

Joint Committee for Transforming Cities Fund Projects

Date: 8 September 2020
Time: 2pm
Venue: MS Teams (virtual meeting)

To view the meeting please follow this link: [link to view meeting on YouTube](#)

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

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A g e n d a

1 To receive apologies and details of any substitute members attending

2 Minutes

(Page 4)

To confirm the minutes of the meeting held on 14 July 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 (Transforming Cities Fund) St. Stephens Street

(Page 7)

Report by the Executive Director of Community and Environmental Services

6 Transforming Cities – Thorpe Road

(Page 20)

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: 28 August 2020



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**Joint Committee for Transforming Cities Funds
Minutes of the Meeting Held on 14 July 2020 at 2pm
on MS Teams (virtual meeting)**

Present:

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

Norfolk County Council
Norfolk County Council

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

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

Officers Present:

Chris Andrews
Vicky Dale
Stuart Payne
Jeremy Wiggin

Stakeholder and Engagement Officer
Project Delivery Coordinator
Associate (WSP)
Transport for Norwich Manager

1. Apologies for Absence

1.1 Apologies were received from Cllr Lana Hempsall.

2. Minutes of last meeting

2.1 The minutes of the meeting held on 19 February 2020 were agreed as an accurate record.

3. Declarations of Interest

3.1 No interests were declared.

4. Items received as urgent business

4.1 There was no urgent business discussed.

5. Transforming Cities Fund resubmission update

5.1.1 The Joint Committee received the report outlining the schemes and funding requests forming the basis of the resubmission to Government for funding through the Transforming Cities Fund.

5.1.2 The Transport for Norwich Manager introduced the report:

- There had been a provisional £18m allocation from First Bus toward new vehicles,

- provision from Council and funding from section 106 and other small funds
- Officers were waiting to hear formal feedback on the resubmission, but indications were positive

5.2 The following points were discussed and noted:

- The Chairman noted the £18m funding from First Bus was a positive investment in public transport for Norwich and Greater Norwich
- Some Members discussed their disappointment at the outcome of the original bid, with a smaller amount received than originally hoped, and that they felt the schemes would make positive improvements but would not be “transformative”.
- Some Members felt there was a lack of information in the resubmission about tackling health inequality and obesity and encouraging healthy lifestyles, and implementing 20mph zones to support creating a healthy environment
- The Chairman clarified that, including the First Bus investment, there would be over £50m investment in Norwich
- The Transport for Norwich Manager reported that 20mph zones had been implemented in large areas of Norwich through the cycle the city ambition; there was an ambition to develop this further. Officers felt that extending 20mph zones would be best achieved through complementary funding schemes rather than the Transforming Cities scheme
- It was important to put forward deliverable schemes which would make a positive difference, but which could be delivered within the timescale of the project
- The modal shift of the way people travelled was looked at as part of the application. The change in travel habits during lockdown towards an increase in cycling was discussed as a positive and noted that flexibility in the plan could be used to bring forward different schemes and objectives if appropriate. The Chairman pointed out that there were likely to be future funding schemes which could be applied for
- Norwich City Council gave their support for the plan.
- The Vice-Chairman thanked Officers for pulling together the resubmission in a short amount of time for Norwich to benefit from the funding
- A concern was raised about the statistic that 80-90% journeys into Norwich were single occupancy, and it was queried how this would be tackled; Norwich had applied for, but not been awarded the Future Mobility Zone Fund, a fund aimed at reducing single car occupancy levels. Talks continued with DfT (the Department for Transport) to see if schemes could be taken forward to tackle this issue.
- Officers were asked what steps would be taken to deal with “pinch points”. The proposal to address pinch points included localised widening of South Park Avenue, which would require consultation, and removal of parking adjacent to the hospital at the junction with Unthank and Colman Road. The route to the Norfolk and Norwich Hospital was one of the busiest bus routes in the East of England so was an important area of focus.
- Officers confirmed that since the Joint Committee had received the report on the Tombland Scheme, feedback had been received from members of the public on loss of trees. Officers had responded to the individuals who raised concerns and dialogue was ongoing. These comments were received after the consultation had closed. Officers had engaged with tree experts to ensure that the trees replacing those lost were beneficial for the area
- Detail was requested on how electric buses fit into the scheme; the original application included a significant element on electrification of buses which had to be removed from the resubmission. First Bus had stated that, as part of their £18m allocation, they were keen to discuss with Government substituting their new diesel buses with electric buses if funding became available. An expression of


interest had been submitted to Government to become an “all-electric bus city”; the outcome was being awaited.

- Information was requested on the impact on cycle and bus journeys as a result of the schemes; the modal share of walking was forecast to increase from 15% to 18% across greater Norwich, and the increase in cycling infrastructure had shown a 15% increase in cycle usage. Air pollution was forecast to reduce by between 15% and 20% in the most polluted areas of Norwich and Greater Norwich, such as Castle Meadow. It was predicted that around 650 tonnes of carbon dioxide would be saved per year and 30,000 people in the most deprived areas of Norwich and Greater Norwich would benefit from increased access to work and training
- The impact of Covid-19 on schemes and on travel was queried; the Transport for Norwich Manager confirmed that it was proposed to bring forward walking and cycling schemes as less people were using public transport and the capacity of such services were reduced at that time. The Government were asking cities to prioritise early delivery of active mode schemes.
- Cllr Steve Morphew requested detail on the outcome figures; the Transport for Norwich Manager agreed to circulate this to Members.

5.3 The Joint Committee **Noted** the schemes and funding request that were included in the business case resubmission

The Meeting Closed at 14:45

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

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Transforming Cities Joint Committee

Item No: 5

Decision making report title:	TCF (Transforming Cities Fund) St Stephens Street
Date of meeting:	8 September 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

Introduction from Cabinet Member

Executive Summary

The Department for Transport 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 St Stephens Street area of Norwich with a view to securing funding from TCF for delivery of these works. St Stephens Street 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.

The proposals for St Stephens Street have been developed as part of the TCF programme and Norfolk County Council is now looking to proceed to public consultation on these proposals.

Recommendations

- 1. 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.**

1. Background and Purpose

- 1.1. 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".

The proposals for St Stephens Street have been developed as part of the TCF programme and Norfolk County Council is now looking to proceed to public consultation on these proposals.

- 1.2. From a transport perspective, St Stephens Street forms part of a key bus corridor that runs through the city centre connecting Norwich rail station and bus station into the public transport network.

The scheme is in an area where the existing traffic access is restricted, where only buses, bikes and taxis are allowed. There is an existing provision to allow access for commercial vehicles into the area for deliveries and other commercial needs.

Owing in part to alignment and connectivity, Castle Meadow and Red Lion Street form part of the yellow pedalway, this route diverts along Surrey Street, All Saints Green and then south out of the city centre. This yellow pedalway routing avoids the busy St Stephens Road / Queens Road roundabout, though it should be noted that St Stephens Street forms part of the neighbourhood cycle route network to facilitate interconnectivity between strategic pedalway routes and key journey origins and destinations.

- 1.3. More generally, St Stephens Street and Red Lion Street are on a key retail corridor with significant numbers of diverse retail businesses and those selling food and drink. There is significant level of office-based employment nearby.

In the last year there has also been a substantial increase in the number of people living near St Stephens Street with the completion of the residential conversion of the St Stephens towers. The area is also one of the busiest in the city, with pre-lockdown pedestrian counts reaching 50,000 per day at the junction of St Stephens Street and Rampant Horse Street.

The south western end of St Stephens Street is a gateway through the medieval city walls which have scheduled ancient monument status. The proximity to the city wall must be considered, and it should be noted that the proposals include landscaping enhancement to the environment of St Stephens Street.

- 1.4. Following public consultation, it is intended that the results of the consultation (and the request to advertise the necessary legal Traffic Regulation Orders for the scheme to become enforceable) will be presented to this committee for approval in December. Construction planned to begin in Spring 2021.

