding the safety concerns you raise around the proposed crossing, I can confirm the proposals have been audited by our safety team with comments being received around trimming vegetation to meet the required visibility parameters. I can confirm the intention is to trim back vegetation to the highway boundary prior to the works being undertaken to improve visibility. In addition 'humped crossing' warning signs will be placed in advance of the new crossing. It is also felt vehicle speeds should be reduced in this area because, as you state the crossing will be located close to the single lane bridge where vehicles are required to 'give and take'.</p> <p>Regarding your concerns around the new path remaining unlit, it is felt this in keeping with the current situation, there are currently a large number of people, not just cyclists utilising the existing unsurfaced path which runs past the Hellesdon railway platform as this is the most direct route to continue along Marriotts Way. In addition, people may also wish to visit the historic platform itself, I am unaware of any complaints/issues around unsociable behaviour. The existing surface is very uneven and suffers from exposed tree roots along the length. These tree roots cause particular concern to less mobile people and also cyclists and as such we are proposing a 'sealed' path to allow as many people as possible to enjoy this area of Marriotts Way.</p> <p>For clarification, the proposed improvements to the unsurfaced section will be in addition to the existing Gunton Lane segregated route, which will still be available to use. Unfortunately, your suggestion of placing a controlled crossing at the end of Gunton Lane would not be possible due to the presence of private vehicular accesses, road junction proximity and the also the access to the Marlpit Community Garden. This would mean the crossing location would have to be moved eastwards along Hellesdon Road, which will require significant removal of hedgerow to achieve the required visibility. In addition, there may also be a requirement to purchase additional land to obtain the required widths needed to provide a new shared use facility on the northern side of Hellesdon Road.</p> <p>I can confirm there are proposals to improve the surface of the Gunton Lane car park at some point in the future if funding allows. The intention was to include this work along with the path improvements, however there is on-going legal issues around the ownership and it was decided to deliver these schemes separately as to not 'hold up' the path works.</p>
23	<p>I would very much appreciate it if you could explain the reason why a straight path is required as many of the cyclists cross straight over at the end of the existing pathway as it exists now. Surely it would be better if a crossing is required on Hellesdon Road to place it at the end of the existing path. Although as a driver it seems cyclist do not know what a crossing or lights are for.</p> <p>I have to agree that joint pathways do not work as shown on Marriotts Way now. It would be nice to know when pedestrians can walk safely and perhaps be considered a little bit more by all concerned. The majority of cyclists do slow down and say thank you if you hear them coming and stand aside but I have been verbally abused by the other inconsiderate few who think it is a cycle path and therefore pedestrians should not be there.</p> <p>Is this plan anything to do with the electric bike grant ? As when Norwich do get this it will be even more dangerous for joint paths if you are a pedestrian.</p> <p>I assume this is going ahead regardless of any comments made so could you please explain what is planned for the existing perfectly good cycle/pedestrian path which is at least divided with a seperate pavement.</p> <p>Regards</p> <p>23.2 - My apologies for the second e-mail.</p> <p>I agree with the comments on your website regarding disabled access to the pathway. Having been a wheelchair pusher for my father and brother I have strong feelings about this but changing Marriotts Way as planned will not help access for the disabled as if they wish to join at the bottom of Oval Road where the proposed changes are planned, there is no suitable access due to the condition of the pathway along the side of the houses. I have to admit that I have no desire to see the roadway changed as this will encourage people to park on the land owned by the four houses numbered 78 to 84 as they do now. I would not object to a pathway being installed but I have not spoken to my neighbours regarding this issue.</p> <p>Many thanks for your time.</p>	<p>Thank you for your emails of the 27th and 28th August 2020 and also the 9th September, regarding proposals for the above scheme and your comments have been noted.</p> <p>I can confirm this scheme has been developed and assessed by working closely with internal and external colleagues at Norwich City Council and also local stakeholders, as well as taking comments on board from the Norwich Cycling Campaign. Following assessment, it is felt this scheme to be value for money when compared against the Government's Industrial Strategy and Norfolk County Council's 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".</p> <p>This scheme is not related to the electric bike scheme, this is solely a scheme to promote sustainable travel and encourage use of the Marriotts Way. As I am sure you can appreciate there are a large number of people, not just cyclists utilising the existing unsurfaced path which runs past the Hellesdon railway platform as this is the most direct route to continue along Marriotts Way, in addition, people may also wish to visit the historic platform itself. The existing surface is very uneven and suffers from exposed tree roots along the length. These tree roots cause particular concern to less mobile people and also cyclists and as such we are proposing a 'sealed' path to allow as many people as possible to enjoy this area of Marriotts Way.</p> <p>Unfortunately, your suggestion of placing a controlled crossing at the end of Gunton Lane would not be possible due to the presence of private vehicular accesses and the also the access to the allotments. This would mean the crossing location would have to moved eastwards along Hellesdon Road, which will require significant removal of hedgerow to achieve the required visibility. In addition, there may also be a requirement to purchase additional land to obtain the required widths needed to provide a new shared use facility on the northern side of Hellesdon Road.</p> <p>I can confirm that a final decision has not been predetermined, all representations received will be presented at our Transforming Cities Fund Joint Committee in the near future, where a final decision will be made as to whether the scheme will proceed to construction.</p> <p>For clarification, the proposed improvements to the unsurfaced section will be in addition to the existing Gunton Lane segregated route, which will still be available to use going forward.</p> <p>Regarding your comments around the footpath through Gunton Lane car park, I can confirm the intention was to include improving the surface along with the path improvement works. However, due to on-going discussions around the ownership of the car park, it has now been decided to deliver these schemes separately as to not 'hold up' delivering the path and crossing improvement elements. The intention, if funding allows is to deliver the car park works at a later date once issues around the ownership have been finalised.</p> <p>Thank you again for your feedback on the proposals and if you have any further queries, please do not hesitate to contact the team.</p>



