

Joint Committee for Transforming Cities Fund Projects

Date: 10 June 2021
Time: 2pm
Venue: MS Teams (virtual meeting)

To view the meeting please follow this link:

<https://youtu.be/dLbxzWSDPac>

Members of the Committee and other attendees: **DO NOT** follow this link, you be sent a separate link to join the meeting.
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Membership

Cllr Martin Wilby (Chairman)

Norfolk County Council

Cllr Sue Lawn

Broadland District Council

Peter Joyner

New Anglia Local Enterprise Partnership (LEP)

Cllr Kay Mason-Billig

South Norfolk District Council

Cllr Emma Corlett

Norfolk County Council

Cllr Mike Stonard

Norwich City Council

Cllr Barry Stone

Norfolk County Council

Cllr Ian Stutely

Norwich City Council

Cllr Brian Watkins

Norfolk County Council

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

Hollie Adams on 01603 223029

or email committees@norfolk.gov.uk

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A g e n d a

1 To receive apologies and details of any substitute members attending

2 Election of Vice Chair

3 Minutes

(Page 4)

To confirm the minutes of the meeting held on 23 March 2021

4 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.

- 5 To receive any items of business which the Chairman decides should be considered as a matter of urgency**
- 6 Connecting the Norwich Lanes (Page 7)**
Report by the Director of Highways & Waste
- 7 Grapes Hill Roundabout (Page 20)**
Report by the Director of Highways & Waste
- 8 Cromer Road & Aylsham Road (Page 58)**
Report by the Director of Highways & Waste
- 9 Norwich Rail Station Mobility Hub (Page 96)**
Report by the Director of Highways & Waste
- 10 St Stephens Street (Page 142)**
Report by the Director of Highways & Waste

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

Date Agenda Published: 10 February 2021



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Joint Committee for Transforming Cities Funds Minutes of the Meeting Held on 23 March 2021 at 3.12pm on Microsoft Teams (virtual meeting)

Present:

Cllr Martin Wilby (Chairman)
Cllr Barry Stone (Vice-Chairman)
Peter Joyner
Cllr Mike Stonard
Cllr Ian Stutely
Cllr Brian Watkins

Representing:

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

Substitute Members Present:

Cllr Danny Douglas for Cllr Steve Morphew

Representing:

Norfolk County Council

Officers Present:

Hollie Adams
David Allfrey
Amy Cole

Alex Cliff

Tim Osborn
Stuart Payne
Jeremy Wiggin

Role

Committee Officer, Norfolk County Council
Infrastructure Delivery Manager, Norfolk County Council
Project Engineer (Infrastructure Delivery), Norfolk County Council
Highway Network and Digital Innovation Manager, Norfolk County Council
Project Engineer, Norfolk County Council
Associate (WSP), Norfolk County Council
Transport for Norwich Manager, Norfolk County Council

1. Apologies for Absence

- 1.1 Apologies were received from Cllr Lana Hemsall, Cllr Kay Mason-Billig and Cllr Steve Morphew (Cllr Danny Douglas substituting).
- 1.2 The Chairman apologised for the late start of the meeting caused by technical difficulties.

2. Minutes of last meeting

- 2.1 The minutes of the meeting held on 18 January 2021 were agreed as an accurate record.

2.2 Matters arising from the minutes

- A Joint Committee Member noted that in the minutes of the 18 January 2021, using new methodology to survey travel patterns, funded from innovation money had been discussed, and queried how quickly this approach could be used for Transforming Cities. The Highway Network and Digital Innovation Manager agreed that this could be brought forward, dependent on funding, and possibilities on how it could be rolled out could be explored. Officers agreed to include figures

on modal shift in future reports to the Joint Committee.

3. Declarations of Interest

- 3.1 No interests were declared.

4. Items received as urgent business

- 4.1 No urgent business was discussed.

5. Transforming Cities - South Park Avenue

- 5.1 The Joint Committee received the report setting out proposals for South Park Avenue which had been subject to public consultation during January – February 2021; the report recommended that the scheme was approved for construction and that the statutory procedures to implement the zebra crossing and any amendments to existing Traffic Regulation Orders were commenced

- 5.2 The following points were discussed and noted:

- A Joint Committee Member raised concerns that the likely introduction of charging for parking in Eaton Park and possible increase in demand for student accommodation after the pandemic had not been factored into planning for the scheme. The Joint Committee Member felt that if parking charges were introduced, double yellow lines should be installed on the housing side of South Park Avenue; if not he believed the scheme would not provide good value for money and would affect pedestrian safety.
- The Transport for Norwich Manager replied that officers were aware of the proposals put forward in this area and were committed to work with Norwich City Council. Officers would monitor the public's reaction to changes related to parking in Eaton Park and would work with elected Members on this issue as changes arose.

- 5.3 With 6 votes for and 1 abstention the Joint Committee **AGREED**:

1. To **APPROVE** the proposals for South Park Avenue as shown in Appendix B of the report.
2. To **COMMENCE** the statutory procedures associated with the legal notice for the zebra crossing and any amendments required to existing Traffic Regulation Orders.

6. Transforming Cities - King Street

- 6.1 The Joint Committee received the report setting out proposals for King Street, previously presented at the December 2020 Transforming Cities Joint Committee meeting, requesting permission to undertake further consultation which took place in January 2021. The proposals presented in this report and attachments had been subjected to only minor changes following the latest consultation.

- 6.2 The following points were discussed and noted:

- The consultation carried out in January 2021 had received 34 responses. The scheme was judged to be good value for money in line with Government guidance.

- Concern was noted about narrowing of the carriageway and the potential impact of this on cyclists travelling against opposing traffic. The Transport for Norwich Manager clarified that the proposed width of the carriageway was designed to accommodate 2-way vehicular traffic, and the dominant flow of traffic on this road was cyclists; therefore, officers were confident that the cycling environment would be improved by the proposals.
- It was reported that the Local Community Group were using speed cameras to make drivers more aware of urban speeding and improve the cycling and walking environment on King Street.

6.3 The Joint Committee **APPROVED** the proposals, as shown in Appendices A and B of the report, for construction.

The Meeting ended at 15.26

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



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Transforming Cities Joint Committee

Item No: 6

Decision making report title:	Connecting the Norwich Lanes
Date of meeting:	10 June 2021
Responsible Cabinet Member:	Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure and 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
<p>Executive Summary</p> <p>The Department for Transport has awarded Norfolk County Council capital funding from the Transforming Cities Fund (TCF). Norfolk County Council's successful application is based on a vision to "Invest in clean and shared transport creating a healthy environment, increasing social mobility and boosting productivity through enhanced access to employment and learning".</p> <p>It is proposed to deliver a number of highway improvements 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.</p> <p>Recommendations</p> <ol style="list-style-type: none"> To approve a public consultation on the Connecting the Norwich Lanes proposals as shown in Appendices A, B, C and D which includes making the temporary exclusion of general traffic on Exchange Street and St Benedict's Street permanent. 	

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. As part of the TCF programme, circa £2.1m was allocated to the “City Centre Eastbound Through-Traffic Reduction” scheme, which includes the projects numbered 2 – 9, 11 and 14 as shown in **Appendix A**. These projects would enable significantly improved conditions and facilities for those walking and cycling in the northern part of the city centre and market area by reducing through traffic along St Andrews Street and, in turn, Agricultural Hall Plain and Prince of Wales Road.
- 1.3. In July 2020, in response to the COVID-19 pandemic, a number of Temporary Traffic Regulation Orders (TTROs) were introduced in the city centre in St Benedict’s Street and Exchange Street using funding from the government’s Emergency Active Travel Fund. General traffic, other than for access to property, loading and emergency access, was prohibited and some of the road space was reallocated to provide more space for social distancing. Some businesses were granted licences for pavement cafes. Prior to the TTRO, Exchange Street was one-way for all vehicles and part of a cross-city centre traffic route bisecting an otherwise pedestrian priority network of streets in Norwich Lanes.
- 1.4. In addition to the funding sources outlined above, other funding has been secured through the Towns Fund, Sustrans, developers and COVID recovery and a number of proposals have been developed for projects in the Norwich Lanes area that seek to improve the environment for walking and cycling.

2. Proposals

- 2.1. It is proposed to deliver a number of highway improvement schemes as part of a holistic programme, which we have called “Connecting the Norwich Lanes”. This programme will bring the TCF funded schemes together with those funded from other sources to enable a co-ordinated approach to consultation, assessment, design and delivery. The full package of proposed schemes can be viewed in **Appendix B**.
- 2.2. The focus of the programme is the Norwich Lanes area, which is a cluster of independent businesses located along medieval streets. By making the area more pleasant for walking and cycling, the project aims to support the local economy and enhance the unique heritage of the area. This will be achieved by diverting traffic onto more suitable routes and reducing through traffic in this area, providing more space for walking and cycling.
- 2.3. These proposals include making the current temporary exclusion of general traffic on St Benedict’s Street and Exchange Street permanent. The proposal will allow Exchange Street to be available to general traffic if required during periods of restrictions on the nearby road network or in the event of emergencies.
- 2.4. This report seeks approval to conduct a public consultation on the Connecting the Norwich Lanes proposals, so that the views of the public and stakeholders on the principle of the proposals can be understood at an early stage. The feedback from

this will then be brought back to a future Committee meeting for consideration and agreement as to the next steps in delivery.

- 2.5. The Connecting the Norwich Lanes programme will be governed in accordance with the arrangements already in place for the wider TCF programme.
- 2.6. An outline summary of the proposals is presented in **Table 1**.

Table 1: Proposals set out in the “Connecting the Norwich Lanes” programme

Ref.	Scheme Name	Approximate Cost / Funding Source	Reason for inclusion
1a	Redesign Exchange Street with a high-quality pedestrian priority treatment to link St Andrews car park with the marketplace	£1.2m - currently unfunded	Existing narrow paths unsuitable for the levels of pedestrian use. To complement scheme 1b.
1b	Make the temporary exclusion of general traffic in Exchange Street permanent, allowing cycling in both directions	£11,500 – Active Travel Fund	Provide better conditions for walking & cycling and to complement the TCF funded package of schemes listed below
2	Require residual vehicles to turn left from Exchange Street into St Andrews Street	£27,000 - TCF	Part of TCF schemes which removes the eastbound traffic route across the city centre from Grapes Hill roundabout to Foundry Bridge in order to substantially improve conditions for walking and cycling in the northern part of the city centre
3	Require vehicles to turn left from Charing Cross into Duke Street removing the eastbound traffic route across the city centre	£470,000 – TCF	To prevent traffic cutting across the city centre from Barn Rd to Foundry Bridge and to complement the package of TCF funded schemes
4	Widen footways on St Andrews Street, plant trees and install two-way cycle track enabled by much lower traffic level in St Andrews Street	£1.1m - TCF	To substantially improve the environment for walking and cycling in the area

5	Remove traffic signals and install zebra crossing over St Andrews Street	£125,000 - TCF	To improve the environment for walking
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.	£225,000 – TCF	To improve the environment for walking and cycling
7	Provide loading bays in Charing Cross	£55,000 – TCF	To ensure businesses' servicing needs are met
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	£780,000 – TCF	To provide better cycling infrastructure away from the busy car park entrance and complement scheme 6
9	Provide crossing over Duke Street on alignment of riverside walk for pedestrians and cyclists	£60,000 – TCF	To complement scheme 10
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. Design concept shown in Appendix D.	£1.81m - £709,000 Sustrans/DfT, Paths for Everyone, £1.101m currently unfunded	This is the only section of river frontage in the city centre that lacks a path. This will benefit pedestrians, including students travelling between campuses and will also be suitable for cycling
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	£60,000 – TCF	To improve the environment for walking and cycling
12	Widen footway on the east side of Duke Street between Colegate and Muspole Street	£1.0m - currently unfunded	The existing footway is narrow so this will improve environment for walking
13	Install zebra crossing and prevent traffic turning left from Duke Street into St Mary's Plain	£70,000 – currently unfunded	To better cater for pedestrian desire lines and enable more footway continuity on the west side of Duke St

14	Reverse traffic flow and cycle contraflow on Muspole Street	£10,000 – TCF	To prevent motorists bypassing the St Andrews Street eastbound restrictions as proposed in schemes 2 and 3
15	Make temporary traffic restrictions on St Benedict's Street permanent	£16,000 – Active Travel Fund	To improve conditions for walking and prevent St Benedict's being used as a cross-city centre route for general traffic
16	Redesign Upper St Giles with high quality pedestrian priority treatment and wider footways	£1.0m - currently unfunded	To improve the environment for walking and complement schemes 17 and 18
17	Install zebra crossing over Cleveland Road from Upper St Giles to Bethel Street	£51,000 – Norfolk CC	To remove severance for pedestrians between Upper St Giles and Bethel Street
18	Widen footways, plant trees and provide parking and loading bays on both sides of St Giles Street. Design concept shown in Appendix C.	£1.745m - business case submission made for Towns Fund	Reallocation of space – currently wide carriageway with narrow footways. Complements schemes 1a and 1b.
19	Reverse traffic flow and cycle contraflow on Upper Goat Lane	£10,000 – currently unfunded	To prevent motorists bypassing the Exchange Street traffic restriction proposed in scheme 1b

3. Impact of the Proposal

- 3.1. Initial traffic modelling has been undertaken to identify the impacts of a number of these schemes. This has highlighted that the restrictions to general traffic on Exchange Street and St Andrews Street complement other TCF-funded schemes at Grapes Hill and Norwich rail station (Foundry Bridge). More detailed traffic modelling that considers the wider impacts of all the schemes as a package will be undertaken and reported back to committee for consideration.
- 3.2. The proposal to remove general through traffic from the city centre and enhance walking and cycling accord with the aims of the TCF programme, the DfT's recently issued guidance to promote walking and cycling¹ and the City Centre Public Space Plan.²

¹ DfT 'Gear Change – A Bold Vision for Walking and Cycling' (2020)

² https://www.norwich.gov.uk/downloads/file/6958/norwich_city_centre_public_spaces_plan

- 3.3. Improving the quality of the public space in the Norwich Lanes area will also help to support the local economy's recovery from the COVID-19 pandemic.

4. Evidence and Reasons for Decision

- 4.1. There is already governance in place for the wider TCF programme that will enable an efficient delivery of the Connecting the Norwich Lanes programme. This will also help to ensure consistency throughout the consultation and delivery process.
- 4.2. Consulting on the schemes as one package will make the proposals clearer and more transparent for consultees, resulting in more meaningful feedback which will help to ensure the delivery of good quality schemes.

5. Alternative Options

- 5.1. An alternative option would be to deliver each scheme separately rather than as part of a package. However, this approach would require multiple consultations with the same audience and the interactions between individual schemes would be harder to identify and communicate. By considering the schemes as a single programme, the impacts of each scheme can be considered in relation to others and allows for easier engagement with the public and stakeholders. It also provides more joined up development and delivery. Therefore, delivering each scheme separately has been discounted.

6. Financial Implications

- 6.1. **Table 1** outlines an indicative cost and funding source for each of the proposals within the programme. Managing the schemes as part of an integrated programme will help to deliver efficiencies through the design and delivery process.
- 6.2. Where funding is provided by Norwich City Council the County Council will be commissioned to deliver the schemes.
- 6.3. For those elements of the programme that are currently unfunded, work is underway seeking to secure finance from other sources, including Community Infrastructure Levy (CIL), Towns Fund and Section 278 funds. The financial position in relation to each element of the programme will be made clear during the public consultation.

7. Resource Implications

7.1. Staff:

The schemes will be designed and delivered utilising existing resources, working in conjunction with Norwich City Council staff.

7.2. Property:

None.

7.3. IT:

None.

8. Other Implications

8.1. Legal Implications:

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

8.2. Human Rights implications:

Not applicable.

8.3. Equality Impact Assessment (EqIA)

Norfolk County Council has a duty to pay due regard to equality when exercising its public functions. In promoting this scheme, we have considered the potential impact on local people, particularly disabled and older people and parents and carers of children, and others who may have needs when using the highways. Preliminary consultation on the scheme will take place, to enable people to highlight any issues it is important for NCC to be aware of before a decision is made.

An EqIA has been carried out for the overall TCF2 programme (of which the Eastbound Traffic Reduction scheme is part) and individual EqIAs will be carried out for discrete schemes which may have differing considerations.

8.4. Health and Safety implications:

The proposals are intended to improve health and wellbeing in Norwich by promoting more active travel options. Providing more space for walking and cycling and reducing through traffic will reduce the potential for conflict between vulnerable users and vehicles.

8.5. Sustainability implications:

The objectives of the Connecting the Norwich Lanes programme 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 and should help to reduce private vehicle mileage.

8.6. Any other implications:

None.

9. Risk Implications/Assessment

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

10. Select Committee comments

- 10.1. Not applicable.

11. Recommendation

- 11.1. To approve a preliminary public consultation on the Connecting the Norwich Lanes proposals as shown in Appendices A, B, C and D which includes making the temporary exclusion of general traffic on Exchange Street and St Benedict's Street permanent.

12. Background Papers

None

Officer Contact

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

Officer name: Amy Cole **Tel No.:** 01603 638116

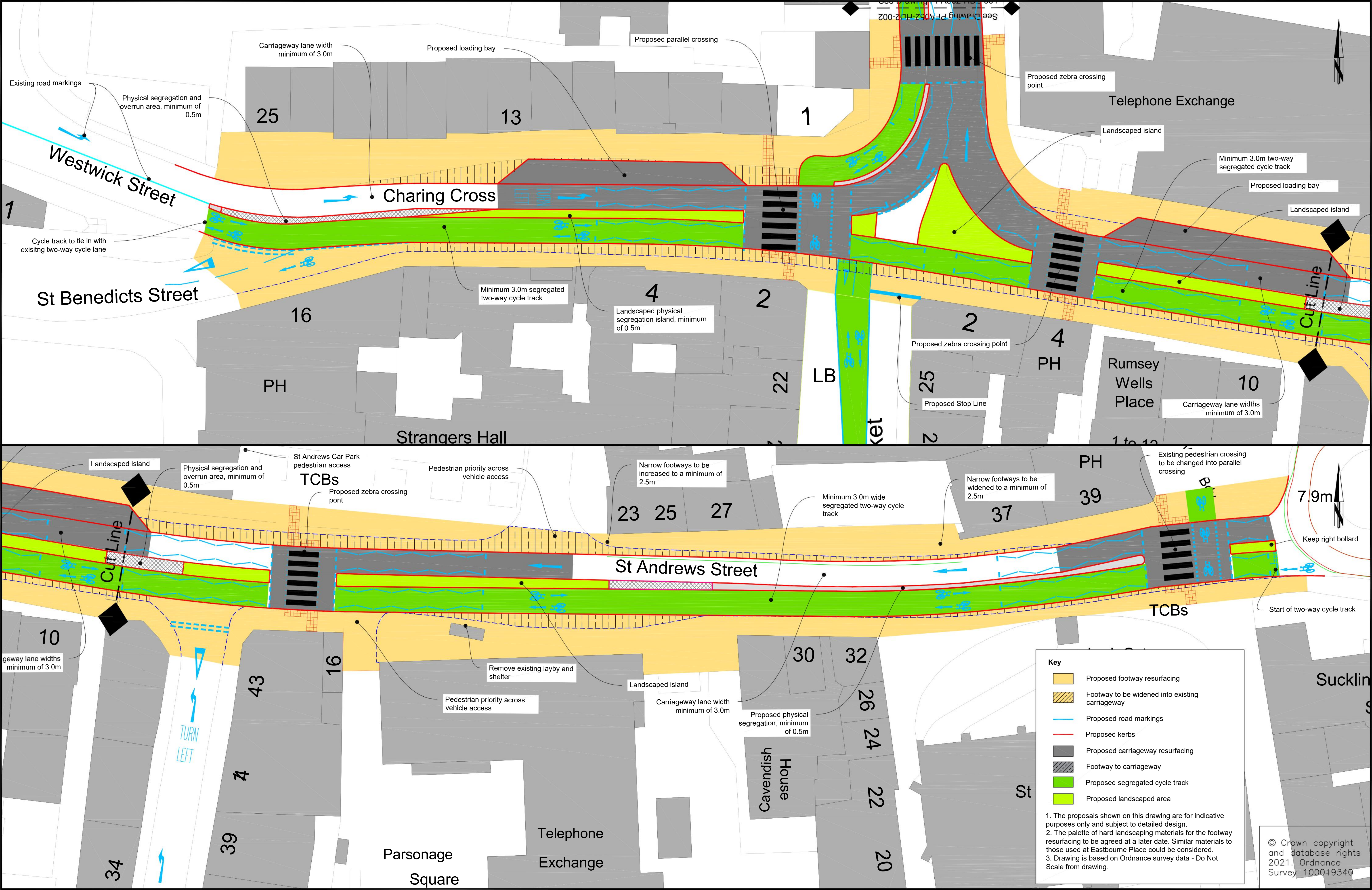
Email address: Amy.cole@norfolk.gov.uk

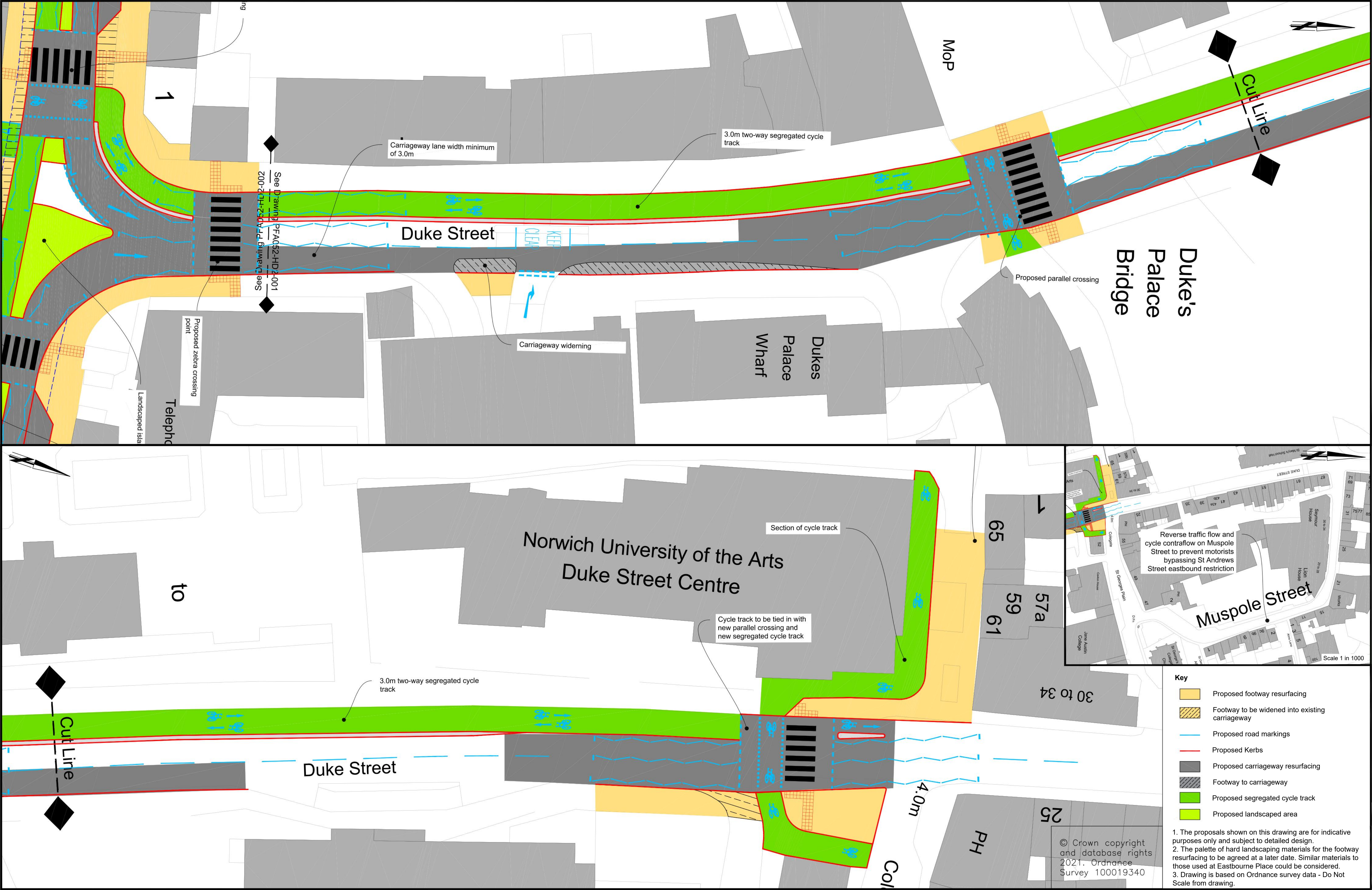
Officer name: Jeremy Wiggin **Tel No.:** 01603 223117

Email address: Jeremy.wiggin@norfolk.gov.uk



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Key

- Proposed footway resurfacing
- Footway to be widened into existing carriageway
- Proposed road markings
- Proposed Kerbs
- Proposed carriageway resurfacing
- Footway to carriageway
- Proposed segregated cycle track
- Proposed landscaped area

1. The proposals shown on this drawing are for indicative purposes only and subject to detailed design.
2. The palette of hard landscaping materials for the footway resurfacing to be agreed at a later date. Similar materials to those used at Eastbourne Place could be considered.
3. Drawing is based on Ordnance survey data - Do Not Scale from drawing.

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.



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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 B

-  Pedalways new route
-  Pedalways former route
-  Boundary of Norwich Lanes

- 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

St Giles

Towns Fund Public Realm Scheme

Design Concept

- 1 New zebra crossing with build out and sustainable urban drainage
- 2 Raised table pedestrian crossing aligned to pedestrian desire line
- 3 Outside seating features on widened footpaths outside cafes and dining areas create an active
- 4 Car parking is balanced on both sides of the street and arranged to serve the businesses needs for loading and parking
- 5 Crossing points along the street are highlighted by tree planting and aligned to maximise pedestrian movement
- 6 Widened footpaths prioritise pedestrian movement through the street



Seating and planting create focal spaces along the street and provide greater flexibility for businesses



5. DESIGN PROPOSAL

INDICATIVE IMAGE



DOCUMENT: RIBA STAGE 1 FEASIBILITY REPORT

SECTION: INITIAL DESIGN PROPOSAL

REVISION: A

DATE: SEPTEMBER 2020

Transforming Cities Joint Committee

Item No: 7

Decision making report title:	Grapes Hill roundabout
Date of meeting:	10 June 2021
Responsible Cabinet Member:	Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure and Transport)
Responsible Director:	Grahame Bygrave (Director of Highways & Waste)
Is this a key decision?	No
<p>Executive Summary</p> <p>The Department for Transport has awarded Norwich £32m capital funding through the Transforming Cities Fund (TCF). The County Council agreed the application through Cabinet and the TCF Joint Committee, and the bid was based on a range of projects aimed at improving 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 proposals for Grapes Hill Roundabout have been subject to a public consultation during March 2021 and this report recommends that the scheme is approved for construction and that the statutory procedures to implement the required Traffic Regulation Orders is commenced.</p> <p>Recommendations</p> <ol style="list-style-type: none"> 1. To approve the proposals for Grapes Hill Roundabout as shown in Appendix B. 2. To carry out the statutory procedures associated with the legal notices for the proposed toucan crossing and amendments required to existing pedestrian and cycle route. 	

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 proposals for Grapes Hill roundabout were presented at the February 2021 Transforming Cities Joint Committee. The committee was asked to approve consultation on the proposals and consultation was carried out in March 2021. Local residents and key stakeholders were invited to take part in an online survey. The survey generated 192 responses and a number of additional direct representations were made by letter and email. A summary of these responses is outlined in Section 3.
- 1.3. Located on the inner ring road as shown in **Appendix A**, this busy junction is used by a significant proportion of the bus network, including all bus services serving the west of the city, including the Norwich Research Park (NRP), University of East Anglia (UEA) and the Norfolk & Norwich University Hospital (NNUH). This equates to around 50 bus journeys per hour through the junction, carrying in excess of 150,000 passengers a week. Journey times for buses through this junction have deteriorated over recent years with significant variations in journey times being experienced, as well as peak time delays of over 20 minutes on occasion.

2. Summary of Consultation Responses

- 2.1. Consultation took place on the proposals between 5th and 28th March 2021 which included residents, statutory consultees and other stakeholders. Please refer to **Appendix C** (Consultation Letter) and **Appendix D** (Consultation Plan).
- 2.2. An online survey was carried out as part of the consultation to which 192 responses were received (not all respondents answered all questions). The summary report of responses can be found in **Appendix E**.
- 2.3. In relation to the proposal to remove traffic signals from the roundabout (Question 1) 60.9% of respondents chose 'like it very much' or 'like it' with 27.1% choosing 'dislike it' or 'strongly dislike it'
- 2.4. On the proposal to widen the existing cycle crossing on Chapelfield Road (Question 2) 51.0% of respondents chose 'like it very much' or 'like it' with 19.8% choosing 'dislike it' or 'strongly dislike it'
- 2.5. In relation to the proposal to widen the entrance to Chapelfield Gardens (Question 3) which relates to above widening of the cycle crossing, 58.9% of respondents chose 'like it very much' or 'like it' with 12.0% choosing 'dislike it' or 'strongly dislike it'
- 2.6. In relation to the proposal to introduce new shared-use pedestrian/cycle paths (Question 4) 32.8% of respondents chose 'like it very much' or 'like it' with 44.3% choosing 'dislike it' or 'strongly dislike it'.

- 2.7. On the proposal to introduce a new 3.6m wide staggered pedestrian/cycle Toucan crossing (Question 5) 42.7% of respondents chose 'like it very much' or 'like it' with 26.6% choosing 'dislike it' or 'strongly dislike it'
- 2.8. Questions 6 to 9 asked about other elements of the proposals, regarding uncontrolled crossings, a cycle lane and footway widening. In all cases but one (new uncontrolled crossing for cycles) there was more support than opposition to these proposals.
- 2.9. Question 10 asked to what extent do you like or dislike these proposals overall. 53.1% of respondents chose 'like it very much' or 'like it' with 31.8% choosing 'dislike it' or 'strongly dislike it'
- 2.10. In addition to the online survey, a number of direct representations were made via email. The main stakeholder responses are summarised below:
- The Norwich Cycling Campaign opposed the provision of the proposed crossing on Convent Road and strongly opposed the proposed shared use pavement between Unthank Road and the Chapelfield Road crossing.
 - The Norwich Society do not support these proposals as they believe they would worsen existing journey times for pedestrians and bicycle users. They also object to the removal of the inbound centrally positioned cycle lane and advanced stop line on Convent Road as the removal of this useful feature is a major disbenefit to existing on-carriageway bicycle users. They also expressed concerns regarding the off-carriageway route from Unthank Road as they feel that most people cycle within the carriageway. They also express concerns over the removal of the traffic signals on the roundabout and that this will increase the speed of motor vehicles using it, with an adverse impact on other road users.
 - First Bus fully support the scheme and have outlined the importance of this scheme in achieving reductions in bus journey times and also bus journey time reliability across all of their main services. The scheme will directly impact First Bus blue line services which are currently the busiest bus services in Norfolk. The current junction causes significant fluctuations in journey times and the removal of these fluctuations as a result of the proposed scheme will be key to maintaining a constant and reliable service, enabling more people to confidently use public transport.
- 2.11. Of the 192 respondents many added free text comments, which have been reviewed in detail and are summarised in **Appendix F** along with an officer response. The main supporting themes arising from this are as follows:
- Support for the widened segregated crossing on Chapel Field Road and the wider entrance into Chapelfield Gardens as a lot of cyclists and pedestrians use this route. Responses stated that this area can become quite crowded, so a wider crossing is welcomed.
 - Support for the new staggered toucan crossing on Convent Road as this will be considerably safer and more helpful for pedestrians and cyclists.

- Support for the removal of the traffic signals on the roundabout as this will improve traffic flow.

2.12. The main objecting themes are outlined in the table below along with an officer response.

Objecting themes	Comment
<p>Objections were received regarding the removal of the inbound centrally positioned cycle lane and advanced stop line on Convent Road.</p> <p>These proposals will deter those wishing to cycle around the roundabout on carriageway.</p>	<p>The removal of the traffic signals from the roundabout means that the inbound cycle feeder lane and advanced stop line needs to be removed as well, as these are only used at signalised junctions.</p> <p>It should be noted that as this is a busy junction to navigate on-road by bike this proposal aims to create a more attractive and safer off carriageway route for cycling through the provision of the new crossing on Convent Road and the extension and widening of the existing off-road shared use path.</p> <p>The scheme has been subject to safety audit. The recommendations of which have been incorporated into the design.</p>
<p>The off-carriageway cycle route inbound from Unthank Road is unattractive in comparison with cycling on carriageway which is more direct.</p>	<p>Following consultation, the scheme has been adapted to include a widened section of shared use path alongside Convent Road which will tie into the existing shared pedestrian and cycle path which links with the Chapelfield Road crossing. This provides a greater amount of space for those cycling to remain segregated from general traffic. This proposal also provides an alternative to avoid the need to cycle with general traffic around the Convent Road / Unthank Road roundabout.</p>
<p>The proposed shared use pavement is counter to latest cycle design standards (LTN 1/20) for cycle infrastructure - In urban areas, the conversion of a footway to shared use should be regarded as a last resort. Shared use facilities are generally not</p>	<p>In response to the consultation we have further considered removal of one of the outbound lanes on the approach to the Convent Road roundabout to enable provision of a new wider off carriageway shared use path providing more space for those cycling and walking which connects to the existing shared use path.</p>

<p>favoured by either pedestrians or cyclists.</p>	<p>In addition, the provision of two inbound traffic lanes on the Convent Road approach to Grapes Hill Roundabout instead of three was considered. This would have also provided space so that the existing path on the south side of Convent Road could be significantly widened to provide an off-road facility where pedestrians and cycles were segregated. However, traffic modelling showed that this option would result in increased inbound traffic queues which would be detrimental to bus journey times travelling through this junction. For this reason, this option has not been developed further at this stage.</p> <p>Full consideration has been given to the guiding principles of LTN 1/20. Whilst we are able to provide physical separation for cyclists from high volume motor traffic we are unable to physically separate pedestrians from cycles along this short stretch of the network.</p>
<p>This scheme appears to worsen journey times for pedestrians.</p>	<p>The provision of a new signalised crossing on Convent Road will provide a much safer crossing for those walking from Earlham Road. This is the overriding reason for this type of crossing being proposed.</p>
<p>The scheme should include specific bus priority measures, such as a dedicated bus/cycle lane on the inbound Convent Road approach to the roundabout.</p>	<p>The proposals are forecast to reduce journey times for buses by up to 2 minutes during the morning peak and up to 7 minutes in the evening peak. In addition, the modelling shows a considerable reduction in the variation of bus journey times.</p> <p>A bus lane on the Convent Road approach to the Grapes Hill roundabout was considered, which would need to be in the centre lane in order to provide smooth passage to Chapel Field North. However, this option increases the likelihood of conflict between buses travelling to Chapel Field North in the</p>

	<p>middle lane and vehicles traveling to Cleveland Road in the right-hand lane.</p> <p>In addition, a bus lane along Convent Road would result in increased inbound traffic queues along Unthank Road and Earlham Road which would be detrimental to bus journey times approaching this junction.</p> <p>Due to these concerns associated with this proposal, this option was not developed further.</p>
Concern that removal of the traffic signals on the roundabout will increase the speed of motor vehicles using it and there will be no breaks in traffic to pull out with an adverse impact on cyclists.	<p>Traffic assessments show that gaps in traffic will be sufficient for traffic to pull out, including cyclists who still wish to use the roundabout.</p> <p>It should be noted that this is a busy junction to navigate on-road by bike and this proposal has aimed to create a safer off carriageway route for cycling through the extension of the existing shared cycle path alongside Convent Road.</p>
If the predictions of faster travel time for vehicles across the roundabout are correct, this will lead to increased traffic along both Earlham Road and Unthank Road, which is highly undesirable.	This significant improvement in bus services using this junction will encourage more people to adopt the use of public transport for their regular journeys reducing the number of single occupancy private vehicles using the network. This will help to reduce congestion and the associated emissions on this corridor helping to improve air quality in the city.
The scheme does not represent value for money.	This scheme represents Very High Value for Money based on assessment criteria set out by government.

3. Updated Proposals

- 3.1. In response to the consultation we have revisited the design of the scheme to maximise the benefits to those choosing active travel whilst maintaining benefits to public transport using the roundabout. The proposals are shown in **Appendix B**.
- 3.2. Revisions to our proposals following consultation are as follows:

- The footway / cycleway on the south side of Convent Road will be widened over and above the proposals that were presented during the consultation. This will be achieved through the removal of a westbound traffic lane on Convent Road. Traffic modelling that has been undertaken indicates that there will be negligible impacts to traffic queues and journey times westbound on Convent Road and the Grapes Hill roundabout does not become blocked as a result.

4. Financial Implications

- 4.1. The total budget for the project is £333,609. This scheme represents Very High Value for Money based on assessment criteria set out by government. At this stage of scheme design, we are confident that the different elements of the project can be delivered within this budget through careful consideration of the materials used and construction methodology adopted. We are aware that the construction sector is experiencing some delay through the supply chain process, but we will work closely with our contractors to minimise any potential impacts this may have.

5. Resource Implications

5.1. Staff:

The scheme will be designed and delivered utilising existing resources.

5.2. Property:

None.

5.3. IT:

None.

6. Other Implications

6.1. Legal Implications:

NPLaw will advise on the making of noticing requirements and will confirm that actions taken to date have been compliant with the legislative requirements.

6.2. Human Rights implications:

None.

6.3. Equality Impact Assessment (EqIA)

An Equality Impact Assessment has been carried out for the overall TCF2 programme and for this individual scheme.