2. Proposals

- 2.1. The area of focus of this scheme is the section of St Stephens Street between the A147 (inner ring road) and up to and including a short section of Red Lion Street. The scheme area also covers Surrey Street between its junction with St Stephens Street and the bus station. The final section is along rampant Horse Street as well as the small but important connecting street of William Booth Street with high pedestrian flow.
- 2.2. The objectives of this scheme are to:
- Provide additional bus stop capacity
 - Reduce bus delays and boost the efficiency of the overall public transport network
 - Improve air quality
 - Offer significant enhancements to waiting areas and pedestrian crossing facilities
 - Improve the current level of cycling provision.

2.3. St Stephens Street

New sawtooth bus bays will improve public transport efficiency on St Stephens Street as buses will be able to pull away without delay improving bus travel times and passenger experience whilst reducing emissions in the area from standing buses.

A new raised table will be created at the junction with Surrey Street to slow vehicle speeds and facilitate removal of traffic signals at this junction. A new signal-controlled pedestrian crossing will be installed just to the east of this junction. This will make crossing on foot safer and make cycling in this area more appealing as motorised vehicles will be travelling at broadly similar speeds (below 20mph). The existing crossings on raised speed tables will be improved with 1.8m wide traffic islands and 3.5m wide running lanes. The effect of this will be to slow approaching vehicles, provide widened footways and make crossing distances shorter. Additional cycle parking will be provided and outlined in the consultation plans.

The quality of the environment will be significantly improved through carefully designed bus waiting areas that incorporate seating, planting as well as digital and printed information. These will help to create a more open feel to the area as well as comfort and convenience both for passengers and non-passengers alike. A provisional design has been worked on jointly with Norwich City Council and First buses and can be seen in Appendix 3. Please note that details of this design such as the type of planting and precise layout are still subject to change as the scheme develops.

2.4. Surrey Street

Between St Stephens Street and the bus station entrance, 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. All public transport services wanting to use Norwich Bus Station will need to travel westbound on St Stephens to access the station via Queens Road. At the junction with St Stephens Street, the kerb edge will be built out to tighten the turn to help prevent vehicles from heading southbound and this will create a wider footway.

The footway along the western side will be widened with a possibility of a loading bay to service nearby businesses also being provided.

2.5. Red Lion Street

Between Rampant Horse Street and Orford Place, kerbs will be realigned to maximise bus stop capacity, creating an additional bus stop on the south eastern side. Carriageway lining will also be changed to better accommodate traffic flow.

2.6. Rampant Horse Street / William Booth Street

A flush surface will be installed on William Booth Street to provide a better pedestrian facility between Chapelfield Plain and Hay Hill and to reinforce pedestrian priority over turning traffic.

3. Impact of the Proposal

3.1. Public transport network

The scheme will provide much needed increased bus stop capacity of three additional stops representing a 27% increase in total bus stop capacity across St Stephens Street and Red Lion Street. The new sawtooth arrangement will improve efficiency as buses will be able pull away without bus congestion. The proposals will transform bus passenger experience through improved bus movements and journey times as well as providing more comfortable places in which to wait. As part of the scheme, public transport information displays will utilise new technology so that blind and visually impaired people can access the information required, improving access to bus services further.

3.2. Walking

Wider footways, improved crossings and reduced clutter on footways will substantially improve the overall environment for walking and access to businesses.

3.3. Cycling

Designing the street for lower traffic speeds will ensure cycling remains safe and convenient along this cross-city route and providing cycle contraflow facility on Surrey Street will provide an alternative lower trafficked route. Additional cycle parking will be provided and outlined at the consultation stage.

3.4. Air quality

Annual Mean Concentration of the harmful pollutant Nitrogen Dioxide (NO₂)

levels have been steadily reducing in the scheme area but are still in excess of the annual mean objective of 40µg/m³. Reducing the time that buses spend either stationary or in congested traffic will have a positive effect on reducing the level of NO₂ further.. It is expected that air pollution will reduce in this area of the city by up to 11% as a result of this scheme. Existing monitoring stations will be used to monitor air quality levels and this data will be presented in the Annual Status Report published by Norwich City Council.

3.5. Public realm

The overall effect of wider footways, shorter crossing distances, reduced traffic speeds and carefully designed bus waiting areas with seating and planting will be one that reinforces this area as a place for people to spend time rather than simply a route for traffic. This appearance of the area will influence how people move through and use the space. Utilising appropriate landscaping will enhance this historic area adjacent to the city's medieval walls.

4. Evidence and Reasons for Decision

4.1. Local trial

In March 2020, Norfolk County Council worked with First Group to run trials of the sawtooth bus stop arrangement at their Norwich depot. The trial demonstrated that the sawtooth arrangement will improve bus efficiency. This trial also reviewed how the sawtooth arrangement works when people are passing buses by bike through looking at potential driver blind spots. The trial confirmed the principle behind the bus efficiency savings and that this design posed no safety concerns above and beyond those present with any section of highway where high numbers of bus services are present along with high pedestrian flow.

4.2. Case study

Appropriate case studies from other areas of the UK were considered to review the effect of existing sawtooth bus stop arrangements. Comparing accident data showed that even where cycling levels were high (such as in Cambridge) the sawtooth design did not appear to pose an additional risk to those cycling.

4.3. Safety Audit

The proposed design has passed the independent Stage 1 road safety audit. A stage 2 road safety audit will be carried at detailed design stage prior to construction.

5. Alternative Options

- 5.1. Retaining the current layout would result in no action to mitigate either bus journey time delays or a known air quality issue. It would leave crowded footways with limited space for queueing and walking. Improving public transport

to give better access to education, employment and services is a key objective of the TCF programme and the associated funding awarded to Norfolk County Council by the DfT.

- 5.2. An alternative design has been considered and can be seen in Appendix 4. In this design only outbound bus traffic is allowed which has provided enough carriageway space to accommodate a 4m wide two-way cycle lane. Whilst this provides a much improved, direct cycle facility through the city centre, it would reduce overall bus capacity and would increase traffic through the bus station and along Surrey Street working against the key transport objectives of increasing bus stop capacity and reducing delays. Whilst this alternative design provides a high-quality cycle route, it does not mitigate the challenging environment for cycling on the busy St Stephens Road / Queens Road roundabout which the facility would lead directly into. It should be noted that there is no current proposed design to improve this roundabout or funding to undertake this.

6. Financial Implications

- 6.1. The anticipated cost of the project is circa £4.8M of which £28,000 of funding will come from the highway maintenance budget and the remainder will be entirely funded through the TCF programme.

A revised proposal has been submitted in support of our application and we are currently working with DfT to finalise details of our settlement.

7. Resource Implications

7.1. **Staff:**

Not applicable.

7.2. **Property:**

Not applicable

7.3. **IT:**

Not applicable

8. Other Implications

8.1. **Legal Implications:**

The necessary legal Traffic Regulation Order process will be followed after this initial public consultation has been reported to this committee

8.2. **Human Rights implications:**

Not applicable.

8.3. **Equality Impact Assessment (EqIA) (this must be included)**

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

8.4. **Health and Safety implications:**

All stages of the highway safety audit process will be followed prior to and after construction.

8.5. **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.

8.6. **Any other implications:**

The level and type of new green infrastructure will be carefully considered so that the benefits of a more pleasant and useable space are fully realised whilst being of a type demonstrably durable and maintainable within the available maintenance budget.

9. Risk Implications/Assessment

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

10. Select Committee comments

- 10.1. Not applicable

11. Recommendations

- 11.1. To agree to proceed to public consultation on the proposals outlined in this report and the plans shown in Appendix 1 and 2.

