

Norfolk County Council

Record of Individual Cabinet Member Decision

Responsible Cabinet Member: Cllr Wilby (Cabinet Member for Highways, Infrastructure & Transport)

Background and Purpose:

Norfolk County Council (NCC), in partnership with Norwich City Council, Broadland District Council and South Norfolk Council has secured £32m of funding from the Transforming Cities Fund (TCF) to deliver a range of schemes along identified corridors with the aim of making it easier to access jobs, training and retail areas by making improvements to support sustainable modes of transport.

Aylsham Road and Cromer Road has been identified as a key corridor to access the city centre and a more direct route into the city centre, via a bus and cycle lane, is recommended for public transport and cyclists.

Preliminary consultation was carried out from February to March 2021. Some concerns and objections were received from members of the public and Local Members and these were fully addressed within the paper presented at the June 2021 Transport for Norwich Joint Committee (formerly Joint Committee for Transforming Cities Fund Projects). Members of that Committee approved the proposals for Cromer Road and Aylsham Road as set out in the report tabled at the meeting, as well as the commencement of the statutory procedures associated with the new legal Traffic Regulation Orders (TRO).

Decision:

To implement the Traffic Regulation Orders associated with the waiting restrictions and the bus and cycle lanes on Aylsham Road and Cromer Road as advertised and set out in Appendix A.

Is it a key decision? No

Is it subject to call-in? Yes

If Yes – the deadline for call-in is: 4pm, Friday 19 November 2021

Impact of the Decision:

If the 'At Any Time' waiting restrictions are implemented as advertised to complement the bus and cycle lane, this will mean directly affected frontages will no longer be able to park on the highway, with the exception of

loading/unloading and blue badge holders. The bus and cycle lane will provide a segregated area of road where general traffic will not be permitted.

The proposed 'At Any Time' waiting restrictions and bus lane forms part of the wider scheme which aims to improve a key corridor for buses into the city, whilst also improving general access and safety for cyclists, pedestrians and motorists alike. Without approval for either the 'At Any Time' waiting restrictions or bus and cycle lane, the overall effectiveness of the scheme will be reduced.

Evidence and reason for the decision:

As set out in the attached Individual Cabinet Member Decision Report.

Alternative options considered and rejected:

As set out in the attached Individual Cabinet Member Decision Report.

Financial, Resource or other implications considered:

As set out in the attached Individual Cabinet Member Decision Report.

Record of any conflict of interest: None

Background documents:

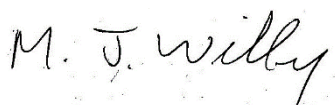
- Appendix A – Traffic Regulation Order Notice and Plans
- Appendix B – Objections and Officer Comments

Date of Decision: 12 November 2021

Publication Date of Decision: 12 November 2021

Signed by Cabinet Member:

I confirm that I have made the decision set out above, for the reasons also set out.

A handwritten signature in black ink, appearing to read 'M. J. Wilby', is written over a light grey dotted rectangular area.

Print name: Cllr Martin Wilby

Date: 12 November 2021

Accompanying documents:

- PAA005 - Individual Cabinet Member Decision Report

Once you have completed your internal department clearance process and obtained agreement of the Cabinet Member, send your completed decision notice together with the report and green form to committees@norfolk.gov.uk

Individual Cabinet Member Decision Report

Item No:

Report Title: Norfolk County Council – Norwich and Hellesdon, Bus and Cycle Lane and Waiting Restrictions

Date of Meeting: N/A

Responsible Cabinet Member: Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure & Transport)

Responsible Director: Tom McCabe – (Executive Director, Community and Environmental Services)

Is this a Key Decision? No

If this is a Key Decision, date added to the Forward Plan of Key Decisions: N/A

Executive Summary / Introduction from Cabinet Member

This report sets out a proposal to progress ‘At Any Time’ waiting restrictions and bus and cycle lane Traffic Regulation Orders (TRO) on Aylsham Road and Cromer Road, Norwich.

The overall scheme to implement the new bus and cycles lanes and waiting restrictions was approved to proceed and to commence the statutory procedures associated with required TRO at the Transport for Norwich Joint Committee (formerly Joint Committee for Transforming Cities Fund Projects) in June 2021.