The Hamlet Children's Centre that works with children with disabilities and Deaf Connections which provide a range of services to support deaf people are in the vicinity of the proposals and were included in the consultation for this scheme.

6.4. **Health and Safety implications**

The proposed scheme has been designed to improve the safety of highway users. Two Road Safety Audits have been carried out, the recommendations of which have been incorporated into the proposed scheme plan in **Appendix B**.

6.5. **Sustainability implications**

The proposal will reduce journey times for buses, improve the reliability of bus journeys, and improve the environment for cycling and walking in this area, which is in accordance with the vision set out in our TCF application.

6.6. **Any other implications:**

None

7. **Risk Implications/Assessment**

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

8. **Select Committee comments**

- 8.1. Not applicable.

9. **Recommendations**

- 9.1. **1. To approve the proposals for Grapes Hill Roundabout as shown in Appendix B.**
- 2. To carry out the statutory procedures associated with the legal notices for the proposed toucan crossing and amendments required to existing pedestrian and cycle route.**

10. **Background Papers**

County Council Cabinet (Nov 2019 – Item 10) – TCF original submission.

Transforming Cities Joint Committee (July 2020 – Item 5) – TCF revised submission

Cabinet Member Delegated Decision (July 2020 – Item 18) – TCF revised submission

Officer Contact

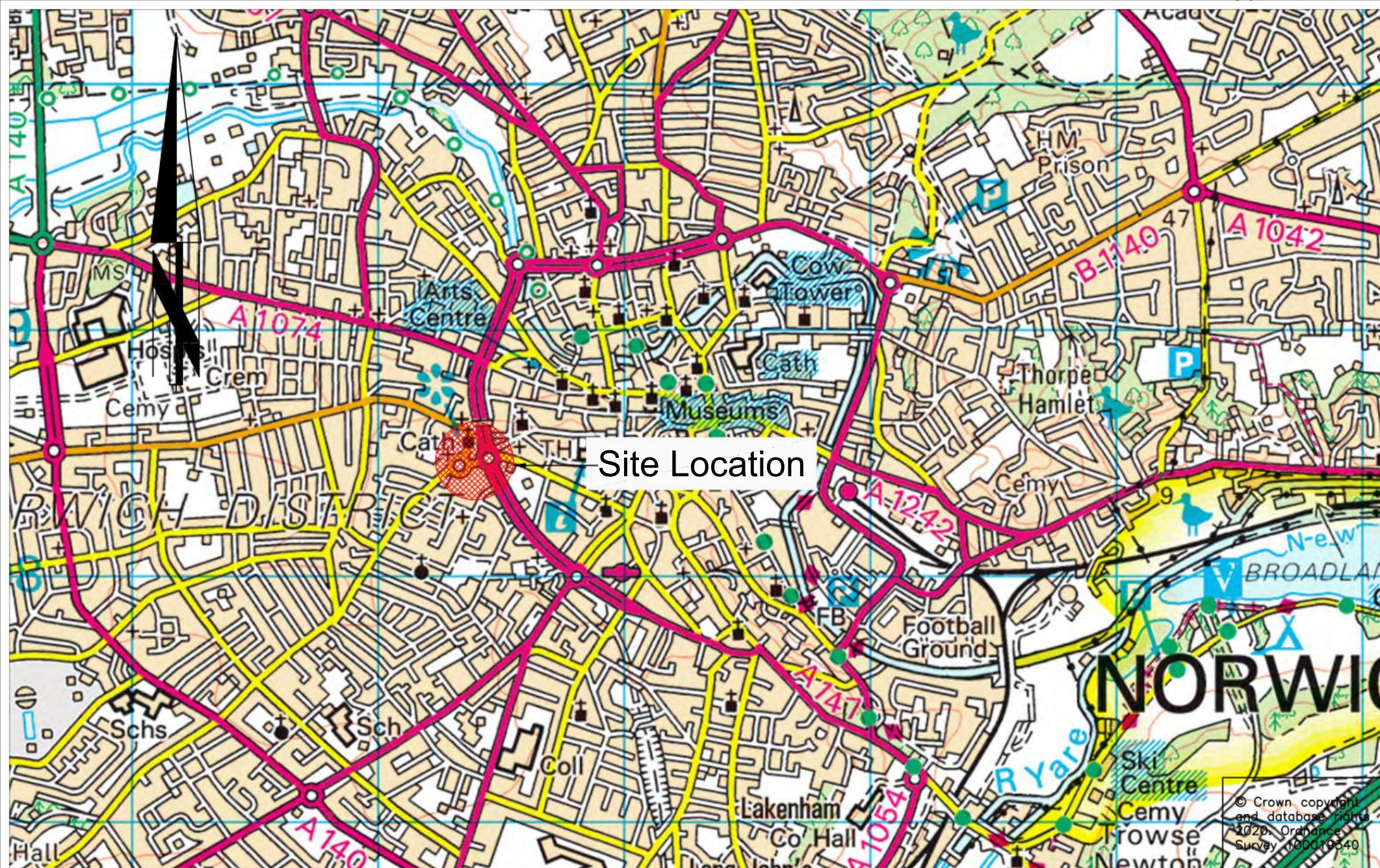
If you have any questions about matters contained in this paper, please get in touch with:

Officer name:	Durga Goutam	Tel No.:	01603 223487
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Email address:	Durga.goutam@norfolk.gov.uk		
Officer name:	Daniel North	Tel No.:	01603 224289
Email address:	daniel.north2@norfolk.gov.uk		

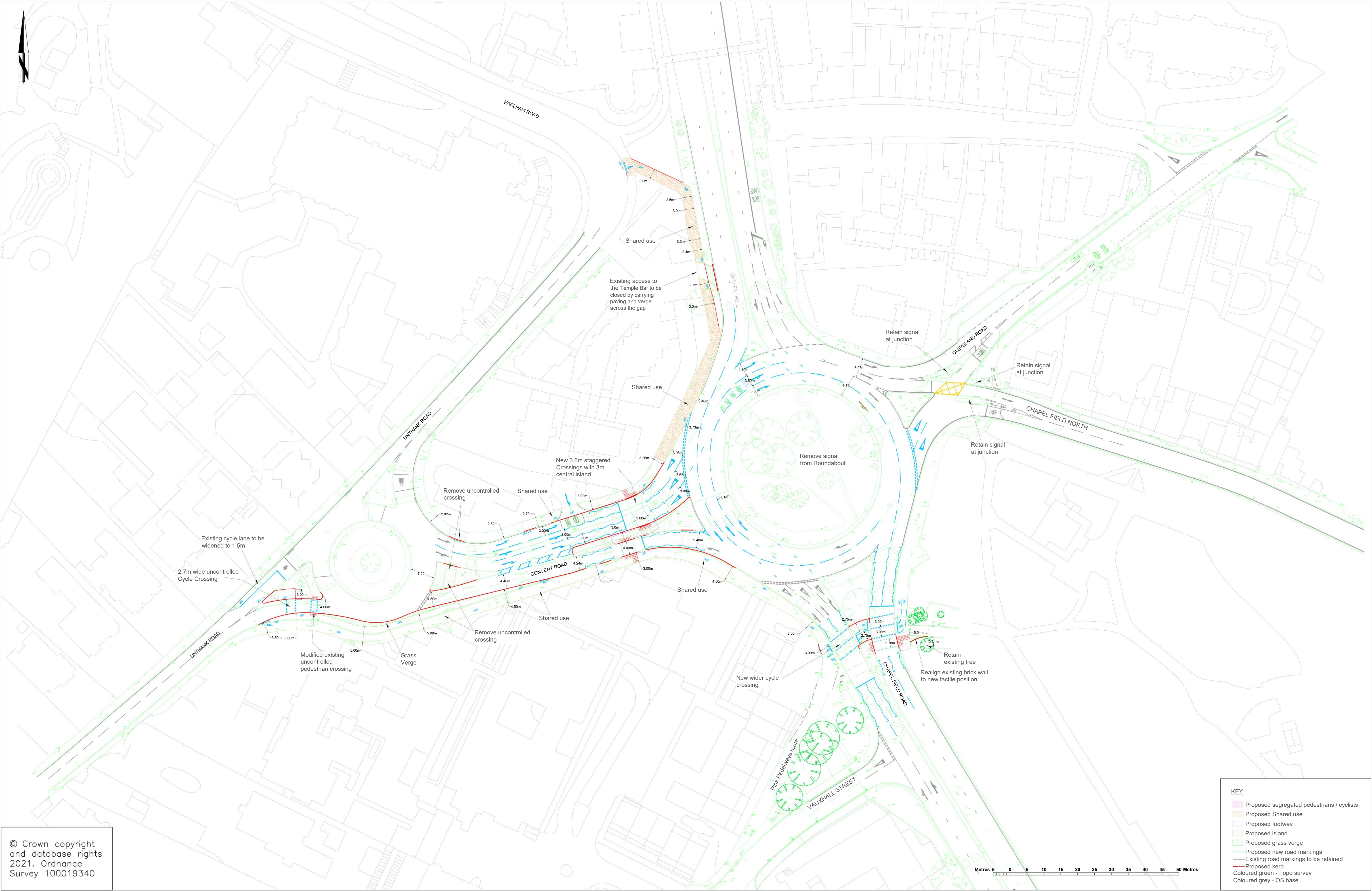


If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.



REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

	INITIALS	DATE	DRAWING No. PAJA073-ID-001	
SURVEYED BY	OS	2020	PROJECT TITLE	
DESIGNED BY	AW	11/20	TCF2 Grapes Hill Roundabout Improvements	
DRAWN BY	AW	11/20	SCALE	FILE No.
CHECKED BY	DN	11/20	NTS	RJA073



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2021. Ordnance
Survey 100019340

KEY			
	Proposed segregated pedestrians / cyclists		Proposed Shared use
	Proposed footway		Proposed island
	Proposed grass verge		Proposed new road markings
	Existing road markings to be retained		Proposed kerb
	Coloured green - Topo survey		Coloured grey - OS base

Funded by:



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

DRAWING TITLE
TCF2 GRAPES HILL ROUNDABOUT
SCHEME LAYOUT

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE
A	Updated plan following RSA1 comments	DG	DG	12/20
B	Updated plan following RSA2 comments	AW	DN	04/21
C	Updated following consultation responses	DG	DG	05/21

	INITIALS	DATE	DRAWING No. PJA073-ID-1000-C-002C	
SURVEYED BY	PC	06/2020	PROJECT TITLE	
DESIGNED BY	MC/DG/DN	08/2020	TCF2 GRAPES HILL ROUNDABOUT	
DRAWN BY	DN	08/2020	SCALE	FILE No.
CHECKED BY	DG	08/2020	1:500 @ A1	PJA073

Your Ref:
Date: 5 March 2021

My Ref: PJA073/ID/DN/01
Tel No.: 0344 800 8020
Email: transportfornorwich@norfolk.gov.uk

Dear Sir/Madam,

Transport for Norwich: consultation on proposals for Grapes Hill Roundabout

Norfolk County Council and the Transport for Norwich (TfN) partnership are asking for feedback on proposed changes to the Grapes Hill roundabout area. The aims of the scheme are to provide quicker and more reliable journeys for bus passengers through this junction and to improve pedestrian and cycle facilities in the area. We're writing to let you know how to find out more about the project and how to take part in our consultation.

What's being proposed and why

This table explains what changes we're proposing and the reasons behind them. The enclosed plan shows what the project would look like on the ground – the numbered proposed changes below correspond to the relevant points marked on the map.

	Proposal	Reason for proposal
1	Remove traffic signals from roundabout	This will have a positive impact for bus users travelling to the west of Norwich, including the UEA and along roads such as Dereham Road, Unthank Road and Earlham Road, by significantly reducing journey times and improving service reliability. Traffic modelling shows savings of around two minutes in the morning peak period and up to seven in the evening peak. It also shows reduced journey times for general traffic, saving up to four minutes in the morning peak.
2	Wider cycle crossing	This provides the additional space needed to cater for existing users and predicted increases in future users.
3	Widen entrance to Chapelfield Gardens	This removes an existing pinch-point where the entrance path is narrow.
4	New shared-use pedestrian/cycle paths	The new path around the Temple Bar pub allows those walking and cycling to use a higher quality, wider surface, which links

		to the new crossing on Convent Road. The new section of shared-use path on Convent Road extends the existing facility, allowing those cycling to remain separate from general traffic, including around the roundabout.
5	New 3.6m staggered pedestrian/cycle (Toucan) crossing	This will make the road easier to cross in a location where there is currently no formal crossing.
6	Remove existing uncontrolled crossing for pedestrians	These crossings will be replaced by the new signal-controlled Toucan crossing.
7	New uncontrolled crossing for cyclists	To connect to the widened cycle lane at the junction with Unthank Road.
8	Existing cycle lane to be widened to 1.5m	To allow more room at the junction for those cycling.
9	Footpath widened	To provide more room for those walking in the area

How to comment

There are two ways to comment on the consultation:

- Visit www.norfolk.gov.uk/grapeshill where you can complete our online survey to share your thoughts on the proposals.
- Ask for a hard copy of the survey by calling or emailing us using the details at the top of this letter. Large font and other formats are available on request.

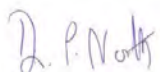
Next Steps

The deadline for comments is Sunday 28 March 2021. We will carefully consider all responses and report back to the Transforming Cities Fund Joint Committee later in the year. The committee, which is chaired by Norfolk County Council and made up of councillors from TfN partners Norwich City, Broadland District and South Norfolk councils, will then decide how to proceed with the project. The webpage above will be kept up to date with the latest progress and information.

Background

The Department for Transport (DfT) has awarded £32m of funding to TfN from the Transforming Cities Fund to deliver a range of schemes across Greater Norwich. These projects aim to improve access to jobs, training and retail by supporting improvements to sustainable modes of transport, while also responding to issues around air quality. More information about our application to the DfT and all the proposed schemes can be found at www.norfolk.gov.uk/transformingcities. You can also read more about previous, current and future TfN projects by visiting www.norfolk.gov.uk/tfn.

Yours faithfully,



Dan North, Engineer

Proposed changes

- ① Remove traffic signals from roundabout
- ② Wider cycle crossing
- ③ Widen entrance into Chapelfield Gardens
- ④ New shared-use pedestrian/cycle paths
- ⑤ New 3.6m staggered pedestrian/cycle (Toucan) crossings
- ⑥ Remove existing uncontrolled crossing for pedestrians
- ⑦ New uncontrolled crossing for cyclists
- ⑧ Existing cycle lane to be widened to 1.5m
- ⑨ Footpath widened

www.norfolk.gov.uk/grapeshill



Key

- Old kerb/verge line
- New kerb/verge line
- New shared use path

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Grapes Hill Roundabout Area



Traffic signals at
Cleveland Road
junction retained

Traffic signals at
Chapelfield North
junction retained

Traffic signals at Unthank
Road roundabout retained

Existing pedestrian
crossing point retained

Existing pedestrian
crossing point retained

Play Area

St Raphael Club

The Vauxhall Centre

The Georgian Town
30 to 34

Your views on proposed changes to the Grapes Hill roundabout area

<https://norfolk.citizenspace.com/consultation/grapeshill>

This report was created on Wednesday 05 May 2021 at 17:05

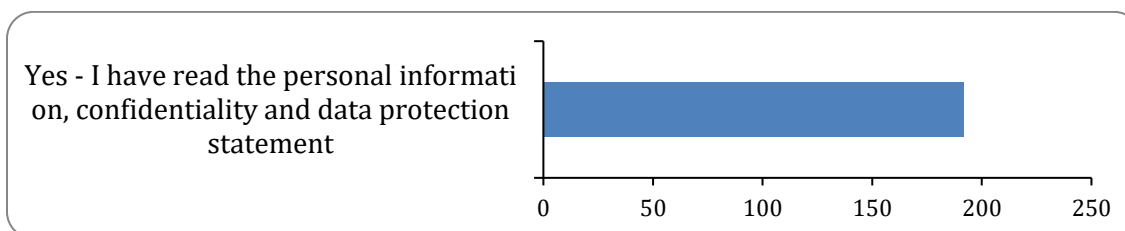
The consultation ran from 05/03/2021 to 28/03/2021

Responses to this survey: **192**

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

Data protection agreement

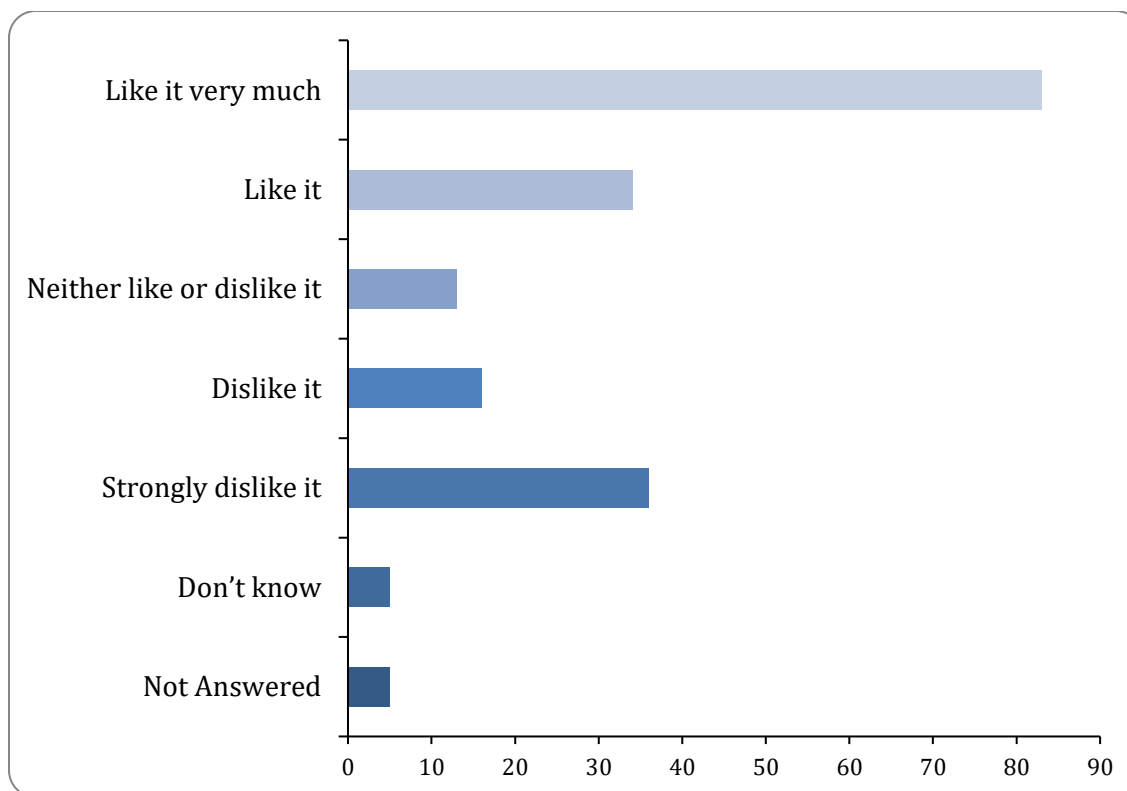
There were 192 responses to this part of the question.



Option	Total	Percent
Yes - I have read the personal information, confidentiality and data protection statement	192	100.00%
Not Answered	0	0.00%

1: Remove traffic signals from roundabout. To what extent do you like or dislike this proposal? (please select only one item)

There were 187 responses to this part of the question.



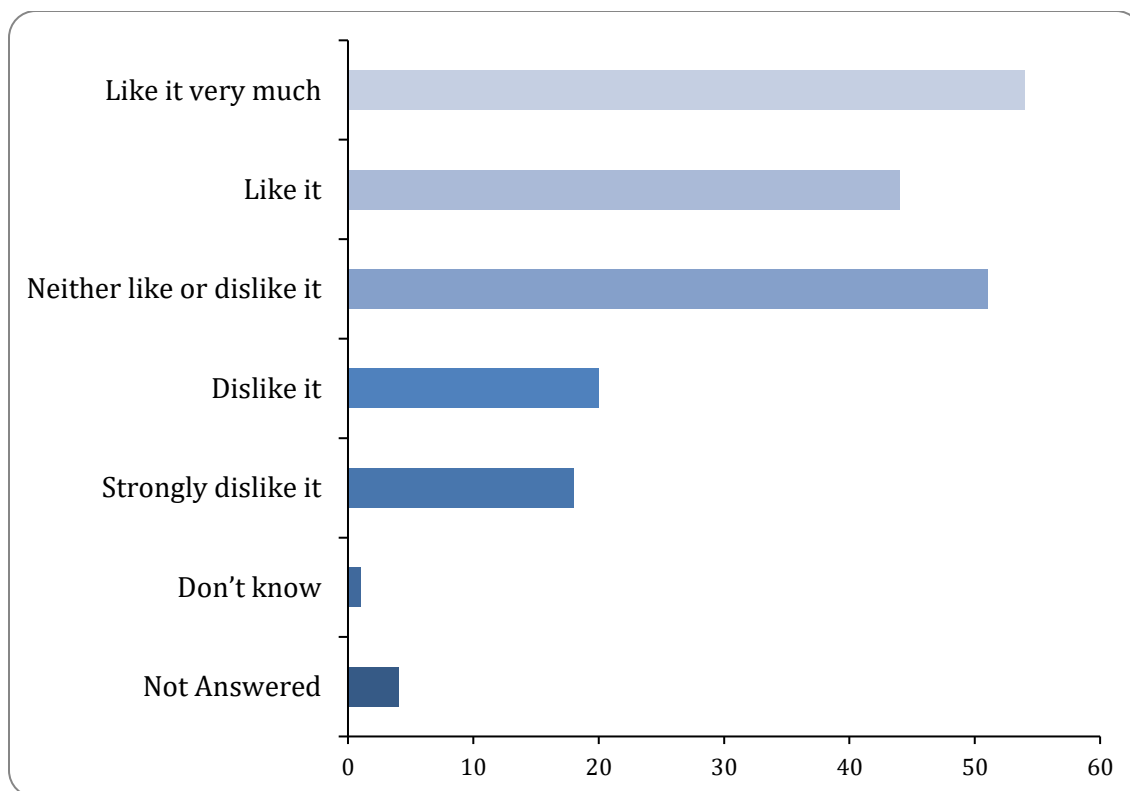
Option	Total	Percent
Like it very much	83	43.23%
Like it	34	17.71%
Neither like or dislike it	13	6.77%
Dislike it	16	8.33%
Strongly dislike it	36	18.75%
Don't know	5	2.60%
Not Answered	5	2.60%

Why do you say that? Please write below:

There were 141 responses to this part of the question.

**2: Wider cycle crossing. To what extent do you like or dislike this proposal?
(please select only one item)**

There were 188 responses to this part of the question.



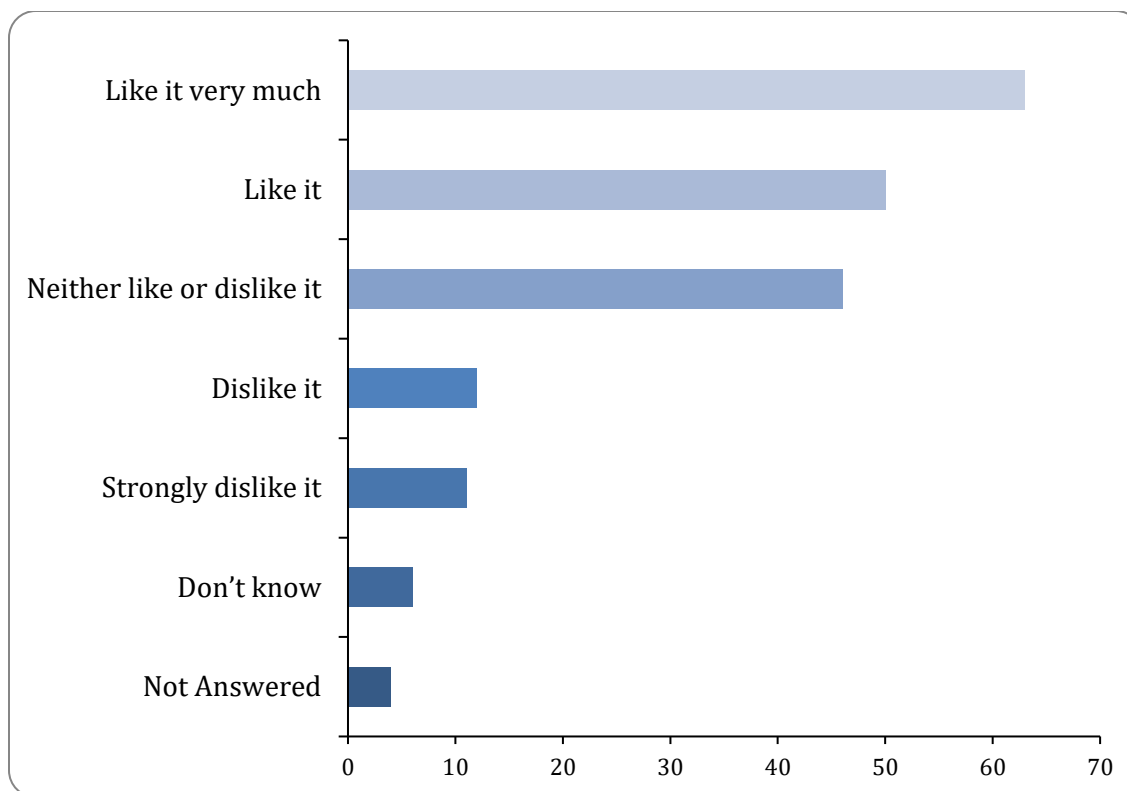
Option	Total	Percent
Like it very much	54	28.12%
Like it	44	22.92%
Neither like or dislike it	51	26.56%
Dislike it	20	10.42%
Strongly dislike it	18	9.38%
Don't know	1	0.52%
Not Answered	4	2.08%

Why do you say that? Please write below:

There were 116 responses to this part of the question.

3: Widen entrance to Chapelfield Gardens. To what extent do you like or dislike this proposal? (please select only one item)

There were 188 responses to this part of the question.



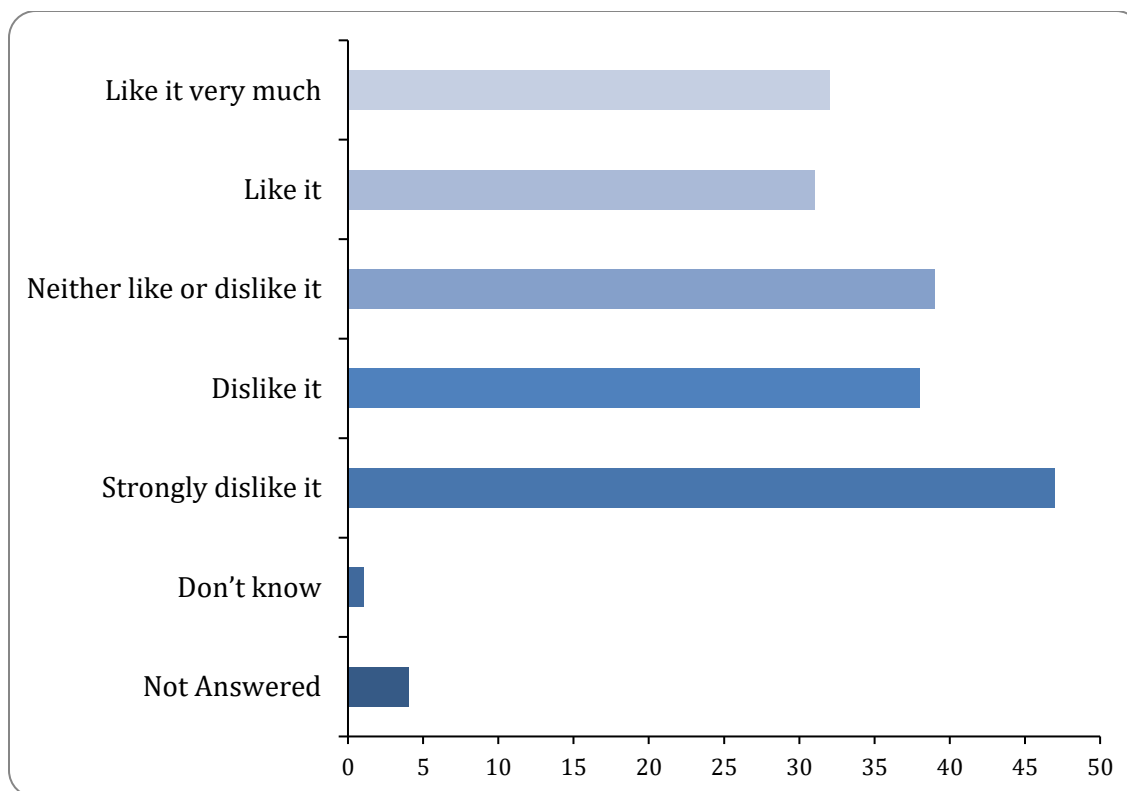
Option	Total	Percent
Like it very much	63	32.81%
Like it	50	26.04%
Neither like or dislike it	46	23.96%
Dislike it	12	6.25%
Strongly dislike it	11	5.73%
Don't know	6	3.12%
Not Answered	4	2.08%

Why do you say that? Please write below:

There were 110 responses to this part of the question.

4: New shared-use pedestrian/cycle paths. To what extent do you like or dislike this proposal? (please select only one item)

There were 188 responses to this part of the question.



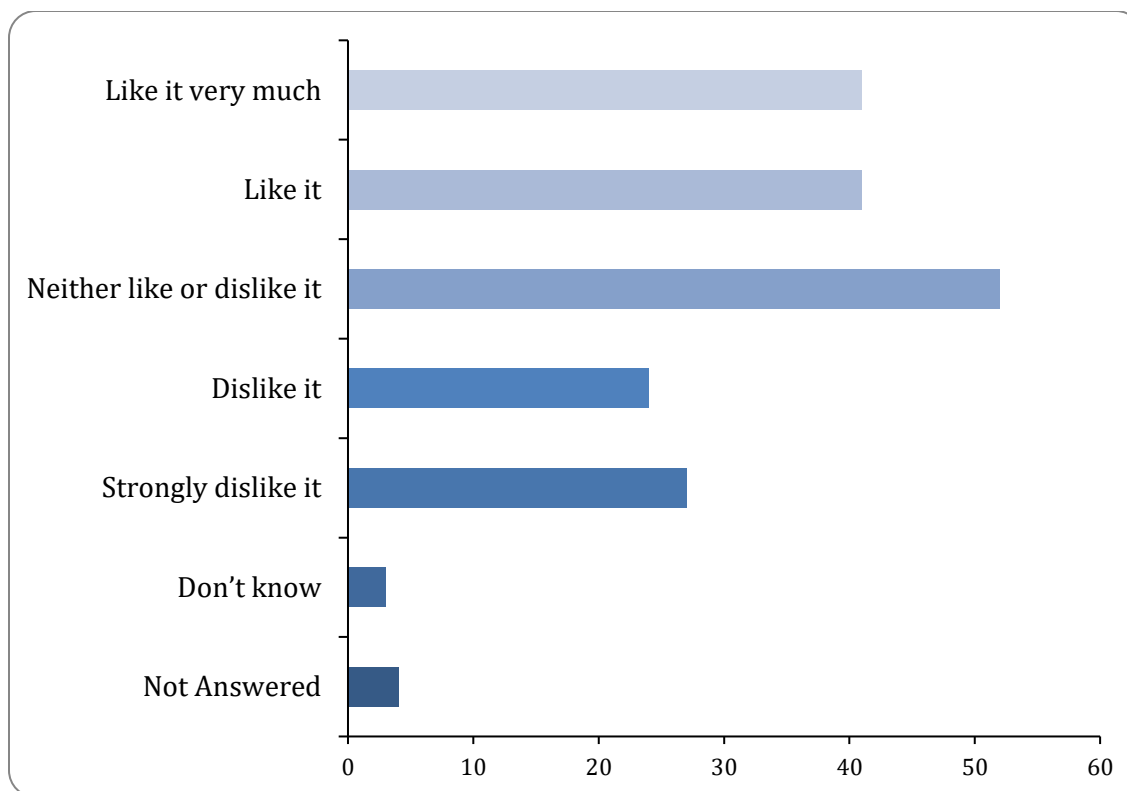
Option	Total	Percent
Like it very much	32	16.67%
Like it	31	16.15%
Neither like or dislike it	39	20.31%
Dislike it	38	19.79%
Strongly dislike it	47	24.48%
Don't know	1	0.52%
Not Answered	4	2.08%

Why do you say that? Please write below:

There were 142 responses to this part of the question.

5: New 3.6m staggered pedestrian/cycle (Toucan) crossing. To what extent do you like or dislike this proposal? (please select only one item)

There were 188 responses to this part of the question.



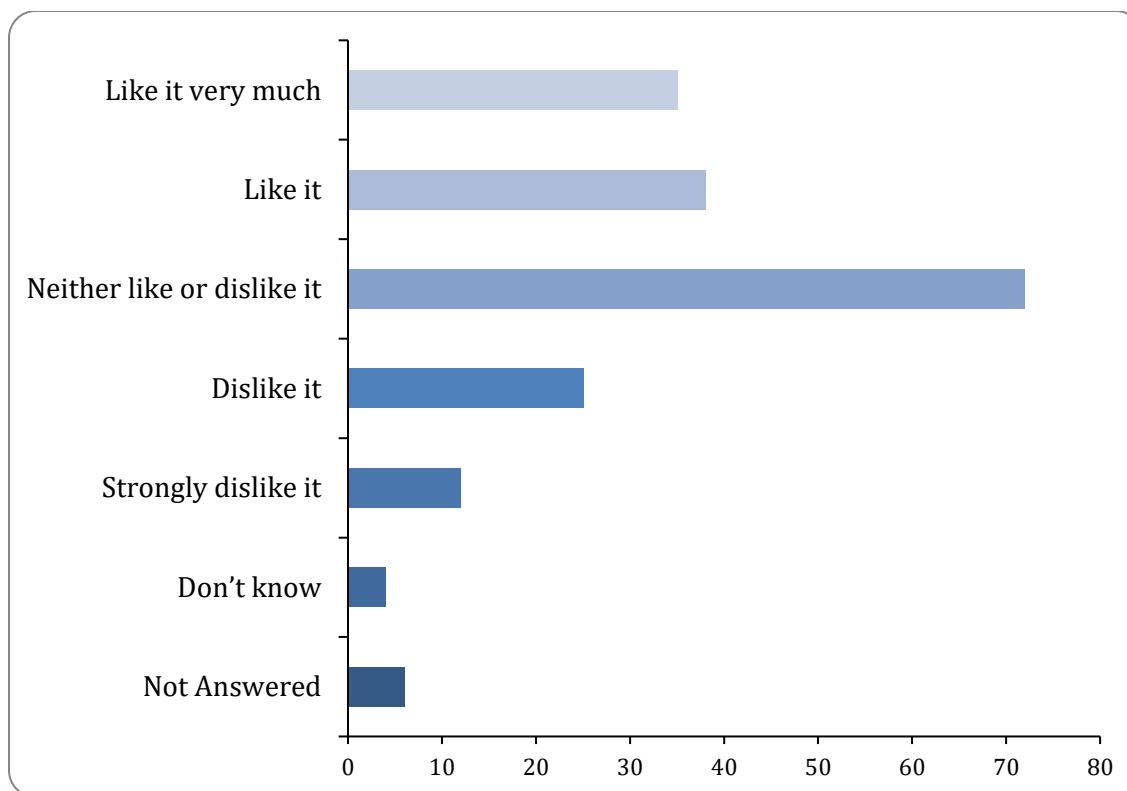
Option	Total	Percent
Like it very much	41	21.35%
Like it	41	21.35%
Neither like or dislike it	52	27.08%
Dislike it	24	12.50%
Strongly dislike it	27	14.06%
Don't know	3	1.56%
Not Answered	4	2.08%

Why do you say that? Please write below:

There were 112 responses to this part of the question.

6: Remove existing uncontrolled crossing for pedestrians. To what extent do you like or dislike this proposal? (please select only one item)

There were 186 responses to this part of the question.



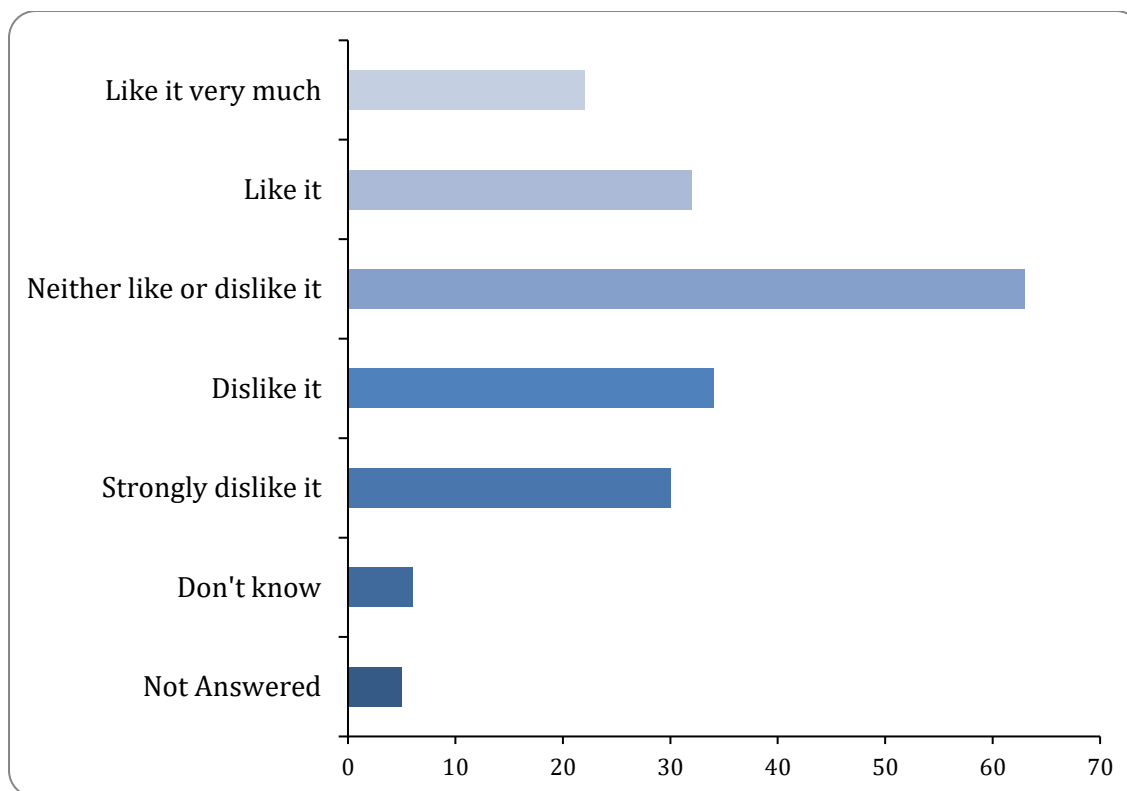
Option	Total	Percent
Like it very much	35	18.23%
Like it	38	19.79%
Neither like or dislike it	72	37.50%
Dislike it	25	13.02%
Strongly dislike it	12	6.25%
Don't know	4	2.08%
Not Answered	6	3.12%

Why do you say that? Please write below:

There were 91 responses to this part of the question.

