

## **Joint Committee for Transforming Cities Fund projects**

**Minutes of the Meeting held on 14 August 2019 at 2pm  
in the Council Chamber, County Hall, Norwich**

### **Present:**

Cllr Martin Wilby (Chairman)	Norfolk County Council
Cllr Barry Stone (Vice-Chairman)	Norfolk County Council
Cllr Lana Hemsall	Broadland District Council
Cllr Kay Mason-Billig	South Norfolk District Council
Cllr Mike Stonard	Norwich City Council
Cllr Ian Stutely	Norwich City Council
Cllr Brian Watkins	Norfolk County Council

### **Substitute Members Present**

Cllr Emma Corlett for Cllr Steve Morphew

### **Officers Present:**

Linda Abel	Senior Transportation Planner, Norwich City Council
Bruce Bentley	Principal Transportation Planner, Norwich City Council
Tony Cozens	Project Engineer, Norfolk County Council
Zoe Tebbutt	Landscape Architect, Norwich City Council
Jeremy Wiggin	Transport for Norwich Manager, Norfolk County Council

## **1 Apologies for Absence**

- 1.1 Apologies were received from Peter Joyner and Cllr Steve Morphew (Cllr Emma Corlett substituting)

## **2. Minutes**

- 2.1 The minutes of the meeting held on the 1 July 2019 were agreed as an accurate record and signed by the Chairman subject to amending the spelling of Cllr Jane Sarmezey's name in the body of the minutes.

## **3. Declarations of Interest**

- 3.1 Cllr Lana Hemsall declared a non-pecuniary interest against item 5, "Transforming Cities - Tombland", as a parent of children who attended the Norwich School however her children travelled by train and were not users of the public transport
- 3.2 The Chairman noted that all members of the Committee had been lobbied about the items on agenda; Cllr Corlett had not been lobbied.

## **4. Urgent Business**

- 4.1 The Chairman agreed for Cllr Ian Stutely to raise urgent business indicated to the Chairman prior to the meeting.

- Cllr Stutely discussed the Transport for Norwich scheme to relieve congestion in the South Park Avenue and Colman Road area and A11 roundabout agreed at the March 2019 Norwich Highways Agency Committee (NHAC) meeting
- During the NHAC meeting Cllr Stutely was supportive of the scheme; the report received had addressed most issues raised by the public related to crossings on South Park Avenue and staggered crossings at junctions.
- There were schools and nursery schools at the site which was busy at the start and end of the school day. The junction at South Park Avenue / Colman Road had two crossings with a crossing patrol officer. Concern was raised by NHAC about the proposed staggered crossing with a central island for pedestrians, which they felt would not allow the crossing officer to work the crossing safely
- NHAC Committee had recommended that this scheme would impact on crossing patrols at the junction and asked the Transport for Norwich Manager to explore impact and further resources needed here.
- Norfolk County Council had stated that the Council did not require crossing patrols at junctions unless there were exceptions. Cllr John Fisher, Cabinet Member for Children's Service and Chairman of NHAC, stated that it was the responsibility of parents or guardians to get children to school safely. Cllr Stutely was unhappy with these responses, noting that some children walked to school alone for various reasons.
- Cllr Stutely felt this scheme posed a risk to children at the South Park Avenue / Colman Road crossing and withdrew his support for the scheme. He asked for the scheme to be put on hold.

4.2 The Transport for Norwich Manager reported that the changes to this junction would be constructed in the new year, 2020. The decision from the Council about school crossing patrols was a corporate policy. The Transport for Norwich Manager confirmed a single operative would be at the crossing

## **5. Transforming Cities - Tombland**

5.1 The Committee received the report outlining proposals developed for the Tombland area of Norwich with a view to securing funding from Transforming Cities Funding for delivery of these works. A diagram of the proposed parking areas was displayed; see appendix A

5.2 The following points were discussed and noted

- Some Members welcomed the proposals outlined in the report, noting the proposals would enhance the area and make the space more useable
- At the beginning and end of the school day, many children from Norwich School waited for buses on Tombland. Some Members were concerned that moving the inbound bus-stop to Upper King Street where the pavement was narrower would impact on safety for these children and other passengers and accessibility for people with disabilities
- The Principal Transportation Planner of Norwich City Council noted there were a range of demands on Tombland including loading facilities, disabled parking spaces and buses, and limited kerb space to accommodate these; the outbound bus stops, which had been identified as the busiest, would be located on Tombland
- Some Members felt that the proposed widening of the pavement would not accommodate all the school children; this had been highlighted by the bus company in the consultation report
- Norwich School did not raise concerns about the proposal to move the bus stop

in their meetings with design team members. the Principal Transportation Planner confirmed that the school's own bus could continue to pick up and drop off in the loading bay on Tombland.