Funded by:



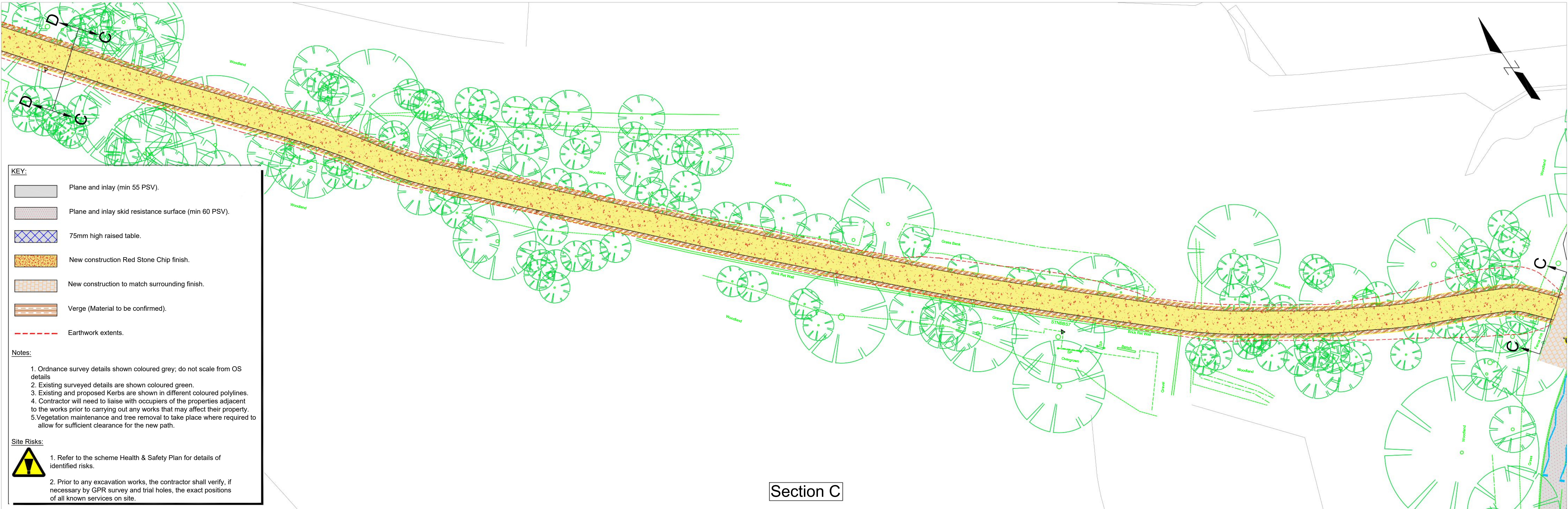
Tom McCabe
Executive Director of
Community and Environmental Services
Norfolk County Council
County Hall, Martineau Lane
Norwich NR1 2SG

DRAWING TITLE

PFA048 Marriott's way
Marriott's Way Hellesdon Rd to Gunton Ln
General Arrangement Plan

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE
001	Adding a street lighting upgrade note and key text	MB	JT	09/20

SURVEYED BY	INITIALS	DATE	DRAWING No.
			PFA048-TCF2-TC-GA-001
DESIGNED BY	INITIALS	DATE	PROJECT TITLE
			Transforming Cities Tranche 2 Marriott's Way
DRAWN BY	INITIALS	DATE	SCALE
			1:250 @ A1
CHECKED BY	INITIALS	DATE	FILE No.
			PFA048



© Crown copyright
and database rights
2020. Ordnance
Survey 100019340

Funded by:



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

DRAWING TITLE
PFA048 Marriott's way
Marriott's Way Hellesdon Rd to Gunton Ln
General Arrangement Plan

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

	INITIALS	DATE	DRAWING No. PFA048-TCF2-TC-GA-002
SURVEYED BY	PC	03/2020	PROJECT TITLE
DESIGNED BY	MB	07/2020	Transforming Cities Tranche 2
DRAWN BY	MB	09/2020	Marriott's Way
CHECKED BY	JT	09/2020	SCALE 1:250 @ A1
			FILE No. PFA048

Appendix D

Site photographs



Photo 1. Hellesdon Road Zebra Crossing location.



Photo 2. Ramp 1 Hellesdon Road.



Photo 3. Ramp 2 Gunton Lane.



Photo 4. Marriott's Way track.



Photo 5. Marriott's way old Railway Platform