Recommendation:

- 1. To implement the Traffic Regulation Orders associated with the waiting restrictions and the bus and cycle lanes on Aylsham Road and Cromer Road as advertised and set out in Appendix A.**

1. Background and Purpose

- 1.1 Norfolk County Council (NCC), in partnership with Norwich City Council, Broadland District Council and South Norfolk Council has secured £32m of funding from the Transforming Cities Fund (TCF) to deliver a range of schemes along identified corridors with the aim of making it easier to access jobs, training and retail areas by making improvements to support sustainable modes of transport.
- 1.2 Aylsham Road and Cromer Road has been identified as a key corridor to access the city centre and a more direct route into the city centre, via a bus and cycle lane, is recommended for public transport and cyclists.

2. Proposal

- 2.1 The main outcome sought from the project is the provision of a new inbound bus and cycle lane with associated waiting restrictions on Aylsham Road and Cromer Road.
- 2.2 'At Any Time' waiting restrictions are required to complement the bus and cycle lanes to allow the free movement of buses. Traffic Regulation Orders (TRO) are required to implement the waiting restrictions and the bus and cycle lane itself.
- 2.3 The proposed double yellow lines outside of the bus and cycle lanes are to assist the free flow of all traffic in this area.
- 2.4 During preliminary consultation carried out from February to March 2021, the proposals received support from bus operators, which included konectbus, Sanders Coaches and First Bus. However, concerns and some objections were received from members of the public and Local Members. These were fully addressed within the paper presented at the June 2021 Transport for Norwich Joint Committee (formerly Joint Committee for Transforming Cities Fund Projects). Members of that Committee approved the proposals for Cromer Road and Aylsham Road as set out in the report tabled at the meeting, as well as the commencement of the statutory procedures associated with the new legal TROs.
- 2.5 Statutory consultation associated with the TROs took place between 24th September and 19th October 2021 – **see Appendix A**. One letter of objection was received during this consultation period, which outlined six comments. An officer response to each of the comments was sent back to the individual concerned and the question was asked as to whether this response had addressed the issues to their satisfaction. No further response has been received. The comments raised, along with officer responses, can be found in **Appendix B**.

3. Impact of the Proposal

- 3.1 If the 'At Any Time' waiting restrictions are implemented as advertised to complement the bus and cycle lane, this will mean directly affected frontages will no longer be able to park on the highway, with the exception of loading / unloading and blue badge holders.
- 3.2 The proposed 'At Any Time' waiting restrictions and bus lane aims to improve this key corridor for buses into the city, whilst also improving general access and safety for cyclists, pedestrians and motorists alike. Without approval for either the 'At Any Time' waiting restrictions or bus and cycle lane, the overall effectiveness of the scheme will be reduced.

4. Evidence and Reasons for Decision

- 4.1 These proposals will deliver the vision set out in our Transforming Cities Fund application, which will:
- Encourage greater use of public transport including the Park and Ride;
 - Provide a quicker and more reliable journey into the City Centre for public transport users;
 - Reduce conflict between motor vehicles and cyclists, creating a safer environment for cycling; and
 - Boost the economy by providing quicker access into the city centre.
- 4.2 As set out in the report to the Transforming Cities Fund Joint Committee in June 2021, the bus lanes are forecast to reduce bus journey times for all bus services using Aylsham Road and Cromer Road, particularly in the morning peak, by around 15%, with minimal impact on journey times for general traffic.
- 4.3 'At Any Time' waiting restrictions are required to complement the bus and cycle lanes to allow the free flow of buses. TROs are required to implement the waiting restrictions and the bus and cycle lane itself.
- 4.4 The proposed double yellow lines outside of the bus and cycle lanes are to assist the free flow of all traffic in this area.

5. Alternative Options

- 5.1 The alternative options are:
1. To deliver either the bus / cycle lane or the waiting restrictions. However, this will not deliver the full benefit from both elements being delivered together.
 2. To not deliver the proposals. However, this will result in no benefits being realised.

6. Financial Implications

- 6.1 This scheme will cost around £1m and is largely funded by a local maintenance contribution for carriageway resurfacing works, which will be carried out at the same time as the waiting and loading restrictions and bus and cycle lane. This approach will minimise disruption for all highway users and local residents and improve overall value for money. Costs associated with the bus / cycle lane and waiting / loading restrictions are being funded through the Transforming Cities Fund.

7. Resource Implications

7.1 Staff:

The scheme will be designed and delivered utilising existing resources.

7.2 Property:

None

7.3 IT:

None

8. Other Implications

8.1 Legal Implications:

NPlaw have advised on the making of this traffic regulation order and have confirmed that actions taken to date have been compliant with the legislative requirements.