- A Member felt that having loading bays and bus stops separate from each other would better meet safety criteria for pedestrians and disabled road users
- Concerns were raised that Norwich School were not a key consultee, and that parents of the school may not have been consulted, based on the lack of responses in the report from parents
- Cllr Mason-Billig **proposed** that a mixed-use bay was put in place on Tombland to be used as a bus stop for a restricted time during school drop off and pick up. The Principal Transportation Planner confirmed it would be legally possible to restrict use of the loading bay during certain times; this would allow it to be used for school drop off and pick up by buses during these restricted times but that dual use bays of this type did lead to confusion and consequent misuse
- The Vice chair noted there were other uses to consider as well as the school and was concerned that a mixed-use bay could be confusing for road users
- Norwich Cycling Campaign had raised concerns about connectivity between Tombland and Prince of Wales Road; The Principal Transportation Planner clarified there was not room to extend the cycle track which linked to Prince of Wales Road, which needed to re-join the carriageway between the beginning of Tombland and Upper King Street. There was controlled access to the carriageway here
- A concern was raised about the poor air quality in this area highlighted by high levels of nitrous oxide, and that an air quality survey should be conducted. The Principal Transportation Planner reported that the air quality concerns were seen across the whole city centre; to substantially improve air quality, traffic would need to be significantly reduced in the area, which was outside the scope of this project
- The capacity for high frequency bus routes was queried; Officers were looking at kerb space and how bus stop provision could be maximised in the area
- Some Members were concerned that a mixed-use bay could be difficult to enforce
- More information was requested on formal motorcycle provision and bicycle provision; The Principal Transportation Planner confirmed that motorcycle parking was proposed for the other side of Bank Plain along with additional cycle parking. Some motorcycle parking would be kept in Tombland
- The Principal Transportation Planner confirmed that discussions and meetings had been held with the Head Teacher of Norwich School who did not raise the movement of the bus stop as an issue; he **agreed** to find out how many children were alighting and boarding the buses each day.

5.3 It was **PROPOSED** and duly seconded that a time-based restriction be put in place in the loading bays on Tombland, so that these bays could be used for buses to pick up and drop off children at certain times of the day, keeping the location of the bus stops as proposed in the report for the remainder of the day. With 2 votes in favour and 6 against, the motion was **lost**.

5.4 With 6 votes for and 2 against, the Joint Committee **RESOLVED**:

- (1) to **APPROVE** the proposals for Tombland that improve facilities for pedestrians, cyclists and public transport users by better managing existing traffic movements and creating an improved environment to boost the local economy as shown in the plan appendices 1 & 2 of the report
- (2) that the statutory procedures **COMMENCE** associated with the following traffic

regulation orders and notices

- a) revise the Pedestrian and Cycle Zone in the Tombland Triangle extending into St Faiths Lane allowing access to the Cathedral Close and St Faiths Lane only
- b) widen the existing Pelican crossing to the north of Queen Street and place it on a raised table
- c) implement a no waiting and no loading restriction within the Tombland pedestrianised area with a formal motorcycle provision
- d) introduce a new loading bay (taxi rank at night), taxi bay and Blue Badge bay on Tombland, replacing the existing inbound bus stop
- e) move the inbound bus stop to Upper King Street
- f) relocate the outbound bus stop from Upper King Street to a lengthened stop on Tombland

## **6. Transforming Cities – Dereham Road area 20mph and pedestrian facilities at Heigham Street / Mile Cross Road and Dereham Road / Bowthorpe Road junctions – Consultation results**

6.1 The Committee received the report outlining proposals for introduction of a 20mph area off Dereham Road and installing signalised pedestrian crossing facilities at the junctions of Heigham Street / Mile Cross Road and Dereham Road / Bowthorpe Road using £500,000 from the first tranche of Transforming Cities Funding. The report also outlined the consultation response.

6.2 The following points were discussed and noted

- The Wensum Residents' Association had asked about the possibility of a diagonal crossing at Dereham Road; Officers had determined that a diagonal junction would cause too much delay for traffic, including public transport; the measures proposed here were deemed appropriate based on the level of traffic
- The Senior Transportation Planner from the City Council clarified that the junction of Nelson Street and Dereham Road had seen a high level of accidents, therefore Officers did not want to encourage drivers using Nelson Street as a cut through when travelling north.
- There was not space to put a pedestrian refuge on the east side of Heigham street as it met the junction; this road could only take two lines of traffic and had a narrow footpath. Installing a refuge would impact on the turning circle of large vehicles travelling south down Mile Cross Road towards Heigham Street. The scheme proposed a safe crossing across the west arm of Heigham Street and Mile Cross Road.
- It was queried why the 20mph zones had not been extended further than the proposed areas. The Senior Transportation Planner reported that some people had requested Waterworks Road and Heigham Street to be 20mph however, for this to be implemented, traffic calming measures would be needed as well as signs and the budget would not cover the cost of this at this time. It was hoped that this could be revisited in future if the budget arose
- Implementing 20mph on Bowthorpe Road was suggested. The Senior Transportation Planner suggested that parking bays may be able to be installed on Bowthorpe Road to help with issues of people parking on pavements and reduce the available width to traffic. The design team would attempt to install these road markings. Some Members agreed that narrowing this road would help calm traffic and support disabled users by removing parked cars from the path.
- The Senior Transportation Planner highlighted to Members the two circulated

diagrams, appendices 3 and 4 of the report, that had been amended based on the comments received from the consultation, and on which the decision of the Committee would be based; see appendix B of the minutes