12. Background Papers

- 12.1. None

Officer Contact

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

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Officer name: Ed Parnaby

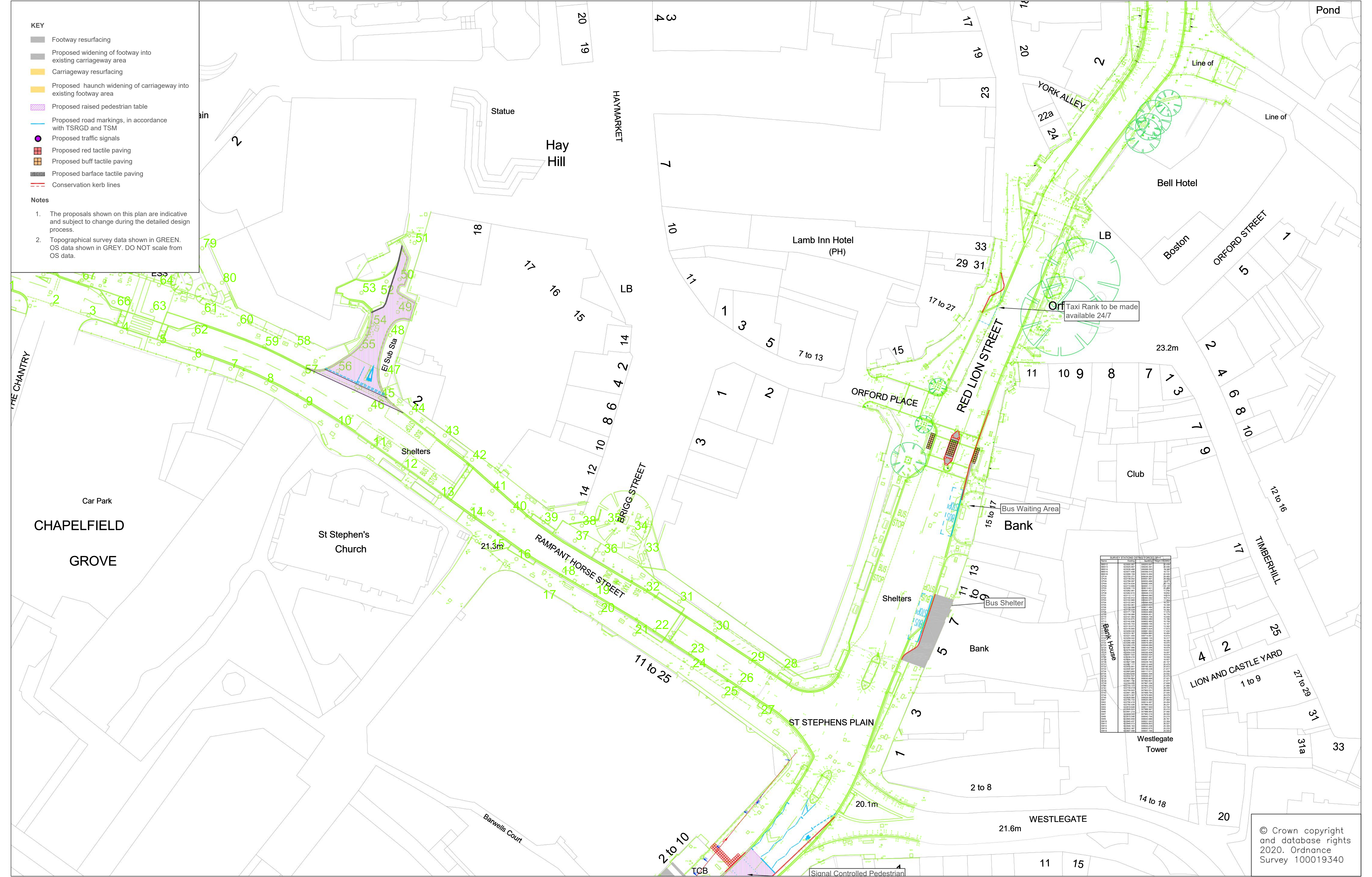
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Appendix 3 – Streetscape examples



St Stephens Street
Norwich







Transforming Cities Fund Joint Committee

Item No. 6

Report title:	Transforming Cities – Thorpe Road
Date of meeting:	8th September 2020
Responsible Cabinet Member:	Martin Wilby – Cabinet Member for Highways, Infrastructure and Transport
Responsible Director:	Tom McCabe – Executive Director, Community and Environmental Services
Key Decision	No

Executive Summary

The Department for Transport 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 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.

These proposals have been subject to public consultation and this report recommends that the scheme is approved, and that the statutory consultation to implement the necessary Traffic Regulation Orders and notices is commenced.

Recommendations

- (1) To approve the proposals for Thorpe Road as shown in the plan Appendix A.**
- (2) To 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**

1. Background and Purpose

- 1.1 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."

- 1.2 The application identifies 5 key corridors along which there is potential to implement a series of schemes, in addition to the city centre.

Thorpe Road was identified as a one of these key corridors to access the city centre. A direct route, via a contraflow lane, is recommended for public transport and cyclists.

2. The proposals

- 2.1 The main project objective is adding a bus and cycle contraflow on Thorpe Road. Currently there is a signalised pedestrian crossing at the Thorpe Road/Carrow Road junction, but these do not have a dedicated pedestrian crossing phase, pedestrians can cross when the traffic signal is red for traffic. It is proposed to remove the signals and replace with a zebra crossing to allow pedestrians to safely cross both Thorpe Road and Carrow Road.

- 2.2 Signalised pedestrian crossings are provided at the Thorpe Road/Clarence Road junction. The existing signalised crossing at Thorpe Road/Clarence Road junction timings will need adjusting to encourage bus prioritisation. To maintain two lanes on the approach to the Thorpe Road/Carrow Road junction a short two-lane section is proposed. This would allow the ahead movement to continue, with right turning traffic in a separate lane, giving way at the Carrow Road junction.

2.3 Preliminary Consultation Responses

A preliminary consultation took place between the 6th and 27th March 2020 which was sent to over 500 residents who live in the vicinity of the scheme and to the statutory consultees. There were 36 responses received, 34 from the residents and two from KonectBus and the Green Party. See Appendix B for preliminary consultation plan.

- 2.4 Feedback has been received during the consultation. The summary of responses from KonectBus and the Green Party are as below:

Konectbus – “Moving forward to now and the new proposal, I would agree that this is a sensible move, it would give buses a clear run towards the City, using, what is generally a very underused second outbound lane. An estimated saving of 2 minutes on journeys under normal traffic conditions could be achieved increasing to 4 minutes at peak periods and over 5 minutes on Saturdays, especially when Norwich City have a home football match. We are current reviewing bus services in general in Norwich, partly due to congestion, and this proposal would, in part, help us maintain the current levels of services on this corridor for a greater part of the day than would be possible should congestion continue to rise.”

Green Party – “Thank you for consulting Norwich Green Party. I support the proposed changes – anything to make active travel measures safer and to assist buses is welcome.”

- 2.5 A separate meeting was held with the Norwich Cycle Campaign before we sent out the preliminary consultation and they were generally supportive of the scheme.

2.6 Appendix C has all the consultation responses we received and our responses to them during the preliminary consultation. The positive feedback we received from the scheme was the positive impact the scheme would have on public transport and for cyclists in accessing the city centre quicker. However, key concerns raised from the responses were:

- The proposed build out on Carrow Road would enable right turning from Thorpe Road to Carrow Road;
- What are the traffic impacts in removing the signal junction at Thorpe/Carrow Road junction and making Thorpe Road one lane road;
- The removal of parking and not proposing any new parking locations.

2.7 **Scheme development since preliminary consultation**

2.7.1 Changes to the scheme plan

Following the conclusion of the consultation we looked at changing some elements of the scheme according to points made out by the residents. The main changes were:

- added a new bus stop on Thorpe Road to mitigate the change in bus route;
- reduce the proposed build out on Carrow Road.

2.7.2 A response from First Bus was not received during the consultation period so they were contacted directly to inform them that issues had been raised with the fact that no new bus stops were proposed on the preliminary consultation plan.

Discussions were held with NCC Travel & Transport to ask them about potential locations along Thorpe Road where a new stop could be located. First Bus were sent a plan with the proposed new bus stop locations, as per Appendix D.

The response received from First was as follows:

“At present, there is only 1 stop in this section of highway, heading outbound, just after the junction with Cotman Road. This stop is not overly busy, mainly because the next stop at the junction with Cremorne Lane, is only 260m away. I think that having stops in this section is not necessary, as there are other stops very close by.”

“That said, the outbound stop just after Rosary Road, is paired with the stop outside the Post Office. Given that the hub is likely to be developed outside the rail station, the stop outside the sorting office can come out and be replaced by another stop inbound, to pair with the Rosary Road one. This would ideally be situated outside the Bussey garage on Thorpe Road between the junctions of Rosary Road and Clarence Road.”

2.7.3 Safety Audit 2

Following the changes made to the scheme design to accommodate the new bus stop on Thorpe Road and a reduced the build out on Carrow Road, the scheme was submitted to Network Safety for the Safety Audit 2.