7: New uncontrolled crossing for cyclists. To what extent do you like or dislike this proposal? (please select only one item)

There were 187 responses to this part of the question.



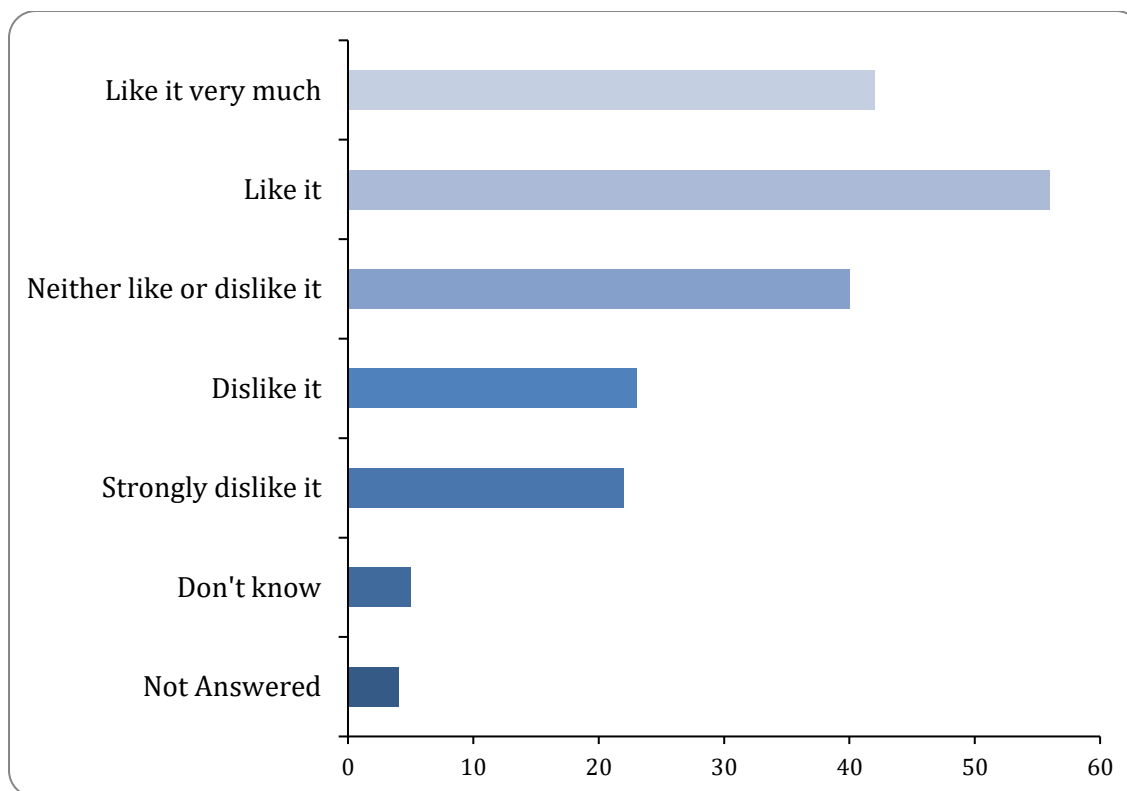
Option	Total	Percent
Like it very much	22	11.46%
Like it	32	16.67%
Neither like or dislike it	63	32.81%
Dislike it	34	17.71%
Strongly dislike it	30	15.62%
Don't know	6	3.12%
Not Answered	5	2.60%

Why do you say that? Please write below:

There were 101 responses to this part of the question.

8: Existing cycle lane to be widened to 1.5m. To what extent do you like or dislike this proposal? (please select only one item)

There were 188 responses to this part of the question.



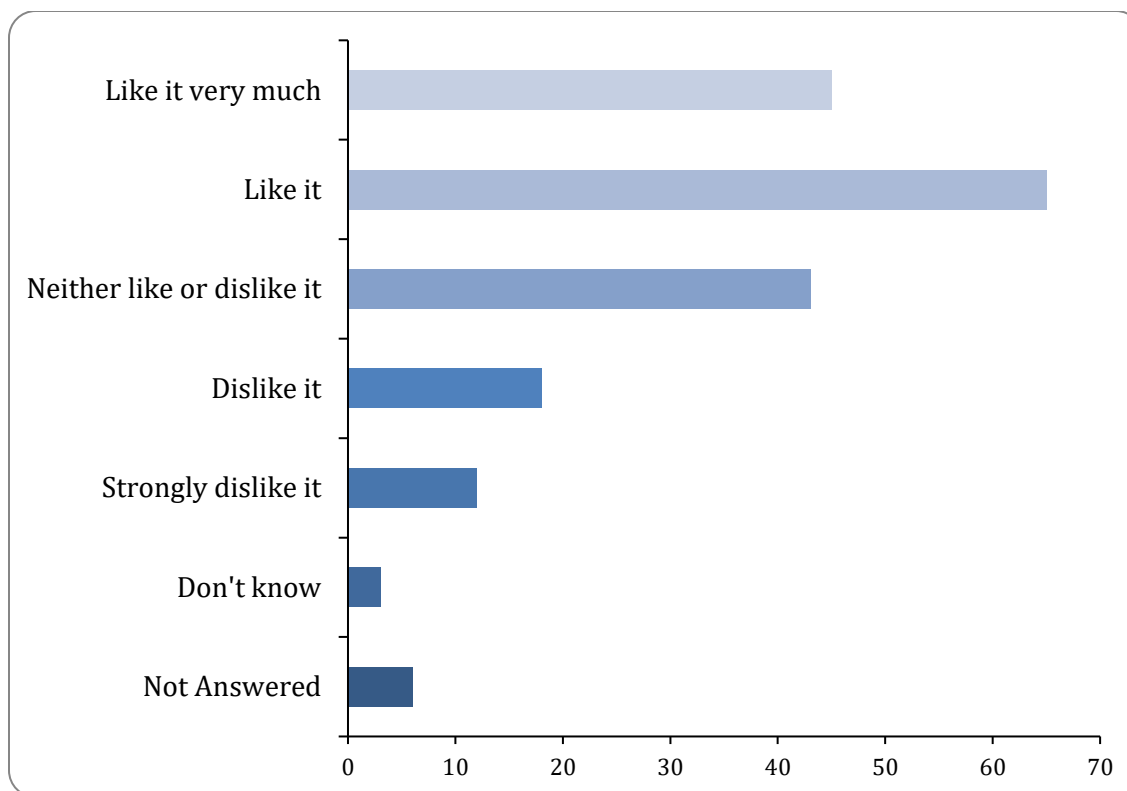
Option	Total	Percent
Like it very much	42	21.88%
Like it	56	29.17%
Neither like or dislike it	40	20.83%
Dislike it	23	11.98%
Strongly dislike it	22	11.46%
Don't know	5	2.60%
Not Answered	4	2.08%

Why do you say that? Please write below:

There were 110 responses to this part of the question.

**9: Footpath widened. To what extent do you like or dislike this proposal?
(please select only one item)**

There were 186 responses to this part of the question.



Option	Total	Percent
Like it very much	45	23.44%
Like it	65	33.85%
Neither like or dislike it	43	22.40%
Dislike it	18	9.38%
Strongly dislike it	12	6.25%
Don't know	3	1.56%
Not Answered	6	3.12%

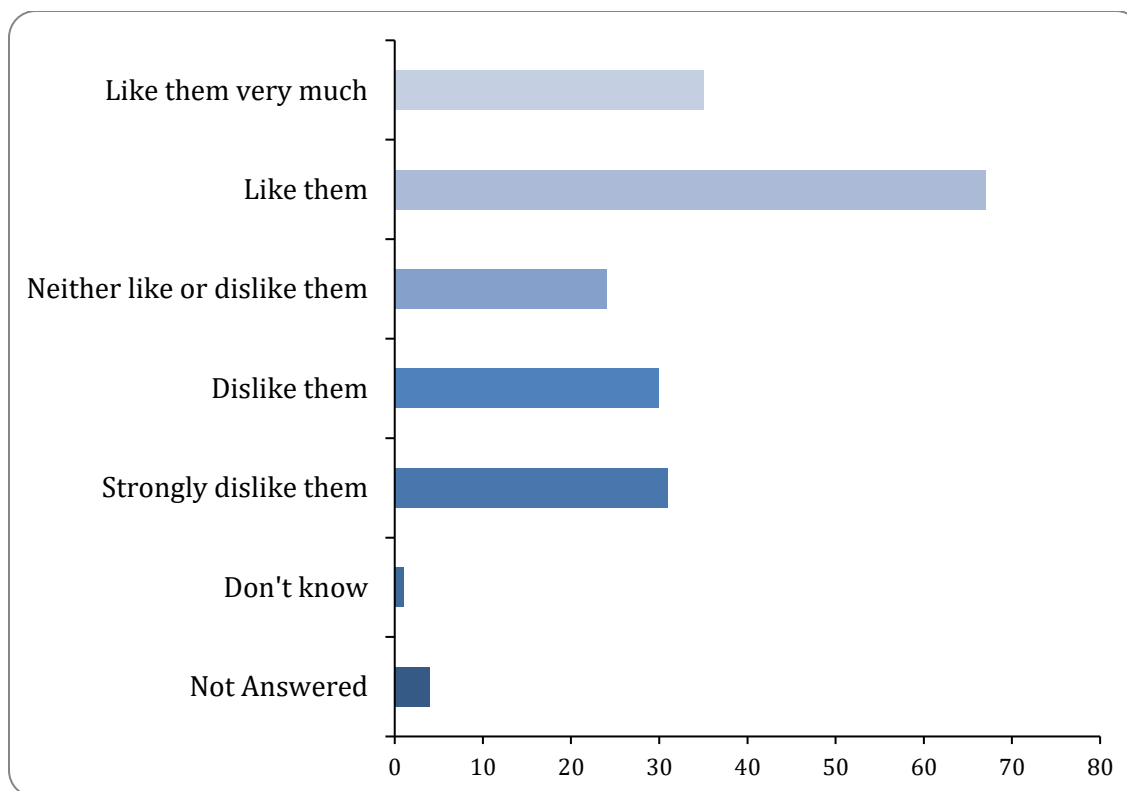
Why do you say that? Please write below:

There were 102 responses to this part of the question.

10: To what extent do you like or dislike these proposals overall? (please select only one item)

To what extent do you like or dislike these proposals overall?

There were 188 responses to this part of the question.



Option	Total	Percent
Like them very much	35	18.23%
Like them	67	34.90%
Neither like or dislike them	24	12.50%
Dislike them	30	15.62%
Strongly dislike them	31	16.15%
Don't know	1	0.52%
Not Answered	4	2.08%

11: 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 overall design? If so, please write these below:

There were 120 responses to this part of the question.

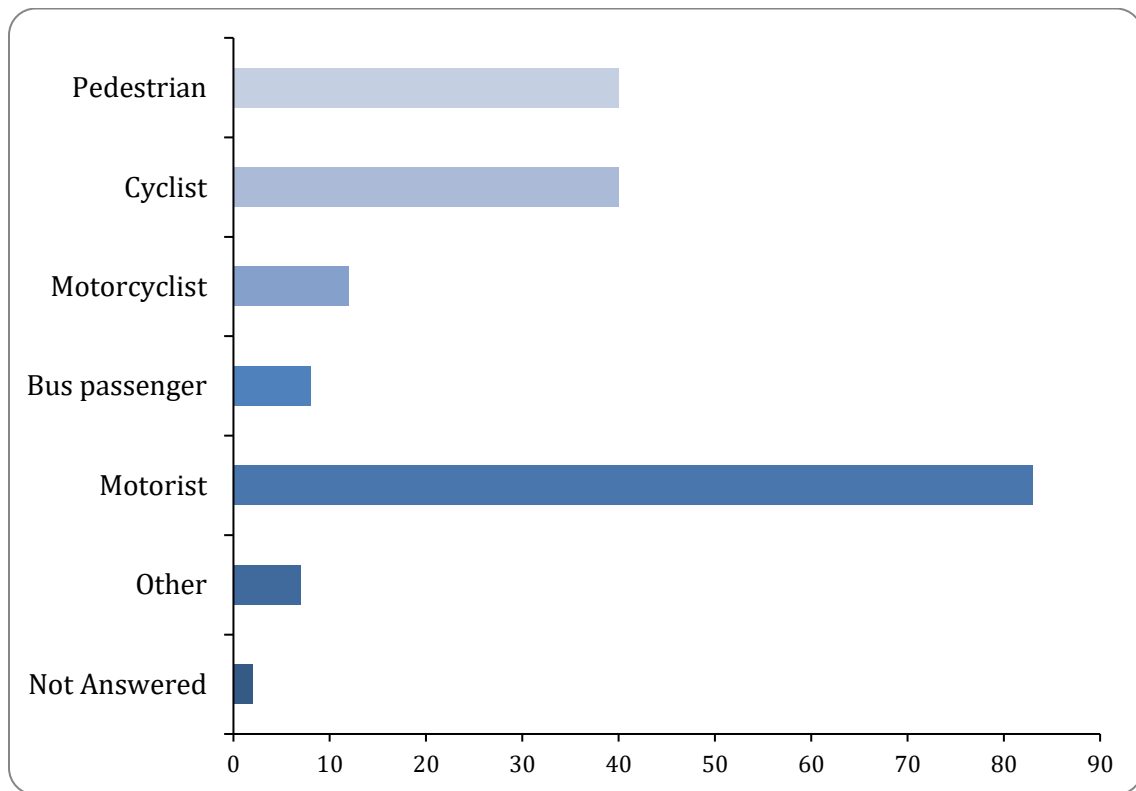
b. If you have any other comments in response to the overall proposals, please write them below:

There were 68 responses to this part of the question.

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

How do you primarily use the area?

There were 190 responses to this part of the question.

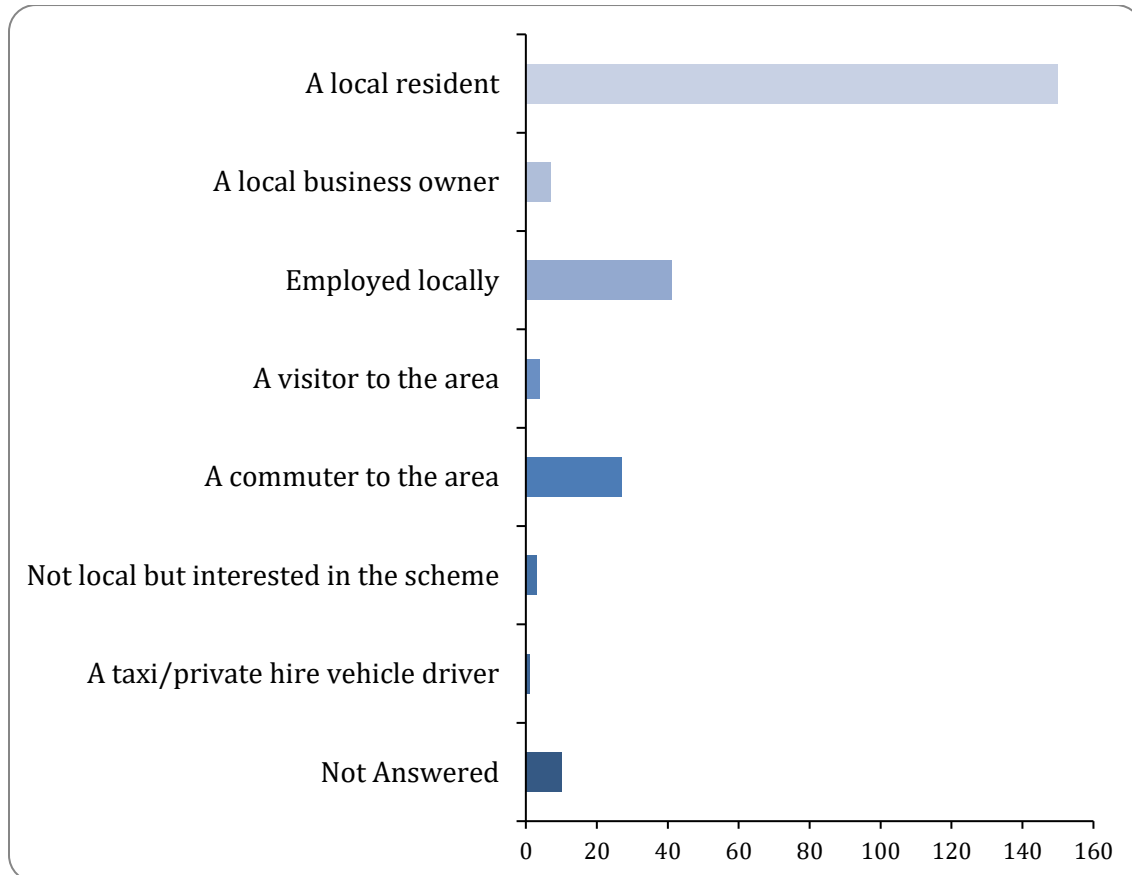


Option	Total	Percent
Pedestrian	40	20.83%
Cyclist	40	20.83%
Motorcyclist	12	6.25%
Bus passenger	8	4.17%
Motorist	83	43.23%
Other	7	3.65%
Not Answered	2	1.04%

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

User groups

There were 182 responses to this part of the question.



Option	Total	Percent
A local resident	150	78.12%
A local business owner	7	3.65%
Employed locally	41	21.35%
A visitor to the area	4	2.08%
A commuter to the area	27	14.06%
Not local but interested in the scheme	3	1.56%
A taxi/private hire vehicle driver	1	0.52%
Not Answered	10	5.21%

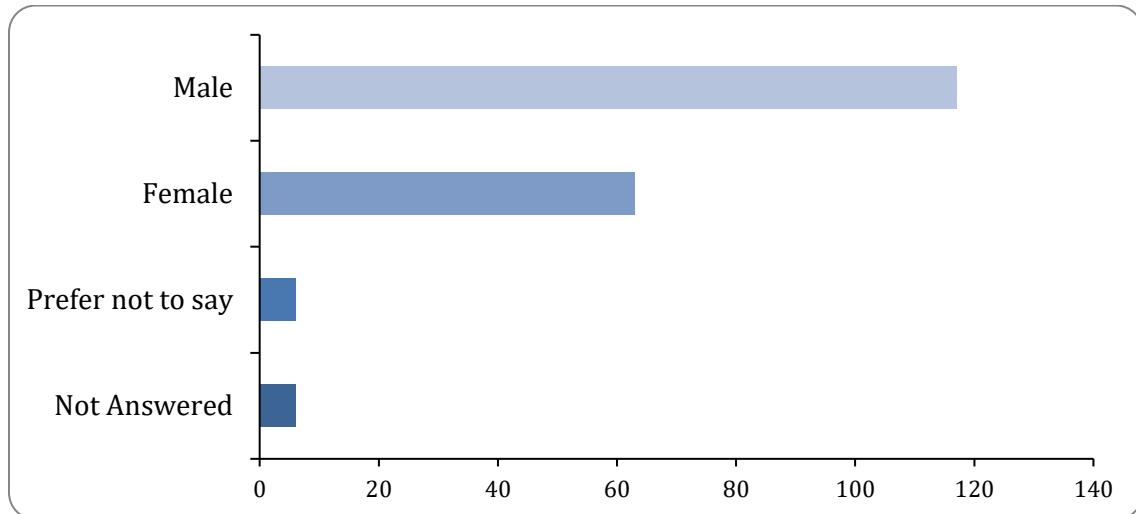
Other - please specify

There were 13 responses to this part of the question.

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

Gender

There were 186 responses to this part of the question.



Option	Total	Percent
Male	117	60.94%
Female	63	32.81%
Prefer not to say	6	3.12%
Not Answered	6	3.12%

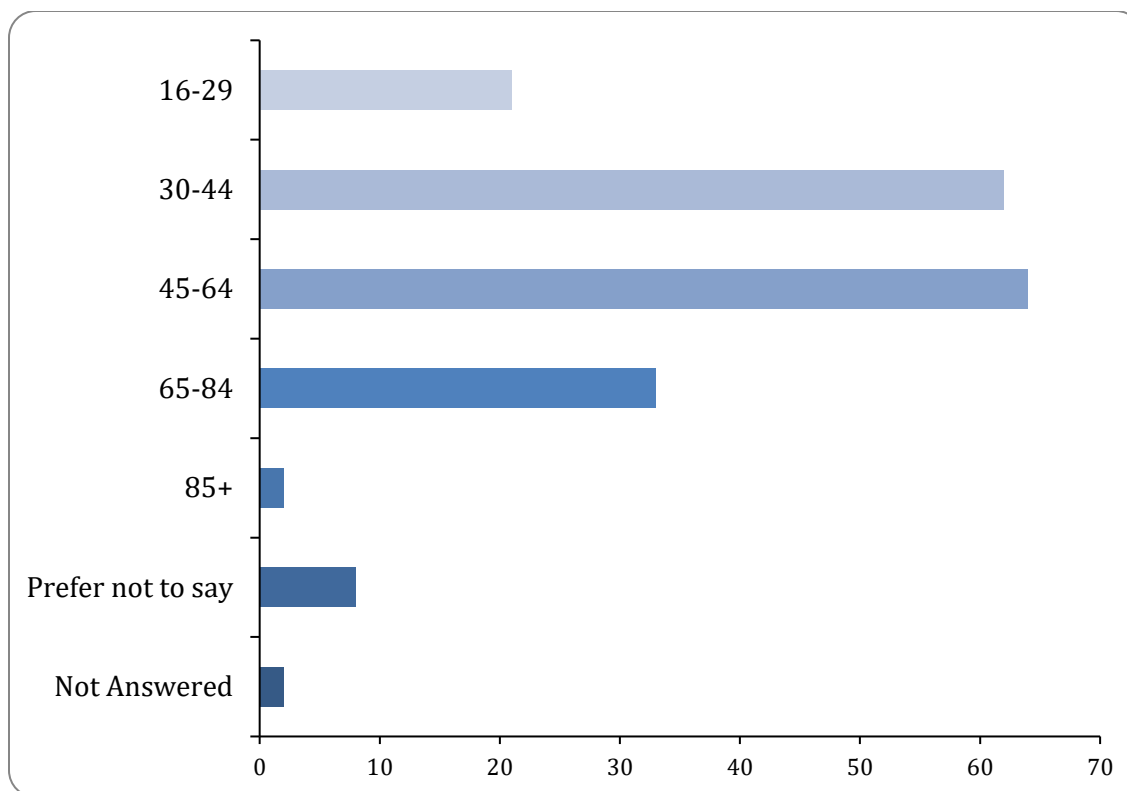
Other - please specify

There were 2 responses to this part of the question.

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

Age

There were 190 responses to this part of the question.

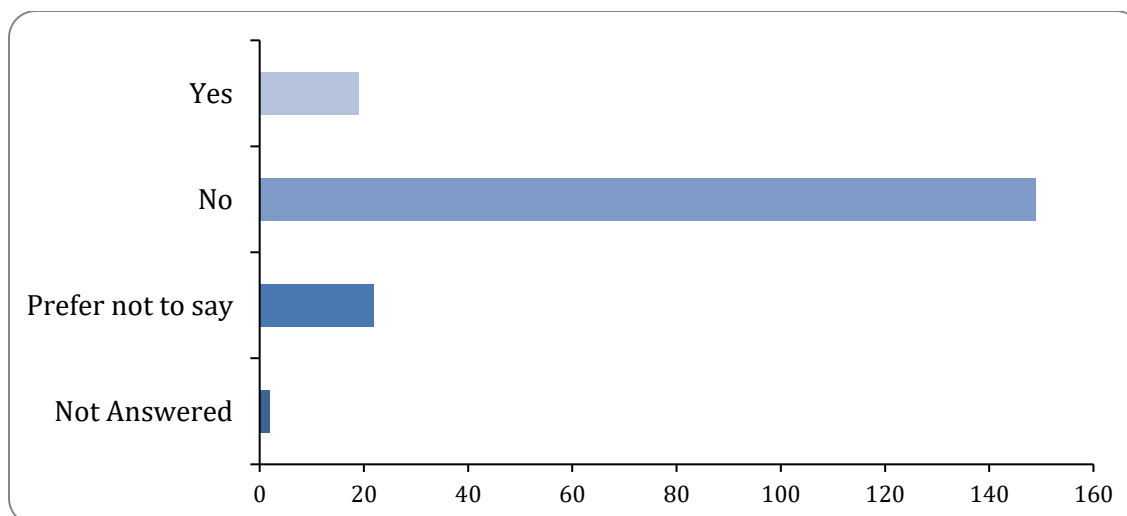


Option	Total	Percent
Under 15	0	0.00%
16-29	21	10.94%
30-44	62	32.29%
45-64	64	33.33%
65-84	33	17.19%
85+	2	1.04%
Prefer not to say	8	4.17%
Not Answered	2	1.04%

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

There were 190 responses to this part of the question.

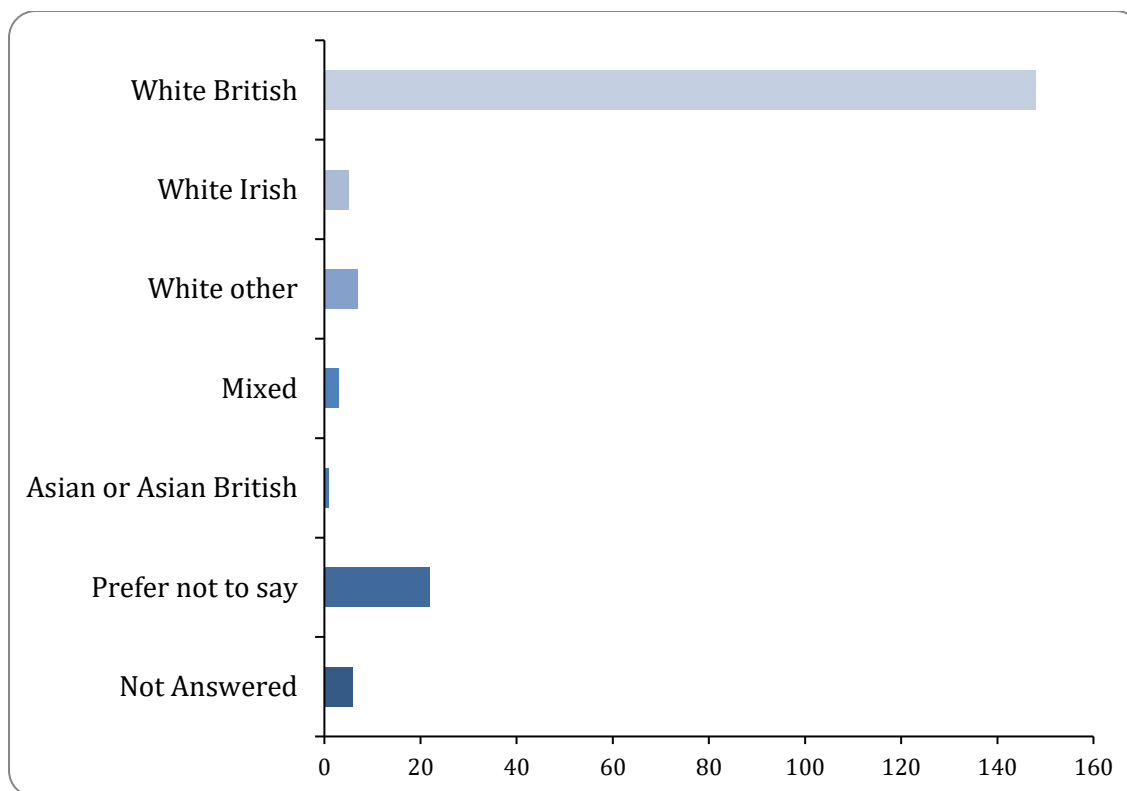


Option	Total	Percent
Yes	19	9.90%
No	149	77.60%
Prefer not to say	22	11.46%
Not Answered	2	1.04%

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

Ethnicity

There were 186 responses to this part of the question.



Option	Total	Percent
White British	148	77.08%
White Irish	5	2.60%
White other	7	3.65%
Mixed	3	1.56%
Asian or Asian British	1	0.52%
Black or Black British	0	0.00%
Chinese	0	0.00%
Prefer not to say	22	11.46%
Not Answered	6	3.12%

Other ethnic background - please describe:

There were 4 responses to this part of the question.

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

Postcode

Norfolk County Council

There were 185 responses to this part of the question.

Transforming Cities - Grapes Hill

Appendix F - Responses to Consultation Feedback

The removal of the traffic signals on Grapes Hill roundabout will favour general traffic over cyclists, creating a less direct route, increasing the journey time and making the route less safe for those cycling.

This scheme seeks to provide faster and more reliable journey times for public transport, as well as a safer environment for cycling and walking. The removal of the traffic signals from the roundabout provides a significant improvement for bus journey times of up to approximately 2 minutes during the morning peak and up to approximately 7 minutes in the evening peak. In addition, there will be a significant reduction in the variation of bus journey times.

The removal of the traffic signals means that the inbound cycle feeder lane and advanced stop line needs to be removed as well, as these are only used at signalised junctions. As this is a busy junction to navigate on-road by bike, this proposal creates a convenient and safer off-carriageway route for cycling through the provision of the new Toucan crossing on Convent Road and the extension and widening of the existing off-road shared use cycle path.

The removal of the traffic signals on Grapes Hill roundabout will make it more difficult for cars to join the roundabout increasing traffic queues.

The scheme design has been subject to traffic network modelling which shows that the flow of the roundabout will be improved and natural gaps will occur in traffic flows as well as when pedestrian crossings are in use. These gaps will enable traffic from all arms to enter the roundabout and the scheme is expected to reduce queueing overall.

The removal of the traffic signals on Grapes Hill roundabout will make the roundabout less safe and increase the speed of general traffic using it.

The scheme has been subject to a road safety audit and the recommendations of the audit have been incorporated into the design.

The proposed removal of signals from the roundabout will make it more difficult for those cycling with a trailer or cargo bike around the roundabout.

Where possible, within the space available, we have considered the use of cycle trailers and cargo bikes within the design. Following the consultation feedback, we have widened the off-carriageway space available for all types of cycles to use.

There were a significant number of positive comments received about the removal of the signals on the Grapes Hill roundabout with many stating that the intervention will improve traffic flows in the area.

This has been noted. No response needed.

The proposal to widen the existing cycle crossing across Chapelfield Road is unnecessary. The crossing is fine how it is and doesn't need to be widened.

The existing crossing is well used and is often at capacity. Widening the existing signal controlled, segregated, pedestrian and cycle crossing on Chapelfield Road provides the additional space needed to cater for existing and future users. The associated works to improve access to and from Chapelfield Gardens at this location removes an existing pinch point where the path into the gardens is narrow.

Widening the crossing across Chapelfield Road makes the road worse for cars.

Widening the existing signal controlled, segregated, pedestrian and cycle crossing on Chapelfield Road will not impact on general traffic. Signal timings will remain the same, the widening will just enable more people to cross in the same amount of time as the current situation.

There were a wide range of responses in favour of the widened Chapelfield Road crossing including that the improved crossing will encourage more people to cycle and that widening the crossing is good for cyclists.

This has been noted. No response needed.

The proposal to widen the entrance into Chapelfield Gardens is unnecessary.

Widening the existing signal controlled, segregated, pedestrian and cycle crossing on Chapelfield Road provides the additional space needed to cater for existing and future users. The associated works to improve access to and from Chapelfield Gardens at this location removes an existing pinchpoint where the path into the gardens is narrow and is necessary to accommodate the widening of the crossing.

A number of responses to the consultation were in favour of the widened entrance suggesting that more space is welcomed as it can be a bottleneck and widening the entrance will make it better for cyclists and pedestrians.

This has been noted. No response needed.

The crossing at the northern corner of Chapelfield Gardens needs to be improved and should be included in the proposals

This crossing is outside the scope of this project but these comments will be considered for future schemes in the area.

The proposals should not include shared use paths, segregated paths should be provided. A shared use path won't be used and there is some concern about the safety of having cyclists and pedestrians sharing a path.

Full consideration has been given to the guiding principles of the cycle infrastructure design guidance (LTN 1/20). Whilst we are able to provide physical separation for cyclists from high volume motor traffic at this location, we are unable to physically separate pedestrians from cycles along this short stretch of the network.

Following the consultation, we have revisited the design to determine how the quality of the path can be improved further. It is proposed that the shared use footway / cycleway on the south side of Convent Road will be widened to enable users more space to cycle and walk this route. This widening can be achieved through the removal of a westbound traffic lane on Convent Road. This proposal will further enhance the off-carriageway walking and cycling route when compared to the present situation.

There were several comments in favour of the shared use paths and it was frequently mentioned that they will provide cyclists with safer options away from motor vehicles.

This has been noted. No response needed.

The proposed new 3.6m staggered crossing of Convent Road is not good for cyclists as it's a less direct route and the crossing should be segregated or the crossing should be a single stage.

This crossing will enable those travelling from Earlham Road to get onto the widened and extended cycle path on the south side of Convent Road to travel towards Chapelfield Gardens. This will provide those cycling with a safe, off-carriageway route.

To enable a single stage segregated crossing movement at this location, traffic travelling in both directions along Convent Road would need to be stopped at the same time when the crossing was in use. This would significantly reduce the capacity of Convent Road, adding delay to buses and other traffic. Benefits derived from the removal of traffic signals would be substantially reduced. It is felt that the proposed arrangement provides the best balance between all the modes using this part of the transport network.

The proposed new 3.6m staggered crossing of Convent Road is too close to the roundabout which may cause safety issues

The crossing has been located in accordance with relevant design standards and has been subject to a road safety audit.

Positive feedback about the staggered crossing on Convent Road included that the crossing would be good for cyclists and pedestrians and that it would provide a safe crossing point.

This has been noted. No response needed.

General concerns about traffic building up onto the roundabout

Detailed traffic modelling indicates a reduction in delays and queuing through the Grapes Hill roundabout.

The proposal to remove the existing uncontrolled crossing near to Grapes Hill roundabout is not good for pedestrians. The crossing should be retained and upgraded to a controlled crossing, there is no reason to remove the crossing.

The existing uncontrolled crossing is being replaced with a signalised crossing at this location which will be safer and beneficial for a wide range of users of the crossing.

The existing uncontrolled crossing was put in place to complement the existing traffic signals which control traffic entering the roundabout at this location. As these signals are being removed, as part of the scheme, a signalised crossing is required to make the road easier to cross and safer.

The proposal to remove the existing uncontrolled crossing near to Grapes Hill roundabout may not stop people trying to cross at this location.

The new crossing will be located close to the existing and all infrastructure associated with the existing crossing will be removed to further deter this movement.

Positive feedback about this intervention included that the removal of the crossing will improve safety for users.

This has been noted. No response needed.

The proposed new uncontrolled crossing near to Convent Road roundabout should be controlled. The new crossing should be segregated.

At this location, the crossing is of a single carriageway and is uncontrolled to minimise impact on the traffic flowing through the area. The advanced cycle stop

line will give cycles at this location priority to enable them to easily and safely get onto the central island.

Concerns were raised about the safety of having an uncontrolled crossing in this area.

The advanced cycle stop line will give cycles at this location priority, enabling them to access the central island and utilise the off-carriageway route on the south side of Convent Road. The scheme has been subject to a road safety audit, the recommendations of which have been incorporated into the design.

The proposed new uncontrolled crossing near to Convent Road roundabout is not needed.

This is an upgrade of the existing crossing and will enable cycles travelling from Unthank Road to access the new segregated cycle path, which is a key objective of this scheme.

Positive feedback about the proposed new uncontrolled crossing near to Convent Road roundabout included that the new crossing will improve the safety of users in this area.

This has been noted. No response needed.

The proposed widening of the cycle lane approach to Convent Road roundabout to 1.5m should be extended and the facility should be segregated.

This cycle lane will be mandatory and is an improvement to the existing feeder lane to enable cyclists to get into the advanced stop line area at the traffic lights. There is insufficient width at this location within the highway boundary to lengthen the cycle lane.

There is no reason to widen the cycle lane approach to Convent Road roundabout to 1.5m, the existing lane works fine how it is. Widening the cycle lane favours cyclists and takes away road space from cars.

The increased width will make those choosing to cycle in the lane feel safer and provide a greater buffer to general traffic. This crossing considers the needs of all users at this location and will not impact on general vehicles approaching the roundabout.

Positive feedback about the proposed widening of the cycle lane approach to Convent Road roundabout included having a wider cycle lane will make it safer for cyclists and having more room is better for cyclists.