- Additional comments received from the consultation after publication of the agenda were circulated to the Committee; see appendix C of the minutes; further comments received during the consultation referred to as appendix 5 in the report, would be circulated to the Committee after the meeting (see appendix D of the minutes).

### 6.3 The Joint Committee **RESOLVED**

1. To **APPROVE** the Dereham Road area 20mph scheme for installation including:-
  - Complete the necessary statutory processes associated with the installation of the 20mph Speed Restriction Order for the Dereham Road area as shown in Appendix 1 of the report
2. To **APPROVE** the installation of pedestrian crossing facilities at the junctions of Heigham Street / Mile Cross Road and Dereham Road / Bowthorpe Road (*amended Appendices 3 and 4 of the report as shown at appendix B of the minutes*) including:-
  - Complete the necessary statutory processes associated with the installation of the amended double yellow lines on Dereham Road, Heigham Street and Waterworks Road (as detailed on amended Appendices 3 and 4 of the report as shown at appendix B of the minutes)

The meeting ended at 15:00

### **CHAIRMAN**



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# Joint Committee for Transforming Cities Fund Projects

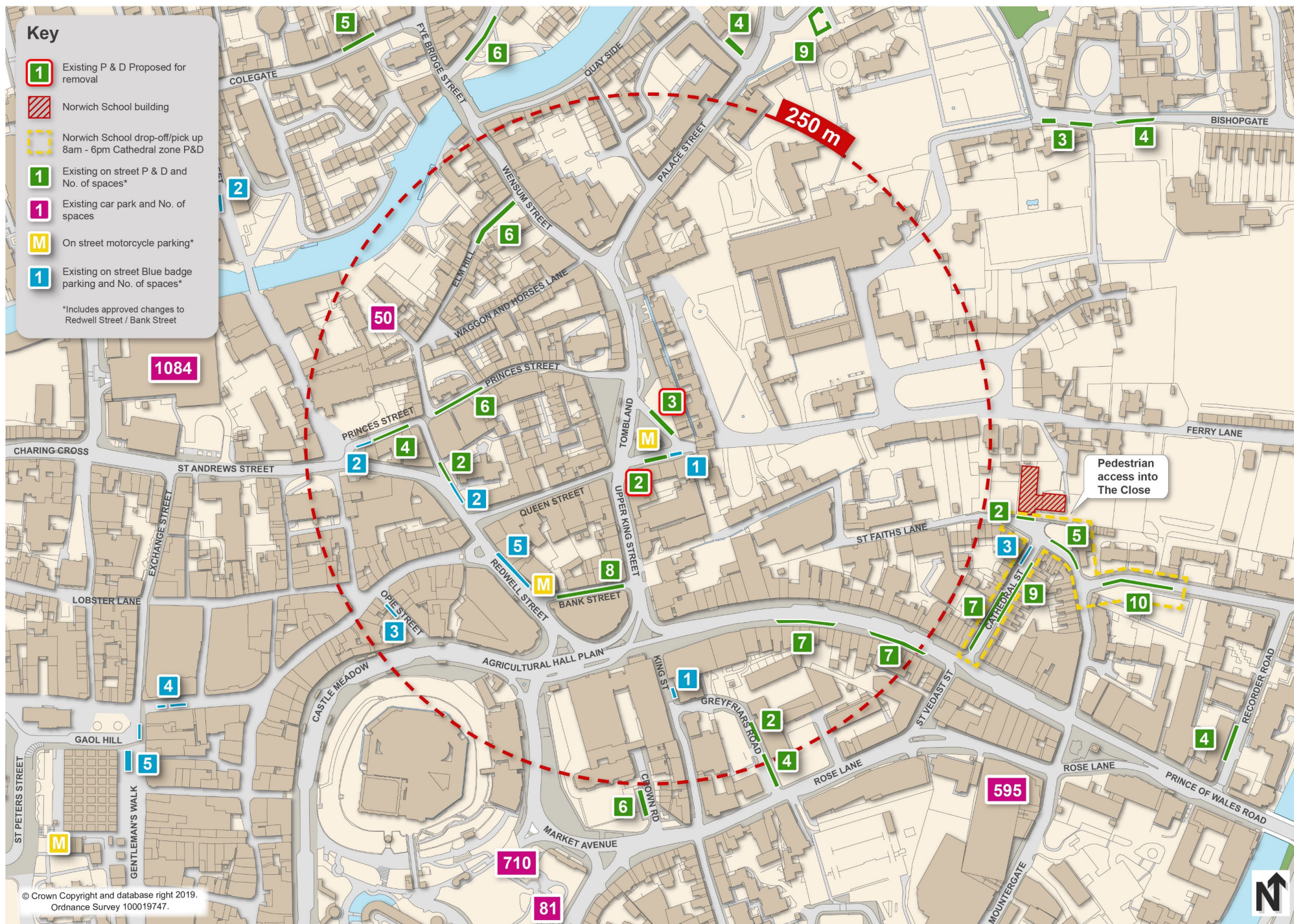
Tombland



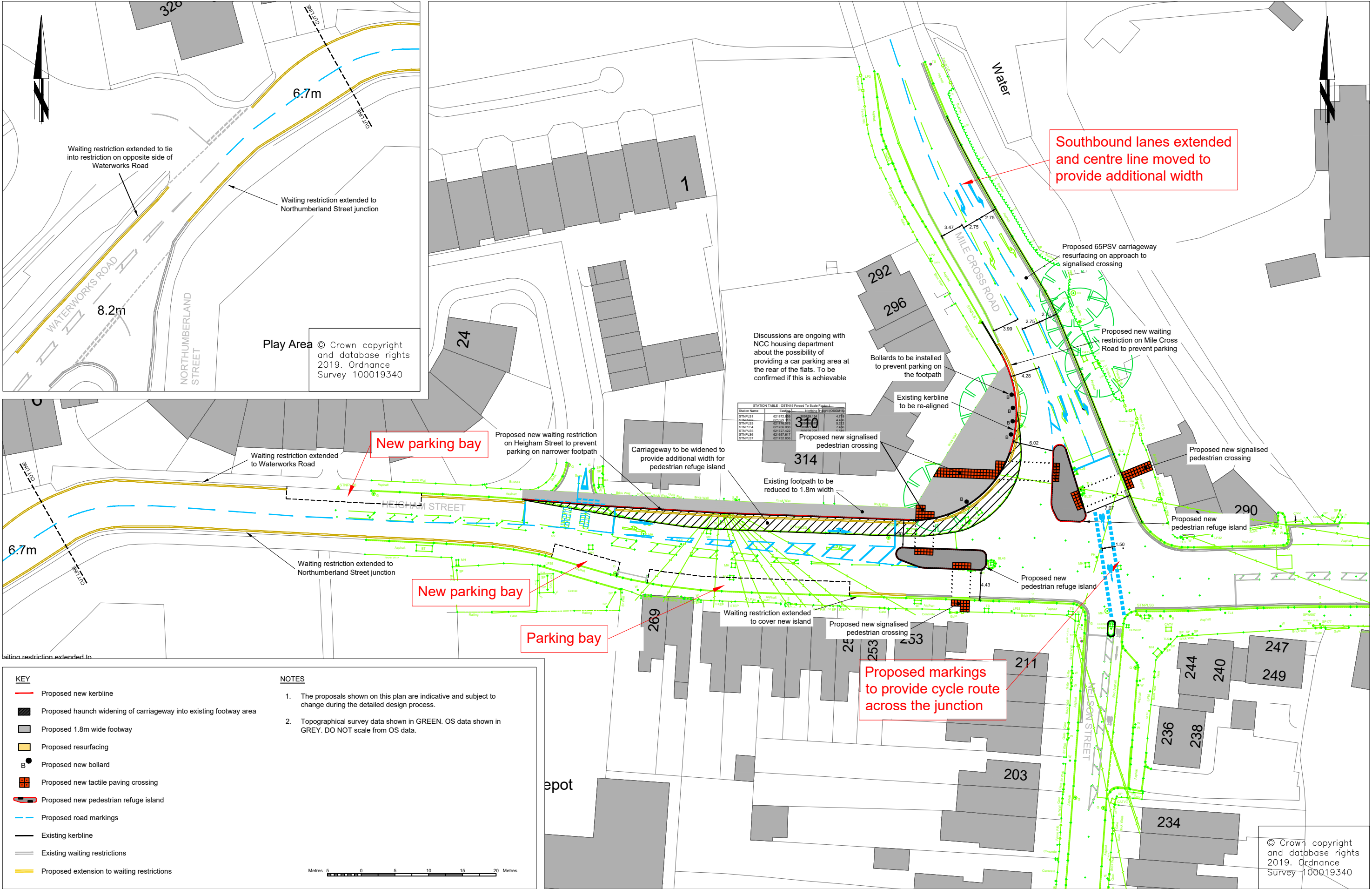
# Key

- 1 Existing P & D Proposed for removal
- 1 Norwich School building
- 1 Norwich School drop-off/pick up 8am - 6pm Cathedral zone P&D
- 1 Existing on street P & D and No. of spaces\*
- 1 Existing car park and No. of spaces
- M On street motorcycle parking\*
- 1 Existing on street Blue badge parking and No. of spaces\*