- 2.7.4 The recommendations from Network Safety team have been incorporated into the final scheme plan as per Appendix A. The main changes were:
- Keep the existing northern footway the same width to avoid any reduction to the already narrow footway widths;
 - Proposed carriageway widths reduced from 6.5m (3.5m bus lane) to 6.0m (3.0m bus lane);
 - 90 degree give-way line at the right turn lane from Thorpe Road to Carrow Road;
 - Reduced the carriageway width to 3.5m before zebra crossing.

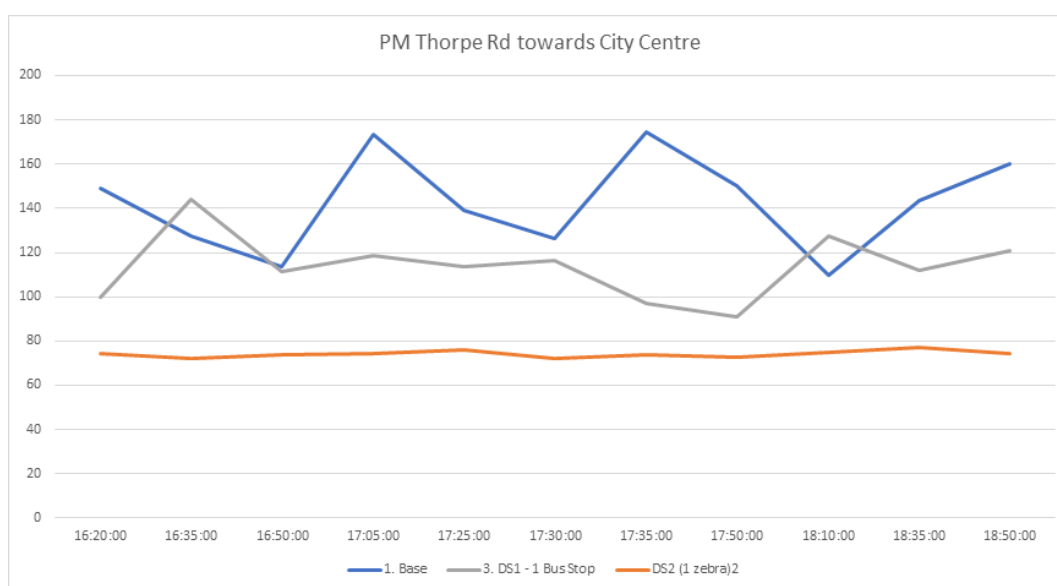
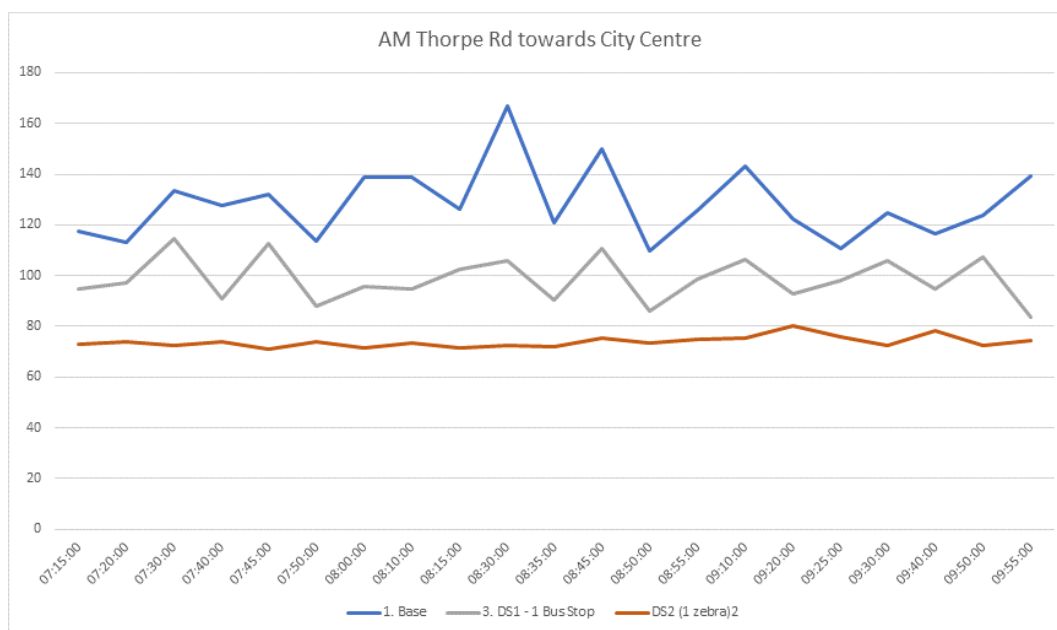
3. Evidence and Reasons for Decision

3.1 These proposals will deliver the vision set out in our TCF application, which will:

- Making it easier to cycle directly into the city centre via St Stephens;
- Providing a better direct access for public transport;
- Reducing conflict between pedestrians and cyclists;
- Boosting the economy by providing a quicker access into the city centre.

3.2 The following graphs show the anticipated journey time savings that can be achieved by public transport services utilising this revised route. The graphs below are based on the following set of assumptions.

1. The 'BASE' bus route in the model currently has two bus stops, Barton Way and Clarence Road layby. Each stop will add 20 seconds to the bus journey times shown below in table 3 and 4, replicating passenger drop off and pickup.
2. The proposals in 'DS1' have zero bus stops along the Contraflow, therefore the journeys will save 40 seconds of 'stopping time' when comparing to the 'BASE' option.
3. Option DS2 has one bus stop modelled on the contraflow as it may be decided we must provide at least one, which will add roughly 20 seconds to the DS1 journey times.
4. The Zebra crossing in DS1 and DS2 on Thorpe Road are randomly activated between 20 and 120 seconds to replicate pedestrian movements (stopping vehicles in both directions).



4. Financial Implications

- 4.1 The cost of the project is £750,000 and would be entirely funded through the TCF programme.

A revised proposal has been submitted in support of our application and we are currently working with DfT to finalise details of our settlement.

5. Resource Implications

- 5.1 **Staff:** None
- 5.2 **Property:** None
- 5.3 **IT:** None

6. Other Implications

- 6.1 **Legal Implications:** None
- 6.2 **Human Rights implications:** N/A

- 6.3 **Equality Impact Assessment (EqIA):** Groups most likely to benefit from the Transforming Norwich' programme are young people, older people, disabled people, BAME communities and people living in deprived areas. This scheme will help by:
- reducing journey times, improved pedestrian and cycle infrastructure;
 - more accessible bus stops;
 - road crossings will have a positive impact on a range of people.
- 6.4 **Health and Safety implications:** N/A
- 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.
- 6.6 **Any other implications:** None

7. Risk Implications/Assessment

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

8. Recommendation

- 8.1
- (1) To approve the proposals for Thorpe Road as shown in the plan Appendix A.
 - (2) To 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