8.2 Human Rights Implications:

None

8.3 Equality Impact Assessment (EqIA):

Norfolk County Council has a duty to pay due regard to equality when exercising its public functions. In making this TRO, we have considered the potential impact on local people, particularly disabled and older people and parents and carers of children, and others who may have needs when using the highways. Public consultation on the TRO has taken place, to enable people to

highlight any issues it is important for the Council to be aware of before a decision is made.

It has been concluded that this scheme will not provide any Equality Implications.

8.4 Data Protection Impact Assessments (DPIA):

As part of the consultation and implementation process all personal data has been removed from reports being put into the public domain. Personal data has been stored as per NCC standards to allow further correspondence as required to progress the scheme.

8.5 Health and Safety implications:

The proposed scheme should improve road safety for all users.

8.6 Sustainability implications:

These proposals will have a positive impact on the environment by improving the impact transport has on carbon emissions, air quality and public health.

8.7 Any Other Implications:

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

9. Risk Implications / Assessment

- 9.1 The implementation of the proposed scheme will prohibit vehicular parking and therefore should remove any safety risk, by allowing civil parking enforcement officers to enforce the waiting restrictions.

10. Select Committee Comments

- 10.1 NA

11. Recommendation

- 1. To implement the Traffic Regulation Orders associated with the waiting restrictions and the bus and cycle lanes on Aylsham Road and Cromer Road as advertised and set out in Appendix A.**

12. Background Papers

- [TfN Joint Committee Minutes of Meeting June 2021](#)
- [TfN Joint Committee Meeting Agenda June 2021](#)

Officer Contact

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

Officer name: Durga Goutam

Telephone no.: 01603 223487

Email: durga.goutam@norfolk.gov.uk

Officer name: Kris Pye

Telephone no.: 01603 679141

Email: kristopher.pye@norfolk.gov.uk



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

NORFOLK COUNTY COUNCIL
(NORWICH, AYLSHAM ROAD AND HELLESDON, CROMER ROAD
PROPOSED TRAFFIC ORDERS

The Norfolk County Council propose to make the following three Orders under the Road Traffic Regulation Act 1984 to have the effects as follows:-

The Norfolk County Council

(Norwich, Aylsham Road and Hellesdon, Cromer Road)

(Bus and Cycle Lane) Order 2021 - to create a bus and cycle lane to be in operation 24 hours a day, 7 days a week, along the lengths of Cromer Road and Aylsham Road as follows:-

In the Parish of Hellesdon

A140 Cromer Road (East Side) - From a point 148 metres south of the centreline of C252 Fifers Lane junction southwards to a point 12 metres north of the centreline of the junction with U57369 Mayfield Avenue, a distance of 845 metres.

In the City of Norwich

A140 Aylsham Road (East Side) - From a point 18 metres south of the centreline of the U41450 Suckling Avenue junction southwards to a point 48 metres south of the centreline of its junction with the U41407/12 Bolingbroke Road, a distance of 217 metres.

The Norfolk County Council

(Norwich, Bus Stop Clearways) (Aylsham Road)

Traffic Regulation Amendment Order 2021 - to amend The Norwich City Council (Bus Stop Clearways) (Aylsham Road, Earlham Road, Magpie Road, Sprowston Road) Traffic Regulation Order 1997 to amend the No Waiting at Any Time restrictions to extend the length of Bus Stop Clearway on Aylsham Road: (a) on the East side by a total of 203 metres; and (b) on the West side by a total of 136 metres.

Any objections and representations relating to any of these Orders must be made in writing and must specify the grounds on which they are made. All correspondence for these proposals must be received at the office of nplaw, Norfolk County Council, County Hall, Martineau Lane, Norwich, NR1 2DH, marked for the attention of Ms A L Wilton by 19th October 2021. They may also be emailed to TrafficOrders@norfolk.gov.uk.

Details of all the above proposals and a plan may be viewed online at <https://norfolk.citizenspace.com/>. They may also be inspected during normal opening hours at Norfolk County Council, County Hall, Martineau Lane, Norwich; at the offices of Broadland District Council, Thorpe Lodge, 1 Yarmouth Road, Norwich, NR7 0DU or via transportfor Norwich@norfolk.gov.uk. However, during the current epidemic staffing levels have been reduced and viewing online would be recommended in keeping with the government guidelines.

The Officer dealing with the public enquiries concerning these proposals is Mr K Pye, telephone 01603 679141 or 0344 800 8020.