This has been noted. No response needed.

The proposed widened footpath is not needed, the footpath is already wide enough.

Widening the existing shared use footpath and cycleway reduces conflict between cyclists and pedestrians.

Positive feedback about this intervention was generally that widening the footpath is good for all users.

This has been noted. No response needed.

General Comments

The existing bridge over Grapes Hill should be improved, or a new bridge built for cyclists and pedestrians to avoid the road.

At this time, we do not have funding available for a scheme of this scale. These comments have been noted and will be considered for future funding applications.

Concerns about traffic levels both on the roundabout and the side roads.

Through the detailed traffic modelling that we have carried out we do not believe that traffic levels will be affected either on the roundabout or on the nearby side roads as a direct result of this scheme.

The scheme or elements of it are a waste of money

This scheme represents Very High Value for Money based on assessment criteria set out by government. The DfT have awarded funding for this scheme as part of the Transforming Cities Fund and this money cannot be used for other purposes such as general highway maintenance.

Subject to bus improvement schemes such as this being implemented, First Bus will invest £18m in new and refurbished buses with significantly lower emissions. As part of this, we are looking at the opportunity to secure additional funding from government for zero emission buses for First Bus and other operators.

The “Bus Back Better” strategy from central government provides the following statement regarding the need to focus on buses as we emerge from the pandemic:

“COVID-19 has caused a significant shift from public transport to the private car. To avoid the worst effects of a car-led recovery – cities and towns grinding to a halt; pollution, road injuries, respiratory illness and carbon emissions all rising – we need to shift back quickly, by making radical improvements to local public transport as normal life returns. Buses are the quickest, easiest and cheapest way to do that”.

Transforming Cities Joint Committee

Item No: 8

Decision making report title:	Cromer Road & Aylsham Road
Date of meeting:	10 June 2021
Responsible Cabinet Member:	Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure and Transport)
Responsible Director:	Grahame Bygrave (Director of Highways & Waste)
Is this a key decision?	No

Executive Summary

The Department for Transport has awarded Norwich £32m capital funding through the Transforming Cities Fund (TCF). The County Council agreed the application through Cabinet and the TCF Joint Committee, and the bid was based on a range of projects aimed at improving clean and shared transport to create a healthy environment, increasing social mobility and boosting productivity through enhanced access to employment and learning.

The proposals for Cromer Road and Aylsham Road have been subject to a public consultation from January 2021 to March 2021. Although significant concern has been raised by local residents to the proposals, this report has responded to those concerns and highlighted that access to properties will remain at all times, any delays to general traffic will be minor, no pavements need to be narrowed and parking remains available for access to shops and services. These proposals are fully consistent with the requirements set out in the new 'Bus Back Better' strategy recently launched by government where local authorities are expected to deliver plans for bus lanes on any roads where there is a frequent bus service, congestion and physical space to install one. The provision of bus priority measures will also encourage greater use of public transport, including Park and Ride, for local and longer distance journeys, the latter of which will help to address concerns outlined in the Hellesdon Neighbourhood Plan regarding through traffic from further afield. These proposals are also fundamental to the investment of £18m in new and refurbished vehicles by First Bus.

Notwithstanding the objections received to the proposals, the project addresses many of the issues raised and the provision of this scheme is important to bus operations and to the overall objectives of TCF. This report therefore recommends that the scheme is approved for construction and that the statutory procedures to implement the required Traffic Regulation Orders is commenced.

Recommendations

- 1. To approve the proposals for Cromer Road and Aylsham Road as shown in Appendix A.**

2. To commence the statutory procedures associated with the new legal Traffic Regulation Orders and any amendments to existing Traffic Regulation Orders (TROs).

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 proposals outlined in this report were presented at the December 2020 Transforming Cities Joint Committee, which approved that consultation should be carried out. This commenced in January 2021 and concluded in March 2021, following the request of the local County Councillor for the consultation period to be extended. Around 2,250 local residents, as well as key stakeholders, were invited to take part in an online survey. The survey generated 457 responses and a number of additional direct representations were made by letter and email. A summary of these responses is outlined in Section 3.
- 1.3. Towards the end of the consultation period, the Department for Transport (DfT) published the 'Bus Back Better' national bus strategy for England, which sets out the vision and opportunity for delivering better bus services for passengers across England. To benefit from the new and revised funding arrangements set out in the 'Bus Back Better' strategy, Local Transport Authorities (LTAs), such as Norfolk County Council, are expected to implement ambitious bus priority schemes, Enhanced Partnerships and Bus Service Improvement Plans. Bus lanes are expected to be delivered on any roads where there is a frequent bus service, congestion and physical space to install one. The strategy also highlights bus lanes should be full-time, as continuous as possible and be part of a whole-corridor approach.
- 1.4. The provision of bus priority measures, such as bus lanes, which make bus services faster, more reliable, more attractive to passengers and cheaper to run is fundamental to the investment of £18m from First Bus in new and refurbished buses. We are currently in discussions with First Bus, and other operators, regarding the opportunity to draw down additional funding from government for the provision of zero-emission buses. However, it should be noted that the provision of bus priority measures, such as those outlined in this report, will be fundamental to securing both public and private funding towards zero emission buses.

2. Proposals

- 2.1. The proposals include two new sections of inbound bus lanes. The first is between Fifers Lane and Mayfield Avenue along Cromer Road. The second is between

Suckling Avenue and Woodcock Road along Aylsham Road. The proposals are shown in **Appendix A**.

- 2.2. Both bus lanes are proposed to operate 24 hours a day 7 days a week and will incorporate new waiting restrictions (double yellow lines). In addition, the existing double yellow lines will be extended between Losinga Crescent and Suckling Avenue. These works will be carried out within the highway boundary and equates to approximately 1,075 metres of new bus lane provision.
- 2.3. Traffic signal upgrades are planned to the Woodcock Road / Aylsham Road junction and the Boundary junction, as well as resurfacing of the road, as part of the highway maintenance programme and these works would be co-ordinated with the proposals set out in this report, to minimise disruption to residents, business and all highway users.
- 2.4. 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, effectively increasing the capacity of this corridor from one to two lanes along this section of road. 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.
- 2.5. The impact of the city-bound bus lane on the A1402 Aylsham Road approaching Woodcock Road is forecast to increase journey times for city-bound general traffic by 6% in the morning peak. This impact on general traffic is minimal since the existing on-street parking will be replaced by a bus lane, with the single lane of general traffic remaining as it is now. Vehicles manoeuvring in and out of the on-street parking often disrupts general traffic by holding it up.

3. Summary of Consultation Responses

- 3.1. Consultation took place between 20 January 2021 and 3 March 2021, which included residents, statutory consultees and other stakeholders. Please refer to **Appendix B** (Consultation Letter) and **Appendix C** (Consultation Plan).
- 3.2. A separate briefing note was prepared and provided to local councillors (see **Appendix D**) during the consultation process when it became clear that there was inaccurate and incorrect information related to the proposals being circulated on social media and by word of mouth. The project webpage was also updated to help mitigate any further misconceptions.
- 3.3. An online survey was carried out as part of the consultation to which 457 responses were received. A summary report of responses can be found in **Appendix E**.
- 3.4. **Bus lane between Fifers lane and Mayfield Avenue (Cromer Road)**

In relation to the new 24-hour bus/cycle lane, heading towards the city, between Fifers Lane and Mayfield Avenue along Cromer Road (Question 1) 15.75% of respondents chose 'like it very much' or 'like it' with 78.77% choosing 'dislike it' or 'strongly dislike it'. Free text responses were also provided and more detailed information on this, as well as an officer response, can be found in **Appendix F**. A summary of issues raised can be found in **Table 1**.

3.5. Bus lane between Suckling Avenue and Woodcock Road (Aylsham Road)

In relation to the new 24-hour bus/cycle lane, heading towards the city, between Suckling Avenue and Woodcock Road along Aylsham Road (Question 2) 15.76% of respondents chose 'like it very much' or 'like it' with 71.77% choosing 'dislike it' or 'strongly dislike it'. Free text responses were also provided and more detailed information on this, as well as an officer response, can be found in **Appendix F**. A summary of issues raised can be found in **Table 1**.

3.6. New Double Yellow Lines

In relation to the new double yellow lines along the new sections of bus/cycle lane (Question 3) 23.63% of respondents chose 'like it very much' or 'like it' with 49.45% choosing 'dislike it' or 'strongly dislike it'. In relation to the extension of double yellow lines between Losinga Crescent and Suckling Avenue (Question 4) 27.35% of respondents chose 'like it very much' or 'like it' with 42.23% choosing 'dislike it' or 'strongly dislike it'. Free text responses were also provided and more detailed information on this, as well as an officer response, can be found in **Appendix F**. A summary of issues raised can be found in **Table 1**.

3.7. In addition to the online survey, direct representations were made via email and letter. This feedback was considered alongside the online responses and more detailed information as well as an officer response can be found in **Appendix F**.

3.8. Selected stakeholder responses are summarised below:

- The accuracy of traffic modelling data and number of bus passengers / bus services was queried. A response on these issues can be summarised as follows:
 - The number of bus services provided in the December 2020 committee report was representative of the corridor as a whole but due to the routing of individual bus services, there are more buses on Aylsham Road than on Cromer Road. Up to 166 buses operate inbound each day on Aylsham Road, with the corresponding figure being 90 buses on Cromer Road.
 - Regarding the bus patronage information reported in the Committee report, a single weekly figure was presented (48,000). Bus patronage data is held by bus operators and not the County Council and is considered to be commercially sensitive given the deregulation of the bus industry. We have agreement from the bus operators to present a combined value and not individual operator values. The actual figure was 47,898, which was rounded up to 48,000 for the purposes of reporting.

- First Eastern Counties, konectbus and Sanders Coaches have offered their full support to the scheme.
- Norwich International Airport have given their full support as the scheme contributes towards increasing the number of passengers and staff using public transport to access the airport.
- The Norwich Society generally support the proposals as the scheme will improve the priority of public transport.

3.9. The main supporting themes arising from the consultation are as follows:

- The bus / cycle lane will improve bus journey time and reliability into the city, whilst giving priority to public transport and cyclists.
- Reduction of lane width within the existing space may lead to greater compliance with the speed limit.
- Proposals will improve cyclist's safety and reduce the conflict with cars and reduce the temptation for cyclists to use the footways.
- Extending the existing double yellow lines will improve journey times on a major route in and out of the City Centre and prevent dangerous parking.

3.10. There were queries as to whether enforcement cameras would be used to enforce the Traffic Regulation Order associated with this Bus/Cycle lane. There is no intention to use camera enforcement on the Bus/Cycle lane.

3.11. The main objecting themes are outlined in **Table 1** below along with an officer response.

Table 1: Main objecting themes with an officer response

Objecting themes	Comment
Increased congestion on other roads, increase time accessing the main road from junctions/driveways and increased levels of rat running	<p>Traffic modelling shows low impact for general traffic, with an increase in peak-period of up to 6%.</p> <p>It is important to note that the proposed bus lane on Cromer Road will terminate at Mayfield Avenue and not at the Boundary junction in order to provide the greatest benefit to buses and the minimum disruption to general traffic.</p> <p>The Hellesdon Neighbourhood Plan outlines concern that development in the area will result in more traffic through the parish from rural areas into the city. These bus lane proposals aim to reduce through traffic, particularly from rural areas the north, by supporting Park & Ride and longer distance bus services. The Norwich Airport Park &</p>

	<p>Ride will benefit from quicker and more reliable services, attracting non-local traffic from moving through Hellesdon.</p> <p>Access to and from driveways and side roads is unaffected by the scheme.</p> <p>There is no indication from the assessment work undertaken that there will be any increased levels of rat running or worsening of air quality.</p>
A loss of pavement width is needed to accommodate the new bus lanes	Cromer Road is a wide road and putting in a bus lane would not reduce its capacity to provide two-way traffic for cars. No footways need to be narrowed or any trees lost.
Loss of parking, particularly around the Post Office and pharmacy	<p>Whilst these proposals will remove some on street parking on Aylsham Road (where there are currently no double yellow lines) parking is available nearby, which includes 15-20 off-road parking spaces behind the Post Office and pharmacy. This includes two designated disabled parking bays. Parking is also available behind Lloyds Bank and in the garage at the funeral directors. Feedback referred to car park signage needing to be improved and we are happy to consider this where appropriate.</p> <p>There are no changes to parking arrangements for the shops at the north end of Aylsham Road.</p>
Insufficient bus traffic on this route to justify the proposals	<p>This route is a key public transport corridor from North Norfolk, Hellesdon and the Airport Park & Ride site. On a weekday, the corridor is used by around 170 buses a day inbound, equating to about 48,000 bus passengers per week (pre-COVID).</p> <p>The new 'Bus Back Better' strategy from central government outlines that local authorities are expected to provide bus lanes on any roads where there is a frequent bus service, congestion and physical space to install one.</p> <p>These proposals are fundamental to the investment of £18m in new and refurbished</p>

	<p>vehicles by First Bus and are an important element to increasing the number of passengers and staff using public transport to access Norwich International Airport.</p>
<p>Request to make the bus lane morning and evening peak time only</p>	<p>The bus lane is proposed to be 24 hours-a-day to maximise the benefits associated with bus lanes, including more consistent and reliable bus and taxi journeys, as well as the opportunity to provide a safer environment for those cycling. These benefits are greatest at peak times but are still realised throughout the day. Most bus lanes in Norfolk operate on this basis.</p> <p>The new 'Bus Back Better' strategy from central government outlines that local authorities are expected to provide bus lanes that operate 24 hours a day.</p>
<p>No need for the scheme, all traffic on Cromer Road (including buses) is normally free flowing</p>	<p>The monitoring of traffic along this route and tracking information from buses has highlighted congestion and delay, particularly at peak times.</p> <p>Congestion is reflected in the Hellesdon Neighbourhood Plan, which says that what "people dislike the most about living in the Parish was the level of traffic, busy roads and congestion".</p> <p>Bus operators have reported journey times for buses at peak times along this stretch of road can take 3-4 minutes longer on average, with this being considerably longer on occasion.</p>
<p>Money should be spent on a cycle route linking Hellesdon to The Nest and the Broadland Northway</p>	<p>See specific reference to this below.</p>
<p>Waste of money due to decreased travel due to pandemic and money could be better spent on maintenance</p>	<p>Whilst the pandemic has reduced the number of people travelling on the transport network, particularly public transport, this is a short-term impact and numbers will increase as the impacts of the pandemic lessen.</p> <p>Before the pandemic, bus patronage in Norwich was consistently increasing with First Bus announcing annual increases of 5-10%</p>

	<p>on most services and konectbus also reporting growth within Greater Norwich, bucking the national trend.</p> <p>The new “Bus Back Better” strategy from central government states the following in relation to the role of buses as we emerge from the pandemic: <i>“COVID-19 has caused a significant shift from public transport to the private car. To avoid the worst effects of a car-led recovery – cities and towns grinding to a halt; pollution, road injuries, respiratory illness and carbon emissions all rising – we need to shift back quickly, by making radical improvements to local public transport as normal life returns. Buses are the quickest, easiest and cheapest way to do that”.</i></p> <p>Highway maintenance is needed along this route in the form of traffic signal replacement and resurfacing. These works will be co-ordinated with the proposals set out in this report, to minimise disruption to residents, business and all highway users.</p> <p>The funding we have secured from central government for these proposals cannot be used for general highway maintenance.</p>
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3.12 Cycle link from Hellesdon to The Nest and the Broadland Northway

At the December 2020 TCF Joint Committee, officers were asked to consider the option of a pedestrian and cycle route being provided alongside the A140 from the airport out to The Nest and the Broadland Northway junction. Initial feasibility work has been undertaken on this proposal and can be summarised as following:

- A shared use, two-way, footway / cycleway up to 3m wide could be provided within the highway boundary along the eastern side of Holt Road (a short length on the western side would connect specifically to The Nest). There is insufficient space available to segregate those walking and cycling without the need to buy third party land;
- There is insufficient space to provide an inbound or outbound bus lane as well as a new, off-carriageway, pedestrian and cycle route;
- The existing 60mph speed limit stretch of road on Holt Road would need to be reduced to 40mph to provide a safe environment for walking and cycling;
- Further work is needed to fully identify the extents of the hedgerow and vegetation alongside Holt Road where excavations would be needed to accommodate a new walking and cycle route.

- This scheme is forecast to cost £1.5M to £2.0M and would represent High Value for Money in government appraisal terms.

3.13 Further work is underway to provide a more detailed cost estimate and identify where funding could be secured from.

4. Financial Implications

4.1. Funding of £998,271 is available to deliver this scheme, which includes a £581,638 maintenance contribution for resurfacing works, the remainder will be funded from the TCF budget. This scheme represents High Value for Money in government appraisal terms. At this stage of scheme design, we are confident that the different elements of the project can be delivered within this budget through careful consideration of the materials used and construction methodology adopted. We are aware that the construction sector is experiencing some delay through the supply chain process, but we will work closely with our contractors to minimise any potential impacts this may have.

5. Resource Implications

5.1. Staff:

The scheme will be designed and delivered utilising existing resources.

5.2. Property:

None

5.3. IT:

None

6. Other Implications

6.1. Legal Implications:

None. NPLaw will advise on the Traffic Regulation Order noticing requirements and will confirm that actions taken to date have been compliant with the legislative requirements.

6.2. Human Rights implications:

Not applicable

6.3. Equality Impact Assessment (EqIA)

Norfolk County Council has a duty to pay due regard to equality when exercising its public functions. In promoting this scheme, we have considered the potential impact on local people, particularly disabled and older people and parents and carers of children, and others who may have needs when using the highways. Preliminary consultation on the scheme will take place, to enable people to highlight any issues it is important for NCC to be aware of before a decision is made.

- 6.4. An Equality Impact Assessment has been carried out for the overall TCF2 programme and for this individual scheme. Groups most likely to benefit from the Transforming Norwich programme are young people, older people, disabled people and people living in deprived areas. This scheme will help by:

- Reducing bus journey times
- Improving bus reliability
- Increasing bus reliability
- Providing cyclists with a shared section of carriageway

6.5. **Health and Safety implications**

The proposed scheme has been designed to improve the safety of highway users, a road safety audit has been carried out.

6.6. **Sustainability implications**

The objectives of the business case are specifically targeted at improving the impact transport has on carbon emissions, air quality and public health. It is felt these proposals will have a positive impact on the environment by encouraging sustainable modes of transport and should reduce private vehicle mileage.

6.7. **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.

7. Risk Implications/Assessment

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

8. Select Committee comments

- 8.1. Not applicable.

9. Recommendations

- 9.1. **1. To approve the proposals for Cromer Road & Aylsham Road as shown in Appendix A.**
- 2. To commence the statutory procedures associated with the new legal Traffic Regulation Orders and any amendments to existing Traffic Regulation Orders (TROs).**

10. Background Papers

- 10.1 December 2020 Joint Committee for Transforming Cities Fund meeting papers:
<https://norfolkcc.cmis.uk.com/norfolkcc/Meetings/tabid/128/ctl/ViewMeetingPublic/mid/496/Meeting/1716/Committee/179/Default.aspx>

Officer Contact

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

Officer name: Durga Goutam **Tel No.:** 01603 223487

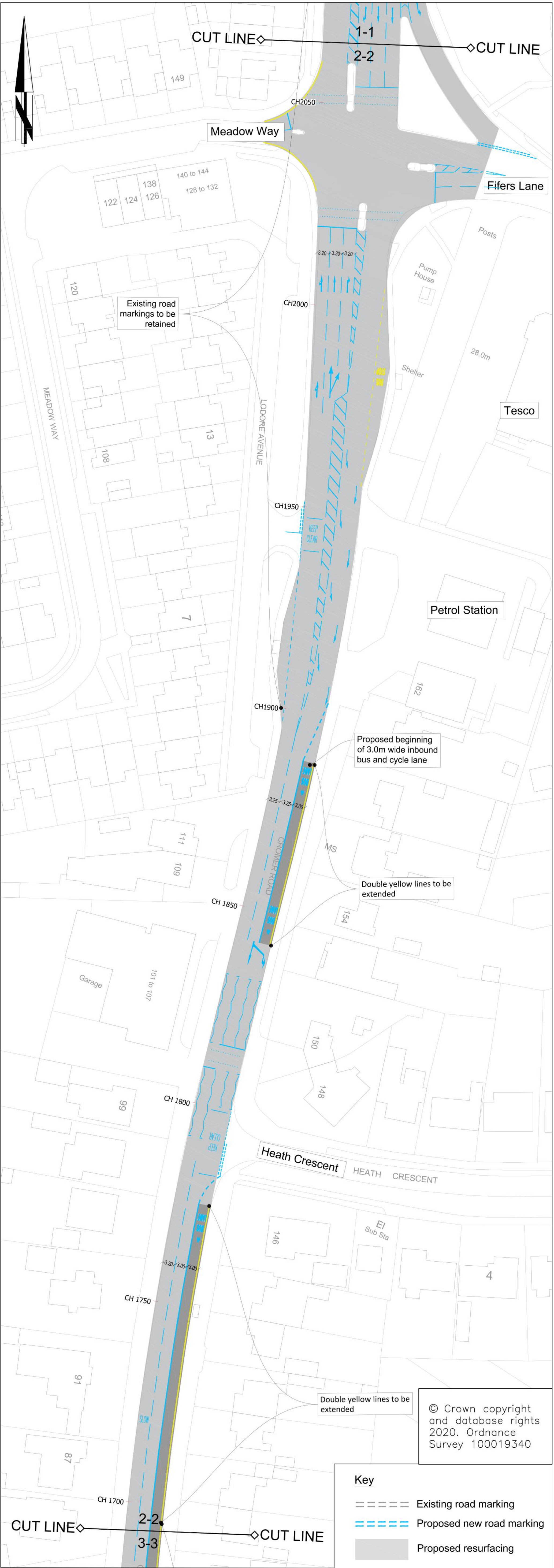
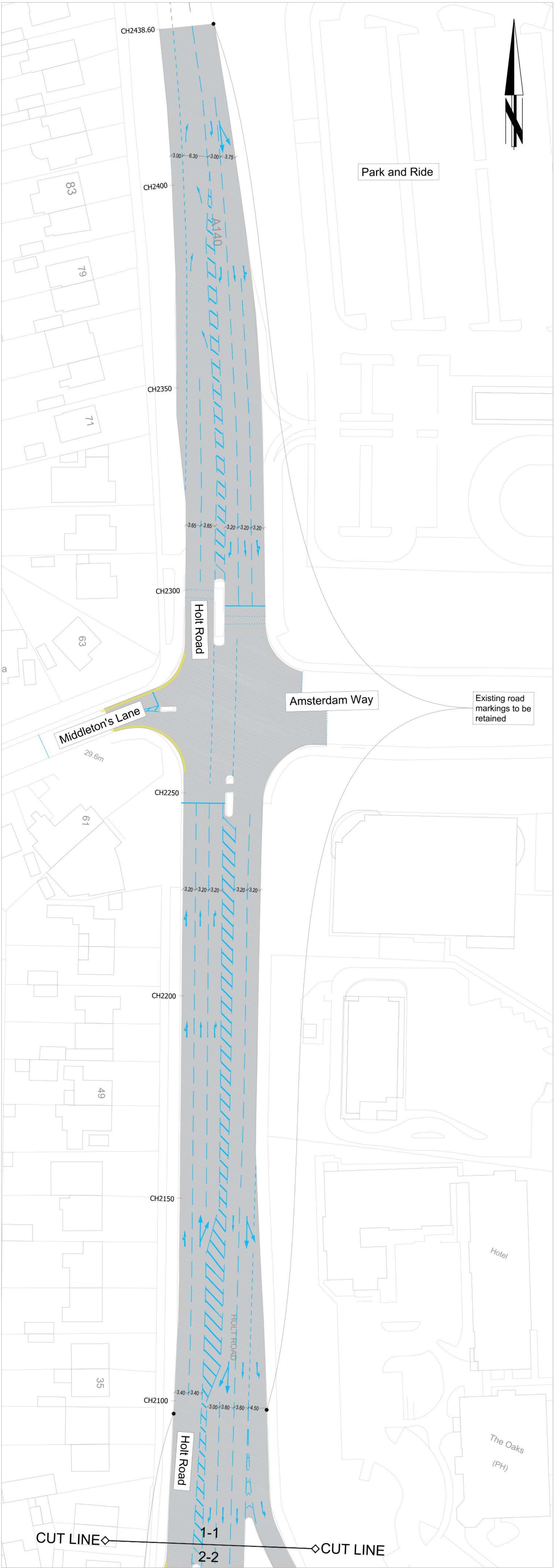
Email address: Durga.Goutam@norfolk.gov.uk

Officer name: Kris Pye **Tel No.:** 01603 679141

Email address: Kristopher.pye@norfolk.gov.uk

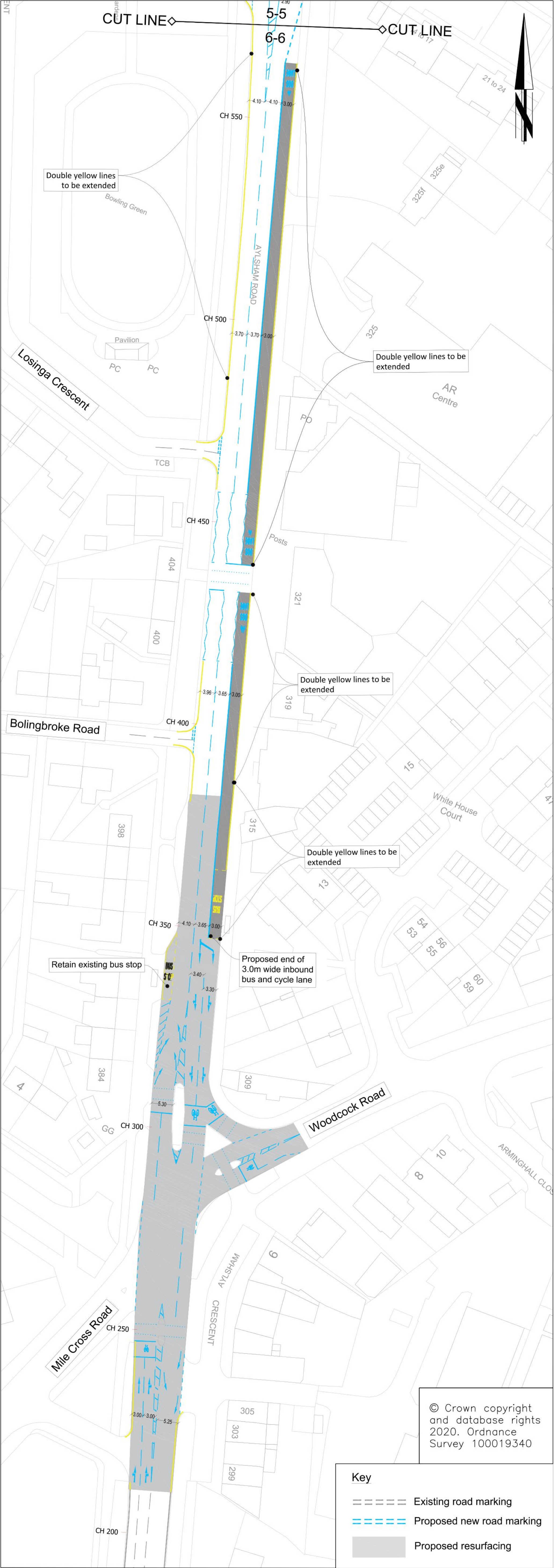
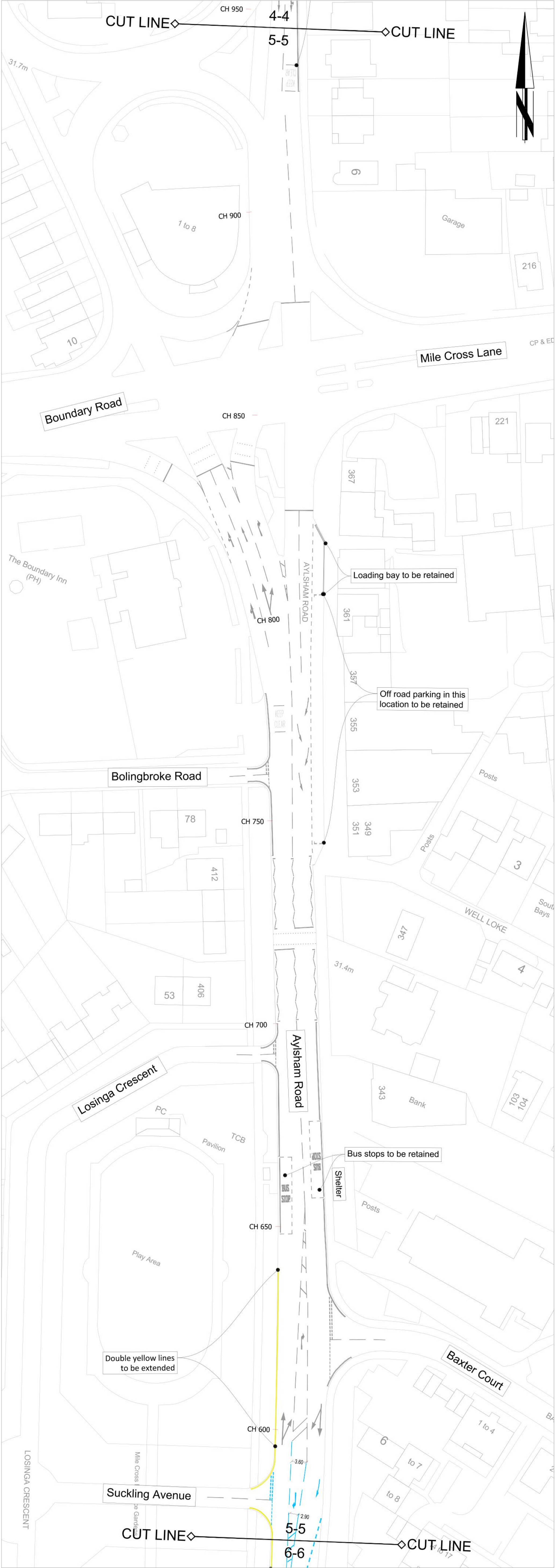


If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.



REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

SURVEYED BY	INITIALS	DATE	DRAWING No.
OS	OS	2020	PAA005-ID-100-001
DESIGNED BY	INITIALS	DATE	PROJECT TITLE
KP	KP	12/2020	Cromer Road - Aylsham Road Bus Cycle Lanes
DRAWN BY	INITIALS	DATE	SCALE
KP	KP	12/2020	1: 500 @ A1
CHECKED BY	INITIALS	DATE	FILE No.
DG	DG	12/2020	PAA005



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and database rights
2020. Ordnance
Survey 100019340

- Key**
- ==== Existing road marking
 - Proposed new road marking
 - Proposed resurfacing

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
Appendix A - Scheme Plan (Sheet 3 of 3)

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

SURVEYED BY	INITIALS	DATE	DRAWING No.
OS		2020	PAA005-ID-100-001
DESIGNED BY			PROJECT TITLE
KP		12/2020	Cromer - Aylsham Road
DRAWN BY			Bus Cycle Lanes
KP		12/2020	
CHECKED BY			SCALE
DG		12/2020	1: 500 @ A1
			FILE No.
			PAA005

Your Ref:
Date: 18 January 2021

My Ref: PAA005/ID/KP/01
Tel No.: 0344 800 8020
Email: transportfornorwich@norfolk.gov.uk

Dear Sir/Madam,

Transport for Norwich: consultation on proposals for Cromer Road/Aylsham Road

Norfolk County Council and the Transport for Norwich (TfN) partnership are asking for feedback on proposals to introduce new sections of bus lane along Cromer Road and Aylsham Road. We're writing to let you know how to find out more about the project and how to take part in our consultation.

What's being proposed and why

This table explains what changes we're proposing and the reasons behind them. The enclosed plan shows what the project would look like on the ground.

Proposal	Reason for proposal
New 24-hour bus/cycle lane, heading towards the city, between Fifers Lane and Mayfield Avenue along Cromer Road.	Cromer Road/Aylsham Road is a key public transport corridor from North Norfolk, Hellesdon and the Airport Park & Ride site. However, bus passengers are currently delayed by congested traffic conditions and there are no facilities for those wanting to cycle in this area. Traffic modelling forecasts that the new bus lanes will reduce bus journey times for all bus services using Aylsham Road and Cromer Road, particularly in the morning peak, by 15 to 20 per cent. The impact for general traffic using roads in the local area is low, with an increase in peak-period journey times of between 5 and 10 per cent.
New 24-hour bus/cycle lane, heading towards the city, between Suckling Avenue and Woodcock Road along Aylsham Road.	As above.
New double yellow lines along the new sections of bus/cycle lane above.	To allow installation of the new bus/cycle lane and free-flow movement of buses and

	cycles. No designated on-street parking spaces are affected.
Extension of double yellow lines between Losinga Crescent and Suckling Avenue.	Buses and general traffic heading out of the city are currently delayed by parked vehicles along this stretch of road where traffic is effectively reduced to one lane instead of two. Removal of parking will improve the flow of buses and general traffic in this area. No designated on-street parking spaces are affected.

Resurfacing of the road in this area would also be carried out at the same time as this scheme to minimise disruption and improve overall value for money.

How to comment

There are two ways to comment on the consultation:

- Visit www.norfolk.gov.uk/cromerroad where you can complete our online survey to share your thoughts on the proposals.
- Ask for a hard copy of the survey by calling or emailing us using the details at the top of this letter. Large font and other formats are available on request.

Next Steps

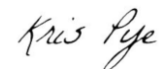
The deadline for comments is **10am on Wednesday 3 March 2021**. We will carefully consider all responses and report back to the Transforming Cities Fund Joint Committee later in the year. The committee, which is chaired by Norfolk County Council and made up of councillors from TfN partners Norwich City, Broadland District and South Norfolk councils, will then decide how to proceed with the project. The webpage above will be kept up to date with the latest progress and information.

Background

The Department for Transport (DfT) has awarded £32m of funding to TfN from the Transforming Cities Fund to deliver a range of schemes across Greater Norwich. These projects aim to improve access to jobs, training and retail by supporting improvements to sustainable modes of transport, while also responding to issues around air quality.

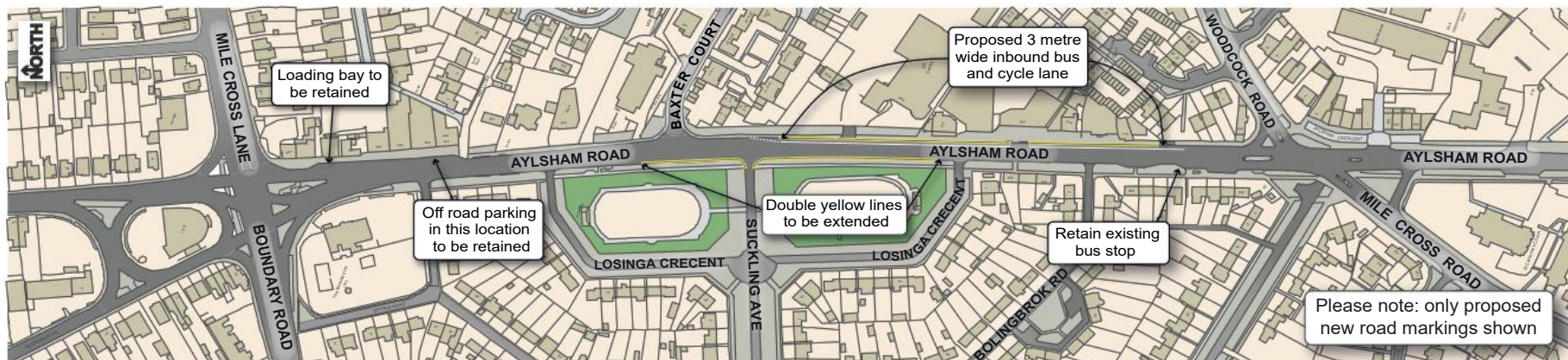
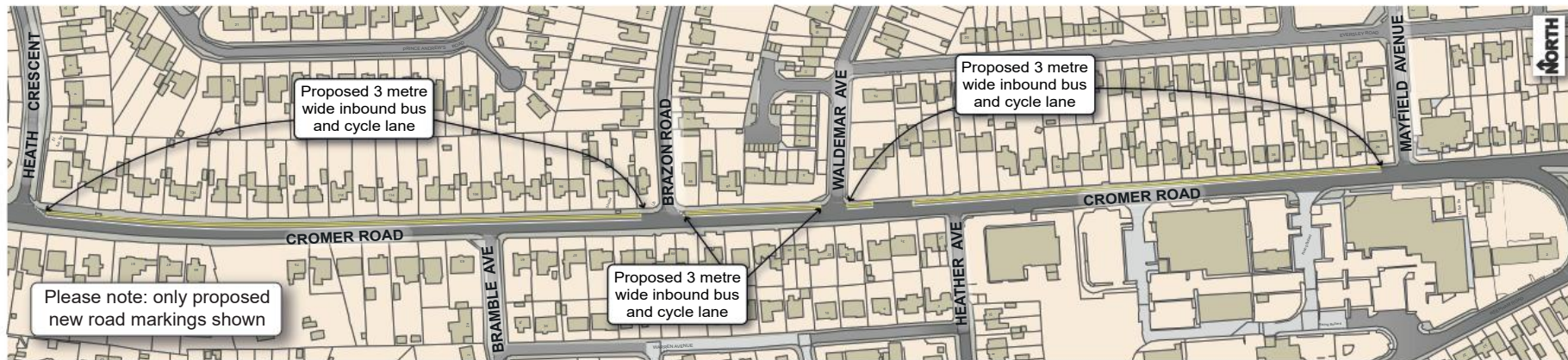
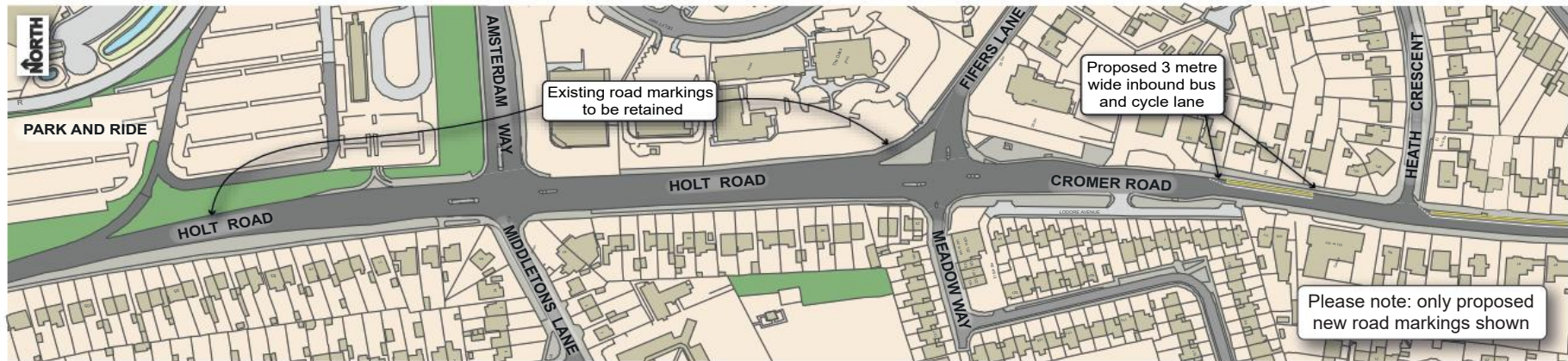
More information about our application to the DfT and all the proposed schemes can be found at www.norfolk.gov.uk/transformingcities. You can also read more about previous, current and future TfN projects by visiting www.norfolk.gov.uk/tfn.