9. Background Papers

- 9.1 None

Officer Contact

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

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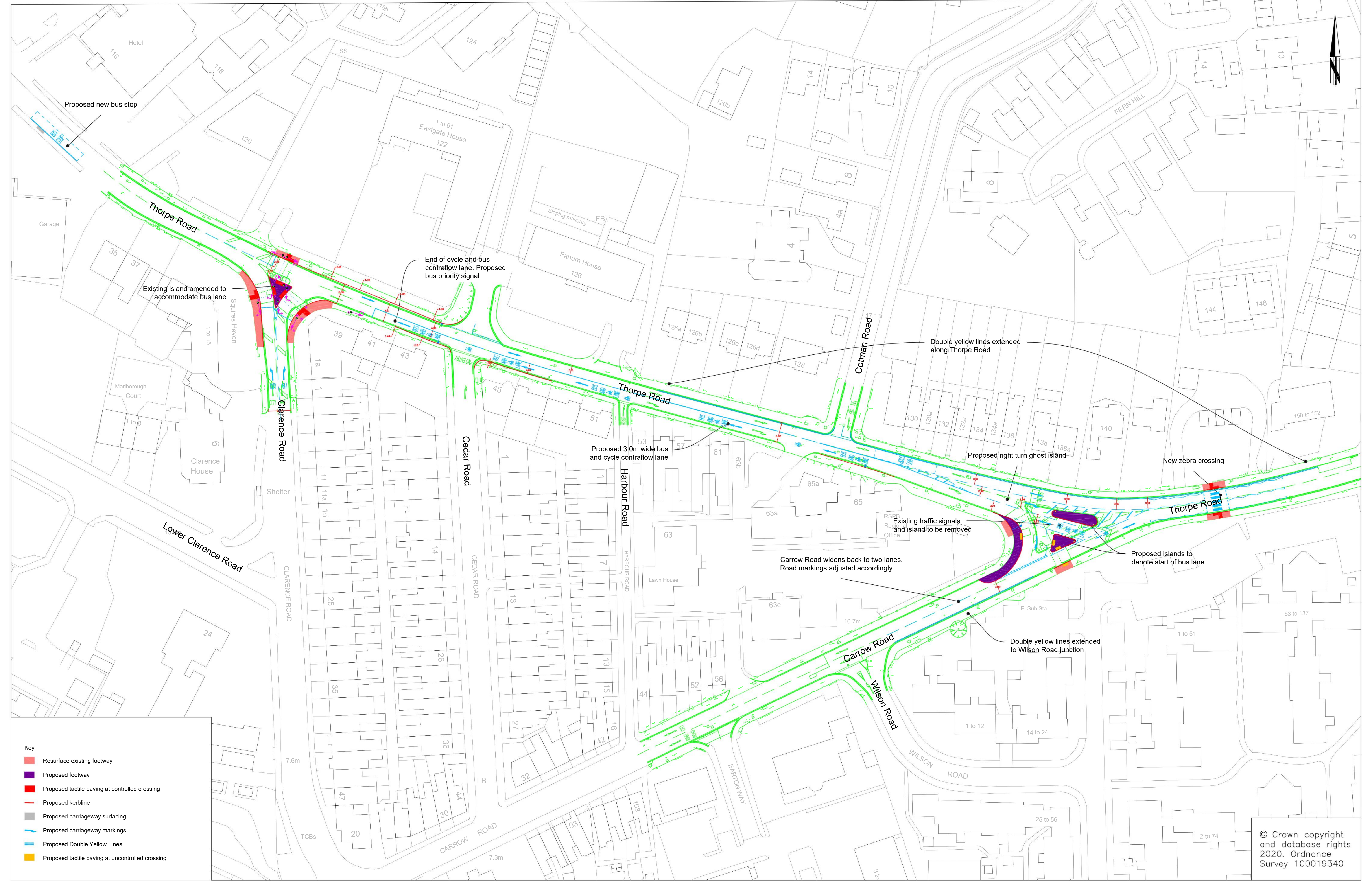
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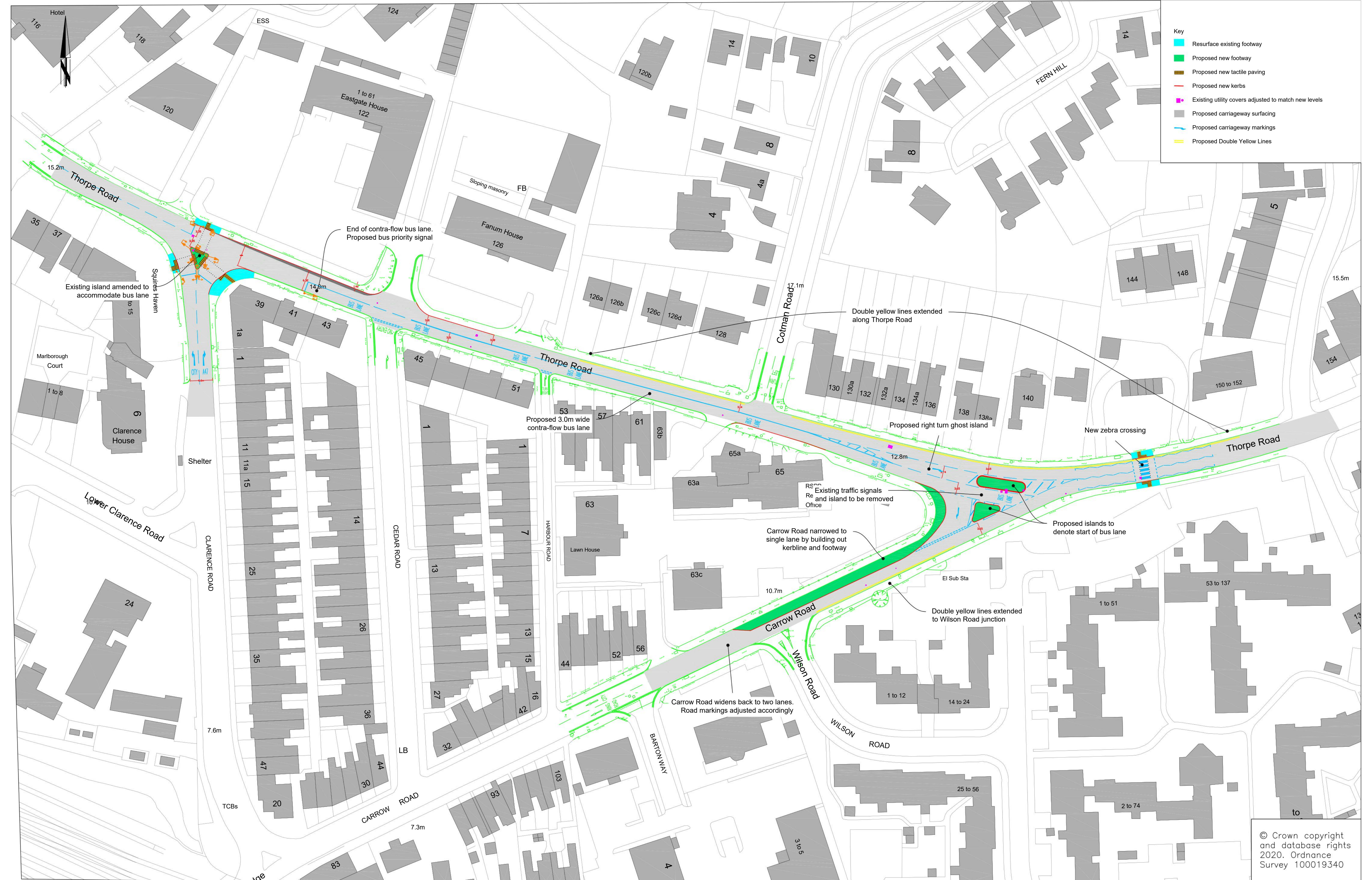


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REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE
A	New bus stop for inbound buses re-located	JC	DG	08/20

	INITIALS	DATE	DRAWING No. PJA074-ID-C-001A
SURVEYED BY	OS	2020	PROJECT TITLE
DESIGNED BY	JC	07/20	Transforming Cities
DRAWN BY	JC	07/20	Thorpe Road Bus Contraflow
CHECKED BY	DG	07/20	SCALE 1:500 @ A1
			FILE No. PJA074



Funded by:



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

DRAWING TITLE

Transforming Cities
Thorpe Road Bus Contraflow
Consultation Plan

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

	INITIALS	DATE	DRAWING No. PJA074-ID-TP-001
SURVEYED BY	OS	2020	PROJECT TITLE
DESIGNED BY	JC	02/20	Transforming Cities
DRAWN BY	JC	02/20	Thorpe Road Bus Contraflow
CHECKED BY	DG	02/20	SCALE 1:500 @ A1
			FILE No. PJA074

