

Joint Committee for Transport for Norwich

Date: **24 March 2022**
Time: **2pm**
Venue: **Virtual** (Microsoft Teams)

Membership :

Cllr Martin Wilby (Chair)
Cllr Barry Stone (Vice Chair)
Cllr Sue Lawn
Peter Joyner
Cllr Kay Mason-Billig
Cllr Emma Corlett
Cllr Mike Stonard
Cllr Ian Stutely
Cllr Brian Watkins

Norfolk County Council
Norfolk County Council
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

This meeting will be live streamed on YouTube. You can view the meeting by clicking on the following link: https://www.youtube.com/channel/UCdyUrFjYNPfPq5psa-LFIJA/videos?view=2&live_view=502which

**For further details and general enquiries about this Agenda
please contact the Committee Officer:**

Jonathan Hall on 01603 679437
or email committees@norfolk.gov.uk

A g e n d a

- 1 To receive apologies and details of any substitute members attending

- 2 Minutes

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To confirm the minutes of the meetings held on 13 January 2022.

- 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 Connecting the Norwich Lanes – St Giles Street
Report by the Director of Highways & Waste

(Page 12)

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

Date Agenda Published: 16 March 2022



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Joint Committee for Transport for Norwich Minutes of the Meeting Held on 13 January 2022 at 2pm on Microsoft Teams (virtual meeting)

Present:

Cllr Martin Wilby (Chair)
Cllr Barry Stone (Vice-Chair)
Cllr Emma Corlett
Cllr Sue Lawn
Cllr Kay Mason-Billig
Cllr Mike Stonard
Cllr Ian Stutely
Cllr Brian Watkins

Representing:

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

Officers Present:

Alexander Cliff
Amy Cole
Jonathan Hall
Martin Oertelis
Stuart Payne
Ed Parnaby
Jeremy Wiggin

Title:

Highway Network Digital Innovation Manager
Project Engineer
Committee Officer
WSP Engineer
Project Engineer
Transport Planner
Transport for Norwich Manager, Norfolk County Council

1. Apologies for Absence

1.1 Peter Joyner was absent.

2. Minutes of last meeting

2.1 The minutes of the meeting held on 18 November 2021 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 were no items of urgent business, but the Chair advised that with agreement of the committee item 6 Ipswich Road Active Travel Fund would be taken first before Item 5.

In addition, item 5 was complex, and it was agreed that it would be broken down into 4 key segments, namely Exchange Street and the surrounding area, St Andrew's Street and Duke Street, St Benedicts Street and other updates within the Connecting the Lanes scheme, with each segment being discussed in turn.

5. Connecting the Lanes

- 5.1 The Joint Committee received the report which outlined proposals for several elements of the Connecting the Lanes schemes that went out to consultation in 2021 and are a fundamental part of the strategy to improve the sustainable Transport networks across the city. Schemes presented for consideration and recommendation are:
1. A city centre eastbound traffic restriction on **St Andrews Street**, incorporating **Duke Street**;
 2. **Exchange Street** and the surrounding area;
 3. **St Benedicts Street** and **St Margaret's Street**; and
 4. Updates on **other schemes** within **Connecting the Lanes** that were consulted on and some of these would be brought back to a future meeting.
- Public consultation on the Connecting the Lanes schemes was carried out in the summer of 2021 and nearly 1000 people responded. A specific question that came out of the consultation was whether access and loading times could be reviewed and changed from the current arrangement of allowing access and loading from 5pm to 10am to between 4pm and 10am. This proposal was subsequently consulted on separately and revisions reported to the committee. The scheme elements were presented separately to aid discussions.
- 5.2 The Transport for Norwich Manager introduced the report to the Joint Committee in four different stages and advised:

Exchange Street and surrounding area

- The provision of a 3.5 tonne delivery route to enable small van access at all times was specifically requested by the Norwich BID and local businesses and enables smaller deliveries to be made throughout the day at all times. Other deliveries in this area can be made after 4pm or before 10am and would be consistent with other city centre areas
- St Peter's Street will remain unchanged, with two-way traffic permitted with low volumes of northbound traffic due to the Exchange St restrictions as is the case currently.
- Local businesses and market traders requested that commercial vehicle loading and unloading on Gaol Hill should be extended to 20 minutes. The proposal would be more straightforward to enforce.
- The proposal to change the time restriction on the existing disabled parking bays on Theatre Street was removed as a recommendation as any changes to on street city centre disabled parking should be undertaken as part of a wider review, which has not yet been undertaken.
- There was an ambition for Exchange Street to be paved in a similar style to Gentlemans Walk, if general traffic was removed permanently, subject to appropriate future funding being secured.

- 5.3 The following points were discussed and noted:
- The concerns from the Police about general access to and from Bethel Street had been answered. It was noted since the scheme at Grapes Hill had been completed that traffic flow on to the inner ring road was greatly improved. The Police would still be able to access Exchange Street in an emergency or direct traffic down that route if required.

- Concerns about longer journey times to the railway station for taxis were expressed and the environmental effect that this would have.
- The relocation of the taxi rank in the area was not part of the proposals and would be brought back to the committee at a later date. Early consultations with various groups had produced a divergence in views.
- Although through traffic would be prevented from using Exchange Street, vehicles would still be able to access the area, although it was hoped that significant signage would deter most motorists entering the area and from having to turn round at the bottom of Gaol Hill.
- It was noted that Norwich BID wished to be more involved in understanding the traffic modelling that had been undertaken before making further comment.
- Elderly people, although not necessarily blue badge holders, may be more inconvenienced if dropping off on Gaol Hill was a deterrent.
- Access to the disabled parking spaces on Gentlemans Walk and London Street remained unaffected.
- It was thought generally that the proposals encouraged greater use of walking and cycling and made the city centre a more attractive place for all residents and visitors.
- The temporary closure of Exchange Street had been in place for the last 18 months without too many issues arising, although it was felt that the pandemic may have an effect on traffic levels and footfall.

5.4 St Andrews Street and Duke Street

The Transport for Norwich Manager introduced this part of the report and advised:

- That 52% of those that responded to the consultation liked the proposals to restrict eastbound traffic on St Andrews Street and improve Duke Street (33% disliked).
- Any vehicles using Exchange Street would only be able to turn left into St Andrew's Street. Emergency vehicles responding to emergency calls will be permitted to travel eastbound on St Andrews Street.
- Vehicles will be required to turn left from Charing Cross into Duke Street as they will not be able to travel eastbound along St Andrews Street.
- Footways would be widened on St Andrew's Street and the northern end of Duke Street.
- A 2-way fully segregated cycle track would be installed on Duke Street and St Andrew's Street.
- Zebra and parallel crossings will be provided on St Andrew's Street.
- A new loading bay would be provided on Charing Cross that can be used as a loading bay during the day and a taxi bay at night. A new loading bay will also be provided on St Andrew's Street.
- Traffic will be prevented from driving from Duke Street to Colegate through the Premier Inn car park.
- The traffic flow and cycle contraflow on Muspole Street will be reversed preventing motorists bypassing the St Andrew's Street eastbound restriction.

- 5.5 The following points were discussed and noted:
- It was noted that vehicles coming from the west would find access to St Andrew's Hall more restricted than currently.
 - Concerns were raised that no right turn by St Andrews Street would place more traffic on the inner ring road.
 - On average 250 vehicles a day undertake the undesirable manoeuvre through the Premier Inn car park. These manoeuvres happen at anytime and did not appear to be related to the nearby school's drop off and pick up times.
 - The proposals promote behavioural change by encouraging the use of walking and cycling. It was noted that a million additional bike miles had taken place since the arrival of the Beryl Bikes scheme in Norwich and this change had to be accommodated by reducing general traffic from unsuitable areas.
 - A provisional confirmation of funding from Greater Norwich Growth Board had been received for the Wensum Missing Link project.

5.6 St Benedicts Street and St Margaret's Street

The Transport for Norwich Manager introduced this part of the report and advised:

- Since the Summer of 2020, St Benedicts Street has been a pedestrian and cycle zone between St Margaret's Street and Charing Cross with loading permitted at any time. There has been no entry (except cycles) into the street from Charing Cross. General traffic is therefore prohibited and some business have been granted licenses for outdoor seating.
- Overall 54% of those that had responded to the consultation liked the proposals for St Benedicts Street and St Margarets Street, whilst 32% disliked the proposals.
- The pedestrian and cycle zone between St Margaret's Street and Charing Cross would become permanent.
- Loading bays on St Benedict's Street and St Margaret's Street would be provided.
- Pay and display parking, disabled parking and Car Club parking would be provided on St Benedict's Street to the west of its junction with St Margaret's Street.
- Loading and waiting prohibition on the west corner of St Benedict's Street and St Margaret's Street would be introduced Street to improve visibility.
- Current ambiguity with loading and parking arrangements arising from the current temporary arrangements will be resolved.

- 5.7 The following points were discussed and noted:
- Generally, traders and residents were positive about the proposals. Initial issues concerning enforcement of traffic regulations had now been resolved.
 - The introduction of licenses for outdoor seating for some business had been well received and added to the overall ambiance of the area.

5.8 Updates on other proposals within Connecting the Lanes Scheme

The Transport for Norwich Manager introduced this part of the report and advised:

- Wensum Missing Link: 245 people had provided comments on this scheme and there was overall support. Confirmation of funding on this scheme is awaited before proceeding with further development work.
- St Mary's Plain: the proposed scheme to prevent traffic turning left from Duke Street into St Mary's Plain has been removed following traffic survey information and feedback received during the consultation. Although traffic survey data suggests that this route is being used as a short cut, it is considered that the inconvenience it would cause to residents and emergency services would outweigh any benefits at this time. The provision of a zebra crossing at this location will be reviewed at a later date subject to available funding
- St Giles Street: there was overall support for the proposals. Further design work is needed on this scheme before this is brought back to this committee for consideration.
- Guildhall Hill: Proposed relocation of the taxi rank required further work to be undertaken and this will be brought back to a future Committee meeting.

5.3 The Joint Committee considered the scheme and **agreed to recommend** to the proposals as follows:

1. The proposals and statutory procedures for Exchange Street and associated streets as shown on Appendix D and outlined below:

- a. Pedestrian and cycle zones to be closed to motorised traffic except for loading between 4pm and 10am;
- b. Reversal of the one-way restriction on Upper Goat Lane;
- c. Provision of a 3.5 tonne weight restricted loop to enable small van access for loading at all times;
- d. St Peter's Street northbound will become a no through route in practice due to the other restrictions proposed and signage will be provided to allow drivers adequate time to turn around if required;
- e. Loading for commercial vehicles only on Gaol Hill, time restricted to 20 minutes (no return within 1 hour).

2. The proposals and commencement of statutory procedures for St Benedict's Street and St Margaret's Street as shown on Appendix C and outlined below:

- f. Make permanent the pedestrian and cycle zone between St Margaret's Street and Charing Cross which allows loading and access at all times with no entry (except cycles) into St Benedict's Street from Charing Cross;
- g. Provision of loading bays on St Benedict's Street and St Margaret's Street;
- h. Provision of bays for pay and display parking, disabled parking and Car Club on St Benedict's Street to the west of its junction with St Margaret's Street;
- i. Introduce loading and waiting prohibition on the west corner of St Benedict's Street and St Margaret's Street.

3. The City Centre Eastbound through-traffic reduction scheme (incorporating Duke Street and St Andrew's Street) and associated statutory processes as shown in Appendix B and outlined below:

- j. Force residual vehicles to turn left from Exchange Street into St Andrew's Street;
- k. Force vehicles to turn left from Charing Cross into Duke Street;
- l. Widen footways on St Andrew's Street and the northern end of Duke Street;
- m. Install 2-way cycle tracks on Duke Street and St Andrew's Street;
- n. Provide zebra and parallel crossings as shown (including the removal of traffic signals on St Andrew's Street);
- o. Provide a bay on Charing Cross to be used as a loading bay during the day and a taxi bay at night. Provide a loading bay on St Andrew's Street;
- p. Prevent vehicles driving from Duke Street to Colegate through the Premier Inn car park which will include a no entry restriction on Colegate immediately east of the car park exit;
- q. Reverse traffic flow and cycle contraflow on Muspole Street (to prevent motorists bypassing the St Andrew's Street eastbound restriction).

4. To note the updates provided on all elements of the Connecting the Norwich Lanes proposals including the Wensum Missing Link, St Mary's Plain and St Giles Street and consideration of relocating the taxi rank on Guildhall Hill and acknowledge that further information will be provided on some elements at future Joint Committee meetings.

6. Ipswich Road Active Travel Fund

6.1. The Joint Committee received the report and following the scheme proposals presented to the Transport for Norwich Joint Committee in October 2021, further engagement had been carried out with local members, Town Close School and the City College to further develop the proposal to introduce mandatory cycle lanes that offer cyclists protection from general traffic, whilst continuing to allow vehicle access to both Town Close School and City College. The paper outlined the further engagement that has been carried out and presents two options for the consideration of the committee for mandatory cycle lanes on Ipswich Road.

6.1.2 The Transport for Norwich Manager introduced the report to the Joint Committee:

- Some proposals within the scheme were brought to this committee in October 2021 and were agreed. However, officers were asked to review whether there were alternative options for segregated cycle lanes to remain but where consideration was given to concerns raised around loss of on-street parking on Ipswich Road

- Further engagement with Town Close School, City College and local members presented two options for consideration by the committee for mandatory, segregated cycle lanes to be implemented on Ipswich Road. These proposals are fully consistent with central government's requirement that this funding should be used to physically separate and protect cyclists from high volume motor traffic at junctions and on the stretches of road between them.
- Members are asked to note that further work is being undertaken to identify appropriate interventions to reduce vehicle speeds and address concerns over parking on Town Close Road.

Option A

This option presented mandatory, segregated cycle lanes on both sides of the road from the Harford Manor School to the St Stephens Road / Newmarket Road junction. Parking restrictions would be provided along this length.

Option B

This option also presented mandatory, segregated cycle lanes on both sides of the road. On the City College side, these extend the same length as in Option A. However, on the Town Close School side, the segregated cycle lane is shorter in length and extends from opposite the junction with Cecil Road to the St Stephens Road / Newmarket Road junction. Parking restrictions would be provided where the cycle lane is but the existing parking bay near Lime Tree Road would remain and the existing coach bay would become available for general parking. This option therefore provides more on-street parking than Option A (where these parking areas are removed and replaced by the cycle lane), albeit not directly outside the Town Close School or City College

Both Options

Elements that are common to both options are the removal of parking outside Town Close School and the relocation of Zone T parking onto Grove Avenue and Town Close Road

Whilst Option B retained a safe, segregated area for cycling in the busiest section of the road and tries to offer the most appropriate balance between catering for on-street parking and protecting those cycling through the area, Town Close School and City College remained concerned that without a significant change in behaviour, both options will heighten the pressure on the existing Town Close School car park drop- off/pickup arrangement, leading to congestion in the area

Both Town Close School and City College were very supportive of encouraging sustainable travel but both recognise the difficulty in encouraging this when so many vehicles are accessing their sites and travelling through the area.

Both options represent very high value for money in government appraisal terms.

6.2 The following points were discussed and noted:

- It was felt that option A provided full benefits for walking and cycling whereas Option B was limited in its effect around drop off and pick up times during school terms only.
- Concerns were raised that if Option B was selected parents of the school

children had previously indicated they did not like this option and their behaviours would not change.