Yours faithfully,



Kris Pye
Technician

Cromer Road/Aylsham Road



Thursday 25 February 2021

Cromer Road/Aylsham Road – consultation update/interim report

Consultation live at www.norfolk.gov.uk/cromerroad, closing date Wednesday 3 March 2021

Main misconceptions about the scheme

Insufficient road width along the proposed route, leading to an assumed reduction in pavement width

There is enough space for these proposals within the existing highway boundary, no footways will be narrowed to provide space for the bus lane.

Camera enforcement on the bus lane will be used to generate income

There is no intention to use camera enforcement on the bus lane.

Main objections about the scheme

Increased congestion on other roads, increase time accessing the main road from junctions/driveways and increased levels of rat running

Traffic modelling shows low impact for general traffic, with an increase in peak-period weighted average journey times of between 10 and 20 seconds.

The Hellesdon Neighbourhood Plan outlines concern that development in the area will result in more traffic through the parish from rural areas into the city. These bus lane proposals aim to reduce this traffic, particularly from the north, by supporting Park & Ride and longer distance bus services. We expect the Norwich Airport Park & Ride to become more popular through quicker and more reliable services, again, reducing the levels of non-local traffic moving through Hellesdon.

Access to and from driveways and side roads is unaffected by the scheme.

Loss of parking, particularly around the Post Office and pharmacy

There are no plans to remove designated parking and there is adequate provision to cater for those currently using non-designated areas where double yellow lines are proposed. This includes 15-20 off-road parking spaces behind the Post Office and pharmacy, including two designated disabled parking bays, and additional off-road spaces behind Lloyds Bank. There are no changes to parking arrangements for the shops at the north end of Aylsham Road.

Insufficient bus traffic on this route to justify the proposals

This route is a key public transport corridor from North Norfolk, Hellesdon and the Airport Park & Ride site. On a weekday, the route is used by around 180 buses a day inbound and 160 outbound, equating to about 48,000 bus passengers per week. Bus operators have said the provision of bus lanes enables them to make improvements to services, which could result in an increase in the frequency of buses and/or more journeys in the evenings and at weekends.

Request to make the bus lane morning and evening peak time only

The bus lane is proposed to be 24 hours-a-day to realise all the benefits associated with bus lanes, including more consistent and reliable bus and taxi journeys, as well as the opportunity to provide a safer facility for those cycling. These benefits are greatest at peak times but are still realised throughout the day. Most bus lanes in Norfolk operate on this basis.

No need for the scheme, all traffic on Cromer Road (including buses) is normally free flowing

The monitoring of traffic along this route and tracking information from buses has highlighted congestion and delay, particularly at peak times. This is also reflected in the Hellesdon Neighbourhood Plan, which says that what 'people dislike the most about living in the Parish was the level of traffic, busy roads and congestion'. Bus operators have reported journey times for buses at peak times can take 3-4 minutes longer.

Waste of money due to decreased travel due to pandemic and money could be better spent on maintenance

Whilst the pandemic has reduced the number of people travelling on the transport network, particularly public transport, this is a short-term impact and numbers will increase as the impacts of the pandemic lessen. Before the pandemic, bus patronage in Norwich was consistently increasing with First Bus announcing annual increases of 5-10% on most services and konektbus also reporting growth within Greater Norwich, bucking the national trend.

Around £580,000 of the scheme's budget is being spent on maintenance through the resurfacing the road, which will provide a high-quality road surface for years to come.

Your views on proposed changes to Cromer Road/Aylsham Road, Norwich

<https://norfolk.citizenspace.com/consultation/your-views-on-proposed-changes-to-cromer-road-ayls>

This report was created on Wednesday 05 May 2021 at 15:32

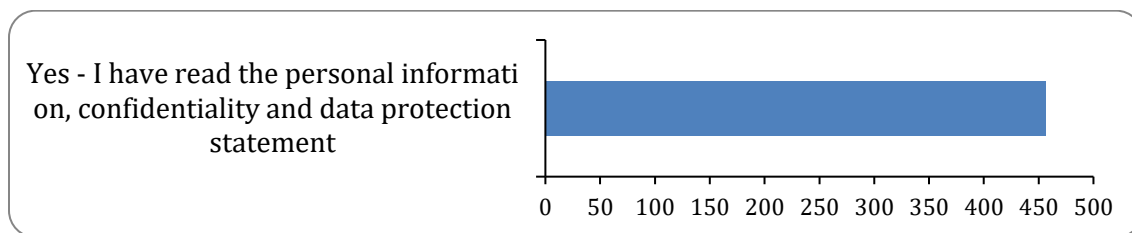
The consultation ran from 20/01/2021 to 03/03/2021

Responses to this survey: **457**

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

Data protection agreement

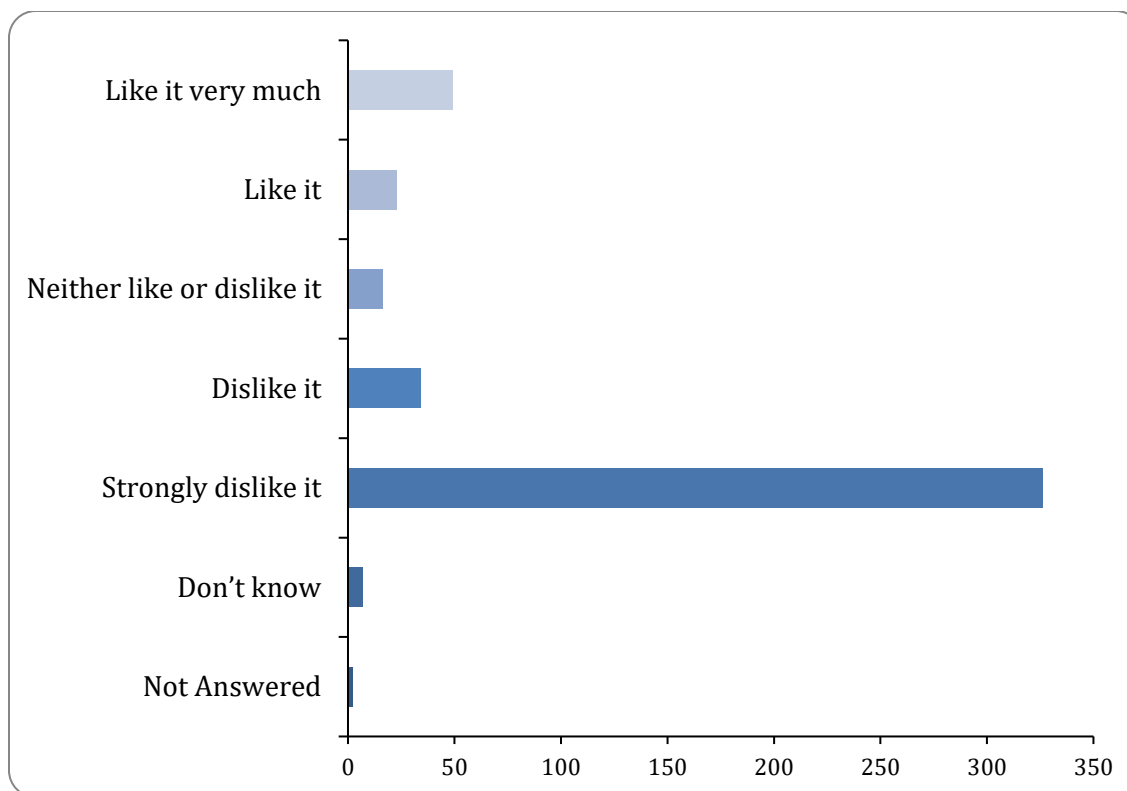
There were 457 responses to this part of the question.



Option	Total	Percent
Yes - I have read the personal information, confidentiality and data protection statement	457	100.00%
Not Answered	0	0.00%

1: New 24-hour bus/cycle lane, heading towards the city, between Fifers Lane and Mayfield Avenue along Cromer Road. To what extent do you like or dislike this proposal? (please select only one item)

There were 455 responses to this part of the question.



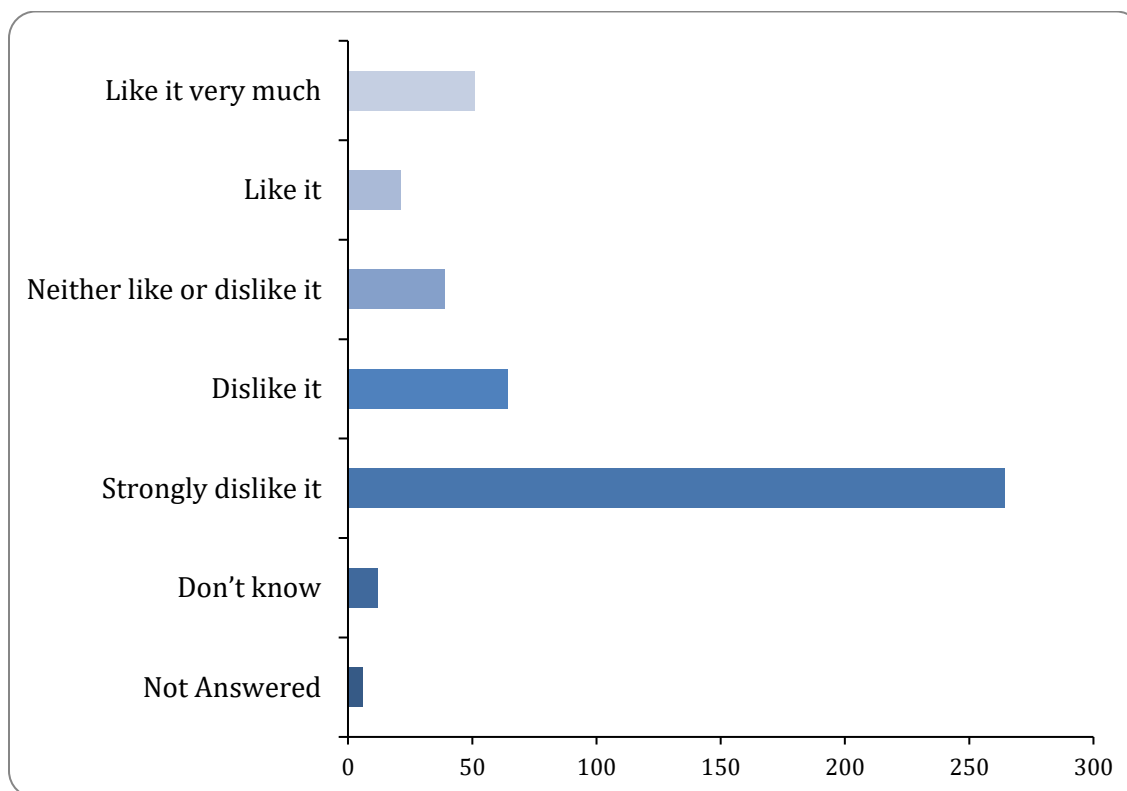
Option	Total	Percent
Like it very much	49	10.72%
Like it	23	5.03%
Neither like or dislike it	16	3.50%
Dislike it	34	7.44%
Strongly dislike it	326	71.33%
Don't know	7	1.53%
Not Answered	2	0.44%

Why do you say that? Please write below:

There were 416 responses to this part of the question.

2: New 24-hour bus/cycle lane, heading towards the city, between Suckling Avenue and Woodcock Road along Aylsham Road. To what extent do you like or dislike this proposal? (please select only one item)

There were 451 responses to this part of the question.



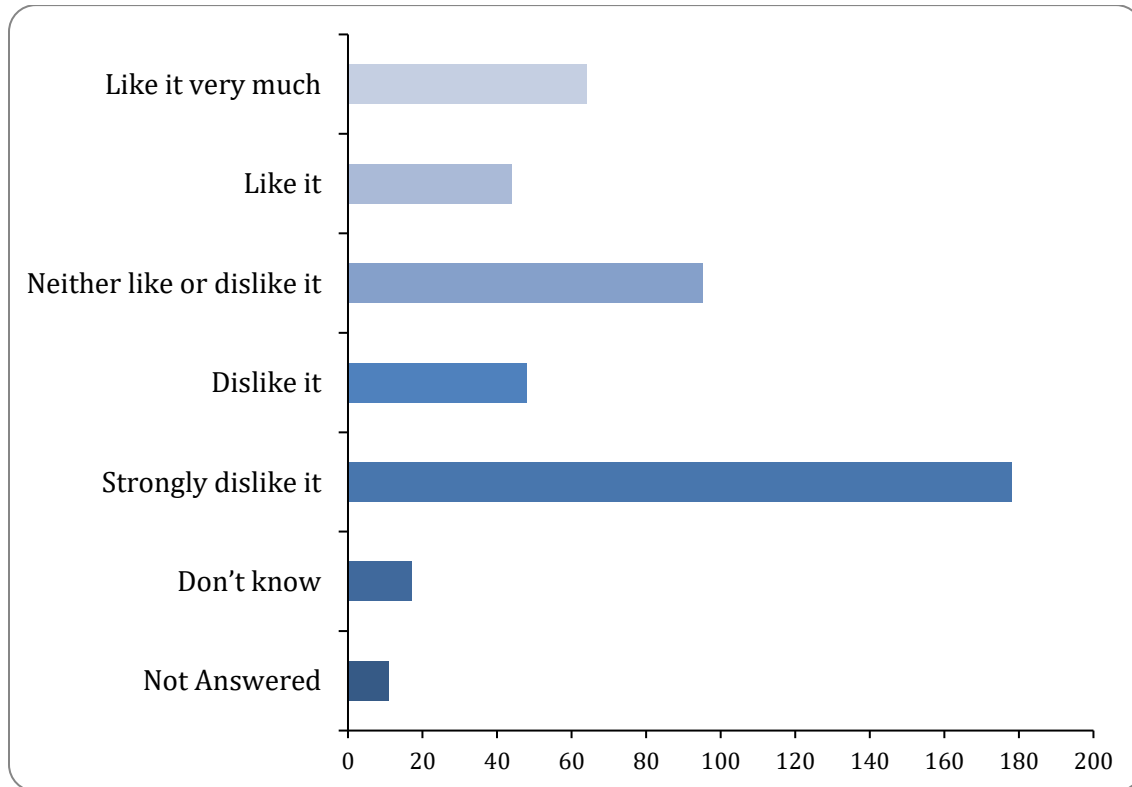
Option	Total	Percent
Like it very much	51	11.16%
Like it	21	4.60%
Neither like or dislike it	39	8.53%
Dislike it	64	14.00%
Strongly dislike it	264	57.77%
Don't know	12	2.63%
Not Answered	6	1.31%

Why do you say that? Please write below:

There were 366 responses to this part of the question.

3: New double yellow lines along the new sections of bus/cycle lane. To what extent do you like or dislike these proposals? (please select only one item)

There were 446 responses to this part of the question.



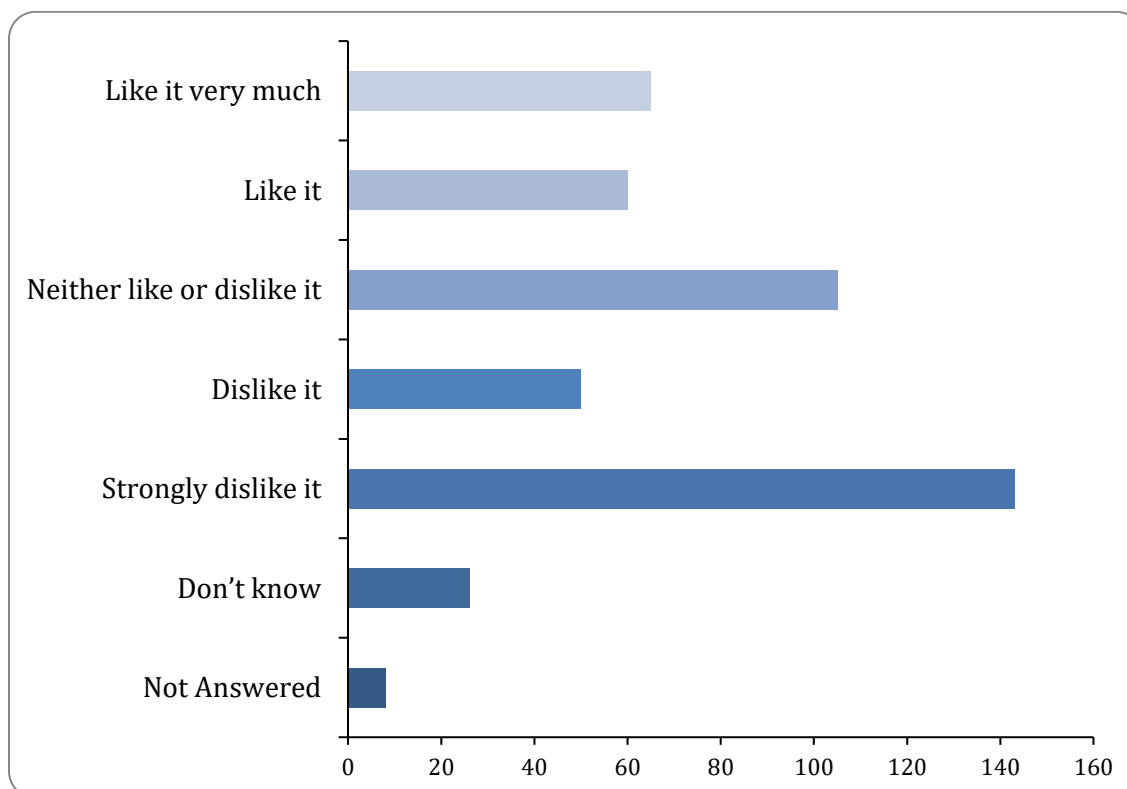
Option	Total	Percent
Like it very much	64	14.00%
Like it	44	9.63%
Neither like or dislike it	95	20.79%
Dislike it	48	10.50%
Strongly dislike it	178	38.95%
Don't know	17	3.72%
Not Answered	11	2.41%

Why do you say that? Please write below:

There were 307 responses to this part of the question.

4: Extension of double yellow lines between Losinga Crescent and Suckling Avenue. To what extent do you like or dislike this proposal? (please select only one item)

There were 449 responses to this part of the question.



Option	Total	Percent
Like it very much	65	14.22%
Like it	60	13.13%
Neither like or dislike it	105	22.98%
Dislike it	50	10.94%
Strongly dislike it	143	31.29%
Don't know	26	5.69%
Not Answered	8	1.75%

Why do you say that? Please write below:

There were 258 responses to this part of the question.

5: 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 overall design? If so, please write these below:

There were 322 responses to this part of the question.

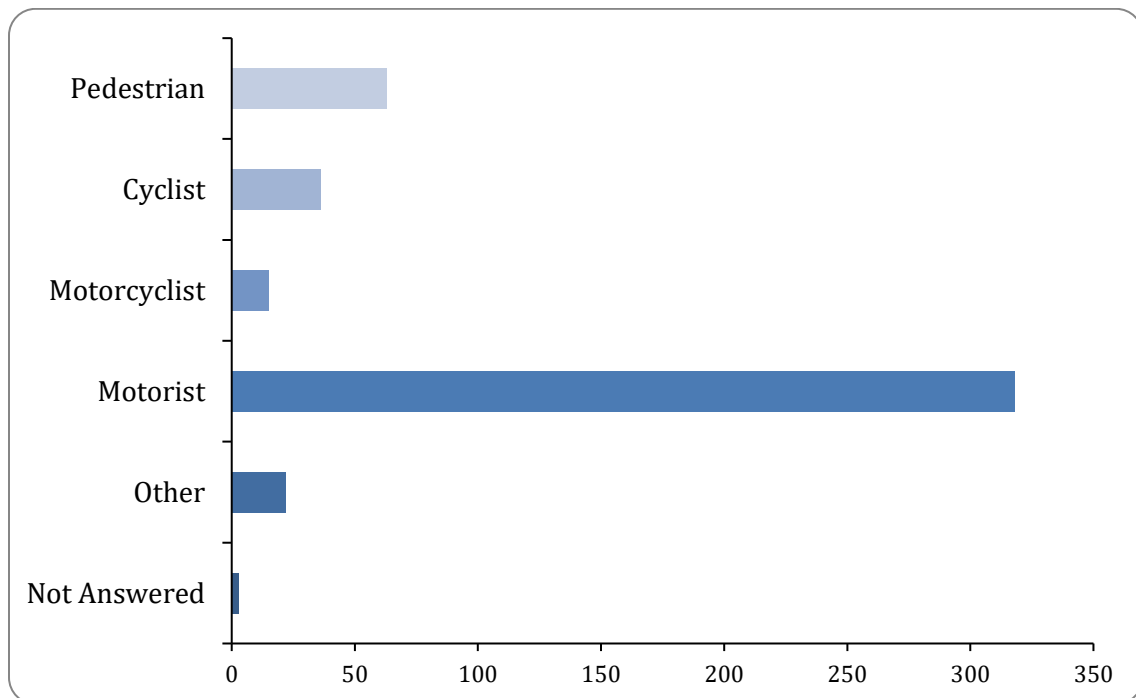
b. If you have any other comments in response to the overall proposals, please write them below:

There were 200 responses to this part of the question.

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

How do you primarily use the area?

There were 454 responses to this part of the question.



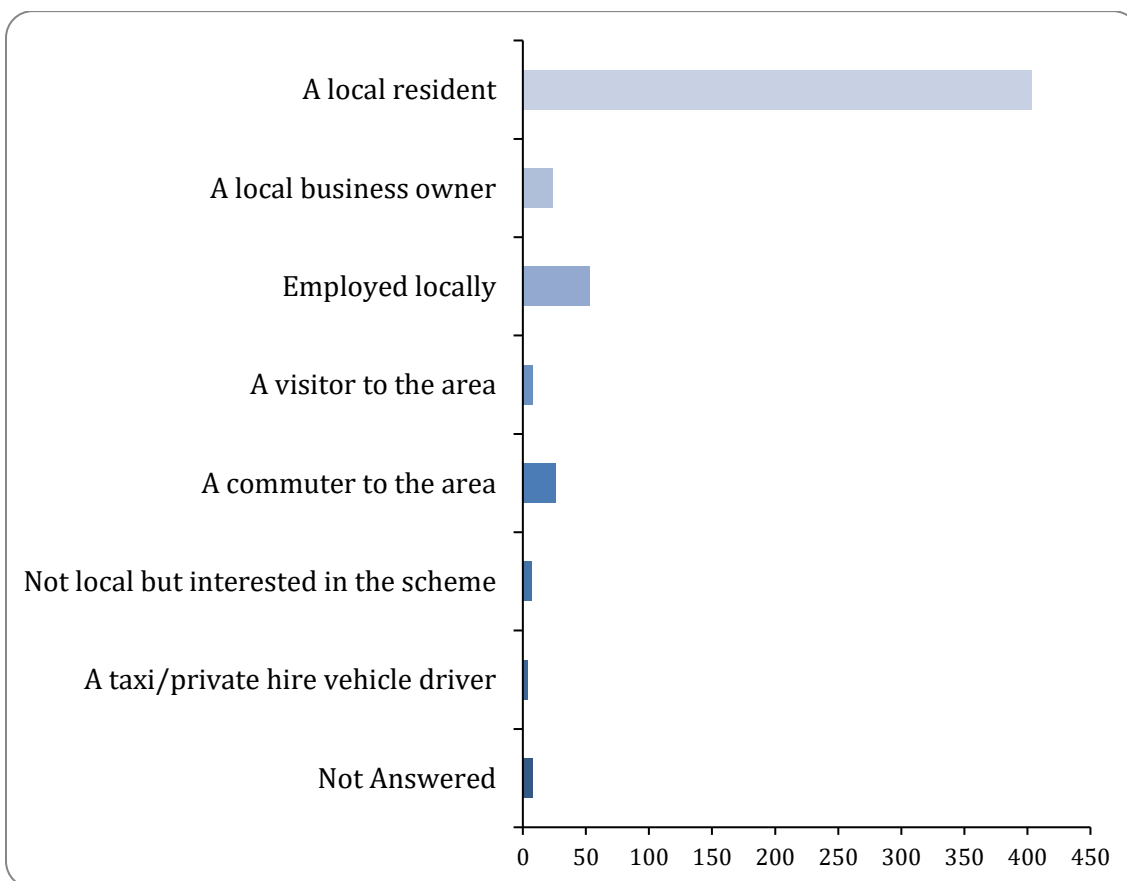
Option	Total	Percent
Pedestrian	63	13.79%
Cyclist	36	7.88%
Motorcyclist	15	3.28%

Motorist	318	69.58%
Other	22	4.81%
Not Answered	3	0.66%

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

User groups

There were 449 responses to this part of the question.



Option	Total	Percent
A local resident	403	88.18%
A local business owner	24	5.25%
Employed locally	53	11.60%
A visitor to the area	8	1.75%
A commuter to the area	26	5.69%
Not local but interested in the scheme	7	1.53%
A taxi/private hire vehicle driver	4	0.88%

Not Answered	8	1.75%
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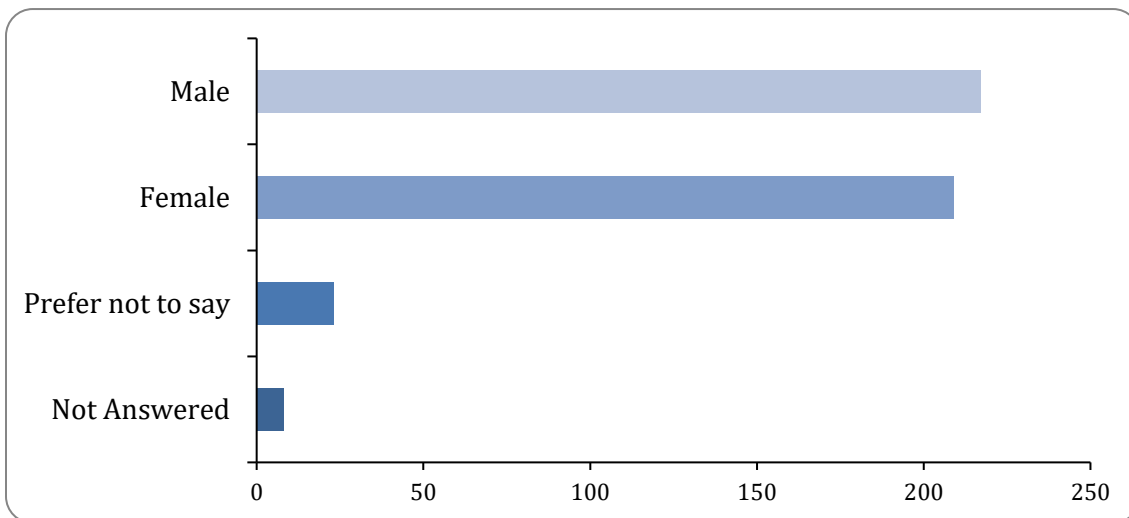
Other - please specify

There were 17 responses to this part of the question.

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

Gender

There were 449 responses to this part of the question.



Option	Total	Percent
Male	217	47.48%
Female	209	45.73%
Prefer not to say	23	5.03%
Not Answered	8	1.75%

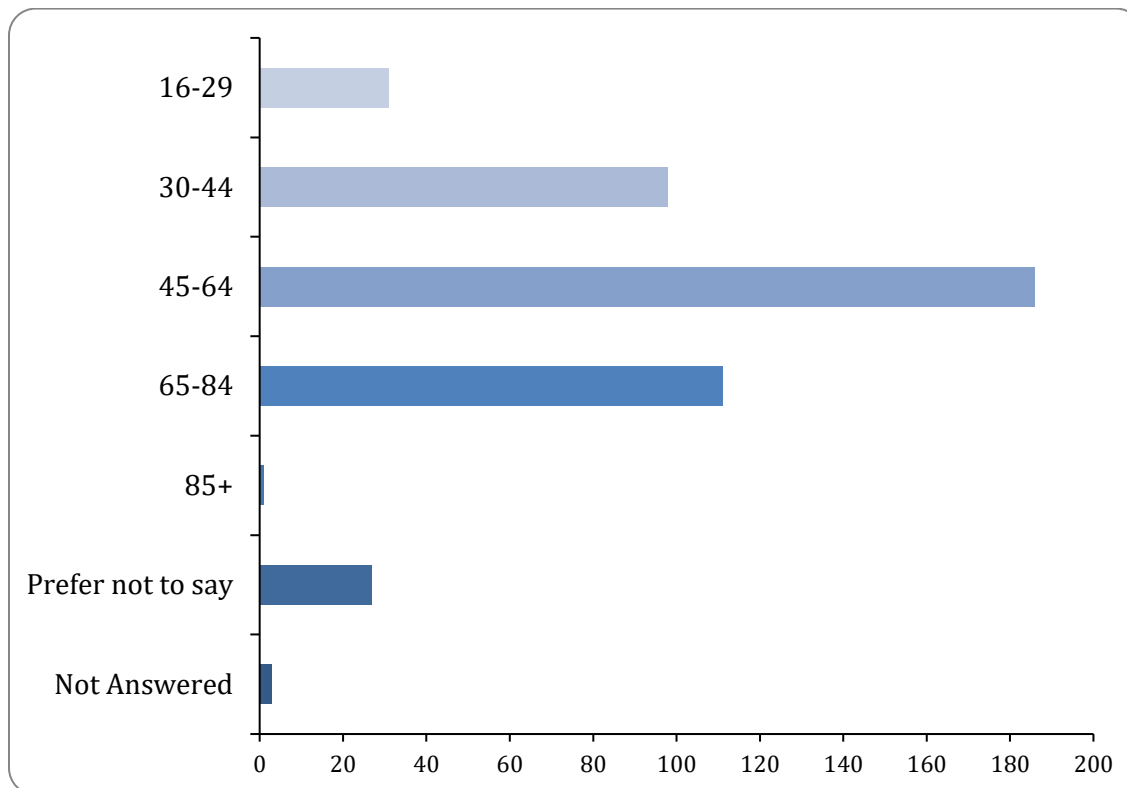
Other - please specify

There were 5 responses to this part of the question.

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

Age

There were 454 responses to this part of the question.

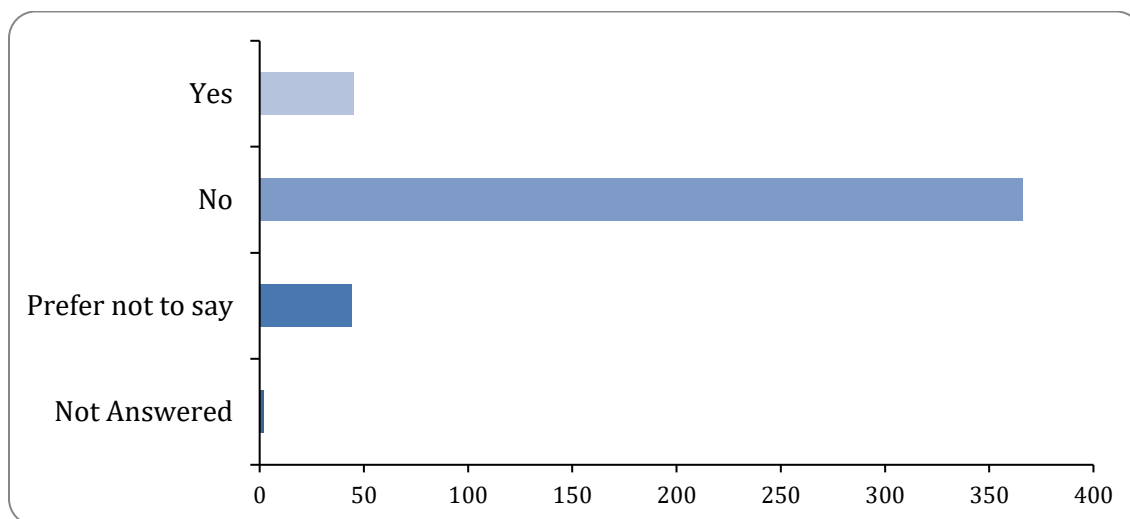


Option	Total	Percent
Under 15	0	0.00%
16-29	31	6.78%
30-44	98	21.44%
45-64	186	40.70%
65-84	111	24.29%
85+	1	0.22%
Prefer not to say	27	5.91%
Not Answered	3	0.66%

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

There were 455 responses to this part of the question.

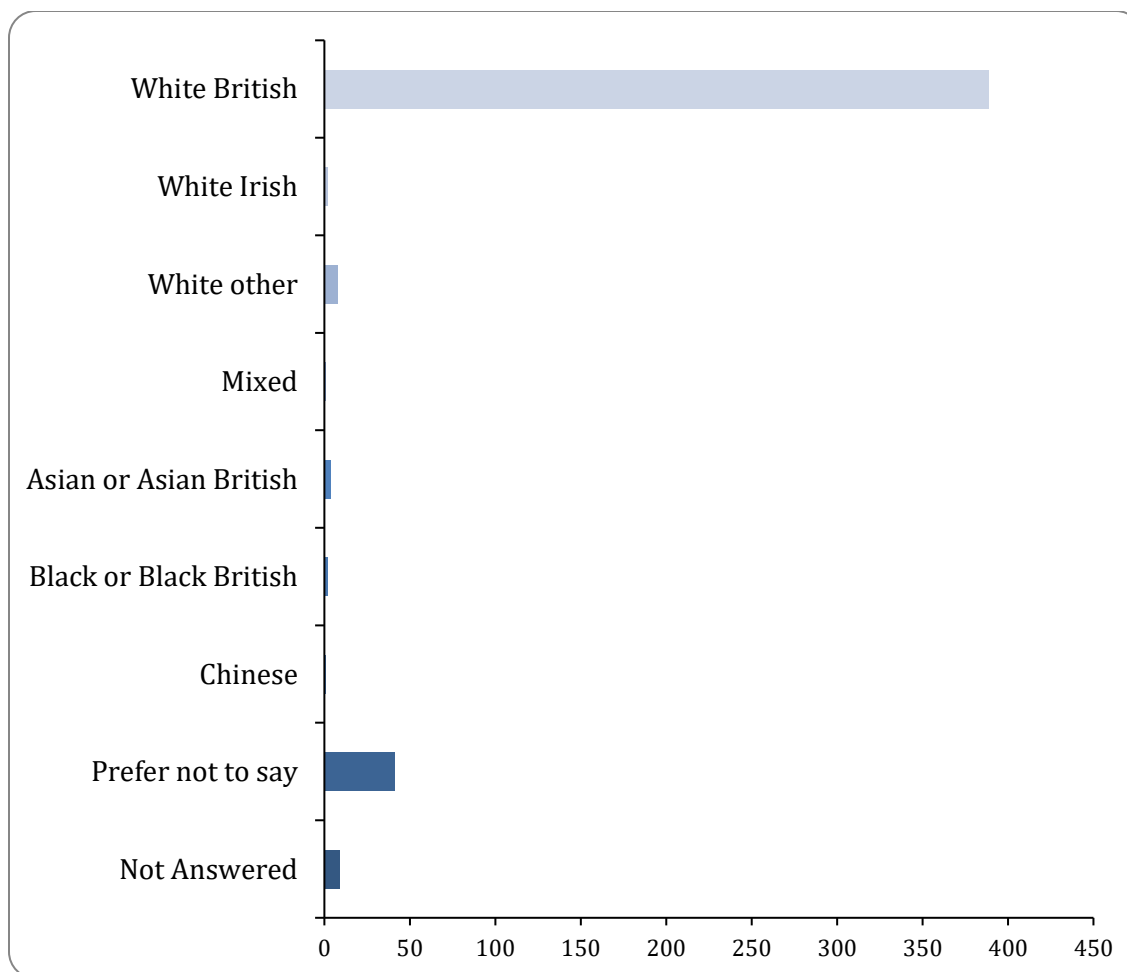


Option	Total	Percent
Yes	45	9.85%
No	366	80.09%
Prefer not to say	44	9.63%
Not Answered	2	0.44%

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

Ethnicity

There were 448 responses to this part of the question.