\*Includes approved changes to Redwell Street / Bank Street







**KEY**

- Proposed new kerbline
- Proposed haunch widening of carriageway into existing footway area
- Proposed 1.8m wide footway
- Proposed resurfacing
- Proposed new bollard
- Proposed new tactile paving crossing
- Proposed new pedestrian refuge island
- Proposed road markings
- Existing kerbline
- Existing waiting restrictions
- Proposed extension to waiting restrictions

**NOTES**

- The proposals shown on this plan are indicative and subject to change during the detailed design process.
- Topographical survey data shown in GREEN. OS data shown in GREY. DO NOT scale from OS data.

Metres 0 5 10 15 20

**Funded by:**

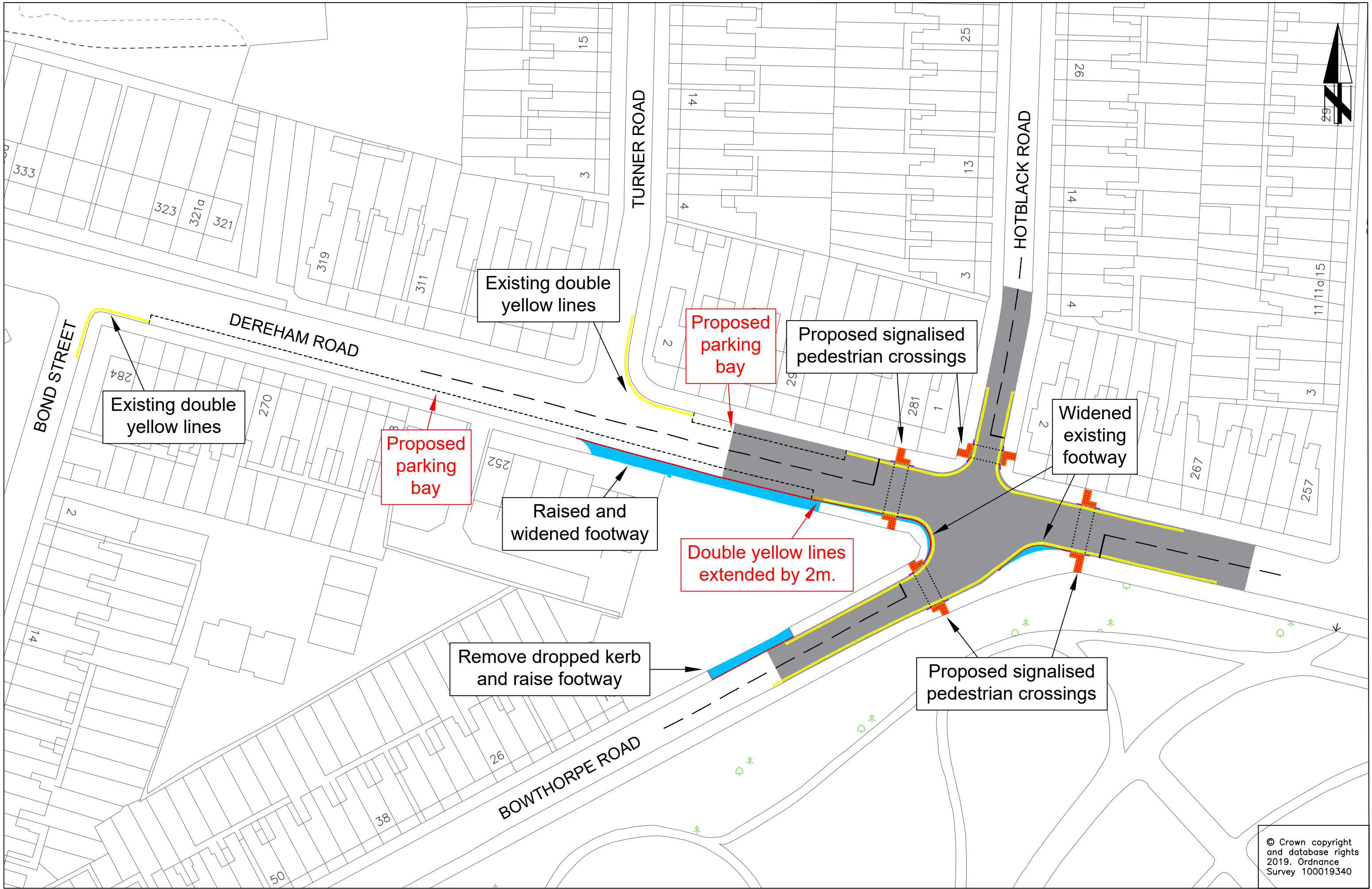
**Tom McCabe**  
Executive Director of  
Community and Environmental Services  
Norfolk County Council  
County Hall, Martineau Lane  
Norwich NR1 2SG