- Option B was considered by some members to be a reasonable compromise although it was felt that maybe discussions with City College should continue to see if a drop off point on their premises could be arranged.
- It was noted that engagement with residents by local members indicated a preference for Option A.
- It was thought by some members that the park and ride facility offered by Option A was unreasonable for younger children attending the pre school (ages 3 to 4) to walk the distance required to the school.
- It was noted that most City College students did either use public transport or walked and cycled to the college.

6.3 The Joint Committee **agreed to recommend** to:

1. Option B presented in Appendix B, the option enabled the construction of segregated mandatory cycle lanes on Ipswich Road, as well as the removal and relocation of permit parking and the reduction and relocation of time-restricted parking.
2. To commence the statutory procedures associated with the chosen option from Recommendation 1 and progress with the new legal Traffic Regulation Orders (TRO) and any amendments to existing TROs.
3. Note the further work being undertaken to identify appropriate interventions to reduce vehicle speeds on Town Close Road and address concerns over parking.

The Meeting ended at 3.42pm

Next meeting: 24 March 2022

**Cllr Martin Wilby, Chair,
Joint Committee for Transport for Norwich**



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Transport for Norwich Joint Committee

Item No: 5

Report Title: Connecting the Norwich Lanes - St Giles Street

Date of Meeting: 24 March 2022

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

Responsible Director: Grahame Bygrave – Director of Highways & Waste

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

The Department for Transport (DfT) has awarded Norwich £32m capital funding through the Transforming Cities Fund (TCF). Norfolk County Council's successful application was 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".

It is proposed to deliver a number of highway improvement schemes as part of a holistic programme, which we have termed "Connecting the Norwich Lanes". This programme will bring the TCF-funded schemes together with those funded from a variety of other sources to enable a co-ordinated approach to consultation, assessment, design and delivery.

This report details the work carried out to date in relation to the St Giles Street scheme which has been granted funding from the Government's Towns Fund.

Recommendation:

- 1. To agree to proceed to a public consultation on the emerging proposals for St Giles Street.**

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 The 'Connecting the Norwich Lanes' programme brings together some TCF-funded schemes alongside those funded from other sources in order to take a holistic approach to consultation, assessment, design and delivery for schemes in the Norwich Lanes area. An overview map of 'Connecting the Norwich Lanes' proposals can be seen in **Appendix A**.
- 1.3 The St Giles Street scheme is funded by the Department for Levelling Up, Housing & Communities (DLUHC) Towns Fund which aims to promote sustainable economic regeneration of areas to help deliver long-term growth. This scheme aims to have a positive effect on physical and mental health, support businesses, improve biodiversity and enhance heritage assets.
- 1.4 St Giles Street is a one-way (eastbound) street with a 20mph speed limit which is reached from the Grapes Hill roundabout via Cleveland Road. It connects to St Peter's Street, Guildhall Hill and Gaol Hill at its eastern end. The St Giles Street scheme proposes to widen footways to provide more suitable and pleasant areas for walking. Pedestrian crossing points are proposed in order to prioritise pedestrians and help to encourage low traffic speed along the street. The scheme includes sustainable drainage and tree planting and will provide some areas that could be used by businesses to accommodate outdoor seating areas (subject to licencing by Norwich City Council).
- 1.5 The permanent closure of Exchange Street to general traffic (planned for implementation in summer 2022) will mean that St Giles Street is no longer a through route for general traffic trying to reach the north and east of Norwich. Access to St Giles multi-storey car park will continue to be from the western end of St Giles Street, as is currently the case. Traffic travelling along St Giles Street will need to exit the area via Bethel Street and Cleveland Road, which is now a more efficient route following the recent changes implemented at Grapes Hill roundabout. The reduction of through traffic and measures proposed above will make St Giles Street a more pleasant area within which to walk, cycle and rest and encourage footfall in the area and surrounding areas such as Upper St Giles.
- 1.6 The changes proposed, as outlined above, reflect the changing function of St Giles Street in relation to other recent and pending changes in the area. A recently completed zebra crossing on Cleveland Road in the area of Upper

St Giles to Bethel Street has improved an important pedestrian link for people travelling between these two areas.

- 1.7 In addition to the measures described above, the 'Connecting the Norwich Lanes' programme includes schemes to provide high-quality pedestrian priority treatments on both Exchange Street and Upper St Giles. These schemes are currently unfunded but remain an aspiration and would complement the current proposals for St Giles Street.

2 Consultation Feedback

- 2.1 A public consultation seeking views on the 'Connecting the Lanes' proposals was carried out in summer 2021. This sought views on the overall 'Connecting the Norwich Lanes' schemes as part of an overview survey alongside 4 scheme-specific surveys, of which the St Giles Street proposals was one. There were 560 responses to the overview survey and 91 responses to the St Giles Street survey.
- 2.2 The information provided to consultees for both surveys can be seen using the link provided in section 13.2 below. This consultation was carried out prior to detailed design so was an overview of the concept of the scheme, noting the proposals for widened pavements (with the potential for outdoor licenced seating in some areas), a pedestrian crossing, the inclusion of parking and loading provision, tree planting and a high-quality pedestrian paving treatment.
- 2.3 The summary report from the online overview survey for the 'Connecting the Norwich Lanes' schemes can be found in **Appendix B**. Question 8 asked to what extent respondents liked or disliked the proposals for the St Giles Street area. There were 560 responses with 54% of people liking the proposals and 30% disliking them.
- 2.4 The main supporting themes from this overview survey as communicated in the free text area of the survey are summarised below:
- The proposals will give priority to pedestrians
 - There will be less traffic
 - The area will be more welcoming/pleasant
 - There will be a positive impact on safety
- 2.5 The main objecting themes from the overview survey as communicated in the free text area of the survey are summarised below:
- There is no need for the proposed changes
 - The proposals will make the area harder to navigate/access

- There will be a negative impact on local businesses
- There are no improvements for / negative impact on disabled people

2.6 The survey specific to St Giles Street posed eight questions on specific elements of the proposals such as widened pavements and parking. The summary report of this survey can be viewed in Appendix C. There was strong support for sustainable drainage, tree planting, seating and pedestrian crossing points, with particularly strong support for widened footways in general as well as in areas with the potential for outdoor seating to support hospitality businesses. Although all of the proposals outlined in these questions gained more support than objection, the area that attracted the most objection related to the proposal: 'car parking is balanced on both sides of the street and arranged to serve the businesses' needs for loading and parking'.

2.7 The main objecting and supporting themes from the St Giles Street survey as communicated in the free text areas of the survey are summarised in Appendix D.

3 Proposal

3.1 The consultation carried out in summer 2021 was on the concept of the scheme. Following feedback from this survey, further design work has been carried out. The consultation feedback suggested that people supported the proposals as they felt that they would help to slow vehicular traffic and make the area safer. Concerns were raised that any outdoor licenced seating may result in restricted footway space. The design has developed in response to this to maximise footway space and narrow the carriageway where appropriate. We would now like to consult on the proposed details of the scheme so that we can take further feedback into account prior to finalising the design of the scheme. The proposals planned to be included in the consultation as presented in section 1.4 can be seen on the drawing in **Appendix E**.

3.2 The current arrangement on the south side of St Giles Street is:

- a Car Club bay near City Hall large enough to accommodate three vehicles;
- a no-waiting restriction along the length of the street with no loading permitted Monday - Saturday between 07:30-09:30 and 16:30-18:30;

3.3 The current arrangement on the north side of St Giles Street is provided below (all measurements are approximate):

- A Car Club bay large enough for three vehicles at the western end of the street;

- 68 metres of space over two bays for pay and display parking, operational on Monday – Saturday between the hours of 07:30-18:30 with a 1 hour maximum stay and no return within 1 hour;
- Five bays for loading providing 62 metres of space, all of which have a maximum stay of 1 hour. Of the 62 metres, 16 metres of space is restricted to Monday to Saturday 07:30-18:30 with a maximum stay of 30 minutes and no return within 1 hour. Approximately 34 metres of space is restricted to a 30-minute stay at any time. One 11 metres bay is restricted to a 15-minute stay at any time;
- No waiting and no loading either side of the entrance to St Giles Street car park.

- 3.4 The scheme proposes to retain some on-street pay and display parking and loading areas to serve the needs of local businesses and organisations and people visiting the area. There will be a net increase in loading space of approximately 11 metres (this does not include the area to the south of the street that is currently subject to a waiting, but not a loading, restriction). It is proposed that all loading bays will be restricted to Monday – Saturday 07:30 – 18:30, 30 minutes maximum stay with no return within 1 hour.
- 3.5 There will be a net reduction of approximately 30 metres of pay and display parking (approximately 5-6 spaces). It is proposed to reduce pay and display parking in order to increase loading space to support local business. Parking will continue to be available at the nearby St Giles multi-storey car park. Pay and display parking bays will continue to be subject to the same restrictions are currently (see item 3.3).
- 3.6 It is proposed to reduce the overall number of Car Club spaces on St Giles by 1 space. There will be sufficient space for five vehicles provided across two bays. Infrastructure will be installed as part of the scheme which would allow an electric vehicle charging point to be installed in the location of the Car Club bay in the future.
- 3.7 Disabled drivers with blue badges are currently able to use pay and display bays for free with no time restrictions and there are no changes proposed to this arrangement as part of this scheme.
- 3.8 Pottergate forms part of the green pedalway and runs parallel to St Giles Street. An alternative cycling route into the city centre from the west is also available on the pink pedalway via Vauxhall Street, over Chapelfield Road and onto Bethel Street via Chapelfield Gardens. Due to the availability of routes suitable for cycling nearby it is intended to prioritise improvements for pedestrians on St Giles Street.
- 3.9 For any cyclists that choose to travel eastwards on St Giles Street, the physical changes to the street will help to encourage low vehicle speeds and

make it easier for cyclists to take a primary position in the centre of the carriageway. The carriageway widths proposed have been designed in accordance with the DfT's Local Transport Note 1/20 guidance, in order to discourage overtaking manoeuvres.

- 3.10 As part of the detailed design consideration will be given to the provision of public seating.

4 Impact of the Proposal

- 4.1 The proposal will improve the area for pedestrians by providing wider footways, making it easy to cross the road and to stop and rest. This should help to create an environment where people choose to walk and cycle, where everyone feels welcome, safe and relaxed. A high-quality paved surface for pedestrians will complement the historic buildings and provide opportunities for licenced outdoor seating to support hospitality in the area.
- 4.2 It is proposed to provide bays for loading and for pay and display parking, as detailed above, to ensure that there is still space available for people wishing to access businesses and organisations in the area. No changes are proposed to St Giles car park as part of this scheme.
- 4.3 Improvements that enhance areas of the city centre for walking also help to encourage modal shift to more sustainable methods of travel.

5 Evidence and Reasons for Decision

- 5.1 This scheme falls within the overall aims of the 'Connecting the Norwich Lanes' proposals which are to make it safer and easier to get around by foot or by bike, support outdoor hospitality and boost the local economy and improve air quality. The physical changes will help to encourage slow vehicle speeds along St Giles Street, further enhancing the environment for those travelling on foot.
- 5.2 The consultation carried out in summer 2021 has indicated that there is support for the scheme.
- 5.3 The proposals for St Giles Street complement the planned changes to Exchange Street which will remove through traffic from using St Giles and Exchange Street to reach the north and east of the city. Recent work carried out at Grapes Hill roundabout has relieved congestion at the junction with Cleveland Road, making it easier to access the ring road from this area. Traffic previously using Exchange Street as a through route will be diverted onto more appropriate roads rather than using narrow city centre streets dominated by people walking or cycling.
- 5.4 The planned public consultation will help to further inform the final detailed design.

6 Alternative Options

- 6.1 The proposed scheme forms part of the wider package of measures as set out in the consultation for 'Connecting the Norwich Lanes' as shown in Appendix A. Funding has been provided on the principle of the scheme and there are no significant alternative options for St Giles Street. Changes to the drawing provided in **Appendix E** may come about as a result of feedback from the consultation.

7 Financial Implications

- 7.1 The St Giles Street scheme is funded by the Department for Levelling Up, Housing & Communities (DLUHC) Towns Fund. This grant was provided to Norwich City Council. Norfolk County Council have been commissioned to design and deliver this scheme.

8 Resource Implications

- 8.1 Staff: The scheme will be designed and delivered using existing resources working in conjunction with Norwich City Council staff.
- 8.2 Property: None.
- 8.3 IT: None.

9 Other Implications

9.1 Legal Implications

NPLaw will advise on the revocation and making of Traffic Regulation Orders and any noticing requirements.

9.2 Human Rights Implications:

Not applicable

9.3 Equality Impact Assessment (EqIA):

Norfolk County Council has a duty to pay due regard to equality when exercising its public functions. In promoting this scheme, we have considered the potential impact on local people and those visiting and using the area, particularly disabled and older people and parents and carers of children, and others who may have needs when using the public highway.

It is considered that the proposals will have a positive impact on people with protected characteristics by providing facilities that prioritise pedestrian movement.

Preliminary consultation has taken place and a further detailed consultation is planned to allow a greater level of engagement to take place to further inform the detailed design.

9.4 Data Protection Impact Assessments (DPIA):

Personal data has not been included in reports that are shared in the public domain. Personal data has been stored as per the Council's standards to allow further correspondence as part of the scheme's development.

9.5 Health and Safety implications:

The proposals for St Giles Street aim to improve health and wellbeing in Norwich by promoting more active travel options and providing more space for walking. The proposed closure of Exchange Street to general traffic will mean that St Giles Street is no longer a through route for general traffic trying to reach the north and east of Norwich. The reduction in through traffic and proposed measures will make St Giles Street a more pleasant area within which to walk, cycle and rest.

9.6 Sustainability implications:

The objectives of the St Giles Street scheme align with the City Centre Public Spaces Plan (July 2020) which explains the importance of good-quality public space to health and wellbeing. It is felt that these proposals will have a positive impact on the environment by encouraging sustainable modes of transport.

9.7 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 be taken into account.

10 Risk Implications / Assessment

- 10.1 A risk register is maintained for the scheme as part of the technical design and construction delivery process.

11 Select Committee Comments

- 11.1 Not applicable.

12 Recommendation:

1. **To agree to proceed to a public consultation on the emerging proposals for St Giles Street.**

13 Background Papers

- 13.1 [Connecting the Norwich Lanes, Transport for Norwich Joint Committee \(June 2021\)](#)
- 13.2 Connecting the Norwich Lanes web page for Summer and November 2021 consultations: [Connecting the Norwich Lanes Consultations](#)
- 13.3 [Connecting the Norwich Lanes, Transport for Norwich Joint Committee \(January 2022\)](#)

Officer Contact

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

Officer name: David Allfrey

Telephone no.: 01603 223292

Email: david.allfrey@norfolk.gov.uk

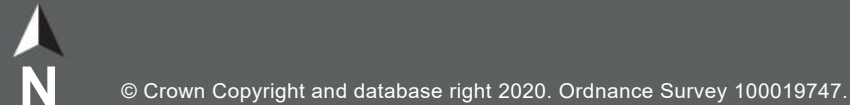


If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.

Transforming Cities Proposal - Connecting the Norwich Lanes 09/04/2021

The Norwich Lanes is a cluster of independent businesses within the intricate mesh of medieval streets that lie between the market and the river. The experience of walking, browsing and being sociable is intrinsic to its success. Over the years cars have been moved out of its narrowest streets but traffic remains on the edge in St Andrews Street and St Giles Street, while Exchange Street bisects it.