Option	Total	Percent
White British	389	85.12%
White Irish	2	0.44%
White other	8	1.75%
Mixed	1	0.22%
Asian or Asian British	4	0.88%
Black or Black British	2	0.44%
Chinese	1	0.22%
Prefer not to say	41	8.97%
Not Answered	9	1.97%

Other ethnic background - please describe:

There were 9 responses to this part of the question.

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

Postcode

There were 453 responses to this part of the question.

Responses to feedback submitted

The bus lane will cause more congestion for general traffic due to reduced road capacity, particularly in Hellesdon, Boundary and Woodcock Road junctions

Traffic modelling shows low impact for general traffic, with an increase in journey time by up to 6%.

It is important to note that the proposed bus lane on Cromer Road will terminate at Mayfield Avenue and not at the Boundary junction in order to provide the greatest benefit to buses and the minimum disruption to general traffic.

The bus lane is not needed since there are no significant issues with the current road layout

The monitoring of traffic along this route and tracking information from buses has highlighted congestion and delay, particularly at peak times.

Congestion is reflected in the Hellesdon Neighbourhood Plan, which says that what “people dislike the most about living in the Parish was the level of traffic, busy roads and congestion”.

Bus operators have reported journey times for buses at peak times along this stretch of road can take 3-4 minutes longer on average, with this being considerably longer on occasion.

The new ‘Bus Back Better’ strategy from central government outlines that local authorities are expected to provide bus lanes on any roads where there is a frequent bus service, congestion and physical space to install one.

There are not enough buses or demand for buses to warrant it. Frequent references made to empty seats, COVID-19 and impacts of homeworking and internet shopping.

This route is a key public transport corridor from North Norfolk, Hellesdon and the Airport Park & Ride site. On a weekday, the corridor is used by around 170 buses a day inbound, equating to about 48,000 bus passengers per week (pre-COVID).

Whilst the pandemic has reduced the number of people travelling on the transport network, particularly public transport, this is a short-term impact and numbers will increase as the impacts of the pandemic lessen. Before the pandemic, bus patronage in Norwich was consistently increasing with First Bus announcing annual increases of 5-10% on most services and konektbus also reporting growth within Greater Norwich, bucking the national trend.

The new 'Bus Back Better' strategy from central government outlines that local authorities are expected to provide bus lanes on any roads where there is a frequent bus service, congestion and physical space to install one.

The bus lanes do not need to be 24/7 – rush hour-only would be enough (like Sprowston Road)

The bus lane is proposed to be 24 hours-a-day to maximise the benefits associated with bus lanes, including more consistent and reliable bus and taxi journeys, as well as the opportunity to provide a safer environment for those cycling. These benefits are greatest at peak times but are still realised throughout the day. Most bus lanes in Norfolk operate on this basis.

The new 'Bus Back Better' strategy from central government outlines that local authorities are expected to provide bus lanes that operate 24 hours a day.

The bus lane will cause rat-running in nearby roads and displace traffic, particularly onto Reepham Road

The proposed bus lane on Cromer Road will terminate at Mayfield Avenue and not at the Boundary junction in order to provide the greatest benefit to buses and the minimum disruption to general traffic. There is no indication from the assessment work undertaken that there will be problems caused by traffic being displaced onto nearby roads, such as Reepham Road.

The bus lane will make pulling out of driveways and side roads much harder due to increased queues and having to cross the bus lane to join general traffic or access driveways

Access to and from driveways and junctions will be unaffected by this scheme.

Impact of right turning vehicles. How do you pass them without holding up traffic?

Vehicles will need to wait behind any turning vehicle. This arrangement exists in other locations in Norwich without any issues of concern observed or reported.

There isn't enough space to add a bus lane. Some concerns raised that the scheme will require pavement narrowing or tree loss

Cromer Road is a wide road and putting in a bus lane would not reduce its capacity to provide two-way traffic for cars. No footways need to be narrowed or any trees lost.

Air quality will get worse due to increase in emissions from congestion

The proposed bus lane on Cromer Road will terminate at Mayfield Avenue and not at the Boundary junction in order to provide the greatest benefit to buses and the minimum disruption to general traffic. As a result, traffic modelling shows a low impact for general traffic and any change in emissions from general traffic is considered to be negligible.

Subject to bus priority schemes such as this being implemented, First Bus will invest £18m in new and refurbished buses with significantly lower emissions. As part of this, we are looking at the opportunity to secure additional funding from government for zero emission buses for First Bus and other operators.

Bus lanes enable bus services to be faster, more reliable and more attractive to passengers, encouraging drivers to opt to using public transport, reducing general traffic and associated emissions.

Why aren't you segregating buses and cycles? Buses and cycles need more space to share for safety. Concerns also raised about buses overtaking cycles and crossing into general traffic lane and the impacts of navigating parked delivery vehicles.

There is insufficient space available along this stretch of road for buses and cycles to be segregated from each other. The provision of the bus lane gives cyclists some segregation from general traffic and this arrangement exists elsewhere in Norwich.

Don't mix bus and cycles – safety fears and potential for cycles to slow buses down, segregate cycles on the pavement

The provision of the bus lane gives cyclists some segregation from general traffic. In this particular location, there is insufficient space to segregate cycles on the pavement without removing road space or restricting traffic movements.

The arrangement of buses and cycles using the same lane exists elsewhere in Norwich and there are no specific concerns regarding this slowing buses to the extent that this needs to be addressed.

Traffic data used is from 2018 and therefore out of date – needs to be reassessed using post-pandemic data

Due to the Covid-19 pandemic, traffic volumes in 2020 during the development of this proposal were not representative of usual traffic volumes. The 2018 traffic data is considered representative and appropriate for the assessment of this scheme.

Queries raised over figures used for bus journeys and passengers in the Committee report

The accuracy of traffic modelling data and the number of bus passengers / bus services presented in the December 2020 Transforming Cities Fund Committee was queried. A clarification of these points is outlined below:

- The number of bus services provided in the December 2020 committee report was representative of the corridor as a whole but due to the routing of individual bus services, there are more buses on Aylsham Road than on Cromer Road. Up to 166 buses operate inbound each day on Aylsham Road, with the corresponding figure being 90 buses on Cromer Road;
- Regarding the bus patronage information reported in the Committee report, a single weekly figure was presented (48,000). Bus patronage data is held by bus operators and not the County Council and is considered to be commercially sensitive given the deregulation of the bus industry. We have agreement from the bus operators to present a combined value and not individual operator values. The actual figure was 47,898, which was rounded up to 48,000 for the purposes of reporting.

Planned new homes in the area will make congestion even worse

The Hellesdon Neighbourhood Plan outlines concerns that development in the area will result in more traffic through the parish from rural areas into the city. These bus lane proposals aim to reduce through traffic by supporting Park & Ride and longer distance bus services. The Norwich Airport Park & Ride will benefit from quicker and more reliable services, attracting non-local traffic from moving through Hellesdon.

This scheme is a waste of money - spend funds elsewhere e.g. potholes, ring road, NDR link/enable cycling from further afield, other projects with greater need

This scheme represents High Value for Money in government appraisal terms.

Highway maintenance is needed along this route in the form of traffic signal replacement and resurfacing. These works will be co-ordinated with the proposals set out in this report, to minimise disruption to residents, business and all highway users.

The funding we have secured from central government for these proposals cannot be used for general highway maintenance or any other scheme or purpose.

Better walking/cycling links out of the city to NDR, Horsford/Horsham St Faiths

At the December 2020 TCF Joint Committee, officers were asked to consider the option of a pedestrian and cycle route being provided alongside the A140 from the

airport out to The Nest and the Broadland Northway junction. Initial feasibility work has been undertaken on this proposal and has identified that a shared use, two-way, footway / cycleway up to 3m wide could be provided within the highway boundary along the eastern side of Holt Road (a short length on the western side would connect specifically to The Nest). There is insufficient space available to segregate those walking and cycling without the need to buy third party land.

Further work is underway to provide a more detailed cost estimate and identify where funding could be secured from.

The needs of bus/cycles and long distance commuters are being placed above motorists and local community

The Hellesdon Neighbourhood Plan outlines concern that development in the area will result in more traffic through the parish from rural areas into the city. These bus lane proposals aim to reduce through traffic, particularly from rural areas the north, by supporting Park & Ride and longer distance bus services. The Norwich Airport Park & Ride will benefit from quicker and more reliable services, attracting non-local traffic from moving through Hellesdon.

The “Bus Back Better” strategy from central government provides the following statement regarding the need to focus on buses as we emerge from the pandemic:

“COVID-19 has caused a significant shift from public transport to the private car. To avoid the worst effects of a car-led recovery – cities and towns grinding to a halt; pollution, road injuries, respiratory illness and carbon emissions all rising – we need to shift back quickly, by making radical improvements to local public transport as normal life returns. Buses are the quickest, easiest and cheapest way to do that”.

The “Gear Change” strategy sets out central government’s vision for cycling and walking in terms of helping to “tackle some of the most challenging issues we face as a society – improving air quality, combatting climate change, improving health and wellbeing, addressing inequalities and tackling congestion on our roads”. It is governments aim that half of all journeys in towns and cities being cycled or walked by 2030.

Current cycle lanes are not widely used, cycles will just go where they like

Investment in cycle infrastructure in Norwich over the last few years has directly led to an significant increase in the number of people cycling of at least 40%. Cycle lanes provide a safer environment in which to cycle, encouraging greater numbers of people to enjoy the health and well-being benefits of cycling.

The bus/cycle lane is too short to make any impact/needs to be all the way to the city

These proposals provide around 1km of additional bus/cycle lane, which represents a significant increase for this route into the city. The impacts of this will be faster and

more reliable journey times for public transport, as well as a safer environment for cycling. Opportunities to provide additional priority measures for buses and cycles will be considered in the future.

Parked cars are acknowledged as an issue by some responders who do not support scheme overall. Can double yellow lines being used throughout or single line daytime restrictions

Parking restrictions are being proposed to coincide with the new lengths of bus lane. Any additional parking restrictions outside these areas are not being considered at the current time.

This is a lot of work just for two relatively short peaks in traffic

The bus lanes are proposed to be 24 hours-a-day to maximise the benefits associated with bus lanes, including more consistent and reliable bus and taxi journeys, as well as the opportunity to provide a safer environment for those cycling. These benefits are greatest at peak times but are still realised throughout the day. Most bus lanes in Norfolk operate on this basis.

The new 'Bus Back Better' strategy from central government outlines that local authorities are expected to provide bus lanes that operate 24 hours a day.

Concerns around access to local businesses/homes caused by increased congestion and loss of parking/installation of double yellow lines

Whilst these proposals will remove some on street parking on Aylsham Road (where there are currently no double yellow lines) parking is available nearby, which includes 15-20 off-road parking spaces behind the Post Office and pharmacy. This includes two designated disabled parking bays. Parking is also available behind Lloyds Bank and off-road, in the garage of the funeral directors.

There are no changes to parking arrangements for the shops at the north end of Aylsham Road.

Parking will be displaced to side roads

Off-road parking is available to serve the local businesses. Any displacement of parking will be monitored.

The Co-op car park is not big enough and hard to get out of already (which will be made worse with bus lane). Shop parking and signage need to be improved

We will work with local retailers to identify where signage may need to be improved. The provision of the bus lane will not affect the ability of vehicles to enter or leave the Co-Op car park.

Needs to allow deliveries/collections

Vehicles will be able to stop to load / unload where parking is restricted.

Why don't you only block parking at peak times?

The bus lanes and associated parking restrictions are proposed to be 24 hours-a-day to maximise the benefits associated with bus lanes, including more consistent and reliable bus and taxi journeys, as well as the opportunity to provide a safer environment for those cycling. These benefits are greatest at peak times but are still realised throughout the day. Most bus lanes in Norfolk operate on this basis.

Vehicles will still park on double yellow lines and will block traffic. How will you enforce?

Parking enforcement officers will be made aware of these parking restrictions and appropriate enforcement will be carried out.

Impact on Heather Avenue school children; pick ups, safe crossing, pollution

These proposals are not expected to impact access to or from Heather Avenue Infant School.

Transforming Cities Joint Committee

Item No: 9

Decision making report title:	Norwich Rail Station Mobility Hub
Date of meeting:	10 June 2021
Responsible Cabinet Member:	Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure and Transport)
Responsible Director:	Grahame Bygrave (Director of Highways & Waste)
Is this a key decision?	No
<p>Executive Summary</p> <p>The Department for Transport has awarded Norfolk County Council capital funding from the Transforming Cities Fund (TCF). Norfolk County Council's successful application is based on a vision to "invest in clean and shared transport creating a healthy environment, increasing social mobility and boosting productivity through enhanced access to employment and learning".</p> <p>The proposals for Norwich rail station, Thorpe Road and Foundry Bridge junction have been subject to a public consultation from January 2021 to March 2021 and this report outlines the details of this and how comments made have been fully considered.</p> <p>Notwithstanding the objections received to some aspects of the proposals, the overall project addresses many of the issues raised and the provision of this scheme is important to bus operations and to the overall objectives of TCF. This report therefore recommends that the scheme is approved for construction and that the statutory procedures to implement the required Traffic Regulation Orders is commenced.</p> <p>Recommendations</p> <ol style="list-style-type: none"> 1. To approve the proposals for Norwich rail station as shown on the plan contained in Appendix D. 2. To carry out the statutory procedures associated with the following Traffic Regulation Orders and Notices: <ol style="list-style-type: none"> a) New bus, cycle and taxi lane along Thorpe Road b) 20mph speed limit along Thorpe Road, with consideration for extension into the wider area. c) Prohibit left turns from Thorpe Road into Riverside d) New zebra crossing on Thorpe Road e) New length of cycle lane on Prince of Wales Road inbound 	

3. Engage further with residents of St Matthews Road, Chalk Hill Road and surrounding area to identify appropriate traffic management arrangements to mitigate any increases in traffic on these roads.

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 proposals outlined in **Appendix A** were presented at the February 2021 Transforming Cities Joint Committee. The committee was asked to approve consultation on the proposals and consultation was carried out in March 2021. Local residents and key stakeholders were invited to take part in an online survey. The survey generated 304 responses and a number of additional direct representations were made by letter and email. A summary of these responses is outlined in Section 2.

2. Summary of Consultation Responses

- 2.1. A public consultation took place between 5 March 2021 and the 28 March 2021 with consultation letters sent to residents and businesses in the vicinity of the scheme. Stakeholder groups were also consulted. The consultation letter listed the 14 main changes being proposed, and an on-line survey provided the opportunity to rate and comment on each of these changes. A copy of the consultation letter and plan is included in **Appendix A**.
- 2.2. Overall, 2,745 consultation letters and plans were sent to residents and businesses in the area. Additional letters were sent to key stakeholders inviting comments on the scheme.
- 2.3. There were 304 responses to the on-line survey. The summary report of responses to the on-line survey can be found in **Appendix C** and the main findings are outlined in **Table 1** below:

Table 1: On-line survey responses

Proposal	Like it/like very much	Dislike it/strongly dislike it
Restrict traffic towards the city centre on Thorpe Road between Lower Clarence Road and Foundry Bridge to buses, cycles and taxis only	27.3%	62.17%

Ban left turns from Thorpe Road into Riverside	23.35%	47.7%
All buses depart from Thorpe Road and existing bus shelters to be extended or relocated	29.61%	28.61%
A new 'floating' bus stop arrangement on Prince of Wales Road to allow a new segregated cycleway past the stop	29.94%	30.26%
A new Zebra crossing on Thorpe Road	56.9%	15.46%
Widen existing pedestrian crossings and remove central islands on Riverside and Thorpe Road	38.81%	30.26%
Provide a new Beryl Bike hire hub at the station	45.4%	12.83%
Provide a segregated cycle entrance and signal-controlled cycle exit from the station at Foundry Bridge	40.46%	27.96%
New section of segregated cycleway on Prince of Wales Road	41.77%	20.4%
Provide improved pedestrian crossing points within the station	58.88%	11.51%
Provide priority to pedestrians across side roads off Riverside Road	49.67%	20.4%
Make Chalk Hill Road and St Matthews Road one-way from Riverside Road	23.03%	49.67%
Formalise the current informal pick up/drop off point on Lower Clarence Road for station users	45.4%	13.82%
Provide two new car club parking bays within the station forecourt	33.22%	15.79%
To what extent do you like or dislike the overall proposals	29.27%	57.57%

2.4. In addition to the online survey, 25 direct representations were made via e-mail and have been fully considered alongside the online responses. **Appendix B** provides a detailed summary of comments made in the online survey as well as through the direct representations along with officer responses.

2.5. The main stakeholder responses are summarised below:

Norwich Cycling Campaign

- 2.6. Overall, the Norwich Cycling Campaign were supportive of the scheme. They recognise the junction at Foundry Bridge, Thorpe Road and Riverside Road is a very busy space with high volumes of pedestrian, cyclist, buses and other traffic movements, particularly at certain times of day. Given the constraints of road capacity they broadly welcomed the proposed changes.
- 2.7. They note the proposed bus, cycle and taxi lane inbound on Thorpe Road from Lower Clarence Road to Foundry bridge and ask that this will be operating 24/7 as with other bus lanes across the city. Also, given the proposed new zebra crossing on this stretch of Thorpe Road, they would like to see a 20mph speed limit installed here for improved road user safety.
- 2.8. See comment in Section 5.2 regarding feedback on cycle lane provision on Foundry Bridge.

Norfolk Constabulary

- 2.9. Norfolk Constabulary support the overall proposals but did have some concerns around the operation of Thorpe Road during football match days at Carrow Road. The diversion route when there are road closures around the ground (typically for 30 mins at full time) directs traffic along Thorpe Road.
- 2.10. They also asked if emergency vehicles would be exempt from turning left into Riverside from Thorpe Road.

Norwich Society

- 2.11. The Norwich Society broadly support the proposals but wanted clarity on the signal timings and how they respond to surges in pedestrian flows at busy times such as match days. (Physical improvements i.e. crossing widths being improved to facilitate higher pedestrian flows).
- 2.12. See comment in Section 3 regarding cycle provision onto Prince of Wales Road.
- 2.13. On Chalk Hill Road and St Matthews Road, they ask that informal contraflow cycling is allowed if the one-way traffic restriction is imposed.

Other discussions

- 2.14. Meetings were held with the bus companies, who support the scheme, prior to the Joint Committee meeting in February 2021 and feedback was included in the previous committee report.
- 2.15. Meetings have also been held with Greater Anglia and Network Rail who are also generally supportive of the scheme.

Supporting themes

- 2.16. The main supporting themes arising from the consultation are as follows:
- Support for the improved pedestrian crossing points within the station;
 - New arrangement of bus stops in Thorpe Road was well supported;

- Improved pavements to give priority to those on foot across side roads up to St Matthews Road were supported;
- New Beryl bike hub was supported;
- Formalising the current informal pick-up/drop-off point for station users on Lower Clarence Road was well supported;
- New section of cycleway along Prince of Wales Road was well supported;
- Support for the new segregated cycle entrance and signal-controlled cycle exit to the Rail Station.

Objecting themes

- 2.17. The main objecting themes are outlined in **Table 2** below along with an officer response. More detailed information can be found in **Appendix B**.

Table 2: Summary of main objecting themes

Objecting themes	Comment
The introduction of the bus lane along Thorpe Road will result in general traffic heading into the City from the east along Thorpe Road being re-routed via Carrow Road / Canary Way / Koblenz Avenue and Riverside. There was concern over the time this route would take.	<p>Analysis of real time traffic data shows that the average time to make this journey compared to using Thorpe Road adds around 90 seconds on to journey times. We are looking at options to improve the co-ordination of the signal timings along this route to improve traffic flow.</p> <p>Access to Lower Clarence Road is retained for rail users that want to be dropped off / picked up from that location.</p>
Comments about local traffic using Rosary Road as a rat run.	Real time traffic data indicates there are no time savings for this route compared to using the Carrow Road / Koblenz Avenue route.
Concerns regarding the one-way proposal for St Matthews Road and Chalk Hill Road	<p>This has been proposed to reduce potential rat running on these streets as a result of the closure of Thorpe Road to general traffic inbound.</p> <p>Initial findings of the consultation indicated a mixed response and lack of support to the proposals for traffic restrictions on St Matthews Road and Chalk Hill Road. Discussions with the County Councillor has highlighted alternative traffic management options that could be considered and we will engage further with residents</p>

	in this area before progressing with any potential changes of traffic flow on these two roads.
Concerns were raised regarding the proposed left turn restriction to Riverside from Thorpe Road.	<p>The most recent survey for this area indicates that just over 300 vehicles per day (12-hour period) currently turn left into Riverside from Thorpe Road, which is a relatively small number. Alternative routes are available for vehicles making this manoeuvre.</p> <p>Removing the left turn enables space to be reallocated to provide a significant improvement to the walking and cycling facilities at the entrance to the station forecourt.</p>

3. Updated Proposals

The updated proposals are shown in **Appendix D**. A summary of clarifications and modifications brought about by the consultation are as follows:

- Emergency vehicles would be exempt from turning left into Riverside from Thorpe Road and this exemption will be written into the bus lane order;
- Following dialogue with the Norfolk Constabulary, an exemption will be written into the bus lane order to allow general traffic to use Thorpe Road as the diversionary route when there are road closures around Carrow Road on match days (typically for 30 mins at full time). Variable message signage will also be considered further out on the network to help drivers make an informed decision on which route to take;
- Following dialogue with the Norwich Society, a short length of proposed cycle lane will be removed to allow cyclists to join the carriageway and take up a good position to make the right turn if they want to join the lower end of the Prince of Wales Road cycle lane;
- Following dialogue with the Norwich Cycling Campaign, a 20mph limit is proposed for the section of Thorpe Road between Foundry Bridge and Rosary Road. Consideration will also be given to a wider 20mph zone in the area;
- Around 50% of respondents objected to the proposal to introduce one-way traffic flow on St Matthews Road and Chalk Hill Road. From the responses received, it is not possible to identify which are residents of these roads who would be directly affected. Discussions with the County Councillor has highlighted alternative traffic management options that could be considered and we will engage further with residents in this area

before progressing with any potential changes of traffic flow on these two roads. Contraflow cycle lanes would be provided on St Matthews Road and Chalk Hill Road should one-way traffic restrictions be introduced on these roads;

- There was support for a dedicated pick up and drop off area on Lower Clarence Road. We are in discussion with Greater Anglia regarding their proposed improvements to access from this location to the station and there may be the opportunity to provide a dedicated pick up and drop area as part of these works at a later date.

4. Evidence and Reasons for Decision

- 4.1. The proposals fulfil the key TCF programme objectives to improve bus travel along with walking and cycling improvements and the creation of a mobility hub at this key transport interchange. They also build on the recent improvement works on Prince of Wales Road and link with the bus and cycle contraflow scheme currently being constructed along Thorpe Road between Clarence Road and Carrow Road.

5. Alternative Options

- 5.1. Retaining the current layout would result in no action to mitigate either bus journey time delays or the completion of the cycle route from the rail station to the city centre. It would also leave crowded and inadequate footway crossings from the rail station into the city. Improving public transport to give better access to education, employment and services is a key objective of the TCF programme and the associated funding awarded to Norfolk County Council by the DfT.
- 5.2. The Norwich Cycle Campaign asked if we could consider seeing the road over Foundry bridge reduced to one lane in each direction with 1.5m wide mandatory cycle lanes being added in both directions, with an advance stop line on the outbound lane. Whilst we are not in a position to provide this with current traffic levels, this proposal will be revisited once other schemes in the city centre have been delivered which we anticipate will reduce traffic levels on this approach to the junction.

6. Financial Implications

- 6.1. Funding of £2.25m is available through the Transforming Cities Fund to deliver improvement works to the Norwich rail station area. At this stage of scheme design, we are confident that the different elements of the project can be delivered within this budget through careful consideration of the materials used and construction methodology adopted. We are aware that the construction sector is experiencing some delay through the supply chain process, but we will work closely with our contractors to minimise any potential impacts this may have.

7. Resource Implications

- 7.1. **Staff:**

Not applicable.

7.2. Property:

Not applicable.

7.3. IT:

Not applicable.

8. Other Implications

8.1. Legal Implications

Any required changes to Traffic Regulation Orders would be followed following the committee's approval of the final design layout.

8.2. Human Rights implications

Not applicable.

8.3. Equality Impact Assessment (EqIA)

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

8.4. Health and Safety implications

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

8.5. Sustainability implications

The objectives of the business case are specifically targeted at improving the impact transport has on carbon emissions, air quality and public health.

8.6. Any other implications

Network Rail and Greater Anglia are also proposing works to improve access to the Rail Station. We are working closely with both parties to deliver the respective improvement schemes to complement each other.

9. Risk Implications/Assessment

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

10. Select Committee comments

10.1. Not applicable.

11. Recommendations

11.1. To approve the proposals for Norwich rail station as shown on the plan contained in Appendix D.

11.2. To carry out the statutory procedures associated with the following Traffic Regulation Orders and Notices:

- a) New bus, cycle and taxi lane along Thorpe Road
- b) 20mph speed limit along Thorpe Road, with consideration for extension into the wider area.
- c) Prohibit left turns from Thorpe Road into Riverside
- d) New Zebra Crossing on Thorpe Road
- e) New length of cycle lane on Prince of Wales Road inbound

11.3. Engage further with residents of St Matthews Road, Chalk Hill Road and surrounding area to identify appropriate traffic management arrangements to mitigate any increases in traffic on these roads.

12. Background Papers

12.1. February 2021 Joint Committee meeting papers:

<https://norfolkcc.cmis.uk.com/norfolkcc/Meetings/tabid/128/ctl/ViewMeetingPublic/mid/496/Meeting/1717/Committee/179/Default.aspx>

Officer Contact

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

Officer name: David Wardale **Tel No.:** 01603 223259

Email address: David.wardale@norfolk.gov.uk

Officer name: Ed Parnaby **Tel No.:** 01603 223932

Email address: edward.parnaby@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.



Community & Environmental
Services
County Hall
Martineau Lane
Norwich
NR1 2SG



NCC contact number: 0344 800 8020
Text relay no.: 18001 0344 800 8020

Your Ref:
Date: 5 March 2021

My Ref: PBA020/HD1/MB/01
Tel No.: 0344 800 8020
Email: transportfor Norwich@norfolk.gov.uk

Dear Sir/Madam,

Transport for Norwich: consultation on proposals for train station area

Norfolk County Council and the Transport for Norwich (TfN) partnership are asking for feedback on proposed changes to the train station area of the city. The aims of the scheme are to improve bus journey times as well as facilities for those walking and cycling through the area. We're writing to let you know how to find out more about the project and how to take part in our consultation.

What's being proposed and why

This table explains what changes we're proposing and the reasons behind them. The enclosed plan shows what the project would look like on the ground – the numbered proposed changes below correspond to the relevant points marked on the map.

	Proposal	Reason for proposal
1	Traffic towards city centre on Thorpe Road, between Lower Clarence Road and Foundry Bridge, restricted to buses, cycles and taxis only	To improve bus journey times into the city centre for the 300 buses-a-day using this section of road. It will allow buses to move through the junction without having to wait for more than one phase of lights, saving between three and eight minutes per journey, depending on time of day. Taxis will benefit in the same way through the junction. Those cycling into the city along Thorpe Road will be able to travel through the junction ahead of other traffic as a result of the separate cycle release traffic signal. General traffic along Riverside and Koblenz Avenue will benefit from traffic signals along the route being optimised using new technology. The traffic signals at the Foundry Bridge junction will be

		enhanced to improve the efficiency of the junction.
2	No left turn to Riverside from Thorpe Road	This creates enough room for people cycling to access and leave the station safely and more conveniently, providing separate spaces for walking and cycling.
3	All buses to depart from Thorpe Road, existing shelters to be extended or relocated	To improve bus journey times and reliability by removing the need to enter/exit the station forecourt.
4	New 'floating' bus stop arrangement to allow a new segregated cycleway past the stop	To allow those cycling an uninterrupted and segregated route past the stop, away from waiting bus passengers and away from general traffic.
5	New Zebra crossing	To link with the relocated bus stop and the well-used Old Library Woods footpath.
6	Existing pedestrian crossings to be widened and central islands removed on Thorpe Road and Riverside	To allow people on foot to cross the road in a single, more convenient movement, improving the pedestrian access to and from the station.
7	New Beryl Bike hire hub	This provides improved access to the popular bike, e-bike and e-scooter hire network provided by Beryl.
8	Segregated cycle entrance and signal controlled cycle exit	To provide safe and convenient cycle and pedestrian access and exit to the station.
9	New section of segregated cycleway	To tie in with the existing, popular cycleway on Rose Lane, extending the high-quality cycle route from the station to the city centre.
10	Improved pedestrian crossing point	To provide better facilities at these busy crossing areas in the forecourt.
11	Improved pavement to give priority to those on foot across side roads up to St Matthews Road	To allow a safer walking route to and from the train station area along Riverside Road.
12	Chalk Hill Road and St Matthews Road to become one-way from Riverside Road	To prevent potential rat-running from general traffic looking to use Rosary Road and Riverside Road to access the city centre due to the proposed inbound bus lane on Thorpe Road.
13	Option to formalise the current informal pick-up/drop-off point for station users	Future aspiration to improve pedestrian access to the station from Lower Clarence Road.
14	Two new Car Club parking bays	To provide more options for onward journeys to both residents and visitors – Car Club membership is valid nationally.

How to comment

There are two ways to comment on the consultation:

- Visit www.norfolk.gov.uk/norwichtrainstation where you can complete our online survey to share your thoughts on the proposals.
- Ask for a hard copy of the survey by calling or emailing us using the details at the top of this letter. Large font and other formats are available on request.

Next Steps

The deadline for comments is Sunday 28 March 2021. We will carefully consider all responses and report back to the Transforming Cities Fund Joint Committee later in the year. The committee, which is chaired by Norfolk County Council and made up of councillors from TfN partners Norwich City, Broadland District and South Norfolk councils, will then decide how to proceed with the project. The webpage above will be kept up to date with the latest progress and information.

Background

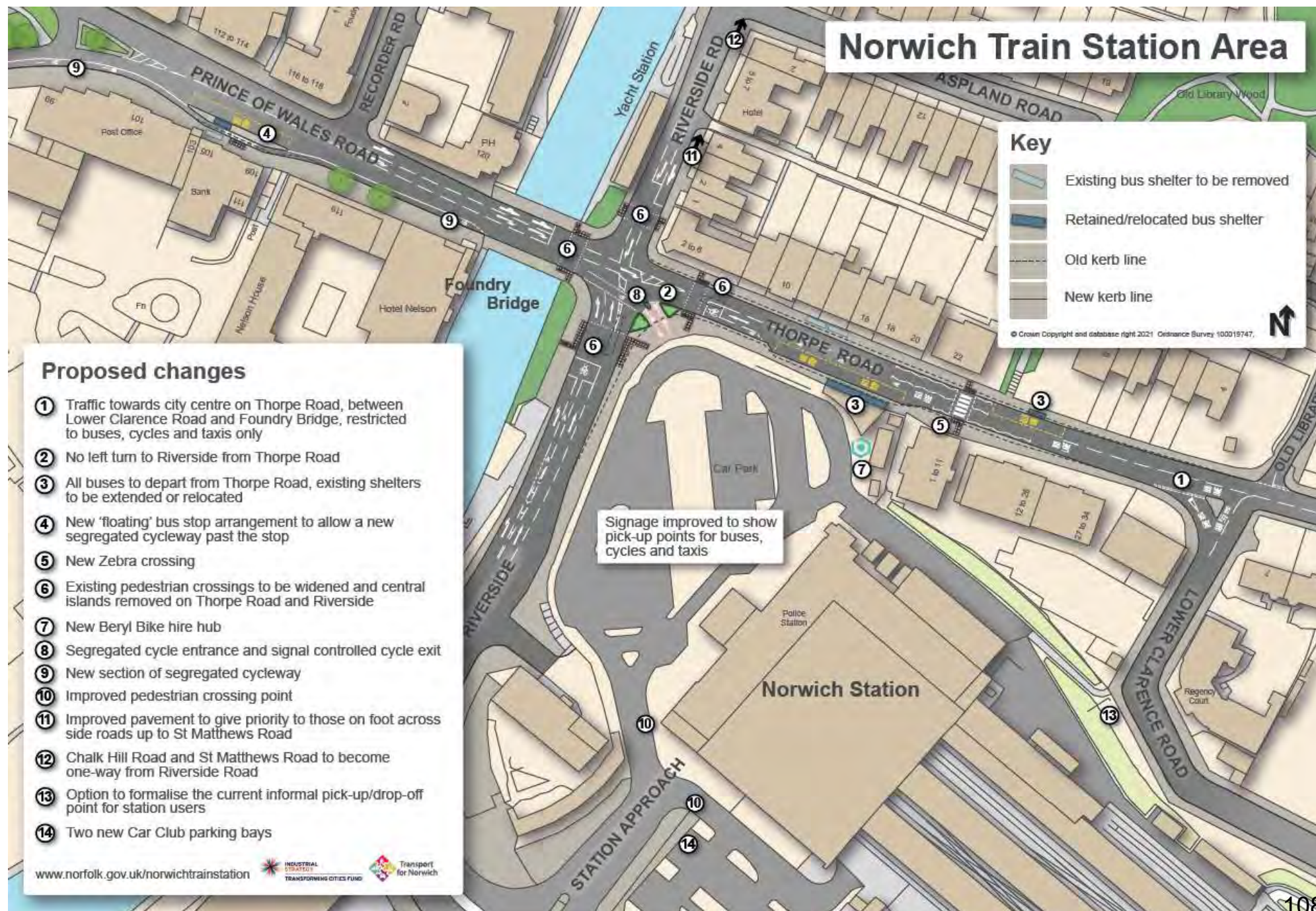
The Department for Transport (DfT) has awarded £32m of funding to TfN from the Transforming Cities Fund to deliver a range of schemes across Greater Norwich. These projects aim to improve access to jobs, training and retail by supporting improvements to sustainable modes of transport, while also responding to issues around air quality.

More information about our application to the DfT and all the proposed schemes can be found at www.norfolk.gov.uk/transformingcities. You can also read more about previous, current and future TfN projects by visiting www.norfolk.gov.uk/tfn.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Mohamad Balan', with a stylized 'B' at the end.

Mohamad Balan
Engineer



Your views on proposed changes to the Norwich Train Station area

<https://norfolk.citizenspace.com/consultation/norwichtrainstation>

This report was created on Thursday 06 May 2021 at 16:56

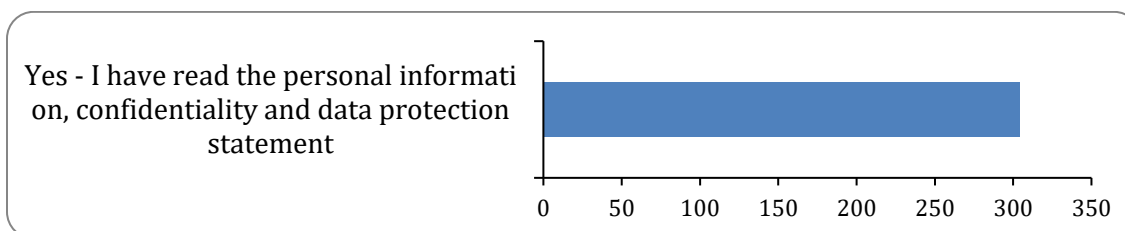
The consultation ran from 05/03/2021 to 28/03/2021

Responses to this survey: **304**

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

Data protection agreement

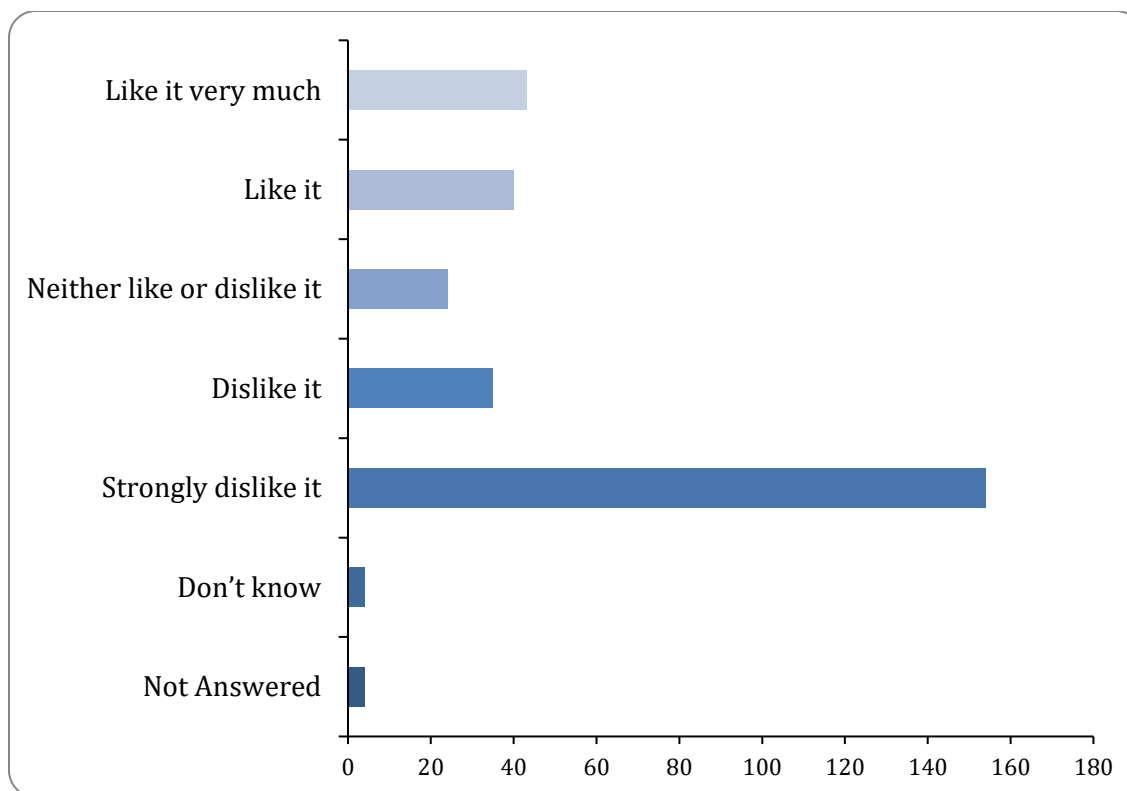
There were 304 responses to this part of the question.