**DRAWING TITLE**  
TCF Heigham Street/Mile CrossRoad, Norwich  
Pedestrian Crossing Facilities  
Preliminary Design Proposals Plan

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE
A	Waiting restrictions extended/lining amended	DAG	TC	07/2019
B	Waiting restrictions reduced and additional parking provided	DAG	TC	08/2019

SURVEYED BY	INITIALS	DATE	DRAWING No.
PC	2019	PHA014-HD2-000-004-B	
DESIGNED BY	INITIALS	DATE	PROJECT TITLE
DAG	06/2019	TCF Heigham Street/Mile Cross Road	Pedestrian Crossing Facilities
DRAWN BY	INITIALS	DATE	SCALE
DAG	06/2019	1:250 @ A1	
CHECKED BY	INITIALS	DATE	FILE No.
TC	06/2019	PHA014	





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**Norfolk County Council**

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

DRAWING TITLE  
Dereham Road / Bowthorpe Road / Hotblack  
Signalised Controlled Pedestrian Crossing  
Proposed Lay Out For Consultation

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE
A	Addition of parking bays on Dereham Rd	PW		08/19

	INITIALS	DATE	DRAWING No. PHA015-HD2-000-001	
SURVEYED BY	PC	05/19	PROJECT TITLE	
DESIGNED BY	JQ	06/19	Dereham Road / Bowthorpe Road / Hotblack Pedestrian Crossing	
DRAWN BY	PW	08/19	SCALE	FILE No.
CHECKED BY			NTS	PHA015

## Appendix C - Consultation responses

Responses to the consultation on Heigham Street / Mile Cross Road and Dereham Road / Bowthorpe Road junctions received on 6th August or later

Road Address or Association	Supports the Crossings	Comments	Officer Comments	Wensum Residents Association Template used - support with comments	Wensum Residents Association Template used - full support with no comments
Livingstone Street	Y		Support welcomed	Y	
Dereham Road	Y	A crossing is also needed on Mile Cross Road near the entrance to Anderson's Meadow.	This area is out of the scope of the current scheme. However, in the future there will be housing developments in the local area. We will work with developers to provide necessary infrastructure improvements.		
Waterworks Road	Y			Y	
Hotblack Road	Y				Y
Hotblack Road	Y	Broadly supports the proposals but would like better indication and facility for cyclists travelling south on Mile Cross Road to Nelson Street.	Support for proposals welcomed. The new lining and supporting sign to indicate to cyclists where to position themselves if travelling south to Nelson Street is proposed and will be shown on plan at committee.	Y	

Road Address or Association	Supports the Crossings	Comments	Officer Comments	Wensum Residents Association Template used - support with comments	Wensum Residents Association Template used - full support with no comments
Cllr Denise Carlo	Y	Gives firm backing to the proposed pedestrian crossings on each arm of the Dereham Road / Bowthorpe Road junction, but would like consideration of traffic management issues in the wider area. These include drivers rat running through Merton Road and Bond Street, speed of vehicles on Bowthorpe Road, cyclist safety on Bowthorpe Road and consideration of installing a zebra crossing on Bowthorpe Road near Bond Street and the Cemetery entrance. Would like these to be added to the forthcoming bid for TCFs.	The support for the crossings at the Dereham Road / Bowthorpe Road junction is welcomed. The request for 20mph in Bowthorpe Road is covered in the 20mph section of this report and is not possible with the current budget. Consideration of the traffic management issues in the wider area is out of the scope of this scheme and not possible at present. Decisions for the TCF bidding will be finalised this Autumn.		

Responses to the consultation on Heigham Street / Mile Cross Road and Dereham Road / Bowthorpe Road junctions received on 6th August or later

Road Address or Association	Supports the Crossings	Comments	Officer Comments	Wensum Residents Association Template used - support with comments	Wensum Residents Association Template used - full support with no comments
White Swan Walk	Y	Supports the crossings, but would like the Heigham Street / Mile Cross Road junction to be made into a roundabout as turning right out of Old Laundry Court is difficult, so turning left to the roundabout and using that to go west on Heigham Street would be helpful.	Support for the crossings is welcome, but the suggestion of completely changing the Mile Cross Road / Heigham Street junction is not possible to consider with our limited budget.		
Old Laundry Court	Y	Supports the crossings but is concerned about the lack of parking for residents and visitors with the extent of double yellow lines proposed.	Support for the crossings is welcome. To achieve these crossings at the Mile Cross Road / Heigham Street junction it was necessary to narrow the pavement and stop pavement parking. We have provided a plan at committee with proposals to install parking bays in the areas we believe will encourage drivers to park fully on the road and not cause obstruction to pedestrians.		