We can support the economy of The Lanes to recover and thrive by providing more space for walking and cycling and enabling its architectural beauty and character to be better appreciated. We can bind the area together so assets on the edge feel closer to its heart - the Market, Jarrolds, Upper St Giles and St Andrews car park. The presence of students from NUA infuses the area with energy and creativity. We can knit its campus together by providing the missing link in the riverside walk between Duke Street and St Georges Street. All this is fundamental to achieving the vision expressed in the Norwich City Centre Public Spaces Plan.



This sheet illustrates a proposal to expand and rename the “eastbound traffic reduction project” in the Transforming Cities Fund programme by combining it with other projects that are planned around the Norwich Lanes. This would create a genuinely transformative package that supports the government’s commitment in its Gear Change document that half of all journeys in towns and cities are walked or cycled by 2030. Gathering them under the umbrella of TCF would help project co-ordination, communication and governance and unlock economies of scale. The expansion would be funded through a combination of external funding that has been committed and the reallocation of part of the TCF funding allocated to other projects.

Key Appendix A

Pedalways new route

Pedalways former route

Boundary of Norwich Lanes

- 1

1a - Redesign Exchange Street with a high quality pedestrian priority treatment to link St Andrews car park with the market place

1b - Make the temporary exclusion of general traffic in Exchange Street permanent, allowing cycling in both directions
- 2

Force residual vehicles to turn left from Exchange Street into St Andrews Street removing eastbound traffic route across the city centre from Grapes Hill roundabout to Foundry Bridge
- 3

Force vehicles to turn left from Charing Cross into Duke Street removing eastbound traffic route across the city centre from Barn Road to Foundry Bridge
- 4

Widen footways, plant trees and install two-way cycle track enabled by much lower traffic level in St Andrews Street
- 5

Remove traffic signals and install zebra crossing over St Andrews Street
- 6

Install separate zebra crossing and cycle crossing between St John Maddermarket and Duke Street. Install zebra crossings on St Andrews Street and Duke Street
- 7

Provide loading bays in Charing Cross
- 8

Move two-way cycle track away from St Andrews car park entrance to west side of Duke Street between St Andrews Street and Colegate
- 9

Provide crossing over Duke Street on alignment of riverside walk for pedestrians and cyclists
- 10

Create bridge structure between Duke Street and St Georges Street to fill the final missing link in the city centre section of the River Wensum path and enable easy movement between Norwich University of the Arts buildings
- 11

Provide parallel cycle and pedestrian crossing across Duke Street on alignment of Colegate and prevent vehicles driving from Duke Street to Colegate through Premier Inn car park
- 12

Widen footway on the east side of Duke Street between Colegate and Muspole Street
- 13

Install zebra crossing and prevent traffic turning left from Duke Street into St Mary’s Plain
- 14

Reverse traffic flow and cycle contraflow on Muspole Street to prevent motorists bypassing St Andrews Street eastbound restriction
- 15

Make temporary traffic restrictions on St Benedicts Street permanent and retain planters and barriers
- 16

Redesign Upper St Giles with high quality pedestrian priority treatment
- 17

Install zebra crossing over Cleveland Road from Upper St Giles to Bethel Street
- 18

Widen footways, plant trees and provide parking and loading bays on both sides of St Giles Street
- 19

Reverse traffic flow and cycle contraflow on Upper Goat Lane to prevent motorists bypassing Exchange Street traffic restriction
- 20

SEPARATE BUT RELATED PROJECT - Redesign of Hay Hill to create more attractive space with simpler levels for easier pedestrian movement and mote flexible use



Connecting the Norwich Lanes - your views on proposed changes to the area: Summary report

This report was created on Thursday 12 August 2021 at 10:27 and includes **560** responses.

The consultation ran from 12/07/2021 to 09/08/2021.

Contents

| | |
|--|---|
| Question 1: Please tick to confirm that you have read the Personal information, confidentiality and data protection statement above. | 2 |
| Data protection agreement | 2 |
| Question 1: To what extent do you agree or disagree with the overall 'Connecting the Norwich Lanes' project aims of: making it safer and easier to get around on foot or by bike, supporting opportunities for outdoor hospitality, boosting the local economy and improving air quality. (please select only one item) | 2 |
| Overall aims | 2 |
| Why do you say that? Please write below: | 2 |
| Question 2: The changes would make me more likely to explore the area on foot or by bike. To what extent do you agree or disagree with this statement? (please select only one item) | 3 |
| More likely to explore area by foot or bike | 3 |
| Why do you say that? Please write below: | 3 |
| Question 3: The changes would make me likely to spend more time visiting local businesses in the area. To what extent do you agree or disagree with this statement? (please select only one item) | 3 |
| Spend more time | 3 |
| Why do you say that? Please write below: | 4 |
| Question 4: To what extent do you like or dislike the proposed traffic flow changes for the area if all the 'Connecting the Norwich Lanes' proposals are agreed? (please select only one item) | 4 |
| Traffic flow | 4 |
| Why do you say that? Please write below: | 4 |
| Question 5: To what extent do you like or dislike the proposals for the Exchange Street area? (please select only one item) | 5 |
| Exchange Street area | 5 |
| Why do you say that? Please write below: | 5 |
| Question 6: To what extent do you like or dislike the proposals for St Andrews Street and Duke Street? (please select only one item) | 5 |
| St Andrews Street and Duke Street | 5 |
| Why do you say that? Please write below: | 6 |
| Question 7: To what extent do you like or dislike the proposals for St Benedicts Street? (please select only one item) | 6 |
| St Benedicts Street | 6 |
| Why do you say that? Please write below: | 6 |
| Question 8: To what extent do you like or dislike the proposals for the St Giles Street area? (please select only one item) | 7 |
| St Giles Street | 7 |
| Why do you say that? Please write below: | 7 |
| Question 9: The missing riverside link between St Georges Street and Duke Street is shown on the plans for St Andrews Street and Duke Street. This has already been agreed as part of the River Wensum Strategy and we'd like to get your views on the project as we progress it towards a planning application. Are there any considerations you'd like us to take into account when working on the detailed design proposals for River Wensum missing link? (Please skip this question if you have already responded to it in the St Andrews Street/Duke Street survey.) | 7 |
| Please write below: | 7 |
| Question 10: Are there any other considerations you'd like us to take into account when progressing the 'Connecting the Norwich Lanes' proposals as a whole? | 7 |
| Are there any other considerations you'd like us to take into account when progressing the 'Connecting the Norwich Lanes' proposals as a whole? Please write below: | 7 |
| Question 1: How do you primarily use the area? (Please select only one item) | 8 |
| How do you primarily use the area? | 8 |
| Question 2: Are you...? (please select all that apply) | 8 |
| User groups | 8 |
| Other - please specify | 9 |
| Question 3: Are you...? (Please select only one item) | 9 |
| Gender | 9 |
| Other - please specify | 9 |
| Question 4: How old are you? (Please select only one item) | 9 |

| | |
|---|----|
| Age | 9 |
| Question 5: Do you have any long-term illness, disability or health problem that limits your daily activities or the work you can do? (Please select only one item) | 10 |
| Disability | 10 |
| Question 6: How would you describe your ethnic background? (Please select only one item) | 10 |
| Ethnicity | 10 |
| Other ethnic background - please describe: | 11 |
| Question 7: What is the first part of your postcode? (e.g. NR4) | 11 |
| Postcode | 11 |

Question 1: Please tick to confirm that you have read the Personal information, confidentiality and data protection statement above.

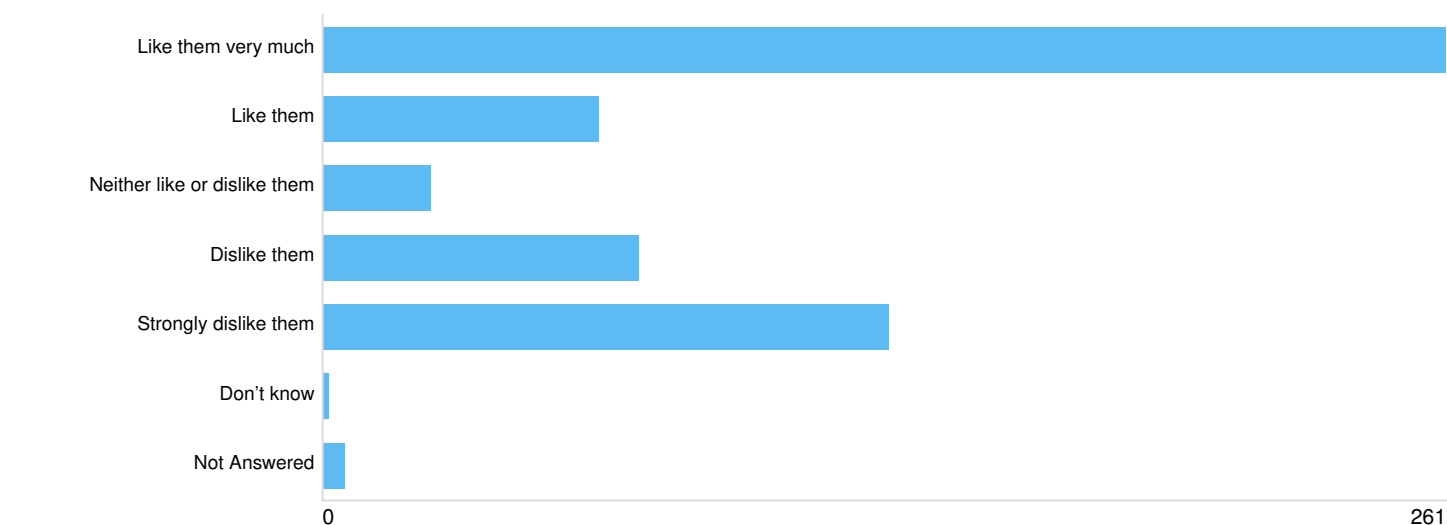
Data protection agreement



| Option | Total | Percent |
|---|-------|---------|
| Yes - I have read the personal information, confidentiality and data protection statement | 560 | 100.00% |
| Not Answered | 0 | 0.00% |

Question 1: To what extent do you agree or disagree with the overall 'Connecting the Norwich Lanes' project aims of: making it safer and easier to get around on foot or by bike, supporting opportunities for outdoor hospitality, boosting the local economy and improving air quality. (please select only one item)

Overall aims



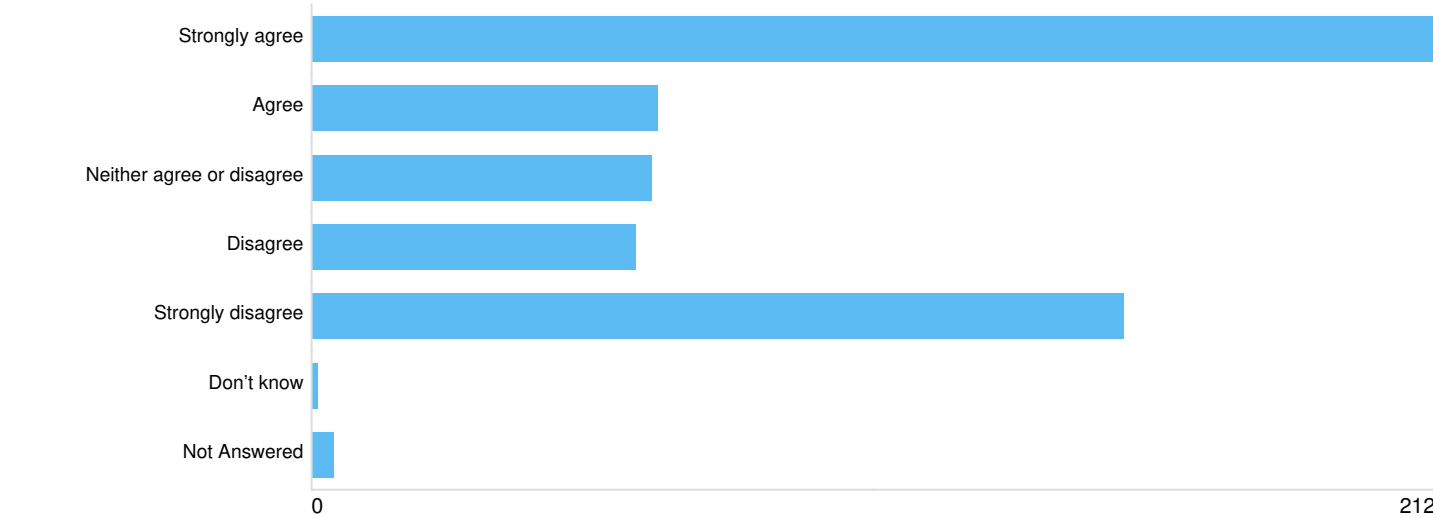
| Option | Total | Percent |
|------------------------------|-------|---------|
| Like them very much | 261 | 46.61% |
| Like them | 64 | 11.43% |
| Neither like or dislike them | 25 | 4.46% |
| Dislike them | 73 | 13.04% |
| Strongly dislike them | 131 | 23.39% |
| Don't know | 1 | 0.18% |
| Not Answered | 5 | 0.89% |

Why do you say that? Please write below:

There were **445** responses to this part of the question.

Question 2: The changes would make me more likely to explore the area on foot or by bike. To what extent do you agree or disagree with this statement? (please select only one item)

More likely to explore area by foot or bike



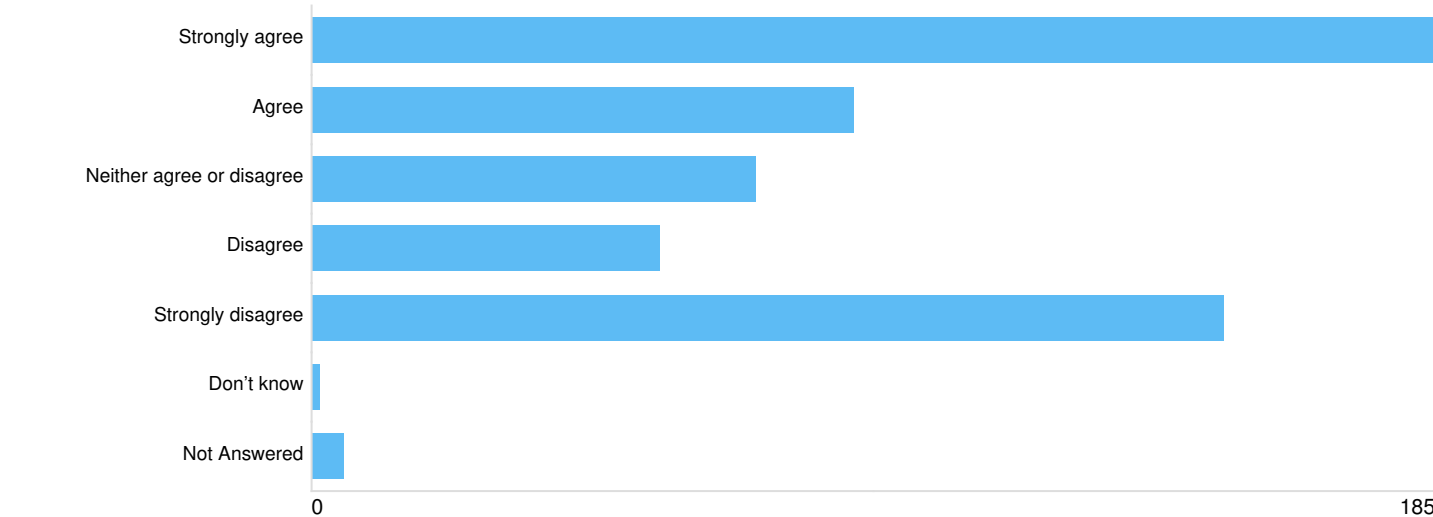
| Option | Total | Percent |
|---------------------------|-------|---------|
| Strongly agree | 212 | 37.86% |
| Agree | 65 | 11.61% |
| Neither agree or disagree | 64 | 11.43% |
| Disagree | 61 | 10.89% |
| Strongly disagree | 153 | 27.32% |
| Don't know | 1 | 0.18% |
| Not Answered | 4 | 0.71% |

Why do you say that? Please write below:

There were 395 responses to this part of the question.