Option	Total	Percent
Yes - I have read the personal information, confidentiality and data protection statement	304	100.00%
Not Answered	0	0.00%

1: Traffic towards city centre on Thorpe Road, between Lower Clarence Road and Foundry Bridge, restricted to buses, cycles and taxis only. To what extent do you like or dislike this proposal? (please select only one item)

There were 300 responses to this part of the question.



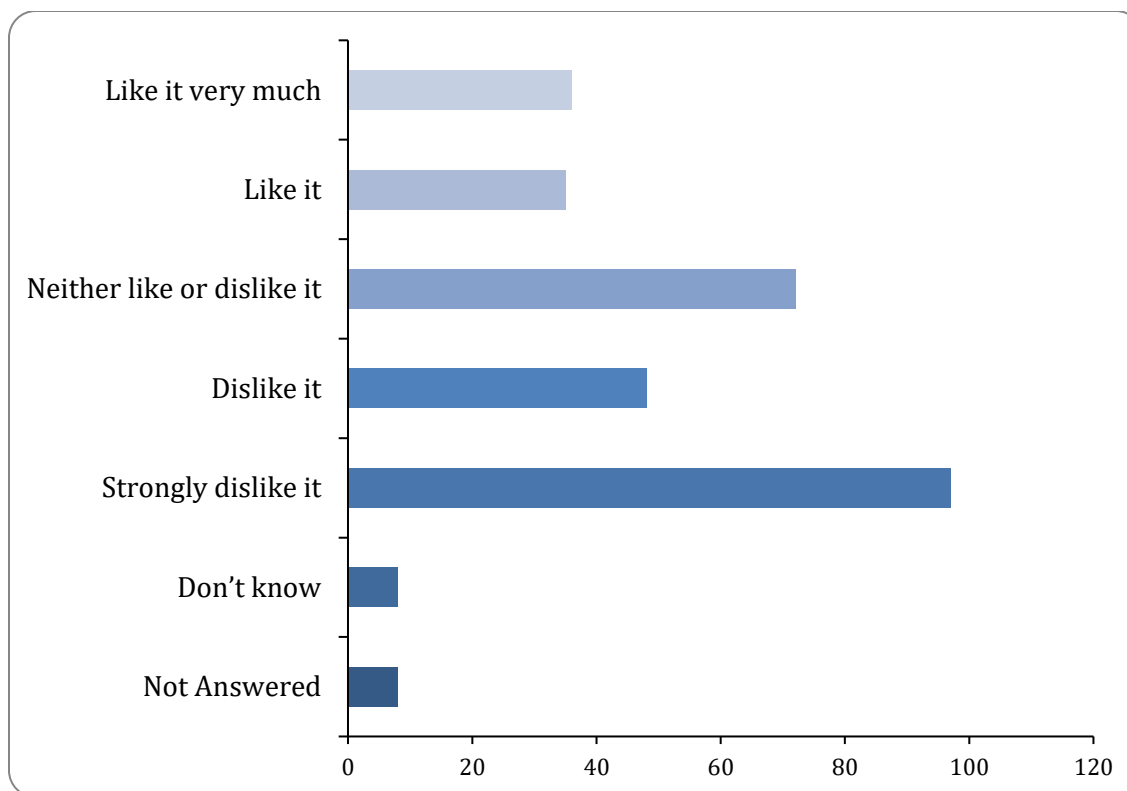
Option	Total	Percent
Like it very much	43	14.14%
Like it	40	13.16%
Neither like or dislike it	24	7.89%
Dislike it	35	11.51%
Strongly dislike it	154	50.66%
Don't know	4	1.32%
Not Answered	4	1.32%

Why do you say that? Please write below:

There were 247 responses to this part of the question.

2: No left turn to Riverside from Thorpe Road. To what extent do you like or dislike this proposal? (please select only one item)

There were 296 responses to this part of the question.



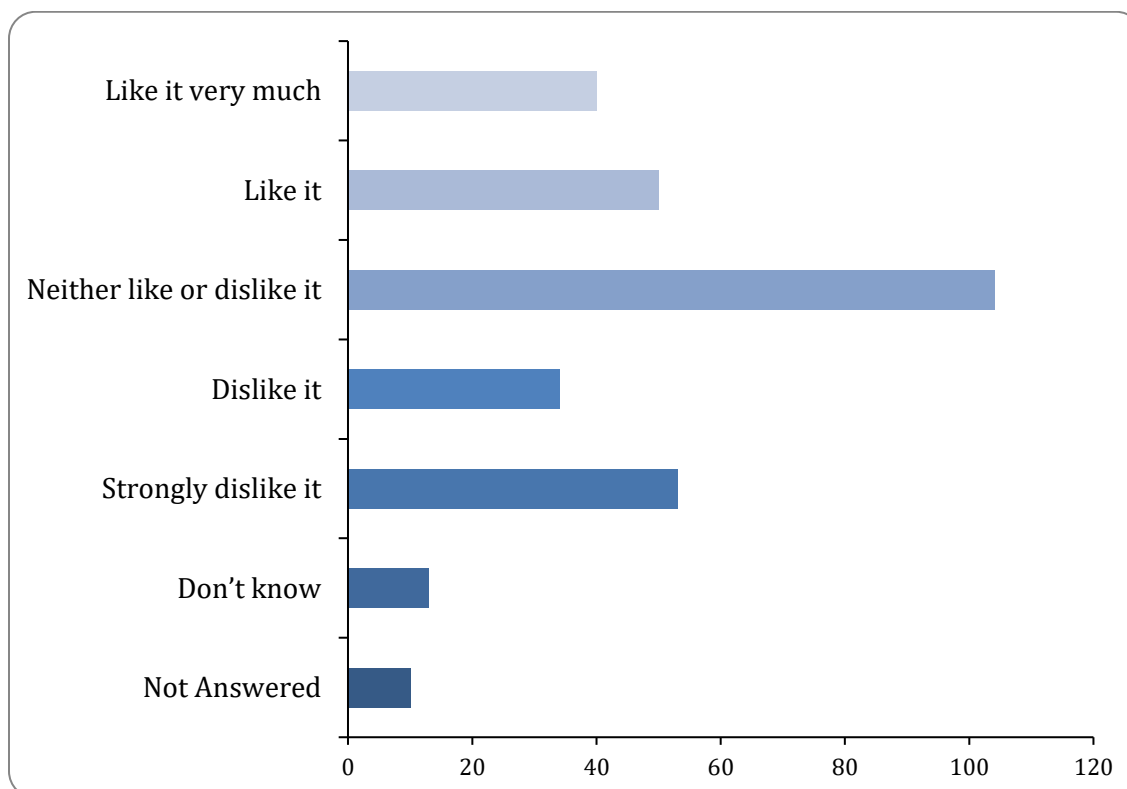
Option	Total	Percent
Like it very much	36	11.84%
Like it	35	11.51%
Neither like or dislike it	72	23.68%
Dislike it	48	15.79%
Strongly dislike it	97	31.91%
Don't know	8	2.63%
Not Answered	8	2.63%

Why do you say that? Please write below:

There were 208 responses to this part of the question.

3: All buses to depart from Thorpe Road, existing shelters to be extended or relocated. To what extent do you like or dislike this proposal? (please select only one item)

There were 294 responses to this part of the question.



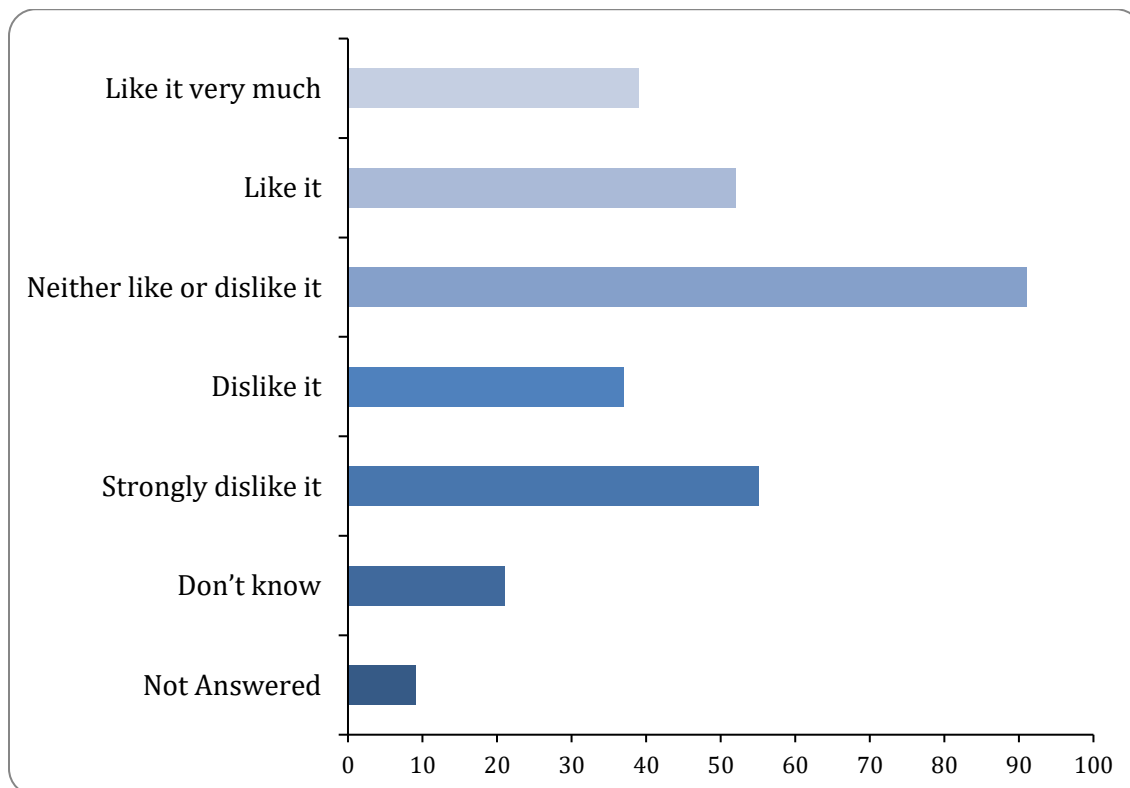
Option	Total	Percent
Like it very much	40	13.16%
Like it	50	16.45%
Neither like or dislike it	104	34.21%
Dislike it	34	11.18%
Strongly dislike it	53	17.43%
Don't know	13	4.28%
Not Answered	10	3.29%

Why do you say that? Please write below:

There were 169 responses to this part of the question.

4: New 'floating' bus stop arrangement to allow a new segregated cycleway past the stop. To what extent do you like or dislike this proposal? (please select only one item)

There were 295 responses to this part of the question.



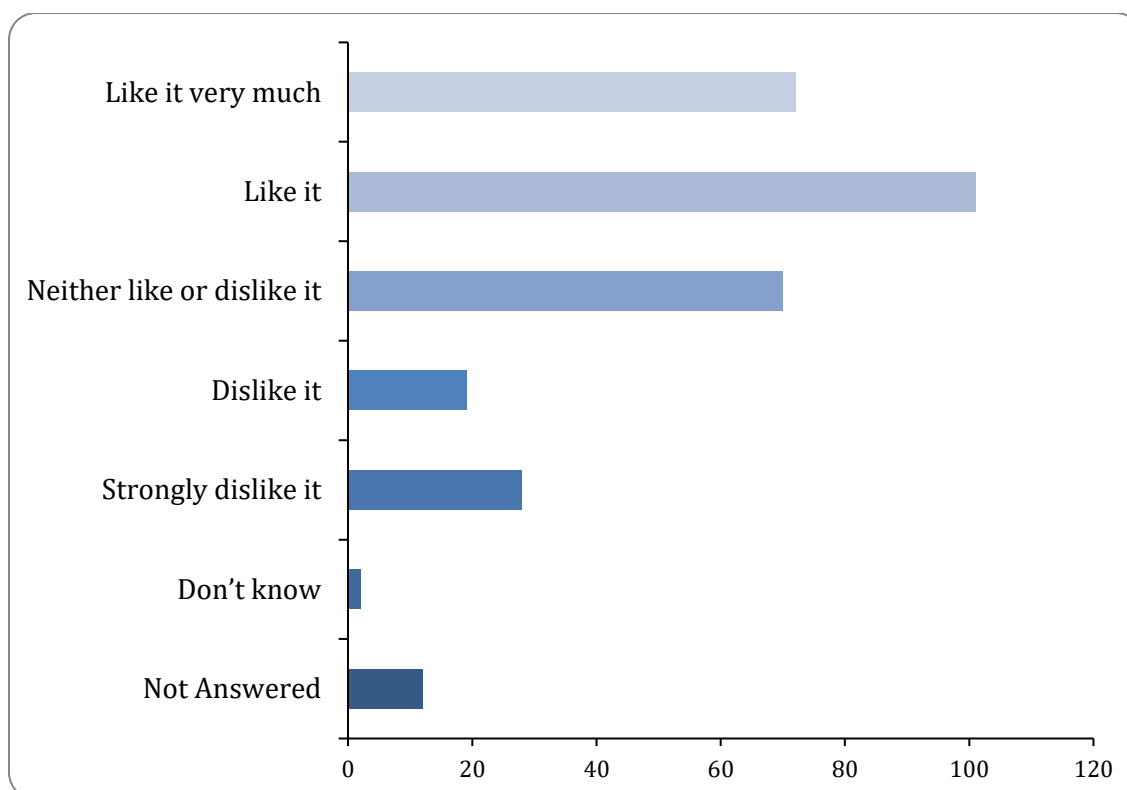
Option	Total	Percent
Like it very much	39	12.83%
Like it	52	17.11%
Neither like or dislike it	91	29.93%
Dislike it	37	12.17%
Strongly dislike it	55	18.09%
Don't know	21	6.91%
Not Answered	9	2.96%

Why do you say that? Please write below:

There were 170 responses to this part of the question.

5: New Zebra crossing. To what extent do you like or dislike this proposal?
(please select only one item)

There were 292 responses to this part of the question.



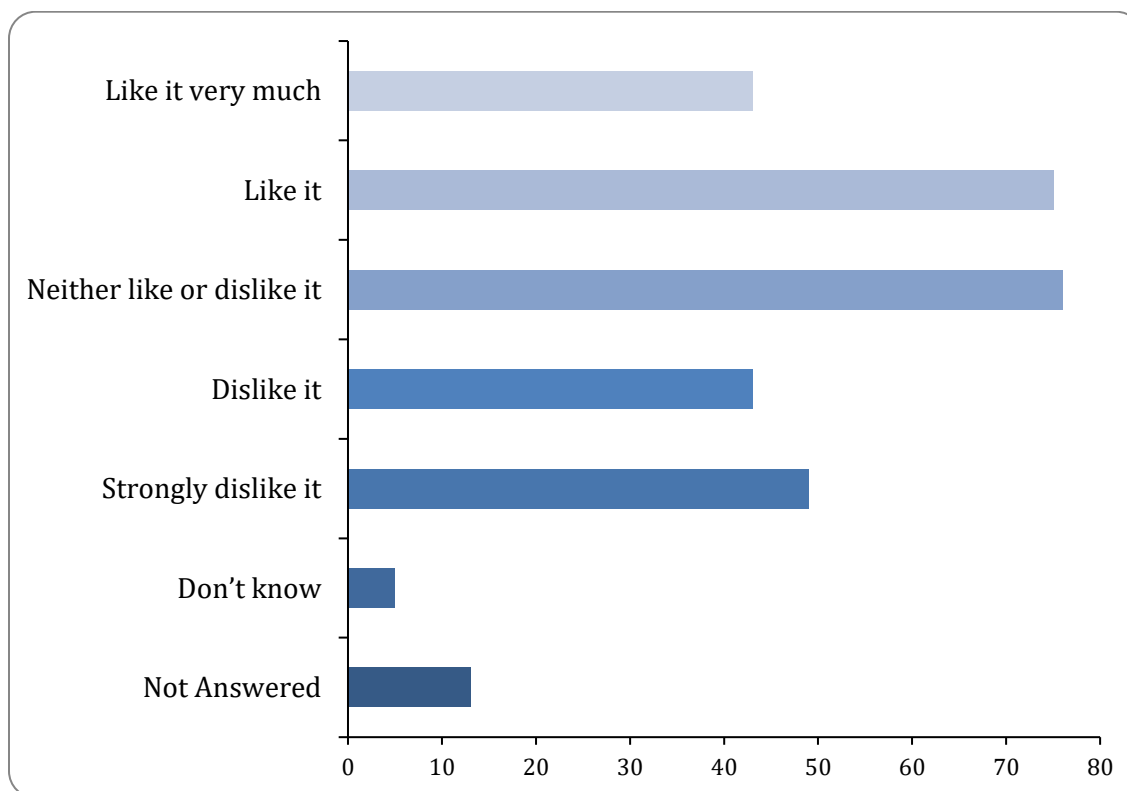
Option	Total	Percent
Like it very much	72	23.68%
Like it	101	33.22%
Neither like or dislike it	70	23.03%
Dislike it	19	6.25%
Strongly dislike it	28	9.21%
Don't know	2	0.66%
Not Answered	12	3.95%

Why do you say that? Please write below:

There were 164 responses to this part of the question.

6: Existing pedestrian crossings to be widened and central islands removed on Thorpe Road and Riverside. To what extent do you like or dislike this proposal? (please select only one item)

There were 291 responses to this part of the question.



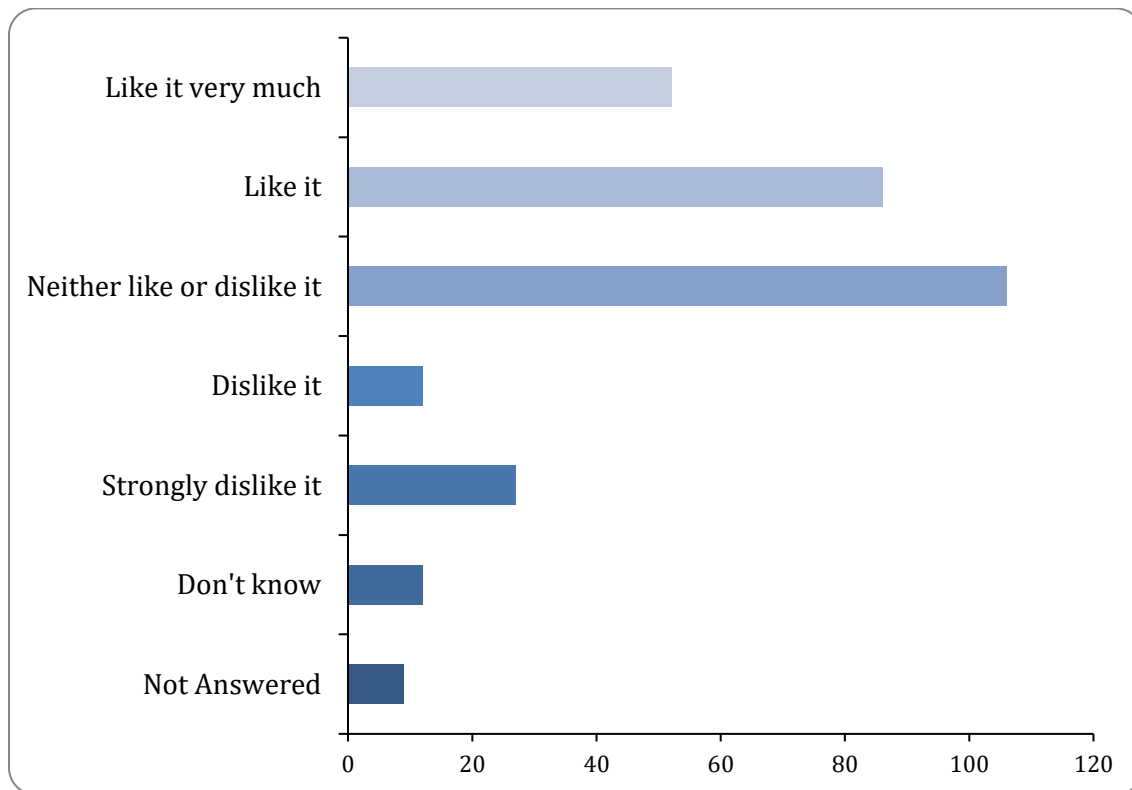
Option	Total	Percent
Like it very much	43	14.14%
Like it	75	24.67%
Neither like or dislike it	76	25.00%
Dislike it	43	14.14%
Strongly dislike it	49	16.12%
Don't know	5	1.64%
Not Answered	13	4.28%

Why do you say that? Please write below:

There were 166 responses to this part of the question.

**7: New Beryl Bike hire hub. To what extent do you like or dislike this proposal?
(please select only one item)**

There were 295 responses to this part of the question.



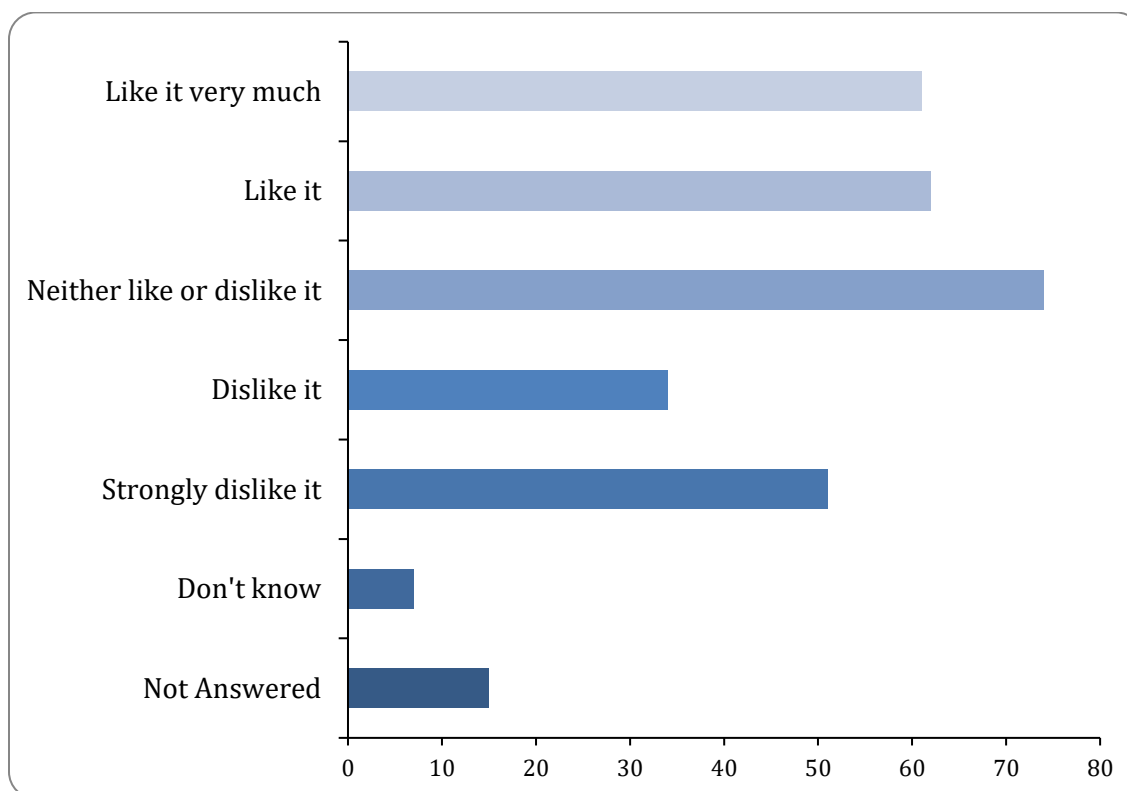
Option	Total	Percent
Like it very much	52	17.11%
Like it	86	28.29%
Neither like or dislike it	106	34.87%
Dislike it	12	3.95%
Strongly dislike it	27	8.88%
Don't know	12	3.95%
Not Answered	9	2.96%

Why do you say that? Please write below:

There were 143 responses to this part of the question.

8: Segregated cycle entrance and signal controlled cycle exit. To what extent do you like or dislike this proposal? (please select only one item)

There were 289 responses to this part of the question.



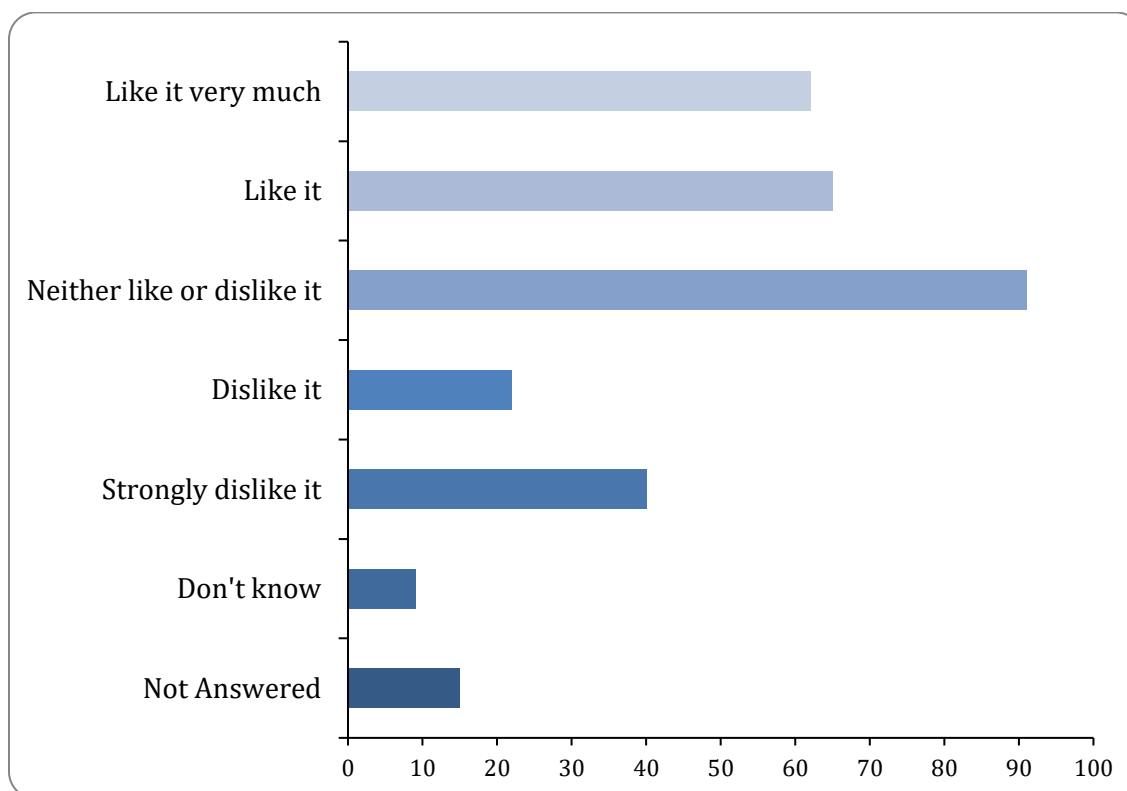
Option	Total	Percent
Like it very much	61	20.07%
Like it	62	20.39%
Neither like or dislike it	74	24.34%
Dislike it	34	11.18%
Strongly dislike it	51	16.78%
Don't know	7	2.30%
Not Answered	15	4.93%

Why do you say that? Please write below:

There were 165 responses to this part of the question.

9: New section of segregated cycleway. To what extent do you like or dislike this proposal? (please select only one item)

There were 289 responses to this part of the question.



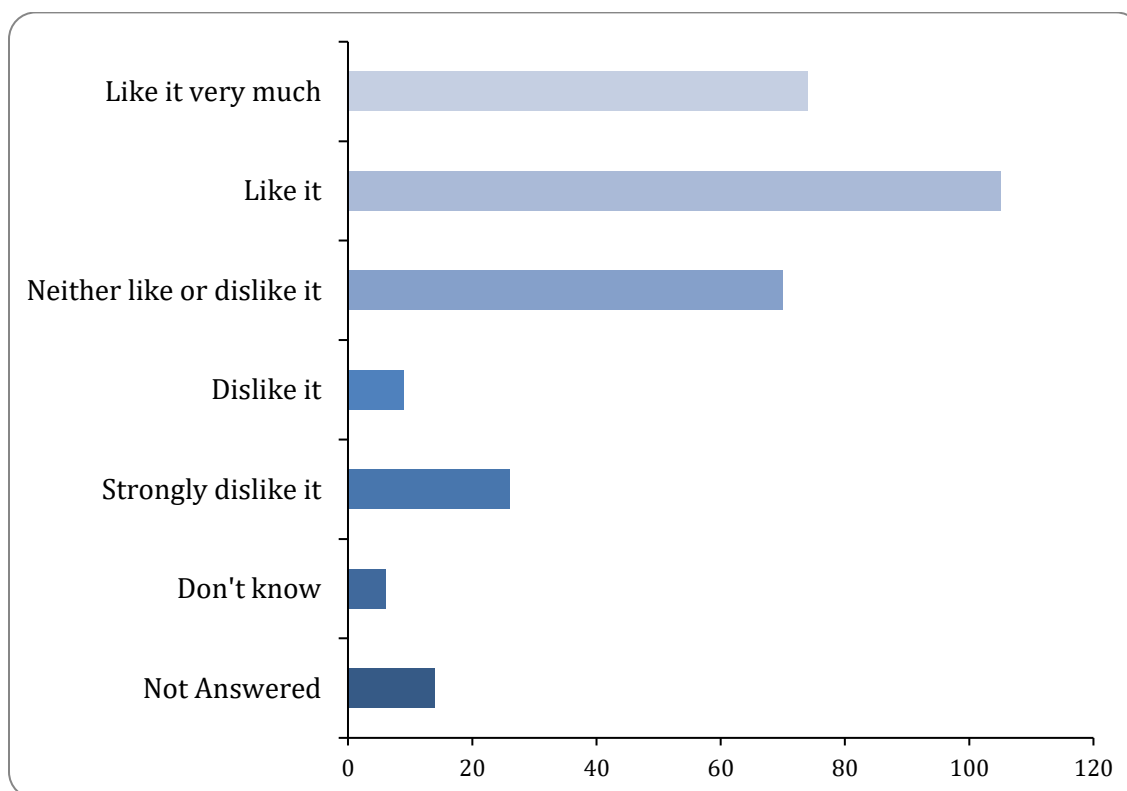
Option	Total	Percent
Like it very much	62	20.39%
Like it	65	21.38%
Neither like or dislike it	91	29.93%
Dislike it	22	7.24%
Strongly dislike it	40	13.16%
Don't know	9	2.96%
Not Answered	15	4.93%

Why do you say that? Please write below:

There were 153 responses to this part of the question.

10: Improved pedestrian crossing point. To what extent do you like or dislike this proposal? (please select only one item)

There were 290 responses to this part of the question.



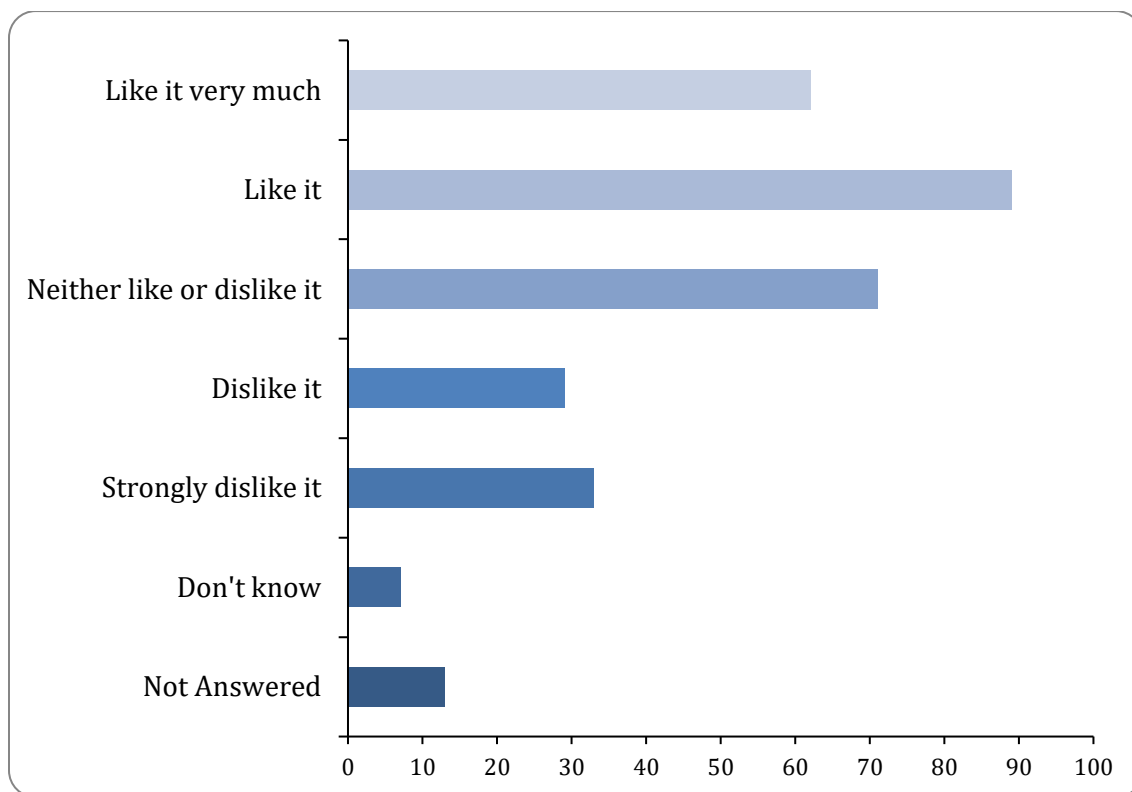
Option	Total	Percent
Like it very much	74	24.34%
Like it	105	34.54%
Neither like or dislike it	70	23.03%
Dislike it	9	2.96%
Strongly dislike it	26	8.55%
Don't know	6	1.97%
Not Answered	14	4.61%

Why do you say that? Please write below:

There were 142 responses to this part of the question.

11: Improved pavement to give priority to those on foot across side roads up to St Matthews Road. To what extent do you like or dislike this proposal? (please select only one item)

There were 291 responses to this part of the question.



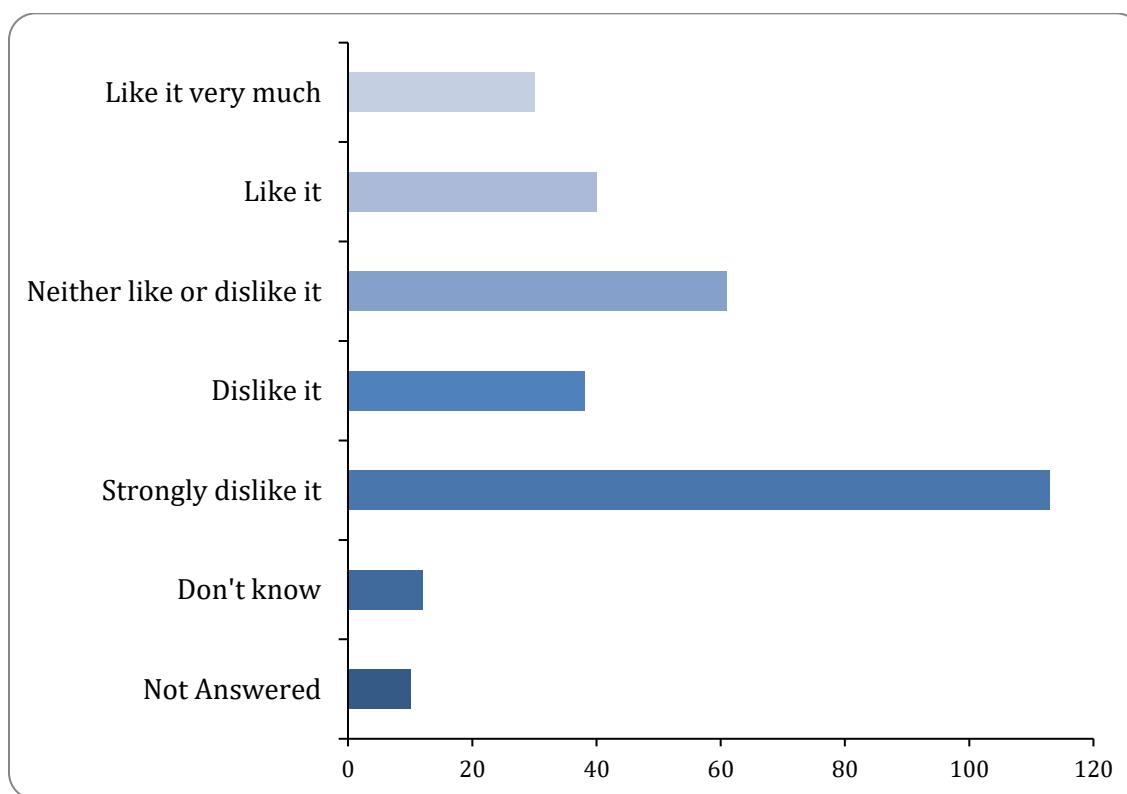
Option	Total	Percent
Like it very much	62	20.39%
Like it	89	29.28%
Neither like or dislike it	71	23.36%
Dislike it	29	9.54%
Strongly dislike it	33	10.86%
Don't know	7	2.30%
Not Answered	13	4.28%

Why do you say that? Please write below:

There were 158 responses to this part of the question.