**The Norfolk County Council
(Hellesdon, Cromer Road) (Prohibition of Waiting)**

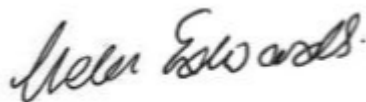
Traffic Regulation Amendment Order 2021 - to amend The Norfolk County Council (Hellesdon, Various Roads) (Prohibition of Waiting) Consolidation and Variation Order 2011 by the addition of No Waiting at Any Time restrictions on the length of A140 Cromer Road (East side) from a point 148 metres south of the centreline of C252 Fifers Lane junction southwards to a point 105 metres north of the centreline of the U57369 Mayfield Avenue a distance of 755 metres.

Any objections and representations relating to any of these Orders must be made in writing and must specify the grounds on which they are made. All correspondence for these proposals must be received at the office of nplaw, Norfolk County Council, County Hall, Martineau Lane, Norwich, NR1 2DH, marked for the attention of Ms A L Wilton by 19th October 2021. They may also be emailed to TrafficOrders@norfolk.gov.uk.

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The Officer dealing with the public enquiries concerning these proposals is Mr K Pye, telephone 01603 679141 or 0344 800 8020.

DATED this 24th day of September 2021

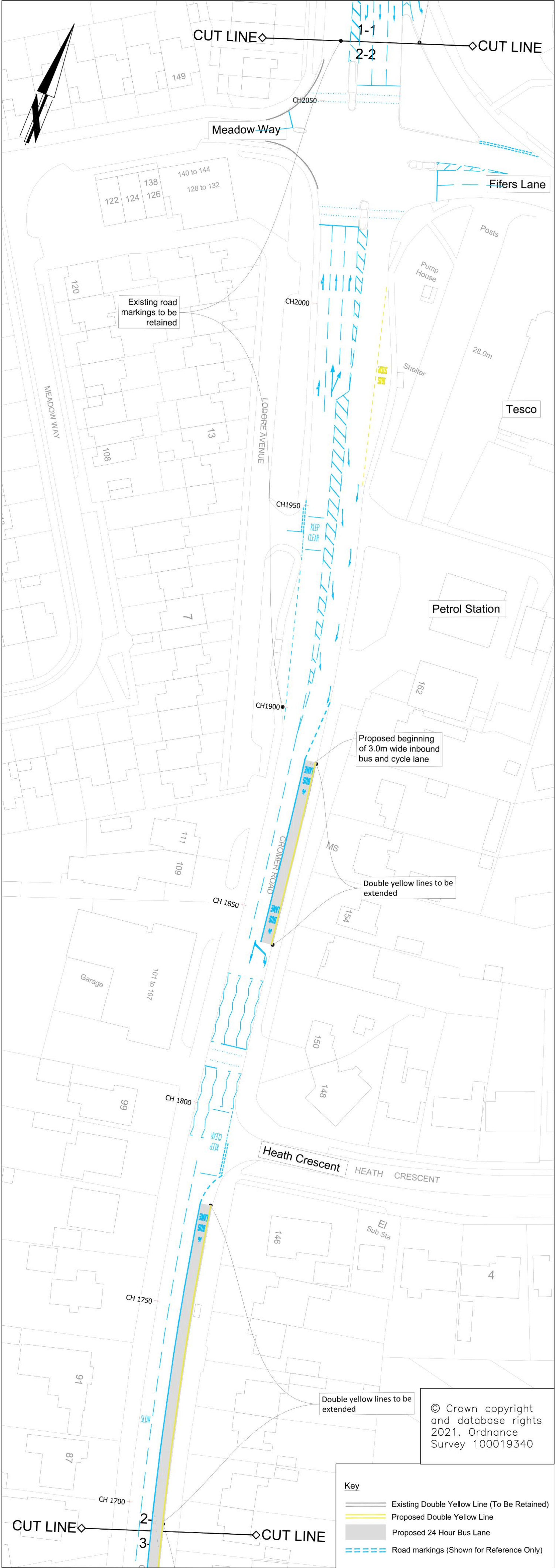
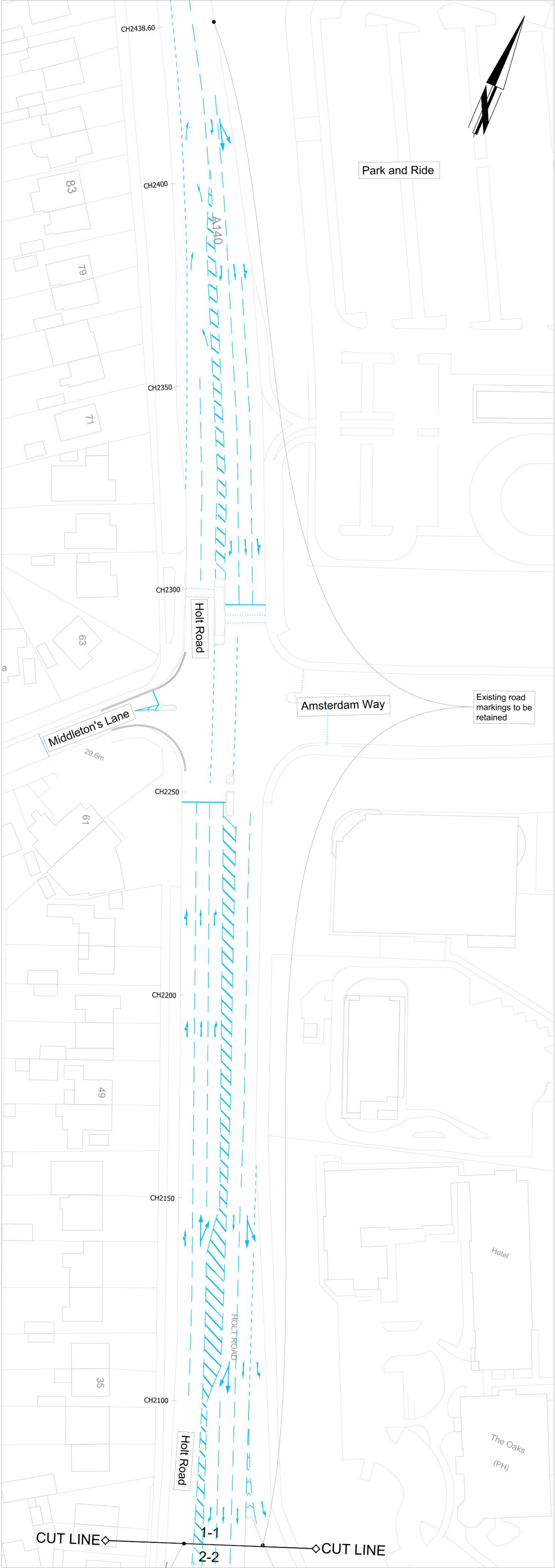