Question 3: The changes would make me likely to spend more time visiting local businesses in the area. To what extent do you agree or disagree with this statement? (please select only one item)

Spend more time



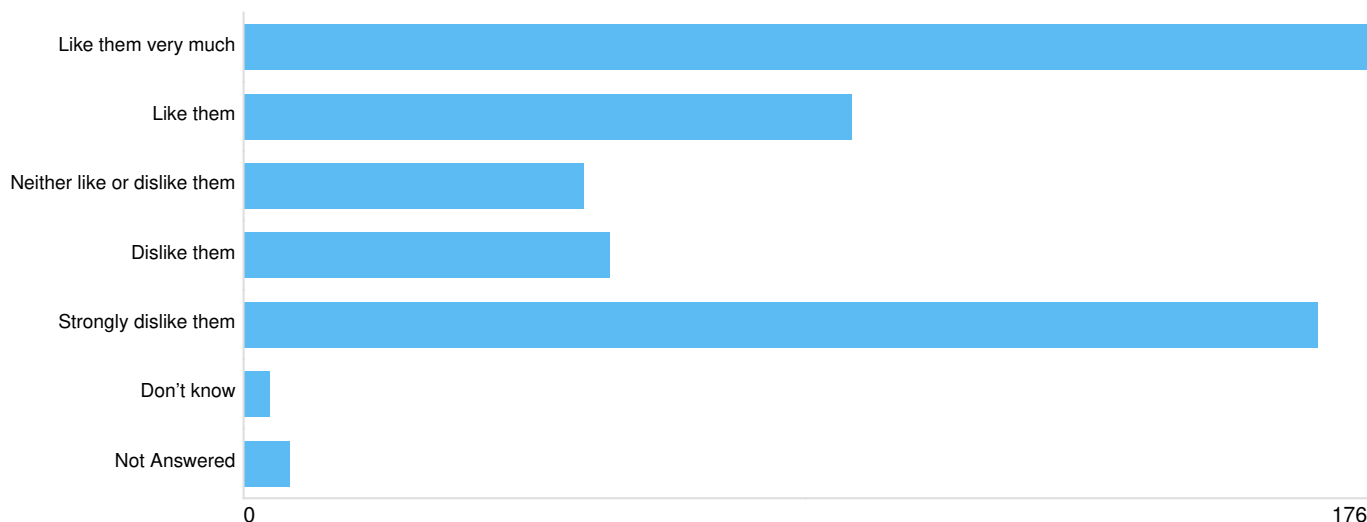
| Option | Total | Percent |
|---------------------------|-------|---------|
| Strongly agree | 185 | 33.04% |
| Agree | 89 | 15.89% |
| Neither agree or disagree | 73 | 13.04% |
| Disagree | 57 | 10.18% |
| Strongly disagree | 150 | 26.79% |
| Don't know | 1 | 0.18% |
| Not Answered | 5 | 0.89% |

Why do you say that? Please write below:

There were **364** responses to this part of the question.

Question 4: To what extent do you like or dislike the proposed traffic flow changes for the area if all the 'Connecting the Norwich Lanes' proposals are agreed? (please select only one item)

Traffic flow



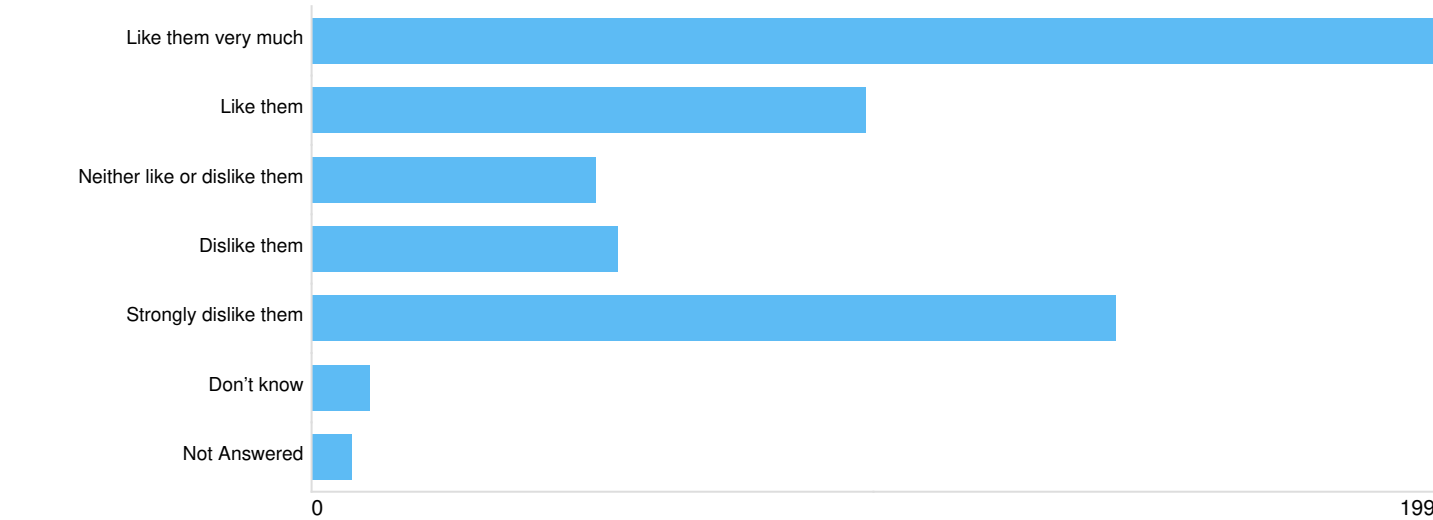
| Option | Total | Percent |
|------------------------------|-------|---------|
| Like them very much | 176 | 31.43% |
| Like them | 95 | 16.96% |
| Neither like or dislike them | 53 | 9.46% |
| Dislike them | 57 | 10.18% |
| Strongly dislike them | 168 | 30.00% |
| Don't know | 4 | 0.71% |
| Not Answered | 7 | 1.25% |

Why do you say that? Please write below:

There were **345** responses to this part of the question.

Question 5: To what extent do you like or dislike the proposals for the Exchange Street area? (please select only one item)

Exchange Street area



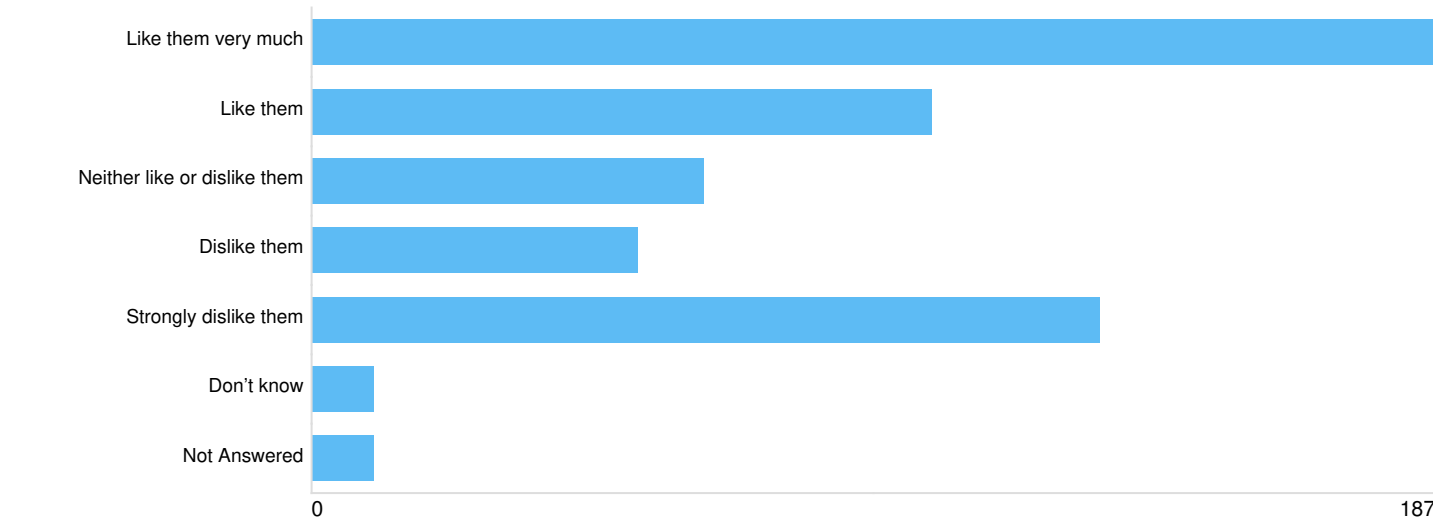
| Option | Total | Percent |
|------------------------------|-------|---------|
| Like them very much | 199 | 35.54% |
| Like them | 98 | 17.50% |
| Neither like or dislike them | 50 | 8.93% |
| Dislike them | 54 | 9.64% |
| Strongly dislike them | 142 | 25.36% |
| Don't know | 10 | 1.79% |
| Not Answered | 7 | 1.25% |

Why do you say that? Please write below:

There were **297** responses to this part of the question.

Question 6: To what extent do you like or dislike the proposals for St Andrews Street and Duke Street? (please select only one item)

St Andrews Street and Duke Street



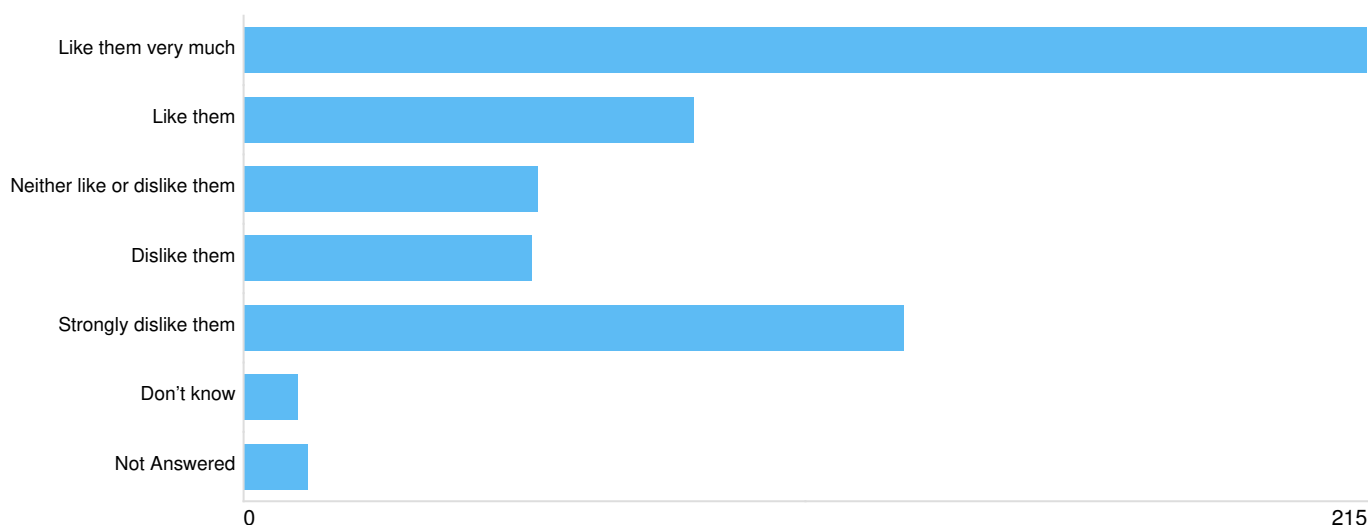
| Option | Total | Percent |
|------------------------------|-------|---------|
| Like them very much | 187 | 33.39% |
| Like them | 103 | 18.39% |
| Neither like or dislike them | 65 | 11.61% |
| Dislike them | 54 | 9.64% |
| Strongly dislike them | 131 | 23.39% |
| Don't know | 10 | 1.79% |
| Not Answered | 10 | 1.79% |

Why do you say that? Please write below:

There were **271** responses to this part of the question.

Question 7: To what extent do you like or dislike the proposals for St Benedicts Street? (please select only one item)

St Benedicts Street



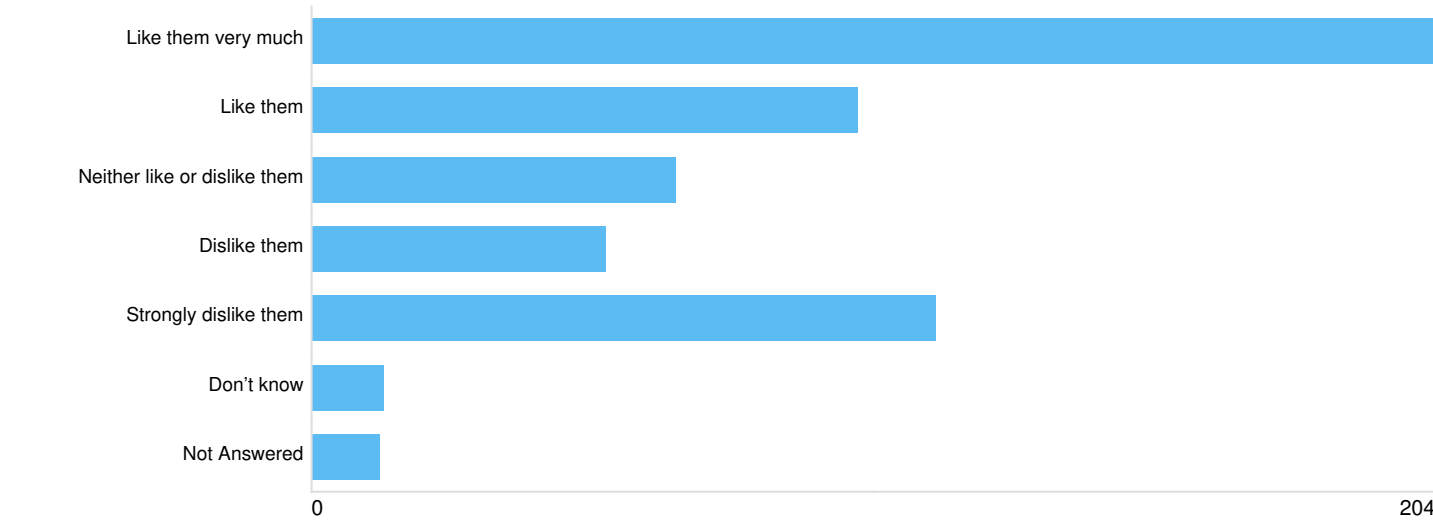
| Option | Total | Percent |
|------------------------------|-------|---------|
| Like them very much | 215 | 38.39% |
| Like them | 86 | 15.36% |
| Neither like or dislike them | 56 | 10.00% |
| Dislike them | 55 | 9.82% |
| Strongly dislike them | 126 | 22.50% |
| Don't know | 10 | 1.79% |
| Not Answered | 12 | 2.14% |

Why do you say that? Please write below:

There were **296** responses to this part of the question.