## Appendix D

### Appendix 5. Heigham Street / Mile Cross Road junction – consultation responses

Road Address	Supports the crossings	Objects to the double yellow lines	Comments	Officer Comments
Adelaide Stret	Yes		Concerned with the safety of cyclists travelling from Mile Cross Road to Nelson Street at junction. Cyclists need to be told to use the right lane only, there has been near misses.	We intend to install a sign to advise cyclists and there will be road marking at the junction to guide cyclists.
Heigham Street	Yes	Yes	There will be less space for residents to park, nearby streets are full. Concerned with the crossings causing more holdups to traffic. My dog will not like the noise caused by construction works. Would it not be better to put a stand alone crossing such as a zebra.	For parking response please see report. The scheme has been designed to maintain capacity at this junction. Contractors will reduce installation noise where possible. A stand alone crossing would not be in the pedestrian desire line, take away more roadside parking and cost more.
Heigham Street	No	Yes	We need parking spaces close by as we leave for work early in the dark and do not feel safe. You say we may have alternative parking provision, but the plans are not in place. Stop these changes.	For parking response please see report.
Heigham Street		Yes	Parking is difficult enough in this area without extra restrictions. I feel it is not safe to expect residents to walk in the dark if we need to park further away. You should consider the residents you will be putting in danger as you make the crossing "safer".	For parking response please see report.

Appendix 5. Heigham Street / Mile Cross Road junction – consultation responses

Road Address	Supports the crossings	Objects to the double yellow lines	Comments	Officer Comments
Heigham Street			Would like more information on what is proposed to help parking for residents of 292 to 314 Heigham Street (flats)	We are working with Norwich City Council housing section and NPSNorwich to hopefully provide a residents car park on the hard standing area behind the block of flats numbered 292 to 314 Heigham Street. This project is ongoing at the moment, so cannot give a definite answer if this will be possible.
Old Laundry Court	Yes	Yes	The double yellow lines will add pressure to existing parking limitations. Suggests a car park at the back of the block of flats near the junction.	As above
Waterworks Road	Yes		Agrees with the double yellows on Waterworks Road. Cars need to stop blocking footpaths.	Support welcome

Appendix 5. Dereham Road / Bowthorpe Road junction – consultation responses

Road Address	Supports the crossings	Objects to the double yellow lines	Comments	Officer comments
Bowthorpe Road	Yes	Yes	I am fully in favour of the crossings but against the increase in double yellow lines. This is a dense residential area and parking is difficult. Dereham Road is wide enough to accommodate parking and moving traffic.	Please see report for response to parking issue.
Dereham Road			I live close to the junction, please do not make the pedestrian signal bleep loud. Large vehicles including fire engines skim the pavement and could knock down the signal poles. When the roadworks are done, I need access for deliveries and do not want my services or front wall damaged. Can you ensure that cyclists obey the traffic lights?	Any audio sound from the crossing signals will be kept to an acceptable level. The junction will be aligned to slow traffic, poles will be positioned an appropriate distance from the kerb. During works all properties will have access and contractors will be careful not to damage property. Cyclists have the responsibility to obey the Highway Code as all road users.

Appendix 5. Dereham Road / Bowthorpe Road junction – consultation responses

Road Address	Supports the crossings	Objects to the double yellow lines	Comments	Officer comments
Dereham Road	Yes		The light phasing must prioritise pedestrians otherwise pedestrians will not wait. Please take measures to stop cyclists from using footpaths.	The phasing will be designed to maximise the times for all travel. Dereham Road is a main radial road into Norwich. Traffic must have minimum delay as this interferes with public transport, deliveries and can push drivers to rat run in inappropriate residential streets. Cyclists on footpaths is a difficult problem to address. However, by making the road environment more appealing to cyclist, they are encouraged to stay on the road.
Resident		Yes	The yellow lines will further restrict the parking where there are lots of residents needing parking spaces.	Please see report for response to parking issue.



Appendix 5. Heigham Street / Mile Cross Road and Dereham Road / Bowthorpe Road junctions – joint consultation responses

Road Address or association	Supports the crossings	Comments	Officer comments	Wensum Residents Association Template used - support with comments	Wensum Residents Association Template used - full support with no comments
Cllr Carlo	Yes	Supports the schemes, but would like cyclists considered	Consideration has been given to cyclists and aids to cyclists have been included where possible.		
Norwich Cycling Campaign	Yes	Please see report for comments.	Please see report for comments.		
Norfolk Constabulary	Yes	Norfolk Constabulary are fully in favour of both schemes and do not object,	Support Welcomed		
Wensum Residents Association	Yes	Please see report for comments.	Please see report for comments.	Y	
Armes Street	Yes		Support Welcomed	Y	
Armes Street	Yes		Support Welcomed	Y	
Armes Street	Yes		Support Welcomed		Y
Atthill Road	Yes		Support Welcomed	Y	
Atthill Road	Yes		Support Welcomed	Y	
Bowthorpe Road	Yes		Support Welcomed	Y	
Bowthorpe Road	Yes		Support Welcomed	Y	
Dereham Road	Yes		Support Welcomed	Y	
Dereham Road	Yes		Support Welcomed	Y	
Dereham Road	Yes		Support Welcomed	Y	
Dereham Road	Yes		Support Welcomed	Y	
Dereham Road	Yes		Support Welcomed		Y
Dereham Road	Yes	Concerned with the extent of the double yellow lines, where will everyone park?	For parking response please see report.		