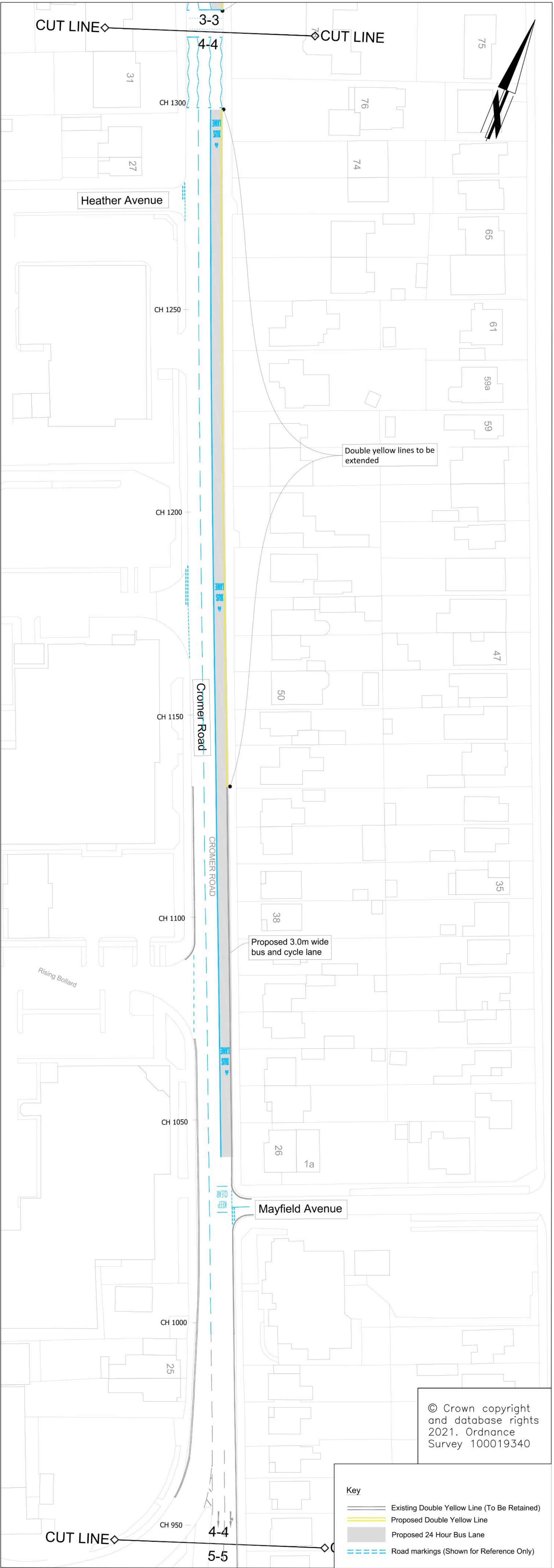
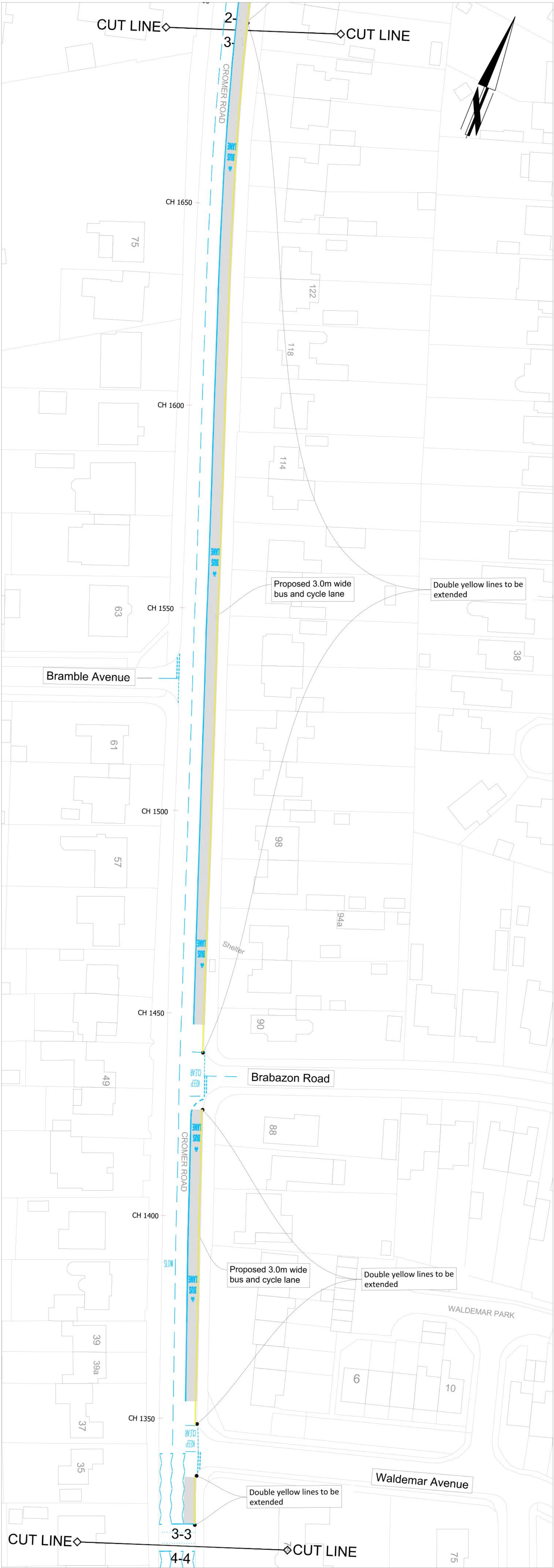
Helen Edwards
Chief Legal Officer