Question 8: To what extent do you like or dislike the proposals for the St Giles Street area? (please select only one item)

St Giles Street



| Option | Total | Percent |
|------------------------------|-------|---------|
| Like them very much | 204 | 36.43% |
| Like them | 99 | 17.68% |
| Neither like or dislike them | 66 | 11.79% |
| Dislike them | 53 | 9.46% |
| Strongly dislike them | 113 | 20.18% |
| Don't know | 13 | 2.32% |
| Not Answered | 12 | 2.14% |

Why do you say that? Please write below:

There were 261 responses to this part of the question.

Question 9: The missing riverside link between St Georges Street and Duke Street is shown on the plans for St Andrews Street and Duke Street. This has already been agreed as part of the River Wensum Strategy and we'd like to get your views on the project as we progress it towards a planning application. Are there any considerations you'd like us to take into account when working on the detailed design proposals for River Wensum missing link? (Please skip this question if you have already responded to it in the St Andrews Street/Duke Street survey.)

Please write below:

There were 245 responses to this part of the question.

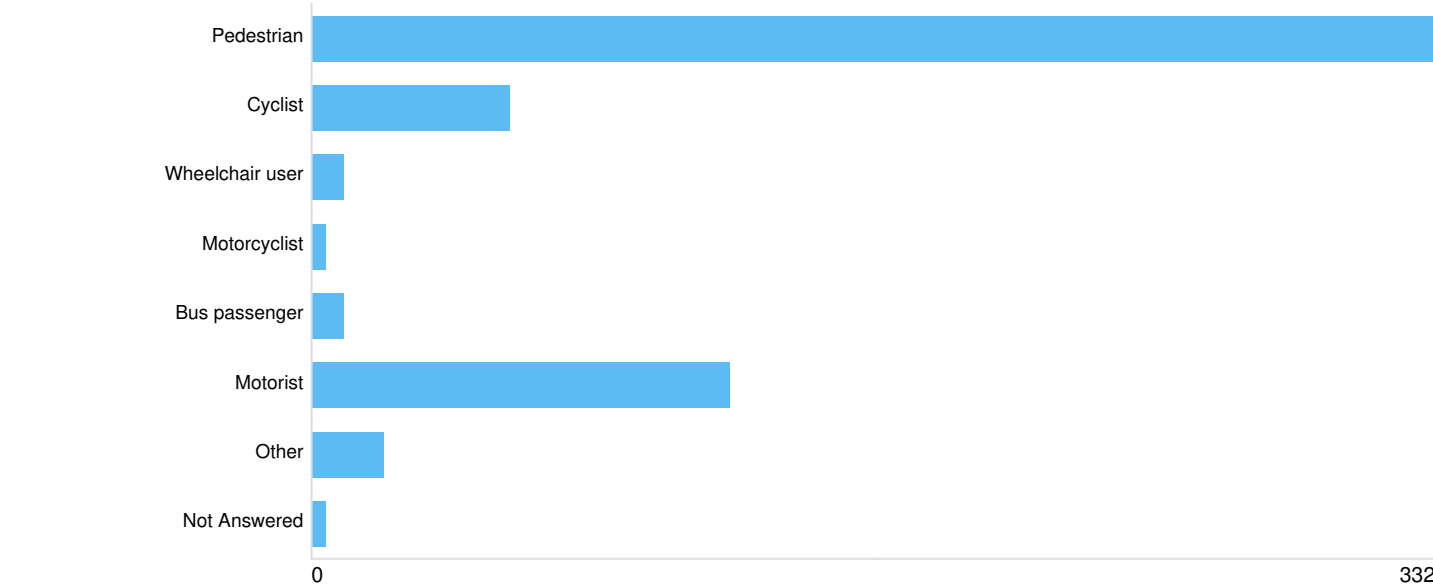
Question 10: Are there any other considerations you'd like us to take into account when progressing the 'Connecting the Norwich Lanes' proposals as a whole?

Are there any other considerations you'd like us to take into account when progressing the 'Connecting the Norwich Lanes' proposals as a whole? Please write below:

There were 353 responses to this part of the question.

Question 1: How do you primarily use the area? (Please select only one item)

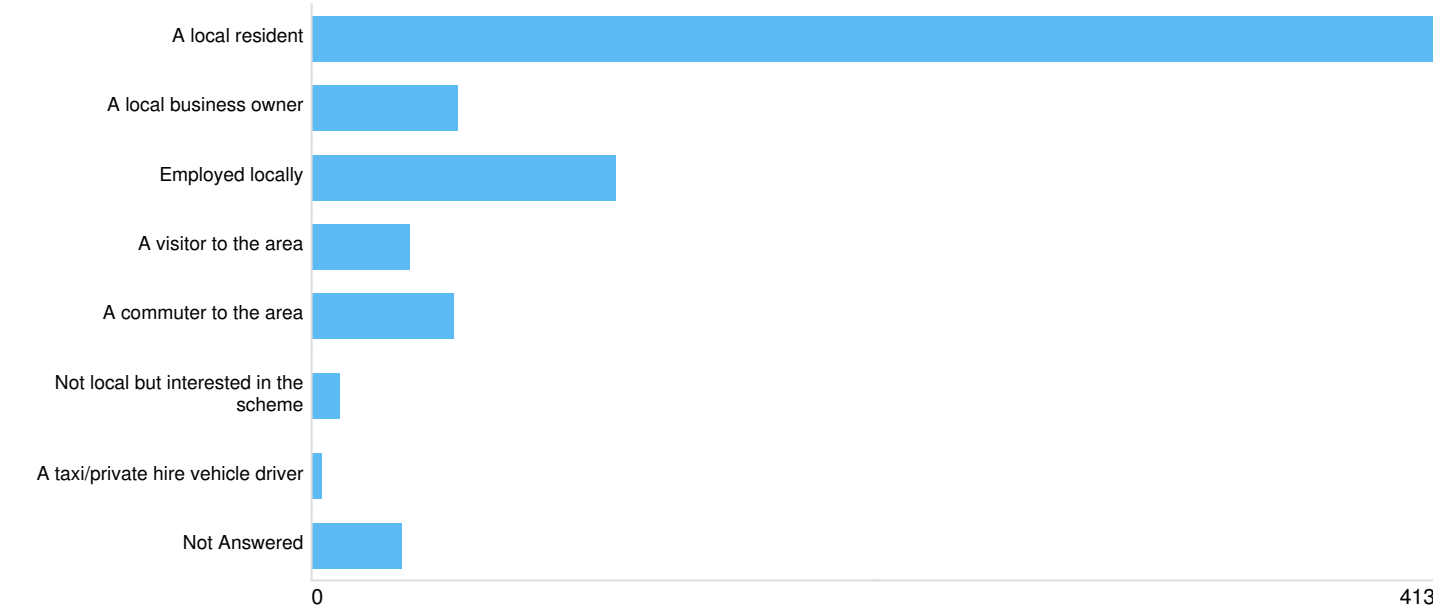
How do you primarily use the area?



| Option | Total | Percent |
|-----------------|-------|---------|
| Pedestrian | 332 | 59.29% |
| Cyclist | 58 | 10.36% |
| Wheelchair user | 9 | 1.61% |
| Motorcyclist | 4 | 0.71% |
| Bus passenger | 9 | 1.61% |
| Motorist | 123 | 21.96% |
| Other | 21 | 3.75% |
| Not Answered | 4 | 0.71% |

Question 2: Are you...? (please select all that apply)

User groups



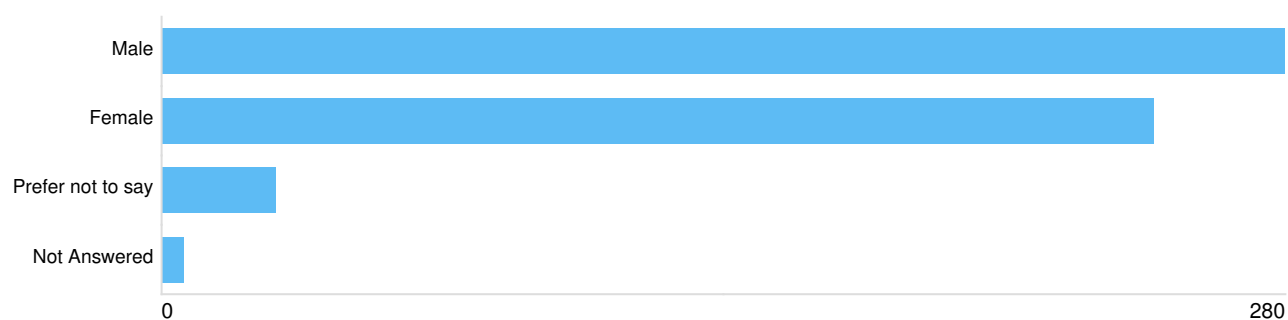
| Option | Total | Percent |
|--|-------|---------|
| A local resident | 413 | 73.75% |
| A local business owner | 53 | 9.46% |
| Employed locally | 111 | 19.82% |
| A visitor to the area | 36 | 6.43% |
| A commuter to the area | 52 | 9.29% |
| Not local but interested in the scheme | 10 | 1.79% |
| A taxi/private hire vehicle driver | 3 | 0.54% |
| Not Answered | 33 | 5.89% |

Other - please specify

There were **51** responses to this part of the question.

Question 3: Are you...? (Please select only one item)

Gender



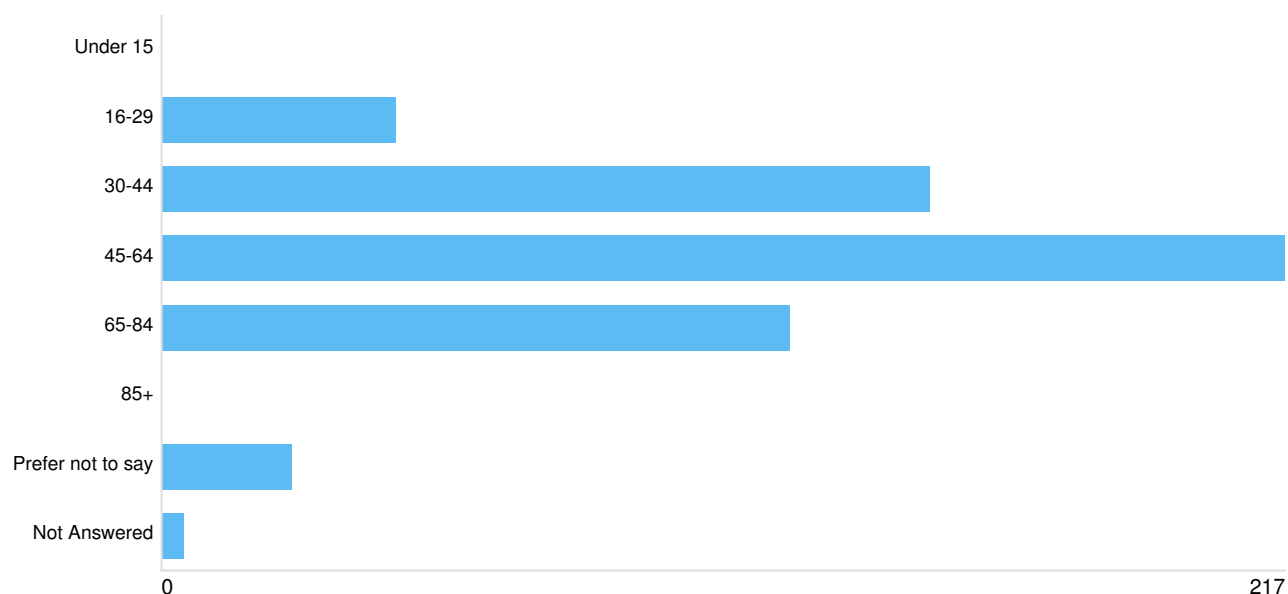
| Option | Total | Percent |
|-------------------|-------|---------|
| Male | 280 | 50.00% |
| Female | 247 | 44.11% |
| Prefer not to say | 28 | 5.00% |
| Not Answered | 5 | 0.89% |

Other - please specify

There were **4** responses to this part of the question.

Question 4: How old are you? (Please select only one item)

Age



| Option | Total | Percent |
|-------------------|-------|---------|
| Under 15 | 0 | 0.00% |
| 16-29 | 45 | 8.04% |
| 30-44 | 148 | 26.43% |
| 45-64 | 217 | 38.75% |
| 65-84 | 121 | 21.61% |
| 85+ | 0 | 0.00% |
| Prefer not to say | 25 | 4.46% |
| Not Answered | 4 | 0.71% |

Question 5: Do you have any long-term illness, disability or health problem that limits your daily activities or the work you can do? (Please select only one item)

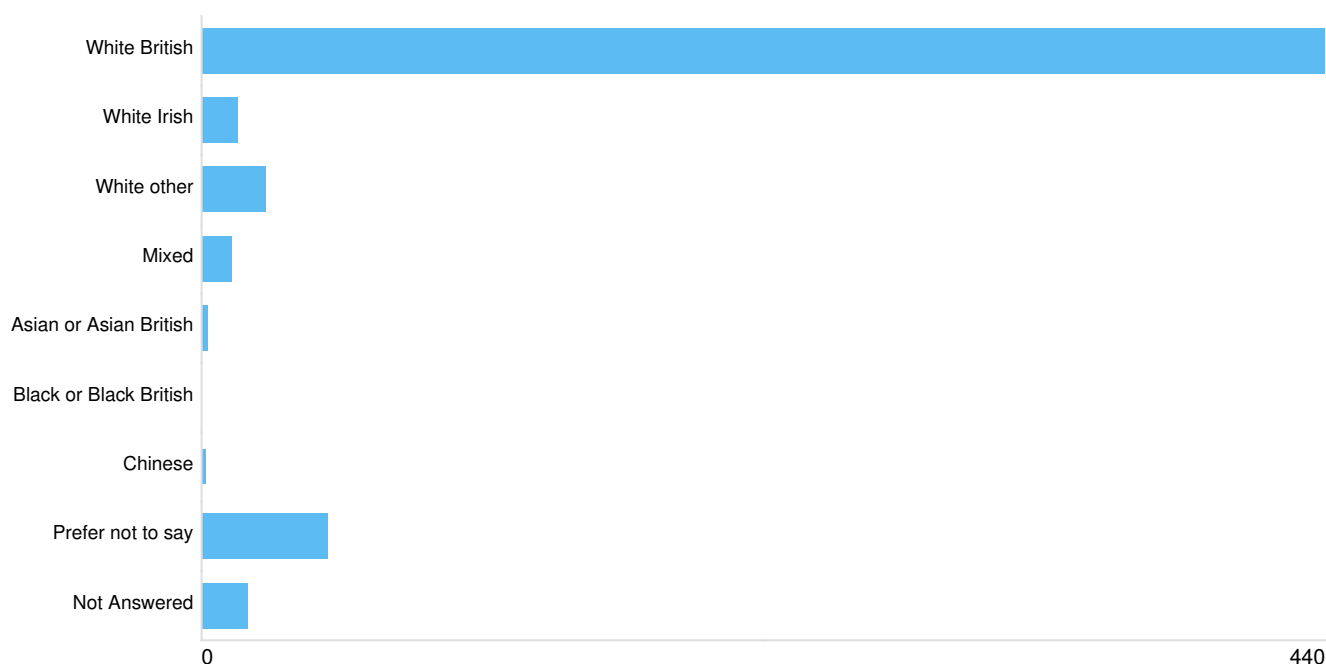
Disability



| Option | Total | Percent |
|-------------------|-------|---------|
| Yes | 89 | 15.89% |
| No | 429 | 76.61% |
| Prefer not to say | 38 | 6.79% |
| Not Answered | 4 | 0.71% |

Question 6: How would you describe your ethnic background? (Please select only one item)

Ethnicity



| Option | Total | Percent |
|------------------------|-------|---------|
| White British | 440 | 78.57% |
| White Irish | 14 | 2.50% |
| White other | 25 | 4.46% |
| Mixed | 11 | 1.96% |
| Asian or Asian British | 2 | 0.36% |
| Black or Black British | 0 | 0.00% |
| Chinese | 1 | 0.18% |
| Prefer not to say | 49 | 8.75% |
| Not Answered | 18 | 3.21% |

Other ethnic background - please describe:

There were **15** responses to this part of the question.