Thorpe Road Preliminary Consultation Responses			
Number	Name	Consultation Summary	NCC Response
1		1 - Bus contraflow is open for use to all electric vehicles. 2 - Loss of bus stop on Carrow Road. 3 - Why Zebra crossing, what does modelling show? Demand? 4 - Potential bus laybys on Yarmouth and Carrow Road. 5 - Clarence Road to be open to all traffic	1 - Access for all electric vehicles - The current highway policies of Norfolk County Council do not permit electric vehicles to use bus lanes at this time, so this request falls outside of the scope of this particular consultation but under current legislation all cyclists (including those on electric bikes) are able to use all bus lanes in Greater Norwich. The council is considering a range of new transport policies as part of reviewing our Local Transport Plan and Transport for Norwich Strategy, which will consider options such as what you have suggested. Draft proposals related to changes in transport policy will be available for public comment later this year. 2 - Loss of bus stop on Carrow Road - The bus companies have been consulted as part of our overall Transforming Cities bid as well as individually on this particular scheme. During initial discussions with operators a new on-carriageway bus stop will be added opposite numbers 130-134 Thorpe Road. The existing bus stop (outside 130/130a Thorpe Road) will be moved further westwards to accommodate this. 3 - Zebra crossing - The proposed zebra crossing was built into our existing design to aid pedestrians crossing Thorpe Road and also act as a traffic calming measure to aid vehicles turning from Thorpe Road onto Carrow Road in busier periods. 4 - Potential for bus laybys on Yarmouth and Carrow Road - While not a feature of this scheme our wider proposals under Transforming Cities look to introduce a range of measures to help ease the flow of buses, cycles and general traffic along the length of Yarmouth Road. 5 - Clarence Road open to all traffic - We can confirm Clarence Road will remain open to all traffic as it is currently.
2		Left turn from Wilson Road - no gap to pull out. Would a trial covering existing lights be beneficial?	The proposed zebra crossing to the east of Wilson Road has been positioned to act as a natural traffic calming measure which during busier times will aid vehicles pulling out of Wilson Road, as well as those turning right from Thorpe Road onto Carrow Road. We are fully confident in this element of the design to deliver the desired benefits which is supported through our traffic modelling and we do not therefore believe a trial would be necessary.
3		Issues turning right turn right on Carrow Road from Thorpe Road	Our traffic modelling has shown that this proposed right turn will still function effectively at current peak levels following the proposed removal of the signals. The zebra crossing being proposed to the east of the junction has been positioned to act as a natural traffic calming measure which during busier times will aid vehicles turning right from Thorpe Road onto Carrow Road.
4		1 - What is the impact assessment on traffic? 2 - Bus stops be added on Thorpe Road? have bus companies been consulted? 3 - Harbour Road one-way but not. 4 - Islands for bus lane be a natural crossing point, why add zebra?	1 – Impact on traffic - Our traffic modelling shows that existing traffic flows will still operate smoothly through the proposed junctions. 2 – Bus stops on Thorpe Road - The bus companies have been consulted as part of our wider proposals within our Transforming Cities bid and they have been consulted individually for this scheme. Currently we are not proposing any new bus stops as the one on Carrow Road will still be in operation however there is potential to add one on Thorpe Road should bus operators require it. 3 - Harbour Road One Way - Harbour Road will remain one way with right turn only onto Thorpe Road. 4 – Zebra Crossing - The proposed islands will act as informal crossing points as you suggest but the addition of the proposed zebra crossing would provide a safer crossing facility for pedestrians and would also act as a natural traffic calming measure to enable vehicles to turn right from Thorpe Road into Carrow Road more easily during peak periods.
5		1 - Double yellows outside house (130 Thorpe Road) being removed. 2 - Removal of traffic lights will cause tailbacks. 3 - bus contraflow will not improve traffic flow. 4 - build out on Carrow Road is not necessary. 5 - Cyclists using Thorpe Road pavement, why no cycle path?	1 – Double yellow lines outside No.130 Thorpe Road - In order to undertake the changes detailed in the proposals double yellow lines will need to be implemented to allow the traffic to flow safely in both directions. There would not be enough space for the proposed lanes if cars can continue to park on this section of Thorpe Road. 2 - Removal of traffic lights will cause tailbacks - Our traffic modelling shows that the removal of the traffic lights would not affect the traffic flows turning right into Carrow Road and the position of the proposed zebra crossing will act as a natural traffic calming measure, facilitating additional turning opportunities in peak times as well as providing additional safety for pedestrians. 3 - Bus contraflow will not improve traffic flow - Our traffic modelling shows that the bus contraflow will certainly improve the flow of bus traffic into the city and forms part of our wider Transforming Cities plan to create faster and greener connections into the city centre. While it may not improve the flow of general traffic, our modelling has demonstrated it will not have a detrimental impact either. 4 - Build out on Carrow Road is not necessary - Following the consultation, we have removed the additional build out on Carrow Road from the design, in favour of keeping the current pavement width and two carriageway lanes from the junction with Thorpe Road. 5 - Cyclists using Thorpe Road pavement - The bus contraflow can be used by cyclists as well as buses so this should reduce inappropriate use of pavements by cyclists.

6		1 - Oppose the bus contraflow - unnecessary and dangerous. 2 - Strongly support a cycle contraflow. 3 - Oppose the double yellows outside (134a Thorpe Road). 4 - Proposed right turn object as potential for bus/car conflict. 5 - Removal of existing island as rejection to bus contraflow. 6 - Pavement widening oppose as no issue currently. 7 - Road narrowing on Carrow Road, can this be done with traffic calming measures. 8 - Cotman/Thorpe Road one way exit from Cotman only except bicycles (like Nelson Road)	1 Safety Concerns and cycle access - Discussions with our Network Safety team have confirmed the proposed bus contraflow is deemed safe to be built and will speed up the transit of bus passengers to the city centre, supporting a key aim of our wider plans under the Transforming Cities initiative, which also supports increasing levels of walking and cycling. The bus contraflow can therefore be used by cyclists in addition to buses. 2 Double Yellow Lines - To be able to undertake these proposals double yellow lines will need to be implemented to allow the traffic to flow. There would not be enough space for both the required lanes if cars continue to park on this section of Thorpe Road, making the scheme unfeasible. 3 Potential conflict between cars and buses - The current design has passed the required safety checks as described above. Lanes will be clearly marked, with good visibility for turning vehicles. 4 Removal of existing traffic island - The existing traffic island will need to be removed in order to build the new contraflow bus lane and the new carriageway lanes and cannot be retained 5 Pavement build out and road narrowing - Following the consultation and responses received we have removed the proposed pavement build out and
7		1 - Right turning from Thorpe Road to Carrow Road the existing traffic lights regulate the turning at peak times for people to access Wilson Road. 2 - Widening of Carrow Road reduce traffic flow and access to residential areas. 3 - Environmental assessment impact for stationary vehicles. 4 - traffic might use Cedar and Harbour Road as rat-runs	1 - Residential Access - Following response to the consultation the proposed pavement build-out and road narrowing on the corner of Thorpe Road and Carrow Road, this has been removed from the design to allow two lanes for general traffic travelling onto Carrow Road. The zebra crossing to the east will provide additional opportunity for those turning right into Carrow Road, particularly in peak times when footfall is high. Further opportunities will be provided following all use of the contraflow itself. Our modelling shows this arrangement to have no negative impact on traffic build up and residential access. 2 - Environmental impact assessment - The wider aims of our Transforming Cities plan are to encourage a greater shift towards cleaner and more sustainable travel. Reducing air pollution is a key aim of this strategy and our modelling shows the combined introduction of the measures proposed would significantly reduce pollution levels across the city. 3 - Rat-running - We are not currently proposing any changes to the existing arrangements for Cedar Road and Harbour Road as part of this project, but we will continue to monitor the situation.
8		1 - Tailbacks backing up to Koblenz Avenue and to Martineau Lane west and eastwards towards Broadland Business Park. 2 - Substantial expenditure for little benefit. 3 - Double yellows to be extended beyond Cremorne Road.	1 – Traffic - Our traffic modelling results show that after the proposed amendments to Thorpe Road, the existing traffic flows would still operate smoothly through the proposed junctions. 2 – Cost and benefit - Costs will be saved on maintenance for traffic signals and upgrades in years to come. The existing surface would be due for re-surfacing in the next few years so costs can be saved here also. The scheme would also deliver cleaner and more efficient bus travel and improve cycle access into the city centre. 3 – Parking - As part of this scheme we are not looking to change the current layout of Thorpe Road outside Cremorne road, as the existing parking can help lower speeds on Thorpe Road.
9		1 - Why are the works there. 2 - how long they are there for. 3 - why diversions will be	The letter sent out was a preliminary consultation for feedback from the public for the proposed construction of a new bus and cycle contraflow lane on Thorpe Road. The exact details on timescales, diversion etc will be confirmed once the scheme is finalised.
10		Any replacement for parking.	There are not currently any plans for replacement parking due to the constraints of the area within the proposed scheme. The double yellow lines on Thorpe Road are necessary to ensure sufficient safe width for the required carriageway lanes and to increase visibility and safety around the proposed zebra crossing.
11		1 - Removing the traffic lights to the east of Thorpe Road will prevent people from getting off Thorpe Road. 2 - The contraflow bus route will also get in the way of this. 3 - I don't know why there is a bus route planned at all, this may cause the traffic to get worse further up the route, completely negating the benefit of a bus lane. 4 - Reducing the number of lanes to one on Thorpe Road and Carrow Road will make the already heavy traffic much worse. 5 - Football will make this area completely inaccessible whether there's a bus or not. 6 - The parking in the area is already bad, especially for something we pay for, and the saving grace is the Thorpe Road parking	1 - Carrow Road - Following the response to the consultation we will be keeping Carrow Road as two lanes from the right turn lane from Thorpe Road. Traffic modelling results show after the proposed amendments to Thorpe Road, the existing traffic flows will still operate smoothly through the proposed junctions. 2 - Football traffic - It is accepted that traffic levels on match days will be significantly higher and there is little this scheme or any other could do to change that within the limitations of the area. However, these occasions are limited in number and our modelling has demonstrated that these improvements will generate the desired increase in bus transit times outside of these limited instances where there is increased pressure on the road network. Given that two lanes will now be retained on Carrow Road it is not believed the new bus lane will have further detrimental impact to this situation and the increased footfall in the area at these times via the zebra crossing to the east of the Thorpe Road junction will provide additional natural turning opportunities for vehicles making the right turn into Carrow Road. 3 – Parking - To be able to undertake the proposals double yellow lines will need to be implemented to allow the traffic to flow. There would not be enough space for the required lanes if cars were to continue to be parked on Thorpe Road.