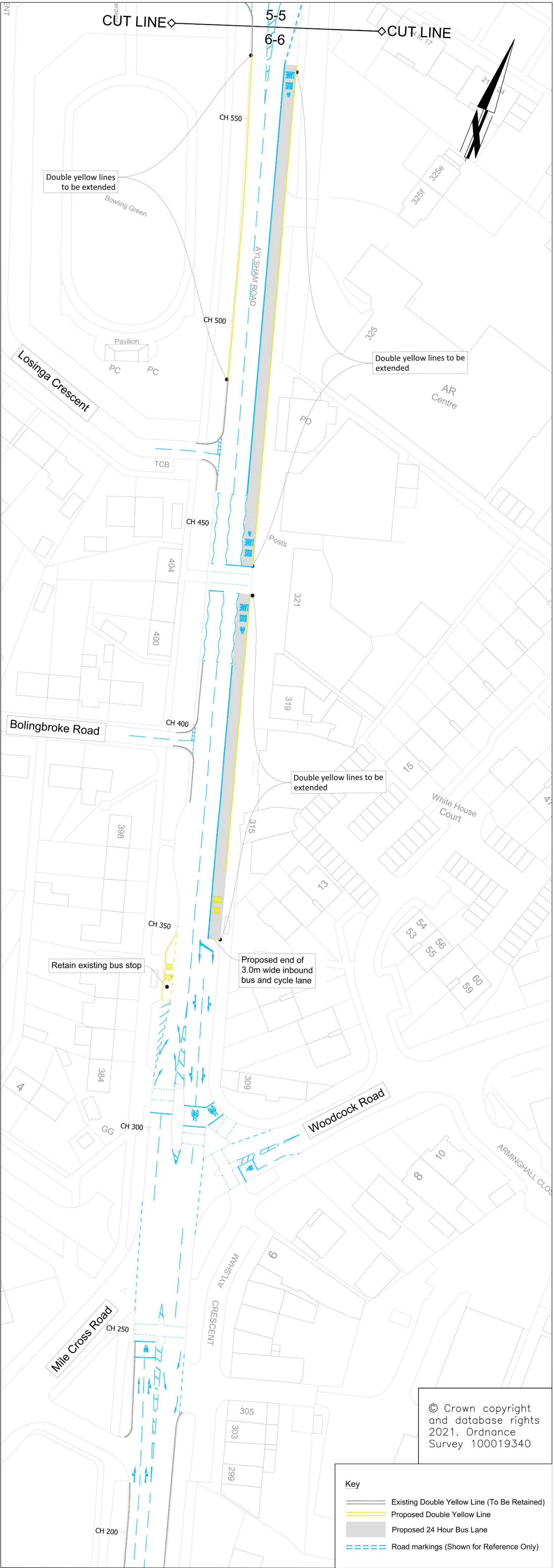
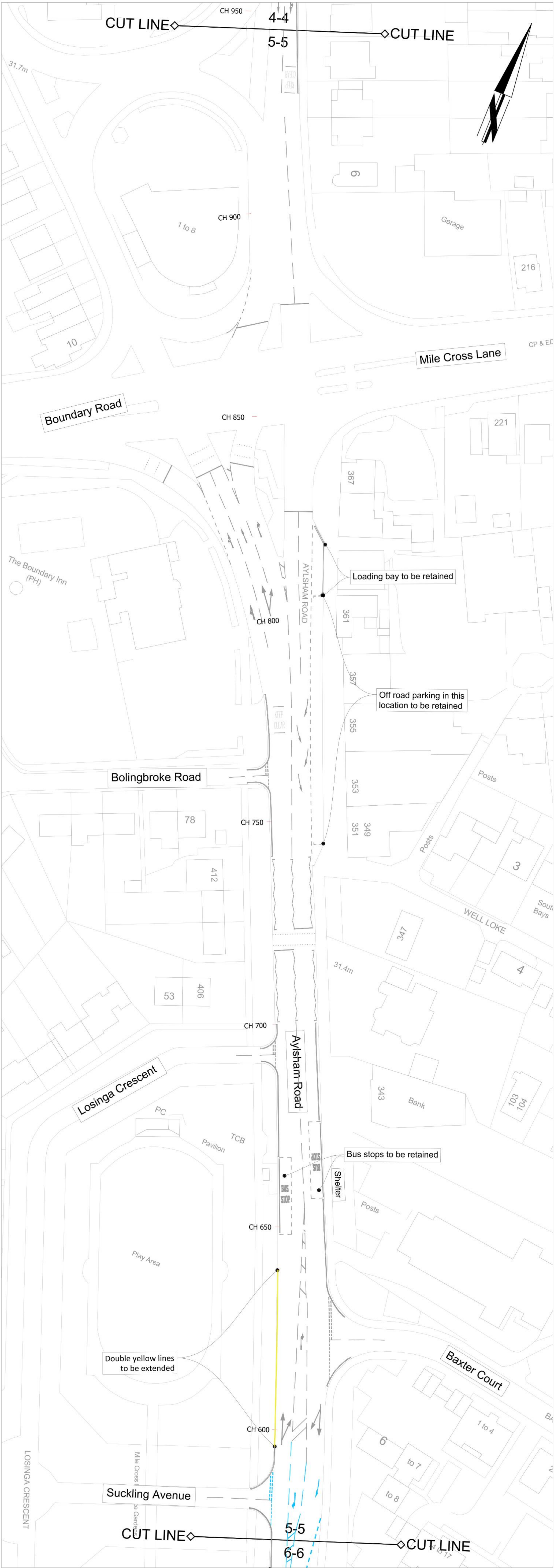
County Hall
Martineau Lane
Norwich
NR1 2DH