Question 7: What is the first part of your postcode? (e.g. NR4)

Postcode

There were **548** responses to this part of the question.



Your views on proposed changes to the St Giles Street area, Norwich : Summary report

This report was created on Thursday 12 August 2021 at 10:54 and includes 91 responses.

The consultation ran from 12/07/2021 to 09/08/2021.

Contents

| | |
|--|----|
| Question 1: Please tick to confirm that you have read the Personal information, confidentiality and data protection statement above. | 2 |
| Data protection agreement | 2 |
| Question 1: Sustainable urban drainage/area for more seating. To what extent do you like or dislike this proposal? (please select only one item) | 2 |
| Zebra crossing | 2 |
| Why do you say that? Please write below: | 2 |
| Question 2: Raised table pedestrian crossing aligned to pedestrian desire line. To what extent do you like or dislike this proposal? (please select only one item) | 3 |
| Raised table pedestrian crossing | 3 |
| Why do you say that? Please write below: | 3 |
| Question 3: Seating on widened pavements outside cafes and dining areas to generate business, activity and interest. To what extent do you like or dislike this proposal? (please select only one item) | 3 |
| Seating on widened pavements | 3 |
| Why do you say that? Please write below: | 4 |
| Question 4: Car parking is balanced on both sides of the street and arranged to serve the businesses needs for loading and parking. To what extent do you like or dislike this proposal? (please select only one item) | 4 |
| Car parking | 4 |
| Why do you say that? Please write below: | 4 |
| Question 5: Crossing points along the street are highlighted by tree planting and aligned to maximise pedestrian movement. To what extent do you like or dislike this proposal? (please select only one item) | 5 |
| Crossing points | 5 |
| Why do you say that? Please write below: | 5 |
| Question 6: Widened pavements prioritise pedestrian movement through the street. To what extent do you like or dislike this proposal? (please select only one item) | 5 |
| Widened pavements | 5 |
| Why do you say that? Please write below: | 6 |
| Question 7: Redesign Upper St Giles with high quality pedestrian priority. To what extent do you like or dislike this proposal? (please select only one item) | 6 |
| Redesign Upper St Giles | 6 |
| Why do you say that? Please write below: | 6 |
| Question 8: Please consider the proposals for the area as a whole and answer the questions that follow: | 6 |
| a. Are there any considerations you feel we should be aware of when developing the design further? If so, please write these below: | 6 |
| b. If you have any other comments in response to the overall proposals, please write them below: | 6 |
| Question 1: How do you primarily use the area? (Please select only one item) | 7 |
| How do you primarily use the area? | 7 |
| Question 2: Are you...? (please select all that apply) | 7 |
| User groups | 7 |
| Other - please specify | 8 |
| Question 3: Are you...? (Please select only one item) | 8 |
| Gender | 8 |
| Other - please specify | 8 |
| Question 4: How old are you? (Please select only one item) | 8 |
| Age | 8 |
| Question 5: Do you have any long-term illness, disability or health problem that limits your daily activities or the work you can do? (Please select only one item) | 9 |
| Disability | 9 |
| Question 6: How would you describe your ethnic background? (Please select only one item) | 9 |
| Ethnicity | 9 |
| Other ethnic background - please describe: | 10 |
| Question 7: What is the first part of your postcode? (e.g. NR4) | 10 |

Question 1: Please tick to confirm that you have read the Personal information, confidentiality and data protection statement above.

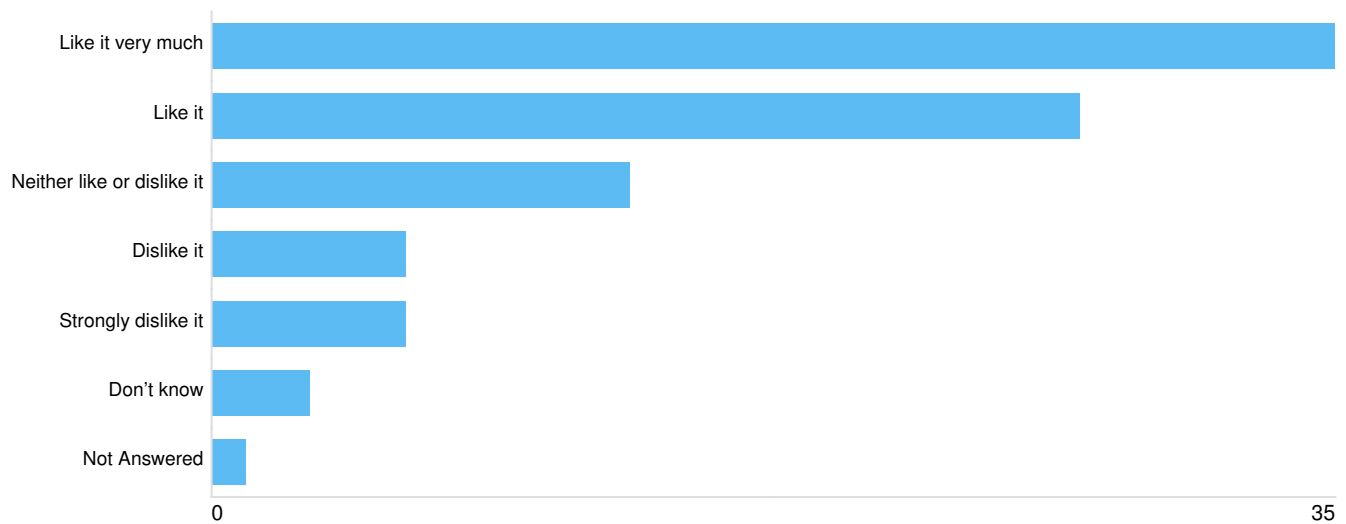
Data protection agreement



| Option | Total | Percent |
|---|-------|---------|
| Yes - I have read the personal information, confidentiality and data protection statement | 91 | 100.00% |
| Not Answered | 0 | 0.00% |

Question 1: Sustainable urban drainage/area for more seating. To what extent do you like or dislike this proposal? (please select only one item)

Zebra crossing



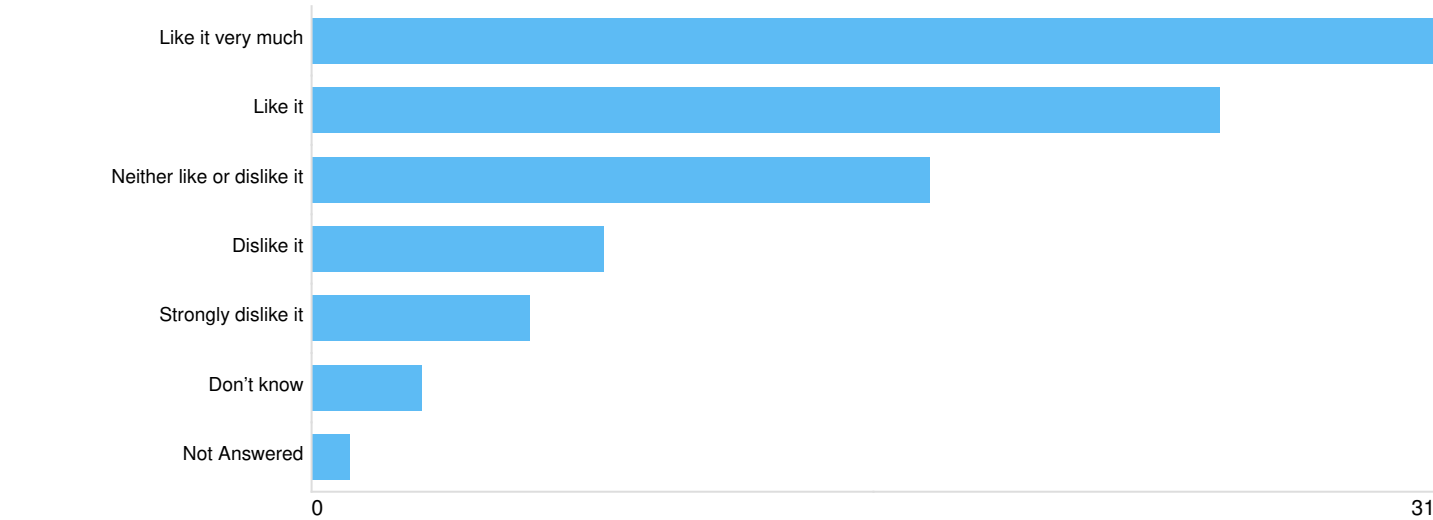
| Option | Total | Percent |
|----------------------------|-------|---------|
| Like it very much | 35 | 38.46% |
| Like it | 27 | 29.67% |
| Neither like or dislike it | 13 | 14.29% |
| Dislike it | 6 | 6.59% |
| Strongly dislike it | 6 | 6.59% |
| Don't know | 3 | 3.30% |
| Not Answered | 1 | 1.10% |

Why do you say that? Please write below:

There were **53** responses to this part of the question.

Question 2: Raised table pedestrian crossing aligned to pedestrian desire line. To what extent do you like or dislike this proposal? (please select only one item)

Raised table pedestrian crossing



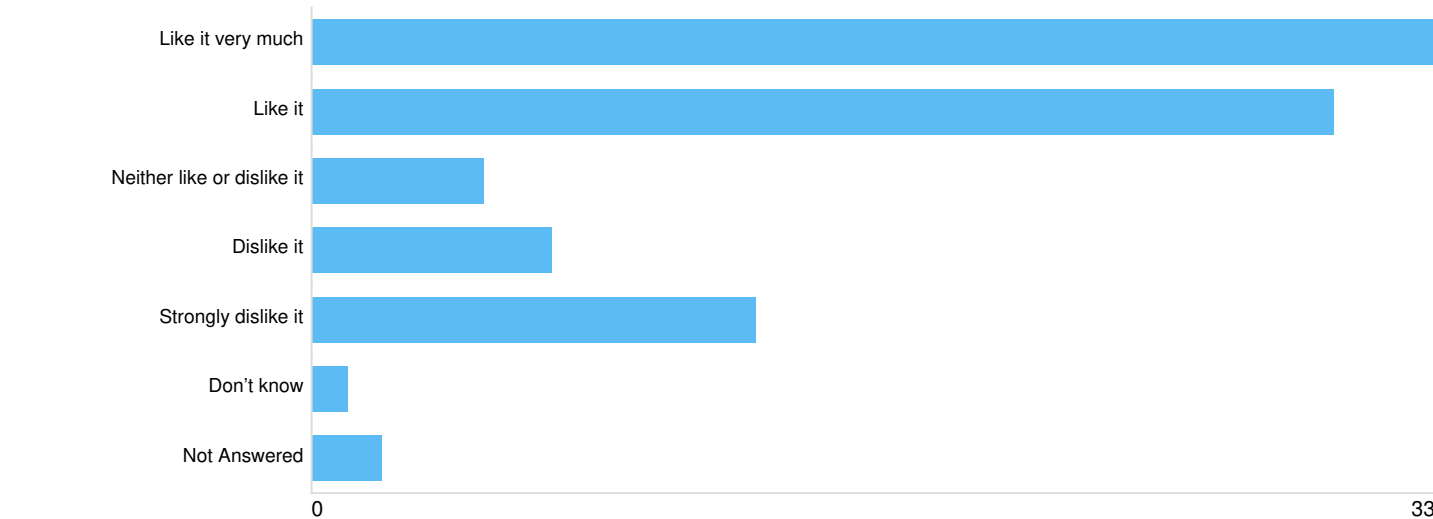
| Option | Total | Percent |
|----------------------------|-------|---------|
| Like it very much | 31 | 34.07% |
| Like it | 25 | 27.47% |
| Neither like or dislike it | 17 | 18.68% |
| Dislike it | 8 | 8.79% |
| Strongly dislike it | 6 | 6.59% |
| Don't know | 3 | 3.30% |
| Not Answered | 1 | 1.10% |

Why do you say that? Please write below:

There were 46 responses to this part of the question.

Question 3: Seating on widened pavements outside cafes and dining areas to generate business, activity and interest. To what extent do you like or dislike this proposal? (please select only one item)

Seating on widened pavements



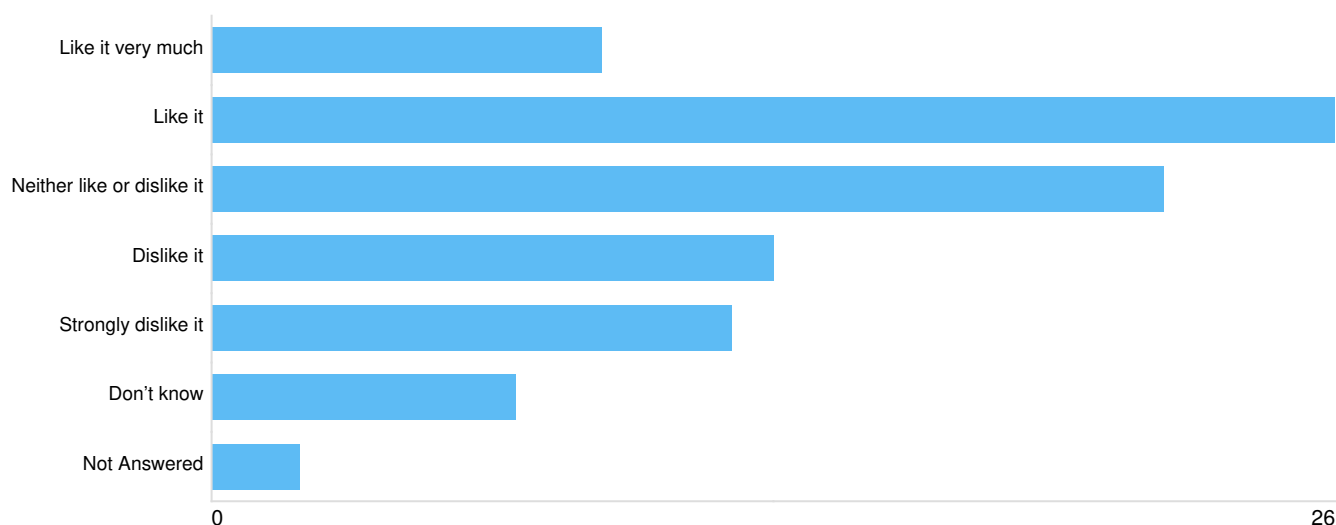
| Option | Total | Percent |
|----------------------------|-------|---------|
| Like it very much | 33 | 36.26% |
| Like it | 30 | 32.97% |
| Neither like or dislike it | 5 | 5.49% |
| Dislike it | 7 | 7.69% |
| Strongly dislike it | 13 | 14.29% |
| Don't know | 1 | 1.10% |
| Not Answered | 2 | 2.20% |

Why do you say that? Please write below:

There were **60** responses to this part of the question.