12		1 - I cannot recall public transport such as buses being significantly held up or delayed due to traffic congestion even during the busiest times of the day. 2 - The proposed narrowing of Carrow Road to one lane will act to increase congestion. 3 - The same point applies for where the bus lane will replace the right hand lane of Thorpe Road heading away from the city. 4 - In addition if buses no longer travel down Carrow Road, it will mean that two current bus stops will no longer be serviced, while there is no mention in the proposals as to if these will be replaced by a new stop elsewhere. 5 - There are also potential safety issues with the introduction of a bus lane resulting in four right hand turns where traffic will have to cross the bus lane. 6 - If the plan is for the cycle lane to follow the same route as the bus lane then this safety risk is more pronounced.	1 – Contraflow Bus and Cycle Lane - Our traffic modelling has demonstrated that the contraflow bus and cycle lane will improve journey times for bus passengers travelling into the city centre along Thorpe Road, as well as generating improvements in air quality through encouraging further uptake of sustainable travel (by bus or cycle) and investment by bus operators in cleaner and more fuel efficient vehicles as a result of our wider proposals across the city. 2 – Carrow Road Following the response to the consultation we now propose to keep Carrow Road as a two lane carriageway from the right turn lane from Thorpe Road. 3 – Bus Stops - The bus companies have been consulted on our overall Transforming Cities bid and individually on this particular scheme. Following initial discussions with operators a new on-carriageway bus stop will be added opposite numbers 130-134 Thorpe Road. The existing bus stop (outside 130/130a Thorpe Road) will be moved further westwards to accommodate this. 4 – Safety - Through our modelling and safety audit carried out on the design by our Network Safety team the proposed bus and cycle contraflow has been deemed to be safe and fit for purpose. The bus contraflow can be used by cyclists.
13		1 - No benefits for cycles. 2 - Removal of the lights will back up Thorpe Road	<i>1 – Cyclists - The bus contraflow is a bus and cycle contraflow and can therefore be used by cyclists. 2 – Traffic - Traffic modelling results show after the proposed amendments to Thorpe Road, the existing traffic flows will still operate smoothly through the proposed junctions.</i>
14		1 - Removal of parking. 2 - Single lane will cause bottlenecks. 3 - Right turn from Thorpe to Carrow Road. 4 - Norwich city match traffic. 5 - Thorpe Road tight for a contraflow lane. 6 - no cycle facility.	1 – Replacement Parking - There are not currently any plans for replacement parking due to the constraints of the area within the proposed scheme. The double yellow lines on Thorpe Road are necessary to ensure sufficient safe width for the required carriageway lanes and to increase visibility and safety around the proposed zebra crossing. 2 – Traffic - Our traffic modelling results demonstrate that existing traffic flows would still operate smoothly through the proposed junctions after the proposed amendments to Thorpe Road are carried out. 3 – Carrow Road - From the consultation responses received the proposed build out and road narrowing on Carrow Road has been removed to retain two carriageway lanes. 4 - Football traffic - It is accepted that traffic levels on match days will be significantly higher and there is little this scheme or any other could do to change that within the limitations of the area. However, these occasions are limited in number and our modelling has demonstrated that these improvements will generate the desired increase in bus transit times outside of these limited instances where there is increased pressure on the road network. Given that two lanes will now be retained on Carrow Road it is not believed the new bus lane will have further detrimental impact to this situation and the increased footfall in the area at these times via the zebra crossing to the east of the Thorpe Road junction will provide additional natural turning opportunities for vehicles making the right turn into Carrow Road. 5 – Available space - There is enough room to facilitate the contraflow by narrowing the northern footway and the implementation of double yellow lines are required. 6 – Cyclists - The contraflow lane will be for buses and cycles
15		1 - Gives buses a clear run into the city saving time. 2 - bus stops on Carrow Road to Thorpe Road.	Email sent directly to confirm bus stops changes.
16		1 - Crossing needed at proposed islands	The proposed islands will have an informal crossing facility (i.e. a shielded place for pedestrians to stand) and will also feature dropped kerbs and tactile paving for improved access and safety.
17		1 - Removal of parking - where do people unload etc? 2 - is it a 2 way traffic system, how do cars turn from Cotman to Carrow Road?	1 – Parking/Loading - There are not currently any plans for replacement parking due to the constraints of the area within the proposed scheme. The double yellow lines on Thorpe Road are necessary to ensure sufficient safe width for the required carriageway lanes and to increase visibility and safety around the proposed zebra crossing. 2 – Thorpe Road arrangement/access from Cotman Road - In our proposed design cars will still be able to travel east along Thorpe Road and they will still be able to make a right turn into Carrow Road – which will retain two carriageway lanes in keeping with the current road layout. 3 - Consultation Process -Please rest assured that we do take residents views into consideration which is the purpose of conducting this preliminary consultation on our draft proposals. We have already altered the design to retain both lanes on Carrow Road in direct response to the initial feedback received.
18		1 - Right turn only lane on Thorpe Road into Carrow Road that would be turned into a bus lane is rarely used except by people like me trying to access Scott and Wilson Road. 2 - The zebra crossing further down Thorpe Road would be beneficial too as the road is very difficult to cross around that corner. 3 - I would strongly challenge the proposal to widen the pavement along Carrow Road. I see no benefit from doing so and it would most	From the consultation responses received the proposed build out and road narrowing on Carrow Road has been removed to allow for two carriageway lanes in keeping with the current road layout