Note: Information you send to the Council will be used for any purpose connected with the making or confirming of this Order and will be held as long as reasonably necessary for those purposes. It may also be released to others in response to freedom of information requests.

ALW/ 71963 AylshamRd CromerRdPAA005Notice1)21







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2021. Ordnance
Survey 100019340

- Key**
- Existing Double Yellow Line (To Be Retained)
 - Proposed Double Yellow Line
 - Proposed 24 Hour Bus Lane
 - Road markings (Shown for Reference Only)

Funded by:

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

DRAWING TITLE
Transforming Cities Fund 2
Cromer Road - Aylsham Road Bus Cycle Lanes
Proposed Traffic Regulation Orders (Sheet 3 of 3)

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

SURVEYED BY	OS	DATE	2021	DRAWING No.	PAA005-ID-002
DESIGNED BY	KP	DATE	06/2021	PROJECT TITLE	Cromer Road - Aylsham Road Bus Cycle Lanes
DRAWN BY	AW	DATE	06/2021	SCALE	1: 500 @ A1
CHECKED BY				FILE No.	PAA005

Appendix B

The following issues/comments have been raised by an individual member of the public.

Ref	Issue/Comment Raised	Officer Comment
1	I tested the delay at Boundary Road traffic lights last week on Tuesday morning by driving our car and it amounted to 2 minutes.	<p>Journey time delay values presented in the Committee report were based on detailed traffic modelling that had been undertaken as part of the scheme's development. The bus lanes are forecast to reduce bus journey times for all bus services using Aylsham Road and Cromer Road, particularly in the morning peak, by around 15%, with minimal impact on journey times for general traffic. This is because the existing single lane for general traffic will remain, but its excessive width will be reduced in order to provide the bus lane.</p> <p>Consideration was given to extending the bus lane at the southern end of Cromer Road right up to the Outer Ring Road Boundary junction. However, a detailed traffic assessment carried out indicated that the bus lane should terminate at Mayfield Avenue in order to provide the greatest benefit to buses and the minimum disruption to general traffic.</p>
2	Should a bus lane be inserted, I believe that there will be significant problems caused by this at the Fifers Lane junction in the morning rush hour by queuing vehicles. This would make this junction more dangerous.	A number of options were tested to determine the location of the start point of the inbound bus lane at the northern end. Assessment showed that the bus lane should start south of the Fifers Lane junction and that in the morning peak, there will no additional problems caused at this junction by queuing vehicles. The proposed layout has also been subject to a safety audit.
3	Cyclists: Under the current road markings, there is no danger to cyclists as the road is particularly wide and it is easy for motorists to negotiate around them!	The provision of the bus lane gives cyclists some segregation from general traffic, increasing their safety. This arrangement exists elsewhere in Norwich.

4	<p>One of your reasons for spending the £2m is to encourage people who work in Norwich to use the bus. Why not spend the £2m on improving bus access to the City?</p>	<p>This route is a key public transport corridor from North Norfolk, Hellesdon and the Airport Park & Ride site. The provision of this bus lane will encourage greater use of public transport, including Park and Ride for local and longer distance journeys and will reduce through traffic which will improve bus access to the city.</p> <p>This scheme is part of a wider programme of works, funded by £32m from central government through the Transforming Cities Fund, which has the aim of providing clean and shared transport to create a healthy environment, increasing social mobility and boosting productivity through enhanced access to employment and learning.</p> <p>The funding we have secured from central government for this proposal cannot be used in other ways. The majority of the cost of this scheme is being funded as part of the general maintenance of Norfolk's roads, which require regular works such as resurfacing, relining and drainage. The cost of the bus lane signage and associated road markings is being funded separately by the Transforming Cities Fund.</p> <p>This scheme represents High Value for Money in government appraisal terms.</p>
5	<p>General safety: Currently, although this is a busy road, it is actually relatively safe for pedestrians, cyclists and motorists. This proposed change would surely make the road more dangerous to cross, more dangerous at Fifers Lane, more dangerous at Boundary Road.</p>	<p>This scheme has been designed in accordance with industry design standards and has been subject to a safety audit during its design, the recommendations of which have been incorporated into the proposed scheme. Should the scheme be constructed, it will be subject to a further safety audit when operational. Access to and from driveways and junctions will be unaffected by this scheme.</p>

6	We do not understand why there have been two consultations on this proposal	The proposals for Cromer Road and Aylsham Road scheme were first subject to public consultation from January 2021 to March 2021. Following this, the scheme was presented to the Transforming Cities Joint Committee in June 2021. At this committee, the findings of this consultation were considered and the scheme was approved to commence to the statutory procedures associated with new Traffic Regulation Orders and any amendments to existing Traffic Regulation Orders. This latter process requires further consultation which was carried out from 24 September to 19 October 2021.
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