Appendix 5. Heigham Street / Mile Cross Road and Dereham Road / Bowthorpe Road junctions – joint consultation responses

Road Address or association	Supports the crossings	Comments	Officer comments	Wensum Residents Association Template used - support with comments	Wensum Residents Association Template used - full support with no comments
Godric Place	Yes		Support Welcomed		Y
Grant Street	Yes		Support Welcomed		Y
Grant Street	Yes		Support Welcomed	Y	
Heigham Street	Yes		Support Welcomed	Y	
Holly Drive	Yes	Concerned that the dropped kerbs at the junction should be suitable for wheelchair use as many in this area are not.	All new dropped kerbs for this scheme will be designed to enable easy access for all road users.		
Hotblack Road	Yes	Would like Hotblack Road to be in a 20mph zone.	Hotblack Road is proposed to be included in a 20mph zone.		
Hotblack Road	Yes		Support Welcomed	Y	
Hotblack Road	Yes		Support Welcomed	Y	
Hotblack Road	Yes		Support Welcomed	Y	
Hotblack Road	Yes	Hotblack Road should be closed at the junction.	Considering, modelling and analysing the effect of alternative traffic management on the surrounding area is beyond the scope of this scheme.	Y	
Hotblack Road	Yes		Support Welcomed	Y	
Hotblack Road	Yes		Support Welcomed	Y	
Hotblack Road	Yes		Support Welcomed	Y	
Livingstone Street	Yes		Support Welcomed	Y	Y
Livingstone Street	Yes		Support Welcomed		Y

Appendix 5. Heigham Street / Mile Cross Road and Dereham Road / Bowthorpe Road junctions – joint consultation responses

Road Address or association	Supports the crossings	Comments	Officer comments	Wensum Residents Association Template used - support with comments	Wensum Residents Association Template used - full support with no comments
Merton Road	Yes	A pedestrian crossing is needed on Bowthorpe Road near Bond Street.	This issue is addressed in the report.	Y	
Nelson Street	Yes	Please do not consider putting any parking restrictions in Nelson Street as the parking situation is very difficult	Comment noted.	Y	
Nelson Street	Yes		Support Welcomed	Y	
Nelson Street	Yes	Nelson Street needs 20mph speed limit and more traffic calming, it is used as a rat run, cyclists ride on pavements. Residents need a safe environment.	Nelson Street is proposed to be included in the 20mph zone. However, there are no plans to increase the amount of existing traffic calming.	Y	
Nelson Street		Nelson Street is used as a rat run by large vehicles and should be made one way south travelling.	Considering, modelling and analysing the effect of alternative traffic management on the surrounding area is beyond the scope of this scheme.		
Nelson Street	Yes	Corner shops should not have parking areas (except for disabled parking), people should be encouraged to walk there.	For parking response please see report. Corner shops do need areas for deliveries and potential customers who may have limited mobility.	Y	

Appendix 5. Heigham Street / Mile Cross Road and Dereham Road / Bowthorpe Road junctions – joint consultation responses

Road Address or association	Supports the crossings	Comments	Officer comments	Wensum Residents Association Template used - support with comments	Wensum Residents Association Template used - full support with no comments
Nile Street	Yes		Support Welcomed	Y	
Nile Street	Yes		Support Welcomed	Y	
Northumberland Street	Yes		Support Welcomed	Y	
Resident	Yes		Support Welcomed		Y
Resident	Yes		Support Welcomed		Y
Resident	Yes		Support Welcomed	Y	
Resident	Yes		Support Welcomed	Y	
Resident	Yes		Support Welcomed	Y	
Resident	Yes		Support Welcomed	Y	
Resident	Yes		Support Welcomed	Y	
Resident	Yes		Support Welcomed		Y
Speke Street	Yes		Support Welcomed	Y	
St Bartholomews Close	Yes		Support Welcomed		Y
Turner Road	Yes		Support Welcomed	Y	
Waddington Street	Yes		Support Welcomed		Y
Waterworks Road	Yes		Support Welcomed	Y	
Waterworks Road	Yes		Support Welcomed	Y	
Waterworks Road	Yes		Support Welcomed	Y	
West End Street	Yes		Support Welcomed	Y	
West End Street	Yes		Support Welcomed	Y	
West End Street	Yes		Support Welcomed	Y	
West End Street	Yes		Support Welcomed	Y	
Winchcomb Road	Yes		Support Welcomed	Y	