Question 4: Car parking is balanced on both sides of the street and arranged to serve the businesses needs for loading and parking. To what extent do you like or dislike this proposal? (please select only one item)

Car parking



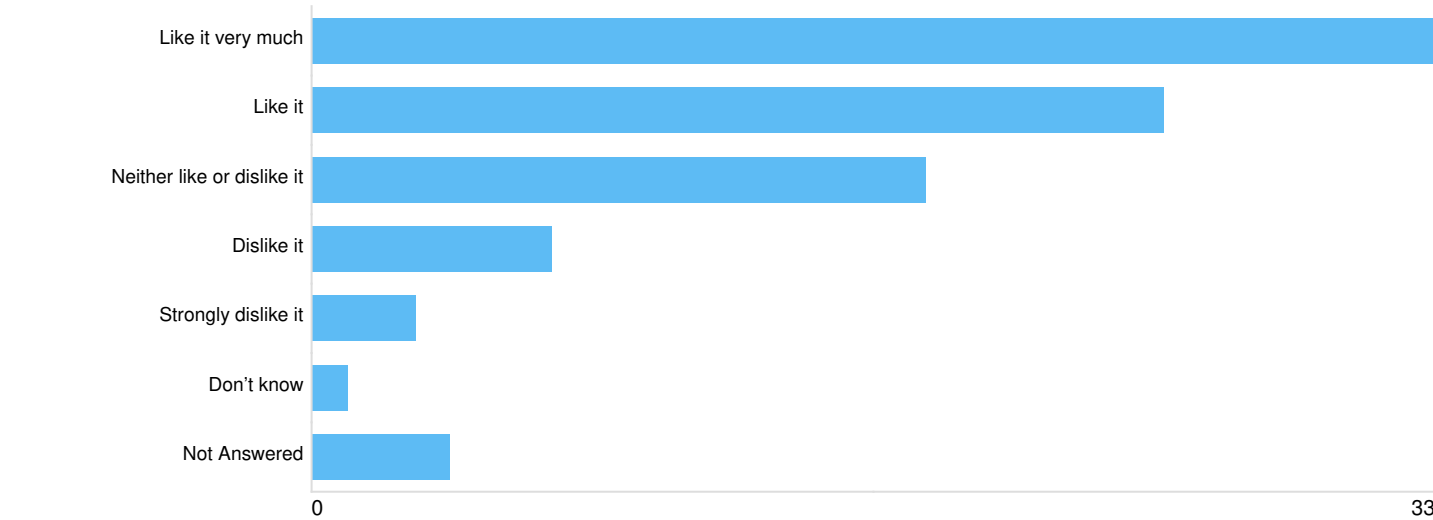
| Option | Total | Percent |
|----------------------------|-------|---------|
| Like it very much | 9 | 9.89% |
| Like it | 26 | 28.57% |
| Neither like or dislike it | 22 | 24.18% |
| Dislike it | 13 | 14.29% |
| Strongly dislike it | 12 | 13.19% |
| Don't know | 7 | 7.69% |
| Not Answered | 2 | 2.20% |

Why do you say that? Please write below:

There were **59** responses to this part of the question.

Question 5: Crossing points along the street are highlighted by tree planting and aligned to maximise pedestrian movement. To what extent do you like or dislike this proposal? (please select only one item)

Crossing points



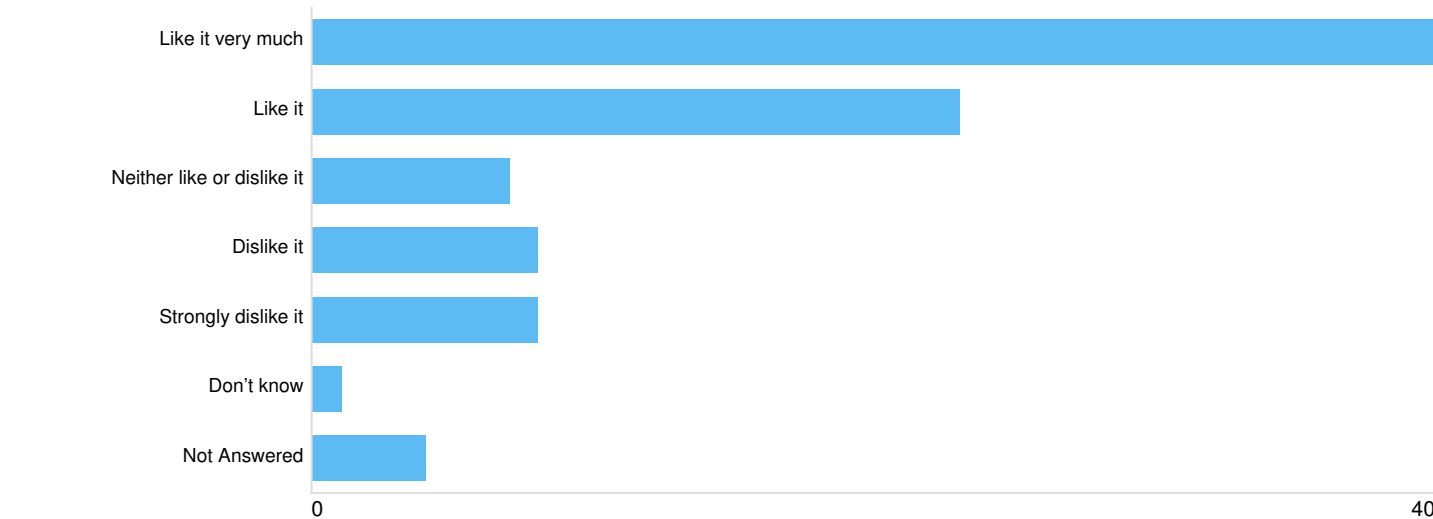
| Option | Total | Percent |
|----------------------------|-------|---------|
| Like it very much | 33 | 36.26% |
| Like it | 25 | 27.47% |
| Neither like or dislike it | 18 | 19.78% |
| Dislike it | 7 | 7.69% |
| Strongly dislike it | 3 | 3.30% |
| Don't know | 1 | 1.10% |
| Not Answered | 4 | 4.40% |

Why do you say that? Please write below:

There were 51 responses to this part of the question.

Question 6: Widened pavements prioritise pedestrian movement through the street. To what extent do you like or dislike this proposal? (please select only one item)

Widened pavements



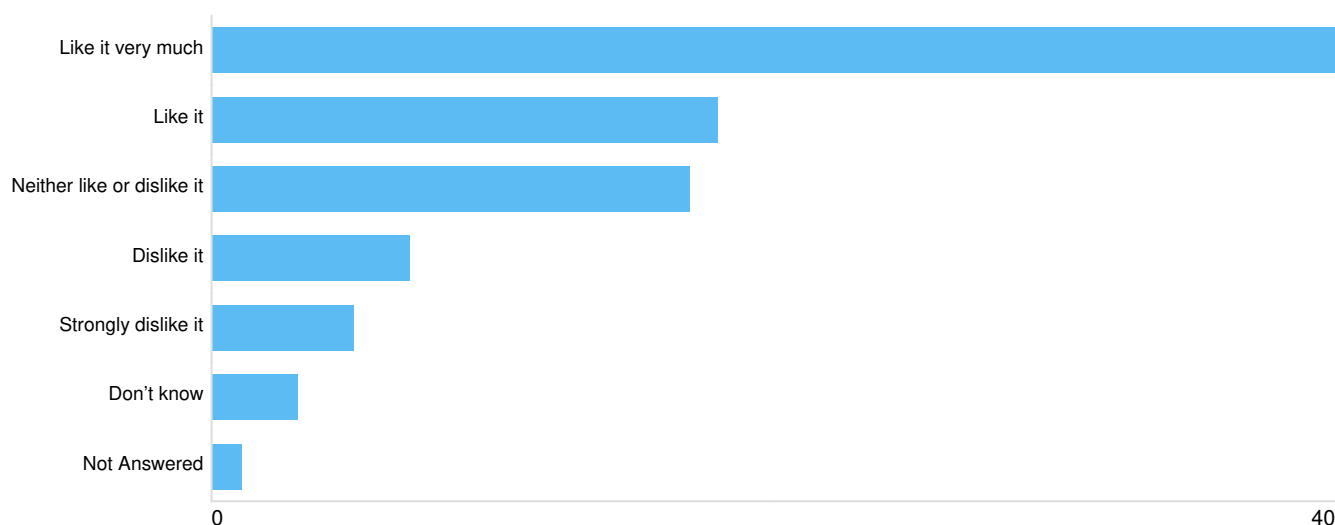
| Option | Total | Percent |
|----------------------------|-------|---------|
| Like it very much | 40 | 43.96% |
| Like it | 23 | 25.27% |
| Neither like or dislike it | 7 | 7.69% |
| Dislike it | 8 | 8.79% |
| Strongly dislike it | 8 | 8.79% |
| Don't know | 1 | 1.10% |
| Not Answered | 4 | 4.40% |

Why do you say that? Please write below:

There were **54** responses to this part of the question.

Question 7: Redesign Upper St Giles with high quality pedestrian priority. To what extent do you like or dislike this proposal? (please select only one item)

Redesign Upper St Giles



| Option | Total | Percent |
|----------------------------|-------|---------|
| Like it very much | 40 | 43.96% |
| Like it | 18 | 19.78% |
| Neither like or dislike it | 17 | 18.68% |
| Dislike it | 7 | 7.69% |
| Strongly dislike it | 5 | 5.49% |
| Don't know | 3 | 3.30% |
| Not Answered | 1 | 1.10% |

Why do you say that? Please write below:

There were **54** responses to this part of the question.

Question 8: Please consider the proposals for the area as a whole and answer the questions that follow:

a. Are there any considerations you feel we should be aware of when developing the design further? If so, please write these below:

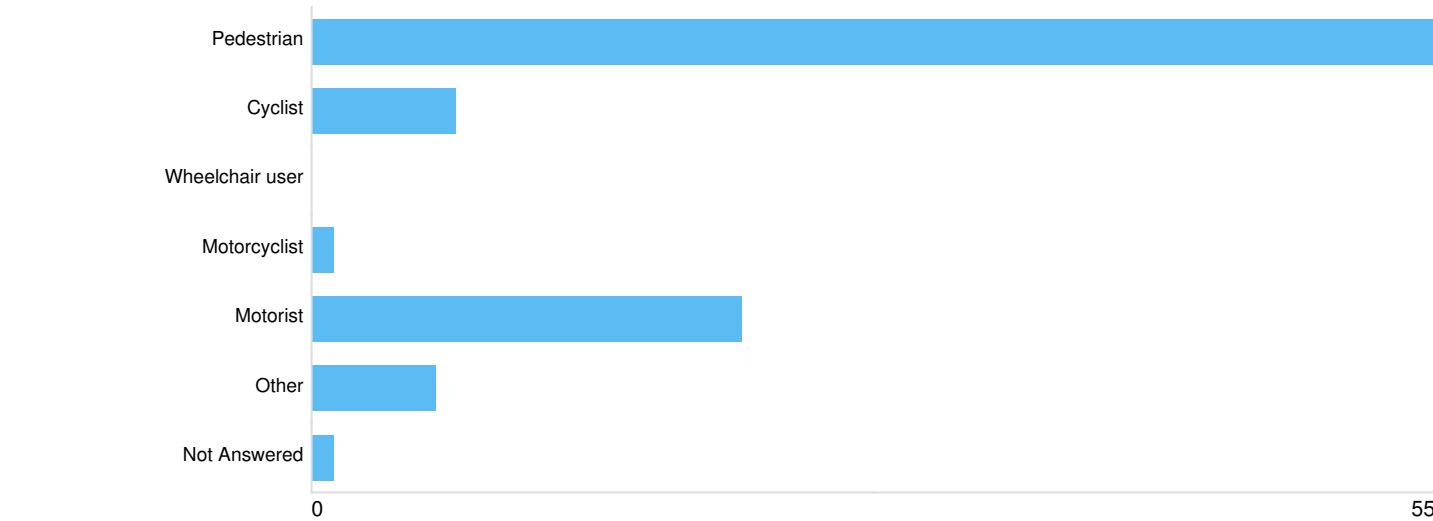
There were **61** responses to this part of the question.

b. If you have any other comments in response to the overall proposals, please write them below:

There were **35** responses to this part of the question.

Question 1: How do you primarily use the area? (Please select only one item)

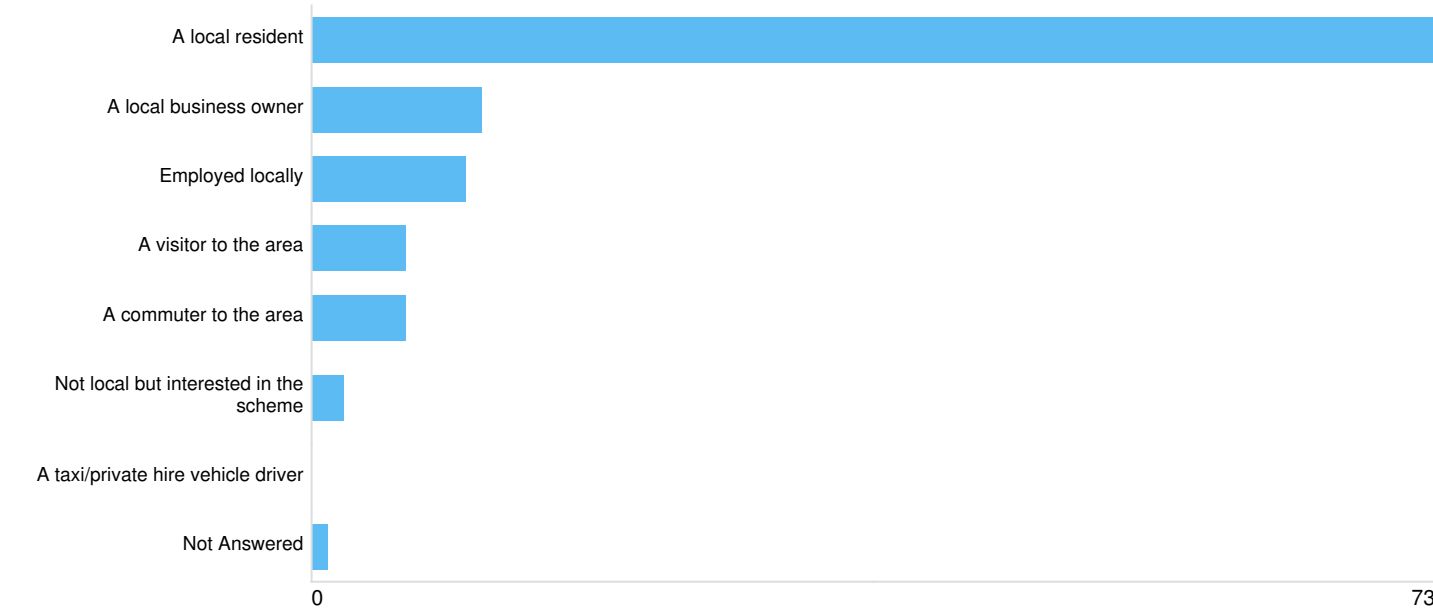
How do you primarily use the area?