19		1 - Reducing Carrow Road and Thorpe Road to a single lane will concentrate traffic exacerbating this. 2 - It seems there is no bus stop between Cremorne Lane and Thorpe Road sorting office going into the city whereas at present there are two. 3 - likely to encourage more car users to use Harbour Road as a shortcut	1 – Carrow Road - From the consultation responses received the proposed build out and road narrowing on Carrow Road has been removed to allow two carriageway lanes in keeping with the current road layout. 2 - Bus Stops - The bus companies have been consulted as part of our overall Transforming Cities bid as well as individually on this particular scheme. During initial discussions with the bus companies a new on-carriageway bus stop will be added opposite numbers 130-134 Thorpe Road. The existing bus stop (outside 130/130a Thorpe Road) will be moved further westwards to accommodate this. 3 – Harbour and Cedar Road - We are not proposing any changes to the existing layout of these roads but we will continue to monitor the situation in respect of traffic flows should the scheme proceed.
20		1 - Where will the new bus stops be?	The bus companies have been consulted as part of our wider Transforming Cities proposals and individually on this particular scheme. During initial discussions with operators a new on-carriageway bus stop will be added opposite numbers 130-134 Thorpe Road. The existing bus stop (outside 130/130a Thorpe Road) will be moved further westwards to accommodate this.
21		1 - remove the one-way gyratory system altogether and put all the roads back to their original two way traffic	Your suggested proposals fall outside of the scope of this particular consultation and is not an objective of the proposed design. The changes you suggest would be significantly more costly to implement and require in-depth modelling and traffic surveys to be carried out on the wider road network to see if this could be achieved. This is not something we are able to explore at this time.
22		1 - Rather than risk lives by removing the light for a Zebra crossing, This road needs just needs some control, not bus or cycle lanes. Patrolled parking enforcement	1 – Safety - The proposed design of the bus and cycle contraflow has been audited by our Network Safety team and deemed safe to be built. The zebra crossing will be illuminated and clearly marked to make drivers aware of the crossing facility. 2 – Parking - Patrolled parking issues would need to be discussed with Norwich City.
23		1 - Why do we need a cycle lane on this road? Nobody uses the cycle lanes	Our traffic surveys and resident feedback show that cycling on the pavement is an issue in this area as there is currently no direct route for cyclists travelling into the city along Thorpe Road. These proposals would therefore improve safety for pedestrians in the local vicinity. In addition, we have seen a 40% increase in cycling across the city through the cycle lane schemes implemented to date. While some experienced cyclists will still choose to cycle at speed on the main carriageway (which they are entitled to do under current laws) schemes of this nature have been demonstrated to have a positive impact on encouraging travel by sustainable means which supports our wider aims to keep people active and healthy, reduce congestion, carbon emissions and improve air quality in the city region.
24		1 - Not a good idea to use a cycle lane. 2 - Do not have double yellow lines	1 – Cycle Lane - We can confirm the contraflow lane is for use by buses and cycles. 2 – Parking - To be able to undertake the proposals double yellow lines will need to be implemented to allow the traffic to flow. There would not be enough space for the required carriageway lanes if cars continued to park on Thorpe Road. Regarding existing parking measures this would need to be taken up with Norwich City Council.
25		1- right hand turn cannot be used when traffic backed up with single lane on Carrow Road 2 - Zebra Location	1 – Widening of Carrow Road - Following the response to the consultation the proposed build out and road narrowing on Carrow Road has been removed from the design to allow for two carriageway lanes in keeping with the current road layout. Our traffic modelling results show that existing traffic flows would continue to operate smoothly through the proposed junctions following the proposed amendment to Thorpe Road. 2 – Zebra Crossing Location - Along with the Zebra crossing being installed, there will be double yellow lines which will help improve visibility and stop parking in this area which will further increase safety.
26		1 - widening Carrow Road will occur bigger traffic issues	Following responses to the consultation the proposed build out and road narrowing on Carrow Road has been removed from the proposed design to in favour of retaining two carriageway lanes in keeping with the current road layout.
27		1 - Not a good idea in this climate. 2 - temporary bus lane and double yellows like Newmarket Road	Our traffic surveys and resident feedback show that cycling on the pavement is an issue in this area as there is currently no direct route for cyclists travelling into the city along Thorpe Road. These proposals would therefore improve safety for pedestrians in the local vicinity as well as improving journey times for cyclists and those travelling by public transport. The area also has very different constraints to Newmarket Road and our assessment is such that this approach would not be feasible in this location. Highway schemes of this nature have been demonstrated to have a positive impact on encouraging travel by sustainable means which supports our wider aims to keep people active and healthy, reduce congestion, carbon emissions and improve air quality across the city region. All funding for such projects is dictated by central government and allocated to us by the Department for Transport. Any questions around fiscal policy would be a matter to raise with your local MP
28		1 - no measures for walking or cycling in these current proposals. 2 - I would strongly plea that consideration be given to vertical traffic calming measures be placed on Clarence Road	1 – Walking/Cyclists measures - The contraflow lane is for use by buses and cyclists. We also understand from resident feedback that there are currently issues with cycling on pavements in this area which the introduction of the cycle lane will help mitigate and therefore improve pedestrian safety. 2 – Clarence Road - As part of these consultations no traffic calming measures will be implemented on Clarence Road.

29		1 - changing double lane roads to single lane roads will actually improve the traffic flow.	1 – Carrow Road lane changes - Following the response to the consultation the road narrowing/pavement widening of Carrow Road has been removed from the design in favour of retaining two lanes of carriageway in keeping with the current road layout. 2 – Consultation Process - We are sorry to hear of your experience of previous consultations you have been involved with. Please rest assured that we do take residents views on board, which is the purpose of carrying out this preliminary consultation and hope the action demonstrated above shows our commitment to this process.
30		1 - not to proceed with it and don't waste all that public money. 2 - Money spent on highways (potholes etc)	Our modelling shows the proposed scheme design will deliver improved access and quicker journey times to the city centre for cyclists and bus passengers, while also reducing current issues with cycling on pavements reported by residents in the area – which will improve safety for pedestrians. Schemes of this nature and our overarching Transforming Cities proposals are designed to increase travel by sustainable means, helping people to stay active and healthy, while also reducing congestion, carbon emissions and improving air quality in the city region. We have recently received increased funding from central government to address issues such as potholes, but please understand all our funding is allocated to us via the Department for Transport and must be spent on the areas/projects specified. Therefore any questions regarding fiscal policy should be directed to your local MP.
31		1 - Strongly support scheme. 2 - The two lanes on that stretch of Thorpe Road are 'underused' and the loss of one east bound lane will have little negative impact on traffic flow. 3 - The loss of one lane will curb some of the boy racers which is terrifying as a pedestrian given the narrow pavement on the south side. 4 - It will be easier for residents to get out of Cedar Road by car. 5 - benefits to bus times. 6 - encourage cycling - the current route is a long and quite tricky detour towards Carrow Road with tough uphill and quite fast cyclists who use the pavement along there.	We are delighted to have your support and are currently awaiting confirmation of funding from central government before progressing our design. A further opportunity for public consultation will be provided in due course once we are able to proceed but if there is anything else in the meantime please get in touch.
32		1 - Adding a bus lane and restricting traffic to only one lane would create a huge backlog of cars. 2 - No to the double yellow lines proposed	1 – Traffic Modelling - Our traffic modelling results show after the proposed amendments to Thorpe Road, the existing traffic flows would still operate smoothly through the proposed junctions. 2 – Parking - To be able to undertake the scheme proposals, double yellow lines will need to be implemented to allow the traffic to flow. There would not be enough space for the required carriageway lanes in the proposed design if cars continued to park on Thorpe Road.
33		1 - buses have priority and a faster route through to the city centre. 2 - I cannot see how a cyclist exits safely from the end of the bus lane	The proposed design has been assessed by our Network Safety team and the proposed bus and cycle contraflow has been deemed safe to construct. The signing and lining will be clear and concise for all road users. The signalised junction will have a separate phase to allow buses/cyclists to exit the junction towards the station. Clarence Road traffic will then be held on red lights to allow the traffic to flow along Thorpe Road.
34		1 - This route is so busy it will clog up more. 2 - Tax cyclists	1 – Impact on traffic - Our traffic modelling shows that existing traffic flows will still operate smoothly through the proposed junctions. You will still be able to travel along Thorpe Road to the Train Station as part of this scheme, as you would use the same existing route (down Carrow Road, right onto Clarence Road and left towards the station). 2 – Tax for cyclists - This is something that will need to be implemented by the government and it would need their authorisation for any tax to be approved.
35		1 - I support the proposed changes – anything to make active travel measures safer and to assist buses is welcome.	We are currently awaiting confirmation of funding from central government before progressing our design and further opportunity for public consultation will be provided in due course once we are able to proceed but if there is anything else in the meantime please get in touch.
36		1 - no time heard only on EDP today	The preliminary consultation was sent out to over 400 houses and businesses in the immediate vicinity of the scheme. Without your address we are not able to ascertain whether you live outside of this catchment but please be assured this was for initial feedback from residents to help shape the design and a further formal consultation will be advertised in due course should we be successful in obtaining funding for the scheme from central government.