| Option | Total | Percent |
|-----------------|-------|---------|
| Pedestrian | 55 | 60.44% |
| Cyclist | 7 | 7.69% |
| Wheelchair user | 0 | 0.00% |
| Motorcyclist | 1 | 1.10% |
| Motorist | 21 | 23.08% |
| Other | 6 | 6.59% |
| Not Answered | 1 | 1.10% |

Question 2: Are you...? (please select all that apply)

User groups



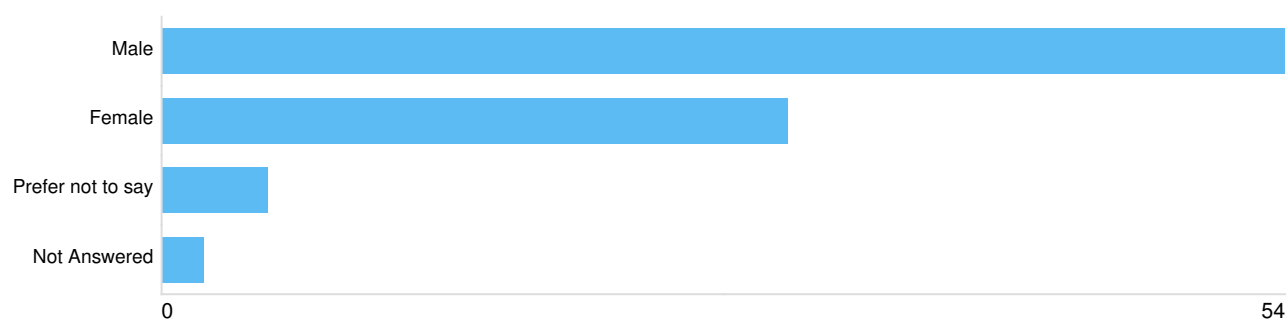
| Option | Total | Percent |
|--|-------|---------|
| A local resident | 73 | 80.22% |
| A local business owner | 11 | 12.09% |
| Employed locally | 10 | 10.99% |
| A visitor to the area | 6 | 6.59% |
| A commuter to the area | 6 | 6.59% |
| Not local but interested in the scheme | 2 | 2.20% |
| A taxi/private hire vehicle driver | 0 | 0.00% |
| Not Answered | 1 | 1.10% |

Other - please specify

There were 7 responses to this part of the question.

Question 3: Are you...? (Please select only one item)

Gender



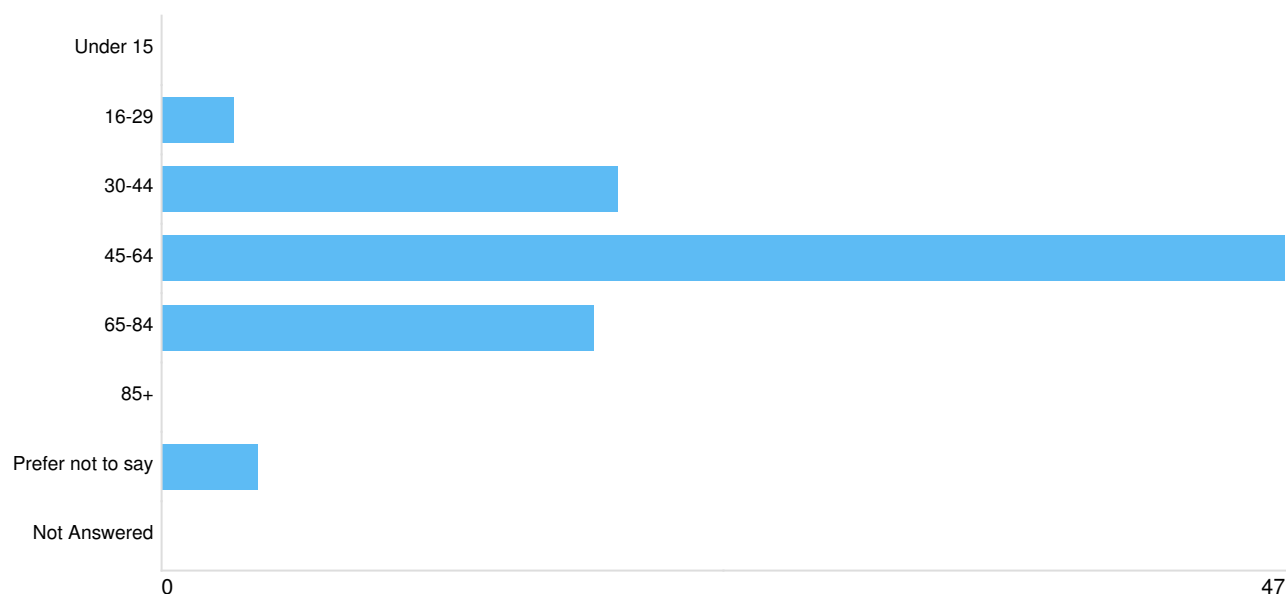
| Option | Total | Percent |
|-------------------|-------|---------|
| Male | 54 | 59.34% |
| Female | 30 | 32.97% |
| Prefer not to say | 5 | 5.49% |
| Not Answered | 2 | 2.20% |

Other - please specify

There were 2 responses to this part of the question.

Question 4: How old are you? (Please select only one item)

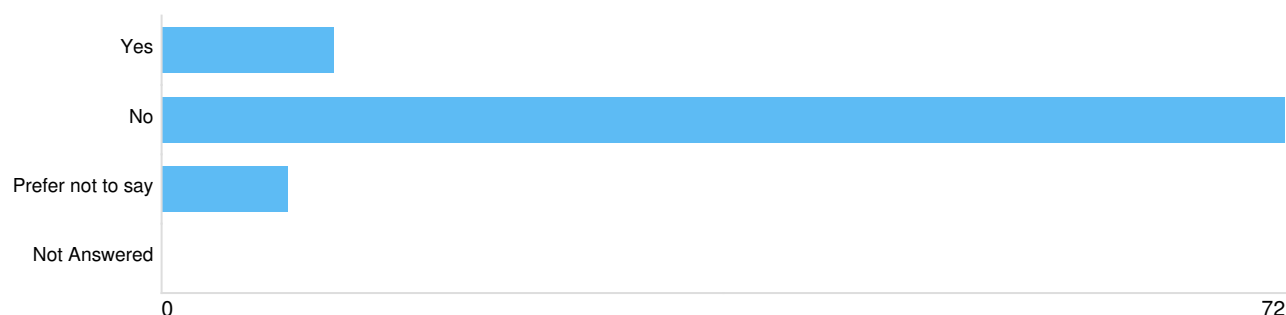
Age



| Option | Total | Percent |
|-------------------|-------|---------|
| Under 15 | 0 | 0.00% |
| 16-29 | 3 | 3.30% |
| 30-44 | 19 | 20.88% |
| 45-64 | 47 | 51.65% |
| 65-84 | 18 | 19.78% |
| 85+ | 0 | 0.00% |
| Prefer not to say | 4 | 4.40% |
| Not Answered | 0 | 0.00% |

Question 5: Do you have any long-term illness, disability or health problem that limits your daily activities or the work you can do? (Please select only one item)

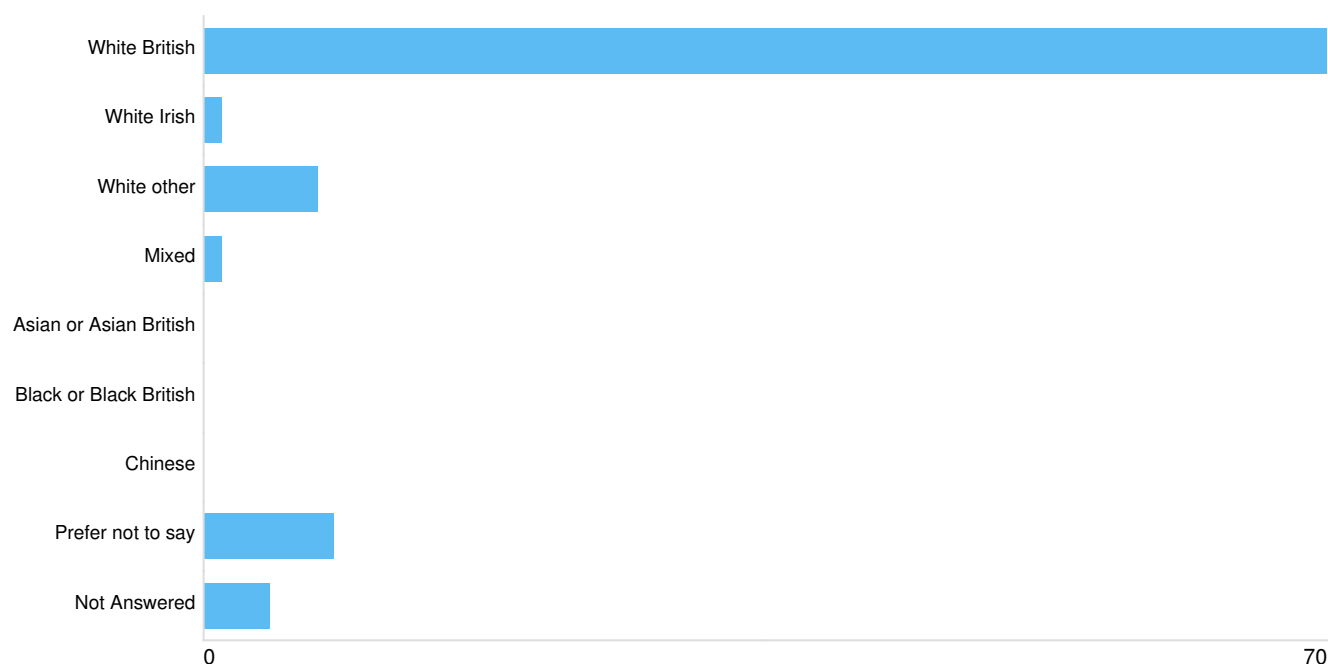
Disability



| Option | Total | Percent |
|-------------------|-------|---------|
| Yes | 11 | 12.09% |
| No | 72 | 79.12% |
| Prefer not to say | 8 | 8.79% |
| Not Answered | 0 | 0.00% |

Question 6: How would you describe your ethnic background? (Please select only one item)

Ethnicity



| Option | Total | Percent |
|------------------------|-------|---------|
| White British | 70 | 76.92% |
| White Irish | 1 | 1.10% |
| White other | 7 | 7.69% |
| Mixed | 1 | 1.10% |
| Asian or Asian British | 0 | 0.00% |
| Black or Black British | 0 | 0.00% |
| Chinese | 0 | 0.00% |
| Prefer not to say | 8 | 8.79% |
| Not Answered | 4 | 4.40% |

Other ethnic background - please describe:

There was **1** response to this part of the question.

Question 7: What is the first part of your postcode? (e.g. NR4)

Postcode

There were **89** responses to this part of the question.

Appendix D

CtL Analysis of Free Text Responses for St Giles Street Survey

Main Themes and Officer Responses

Question 1: Sustainable urban drainage/area for more seating. To what extent do you like or dislike this proposal?

| Main Objecting themes | Total | Officer Response |
|---|-------|---|
| There were a small number of objections to this question, but the main issues raised were a negative impact on businesses and increased noise/litter due to additional seating. | 13 | It is noted below that outdoor seating received a similar level of support. It is hoped that improving the area will attract more people to visit it which will have a positive impact on local businesses. The potential for outdoor seating for hospitality businesses is part of this. |

| Main Supporting themes | Total |
|-------------------------------------|-------|
| <i>More outdoor seating is good</i> | 15 |
| <i>Safer area for everyone</i> | 11 |

Question 2: Raised table pedestrian crossing aligned to pedestrian desire line. To what extent do you like or dislike this proposal?

| Main Objecting themes | Total | Officer Response |
|--|-------|--|
| There were a small number of objections to this question although 10 respondents thought that no change is needed and difficulty parking and | 15 | The detailed design of the crossing point will be carefully considered to ensure that access to buildings is not impeded. This proposal seeks to enhance conditions for pedestrians. |

| | | |
|--------------------------------------|--|--|
| accessing buildings was also raised. | | |
|--------------------------------------|--|--|

| Main Supporting themes | Total |
|---|--------------|
| <i>Makes the area safer by slowing traffic.</i> | 22 |

Question 3: Seating on widened pavements outside cafes and dining areas to generate business, activity and interest. To what extent do you like or dislike this proposal?

| Main Objecting themes | Total | Officer Response |
|---|--------------|---|
| There were a small number of objections to this question, but the main objections were that it only supports hospitality businesses and that the proposals can cause hazards and block footpaths. | 17 | <p>Although it is noted that the measures are likely to have a positive impact on hospitality businesses it is hoped that improvements to the area and benefits to hospitality will also lead to more people visiting other businesses on the Street.</p> <p>As part of the outdoor seating licence application the physical extent of outdoor seating will be determined and will ensure that adequate space is available for pedestrians.</p> |

| Main Supporting themes | Total |
|---|--------------|
| <i>Supports businesses with a vibrant environment</i> | 26 |
| <i>More attractive area</i> | 13 |

Question 4: Car parking is balanced on both sides of the street and arranged to serve the businesses needs for loading and parking. To what extent do you like or dislike this proposal?

| Main Objecting themes | Total | Officer Response |
|------------------------------------|--------------|--|
| Parking/traffic should be removed. | 12 | The proposal seeks to maintain a balanced design to enable some parking to remain. Further consultation will take place on the detailed proposal before the scheme is implemented. |

| Main Supporting themes | Total |
|--|--------------|
| <i>No reduction in disabled parking and loading bays</i> | 13 |

Question 5: Crossing points along the street are highlighted by tree planting and aligned to maximise pedestrian movement. To what extent do you like or dislike this proposal?

| Main Objecting themes | Total | Officer Response |
|--|--------------|---|
| There were a small number of objections to this question and the main one was concerns that trees may restrict visibility of pedestrians to motorists. | 8 | The locations and types of trees installed will consider visibility requirements. |

| Main Supporting themes | Total |
|---|--------------|
| <i>Improved attractiveness and environment</i> | 22 |
| <i>Improved safety and priority for pedestrians</i> | 16 |

Question 6: Widened pavements prioritise pedestrian movement through the street. To what extent do you like or dislike this proposal?

| Main Objecting themes | Total | Officer Response |
|--|-------|---|
| There were a small number of objections to this question, the main one being that there is no need to make the change. | 8 | The current footways along St Giles are narrow in a number of places and there is a wide carriageway. Reallocation of the highway space available will benefit those walking in the area. |

| Main Supporting themes | Total |
|--|-------|
| <i>Increases safety/priority for pedestrians</i> | 24 |

Question 7: Redesign Upper St Giles with high quality pedestrian priority. To what extent do you like or dislike this proposal?

| Main Objecting themes | Total | Officer Response |
|---|-------|--|
| There were a small number of objections to this proposal, the main one being concern about a reduction in the number of parking spaces. | 9 | The proposal aims to improve conditions for walking and currently the concept includes providing for some parking. It is noted that in Question 4 of this survey 12 respondents felt that parking/traffic should be removed. |

| Main Supporting themes | Total |
|--|-------|
| <i>Safer for pedestrians and cyclists</i> | 23 |
| <i>Creates a more vibrant and friendly environment</i> | 12 |