12: Chalk Hill Road and St Matthews Road to become one-way from Riverside Road. To what extent do you like or dislike this proposal? (please select only one item)

There were 294 responses to this part of the question.



Option	Total	Percent
Like it very much	30	9.87%
Like it	40	13.16%
Neither like or dislike it	61	20.07%
Dislike it	38	12.50%
Strongly dislike it	113	37.17%
Don't know	12	3.95%

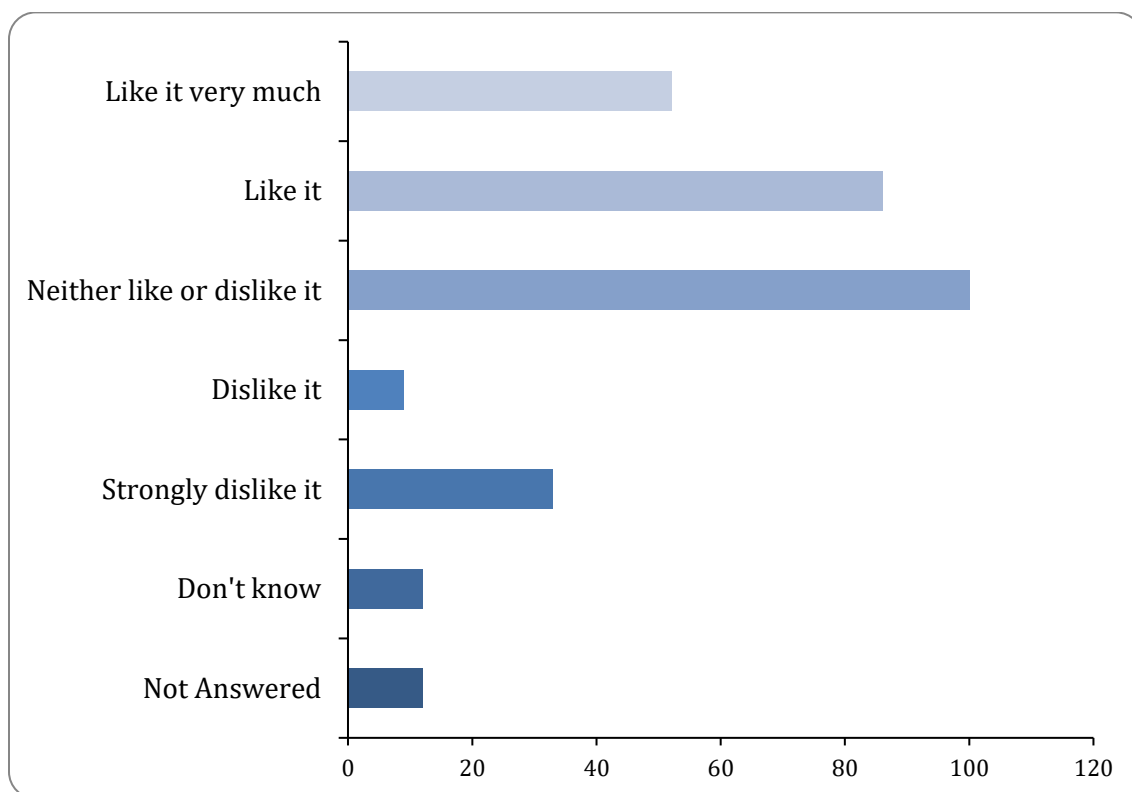
Not Answered	10	3.29%
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Why do you say that? Please write below:

There were 209 responses to this part of the question.

13: Option to formalise the current informal pick-up/drop-off point for station users. To what extent do you like or dislike this proposal? (please select only one item)

There were 292 responses to this part of the question.



Option	Total	Percent
Like it very much	52	17.11%
Like it	86	28.29%
Neither like or dislike it	100	32.89%
Dislike it	9	2.96%
Strongly dislike it	33	10.86%

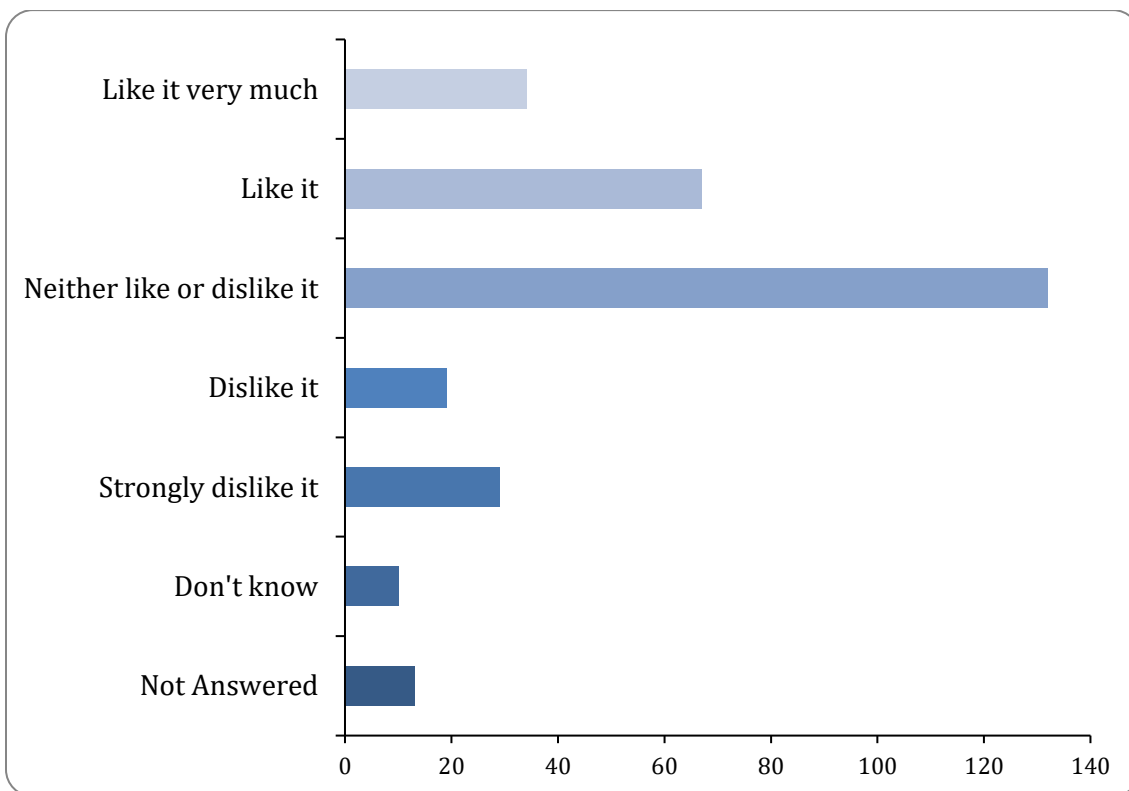
Don't know	12	3.95%
Not Answered	12	3.95%

Why do you say that? Please write below:

There were 137 responses to this part of the question.

14: Two new Car Club parking bays. To what extent do you like or dislike this proposal? (please select only one item)

There were 291 responses to this part of the question.



Option	Total	Percent
Like it very much	34	11.18%
Like it	67	22.04%
Neither like or dislike it	132	43.42%
Dislike it	19	6.25%
Strongly dislike it	29	9.54%

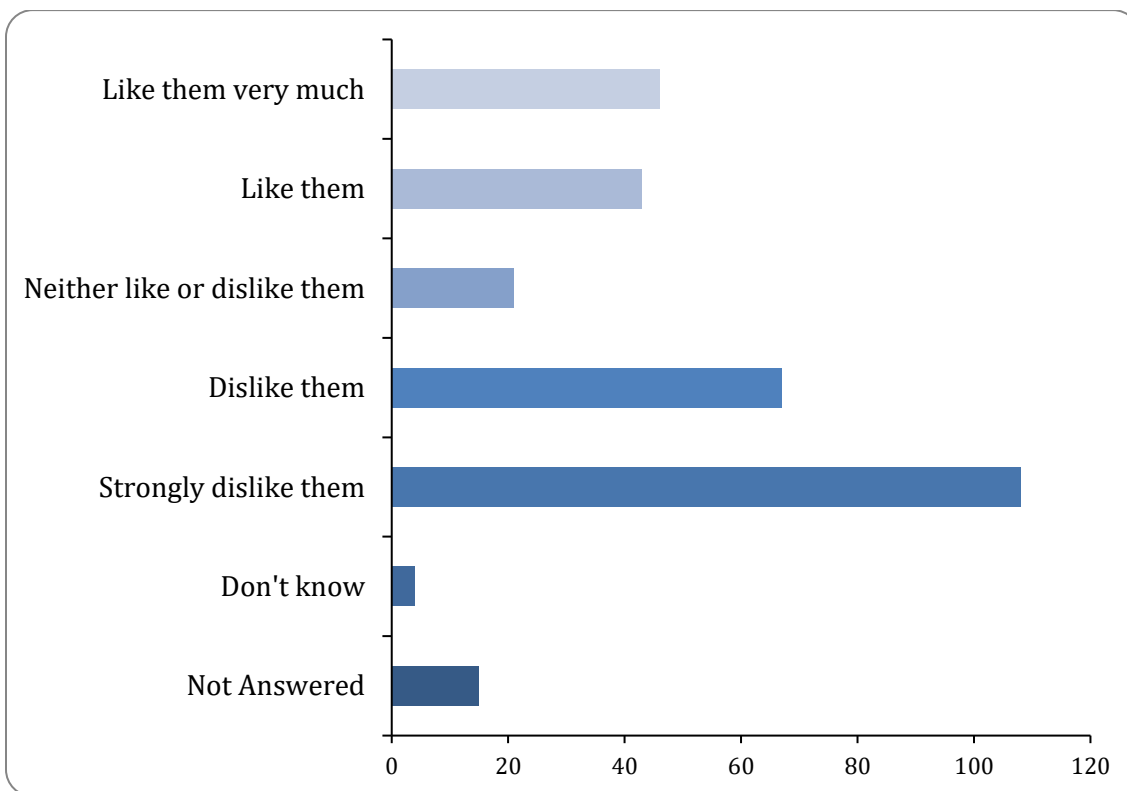
Don't know	10	3.29%
Not Answered	13	4.28%

Why do you say that? Please write below:

There were 124 responses to this part of the question.

15: To what extent do you like or dislike these proposals overall? (please select only one item)

There were 289 responses to this part of the question.



Option	Total	Percent
Like them very much	46	15.13%
Like them	43	14.14%
Neither like or dislike them	21	6.91%
Dislike them	67	22.04%
Strongly dislike them	108	35.53%

Don't know	4	1.32%
Not Answered	15	4.93%

16: 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 overall design? If so, please write these below:**

There were 232 responses to this part of the question.

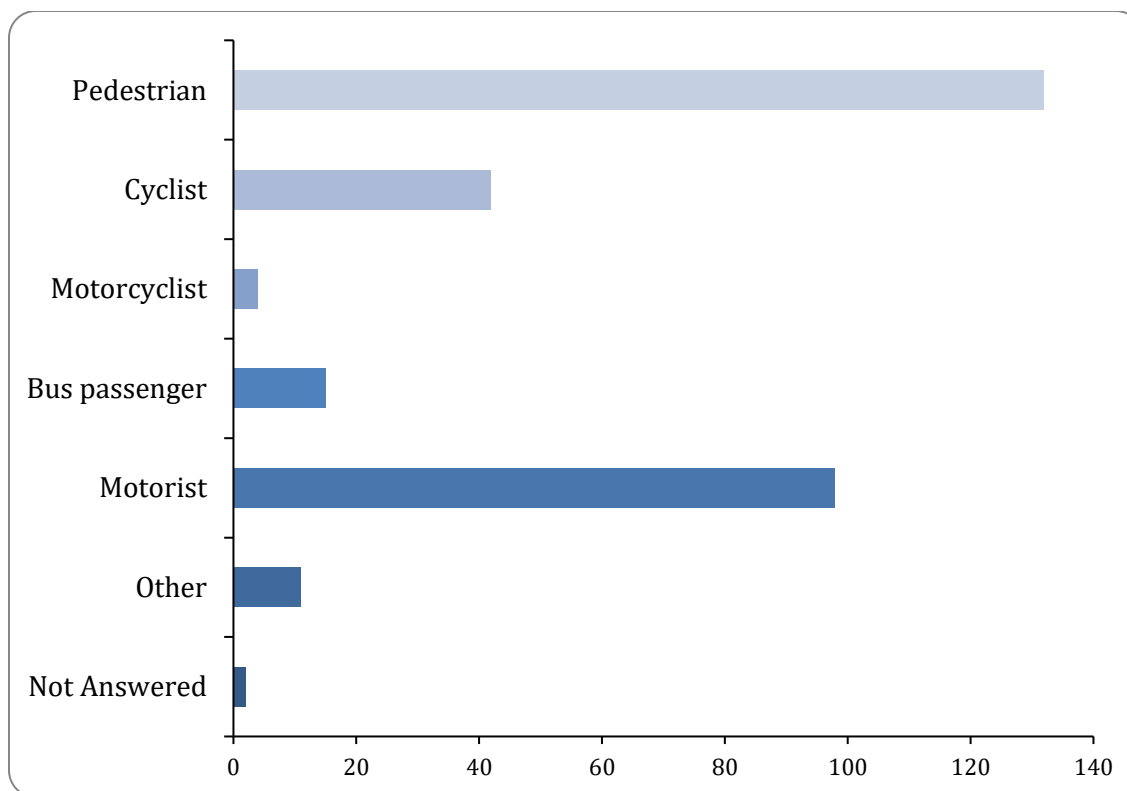
- b. If you have any other comments in response to the overall proposals, please write them below:**

There were 137 responses to this part of the question.

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

How do you primarily use the area?

There were 302 responses to this part of the question.

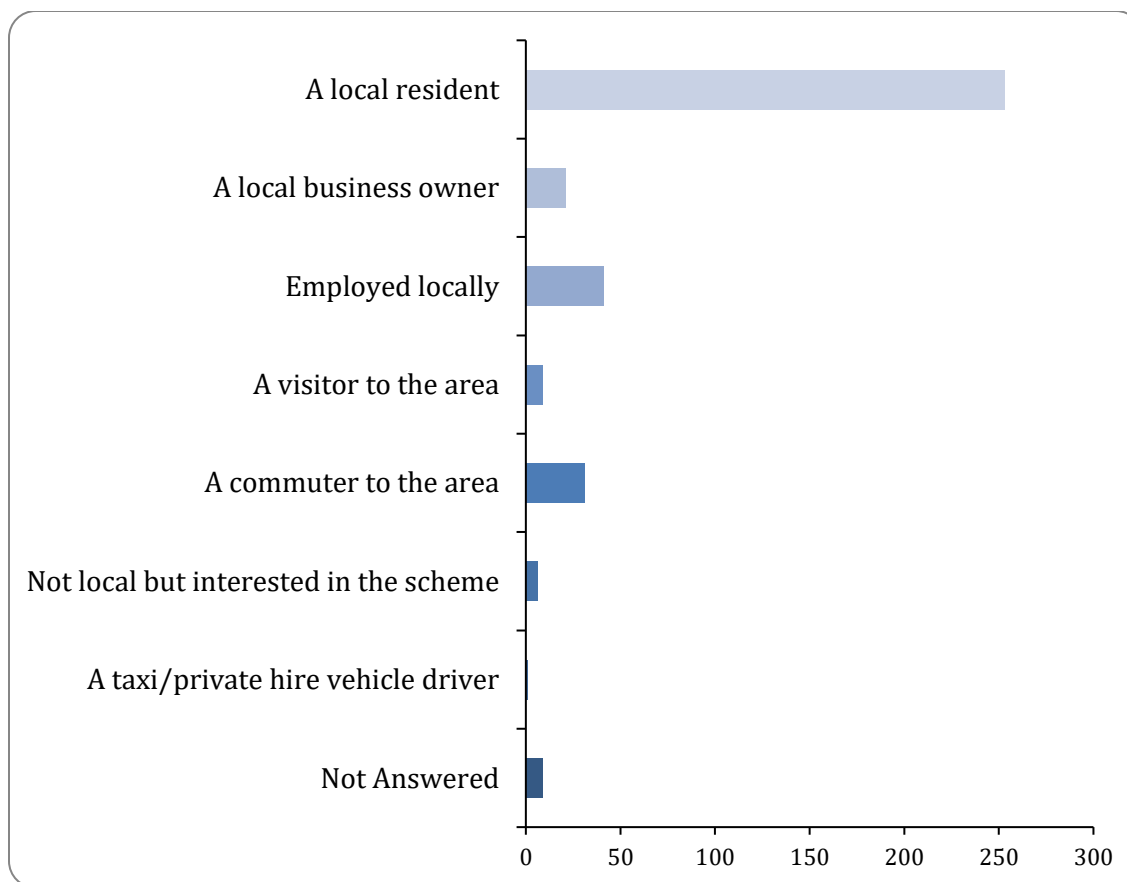


Option	Total	Percent
Pedestrian	132	43.42%
Cyclist	42	13.82%
Motorcyclist	4	1.32%
Bus passenger	15	4.93%
Motorist	98	32.24%
Other	11	3.62%
Not Answered	2	0.66%

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

User groups

There were 295 responses to this part of the question.



Option	Total	Percent
A local resident	253	83.22%
A local business owner	21	6.91%
Employed locally	41	13.49%
A visitor to the area	9	2.96%
A commuter to the area	31	10.20%
Not local but interested in the scheme	6	1.97%
A taxi/private hire vehicle driver	1	0.33%
Not Answered	9	2.96%

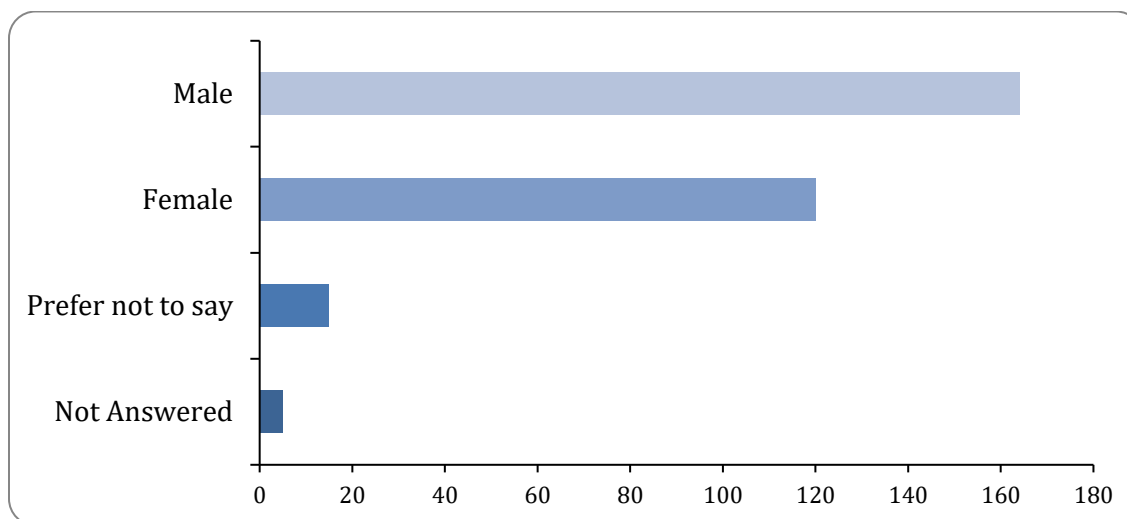
Other - please specify

There were 18 responses to this part of the question.

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

Gender

There were 299 responses to this part of the question.



Option	Total	Percent
Male	164	53.95%
Female	120	39.47%
Prefer not to say	15	4.93%
Not Answered	5	1.64%

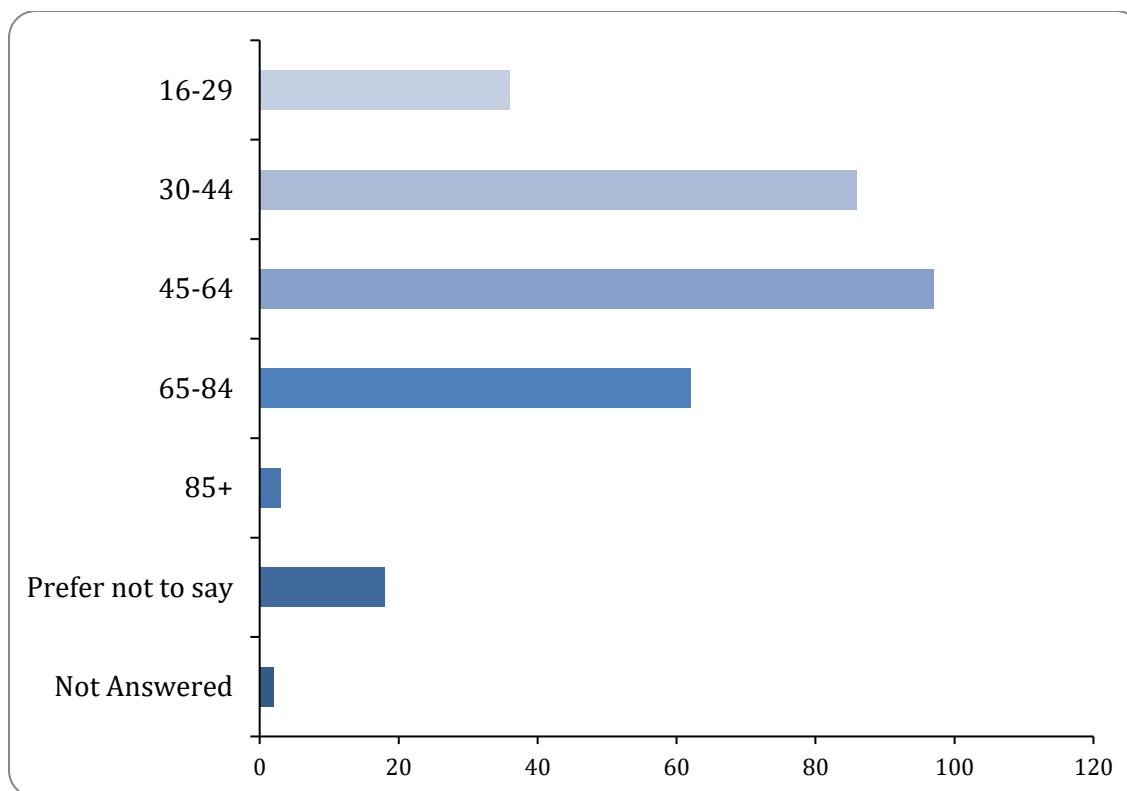
Other - please specify

There was 1 response to this part of the question.

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

Age

There were 302 responses to this part of the question.

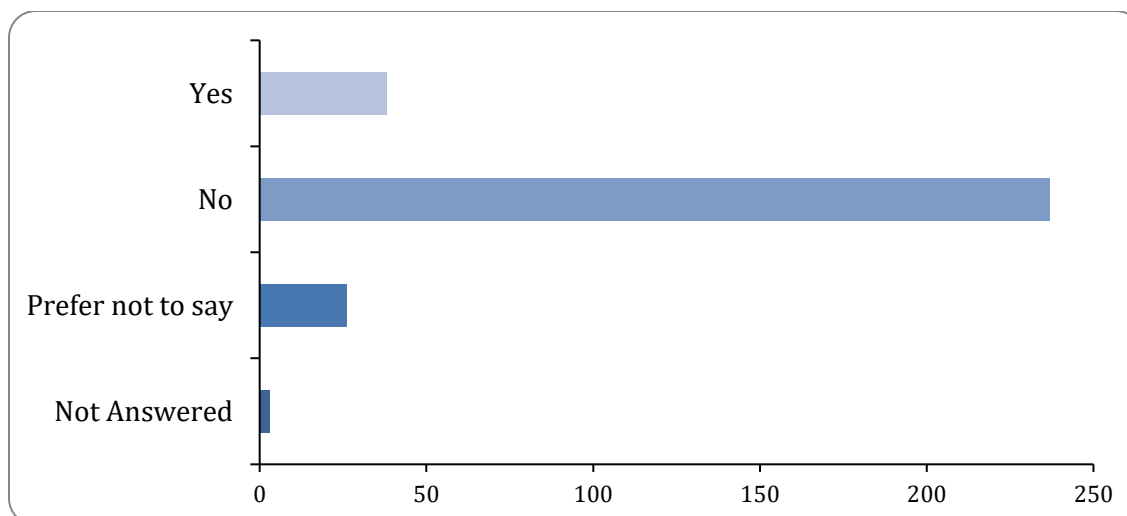


Option	Total	Percent
Under 15	0	0.00%
16-29	36	11.84%
30-44	86	28.29%
45-64	97	31.91%
65-84	62	20.39%
85+	3	0.99%
Prefer not to say	18	5.92%
Not Answered	2	0.66%

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

There were 301 responses to this part of the question.

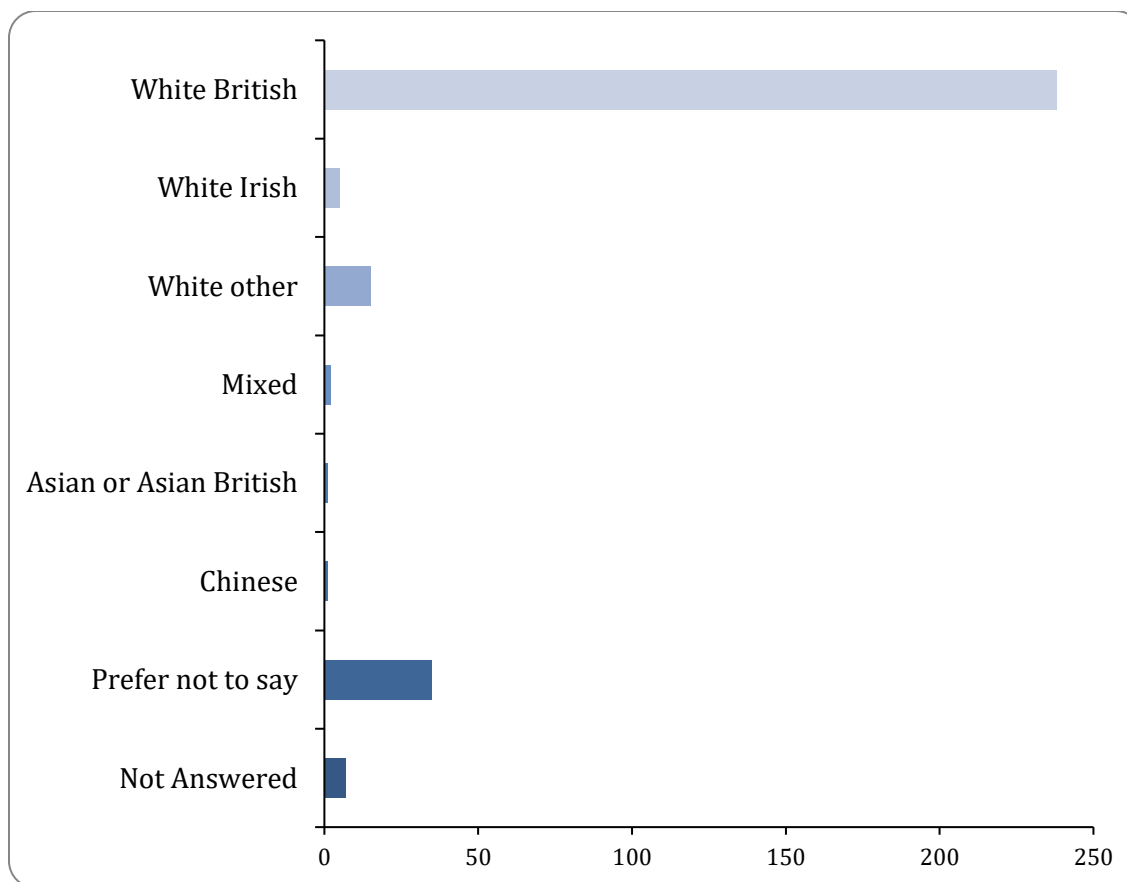


Option	Total	Percent
Yes	38	12.50%
No	237	77.96%
Prefer not to say	26	8.55%
Not Answered	3	0.99%

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

Ethnicity

There were 297 responses to this part of the question.



Option	Total	Percent
White British	238	78.29%
White Irish	5	1.64%
White other	15	4.93%
Mixed	2	0.66%
Asian or Asian British	1	0.33%
Black or Black British	0	0.00%
Chinese	1	0.33%
Prefer not to say	35	11.51%
Not Answered	7	2.30%

Other ethnic background - please describe:

There were 7 responses to this part of the question.

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

Postcode

There were 299 responses to this part of the question.

Transforming Cities – Norwich Rail Station Mobility Hub

Appendix C – Responses to feedback submitted

The Thorpe Road restrictions are unnecessary, will create a longer route for motorists and will cause congestion in the already busy Riverside area. Concerns were raised in relation to additional traffic using Carrow Road, Telegraph Lane East and St Leonards Road as well as Rosary Road (for which there were also references to speeding).

This scheme seeks to provide faster and more reliable journey times for public transport, as well as a safer environment for cycling and walking. The changes will result in some residents who use their cars to get into the city having to use a different route.

The alternative route for general traffic which the majority of traffic is expected to use is via Carrow Road and Koblenz Avenue. Analysis of real time traffic data shows that the average time to make this journey compared to using Thorpe Road adds around 90 seconds on to journey times. We are looking at options to improve the co-ordination of the signal timings along this route to improve traffic flow.

Initial findings of the consultation indicated a mixed response and lack of support to the proposals for traffic restrictions on St Matthews Road and Chalk Hill Road. Discussions with the County Councillor has highlighted alternative traffic management options that could be considered and we will engage further with residents in this area before progressing with any potential changes of traffic flow on these two roads.

The restrictions on Thorpe Road will increase travel time and pollution and the proposals do not help elderly or disabled people travel

The proposals aim to improve safety for cyclists and pedestrians and promote an increase in sustainable modes of travel which are used by a wide variety of users including elderly and disabled people. Access to and from the station for those with impaired mobility is not affected by these proposals and an accessible route will be available for those transitioning between buses and trains.

The closure of Thorpe Road inbound to general traffic significantly reduces the length of traffic queuing along Thorpe Road, as well as the time to travel through the junction (as this will now be limited to buses and taxis). Other approaches to the Foundry Bridge junction see a small increase in the length of traffic queue and time taken to travel through the junction. Maximum delays of circa 10 seconds and 20 seconds are forecast in the morning and evening peaks respectively, with the majority of this on the approach to the junction from Riverside as a result of the rerouting of traffic.

We are looking at options to improve the co-ordination of the signal timings along Koblenz Avenue and Riverside to improve traffic flow.

The proposal to make Chalk Hill road and St Matthew's Road one-way from Riverside will cause people to drive further, make Rosary Road busier and will increase congestion and pollution

The majority of traffic is expected to use Carrow Road and Koblenz Avenue. The aims of the scheme are to encourage the use of buses, walking and cycling which will reduce congestion and pollution.

Some respondents thought that Chalk Hill Road and St Matthew's road are too narrow for two-way traffic and that the proposals will improve safety and prevent them from being used as a cut-through, reducing congestion and improving traffic flow on the road.

Discussions with the County Councillor has highlighted alternative traffic management options that could be considered and we will engage further with residents in this area before progressing with any potential changes of traffic flow on these two roads.

Will the one-way arrangements at Chalk Hill Road and St Matthew's Road allow for contraflow cycling?

Subject to further discussions with residents of these roads and one-way traffic flows being introduced, it would be intended to allow contraflow cycling.

Has the impact of the scheme on NCFC traffic on match days been considered?

This has been considered. Following dialogue with the Norfolk Constabulary, an exemption will be written into the bus lane order to allow general traffic to use Thorpe Road as the diversionary route when there are road closures around Carrow Road on match days (typically for 30 mins at full time). Variable message signage will also be considered further out on the network to help drivers make an informed decision on which route to take.

Can a simple alteration in traffic light timings achieve an improvement in bus journey times?

This approach would not be sufficient to achieve the aims of the scheme of providing priority to buses to facilitate a shift to more sustainable modes of transport. This proposal would also not result in any improvements for walking and cycling access to and from the station.

The proposal for all buses to depart from Thorpe Road with existing bus shelters to be extended or relocated is not required as the current arrangement provides a safe environment for all users. In addition, buses may block the road/cause congestion and pollution, the number of shelters and signs will be confusing and the proposal may cause issues with accessibility for those with impaired mobility

Working in partnership with the bus operators, we are confident that the proposal for buses to depart from Thorpe Road will reduce delays to buses and provide increased journey time reliability. The bus stops on Thorpe Road adjacent to the station will only be used for the pick-up and drop-off of passengers and bus operators have agreed that any buses that need to wait for any length of time will do this away from this stop. This will avoid the stop becoming congested with buses.

Access to and from the station for those with impaired mobility is not affected by these proposals and an accessible route will be available for those transitioning between buses and trains. A covered, safe, waiting area for those wanting to catch a bus will be provided.

Signage will be carefully considered to make the new arrangements clear to users.

Concerns were raised in relation to the timing of traffic signals and how green time will be distributed across various users

Crossings have been widened, which will help accommodate larger numbers of pedestrians, and the signal timings have been designed to minimise delay for all users. Those cycling will benefit from the provision of a dedicated cycle release stage at the Foundry Junction and at the exit of the rail station, which will enable cycles to safely progress through the junction and into the designated cycle lane on Rose Lane.

We are looking at options to improve the co-ordination of the signal timings along Koblenz Avenue and Riverside to improve traffic flow.

The operation of the traffic signals in the area will be monitored after the scheme has been implemented and any adjustments needed can be made.

Will the inbound bus lane on Thorpe Road operate 24/7 and will the speed limit here and on adjacent routes such as Riverside and Riverside Road be 20mph?

The bus lane will be 24 hours a day, 7 days a week when in operation. A new 20mph speed limit is proposed on Thorpe Road between the Foundry Bridge junction and Rosary Road. Consideration will also be given to possible changes to speed limits on nearby roads.

Can the 2 outbound traffic lanes on Foundry Bridge be reduced to one lane so that a 1.5m wide mandatory cycle lane can be provided on both sides of the carriageway?

We have looked at the option of reducing the outbound traffic on Foundry Bridge to one lane, enabling a 1.5m wide mandatory cycle lanes being added, as well as an advance stop line for cycles. Whilst we are not in a position to provide this with current traffic levels, this proposal will be revisited once other schemes in the city centre have been delivered which we anticipate will reduce traffic levels on this approach to the junction.

The proposal to formalise the current informal pick-up/drop-off point for Rail station users encourages traffic to access a residential area. The station forecourt currently offers this

There was support for a dedicated pick up and drop off area on Lower Clarence Road. We are in discussion with Greater Anglia regarding their proposed improvements to access from this location to the station and there may be the opportunity to provide a dedicated pick up and drop area as part of these works at a later date. There are no plans to formalise the informal pick-up/drop-off arrangements at the current time.

Will the proposed informal pick up/drop off point for the Rail Station be short stay and free of charge? Could cameras and lights be installed to stop abuse, make it safer and enforce engines being turned off whilst waiting?

We are in discussion with Greater Anglia regarding their proposed improvements to access from this location to the station and there may be the opportunity to provide a dedicated pick up and drop area as part of these works at a later date. There are no plans to formalise the informal pick-up/drop-off arrangements at the current time.

The space for the 2 proposed Car Club parking bays should remain available for standard users

Although some people felt that parking spaces should remain for rail users and not as Car Club bays, twice as many respondents supported this proposal, saying that it would help to encourage more people to use the Car Club.

The floating bus stop could impact on cyclist and pedestrian safety / it won't be used

The proposed layout will enable cyclists to continue their journey uninterrupted by stationary buses and will maintain segregation between cyclists and pedestrians.

This arrangement exists in other locations in Norwich. All proposals are subject to a safety audit before progressing.

Pedestrian crossings do not need widening. Also removing the islands at the existing crossings reduces the safety of pedestrians. Widening crossings will increase pollution with stop-start traffic

The removal of the islands will allow the crossing distance to be shortened on Riverside and Thorpe Road allowing both roads to be crossed in a single movement, improving safety and convenience for pedestrians. The left turn ban from Thorpe Road will reduce the risk of collision further. Widening the crossings will have no impact on traffic flow or pollution.

Pedestrian crossings should not be located close to a junction of major roads

Crossings need to be located to reflect desire lines which are often at major junctions. Additionally, the crossings work in conjunction with the traffic signals required to manage the flow of traffic.

The improved pedestrian crossing point should be made into a zebra to prioritise pedestrians

We will look at the options available to improve the pedestrian crossing point within the station. One of those will be the provision of a zebra crossing arrangement.

The new zebra crossing may add to congestion

People currently alight buses on the north side of Thorpe Road and cross the road through live traffic to get to the footway on the rail station side of the road. This zebra crossing is being provided to reflect this desire line and improve pedestrian safety. The removal of general traffic inbound on Thorpe Road reduces traffic flows and congestion where the new crossing is being located.

Improved footways to give priority to those on foot is not required as the space provided is already adequate. Some respondents felt that the narrow carriageway should not be made narrower to provide wider pavements.

User feedback is that footway space is inadequate to cater for the numbers of pedestrians in this area. Footways have been widened where this has been practicable. The vision of central government set out in the 'Gear Change' document (2020) is that half of all journeys in towns and cities will be cycled or walked by 2030 – in order for this to happen, additional footway space is needed.

The segregated cycle entrance and signal-controlled exit looks like a confusing system and it seems like it may be dangerous for cyclists and pedestrians. The signals will cause delays and cyclists will not use the facility.

The proposed arrangement will help to improve safety by reducing conflict between cyclists and pedestrians and the final design will be subject to a safety audit.

Traffic modelling indicates that the proposed scheme at Norwich rail station will improve bus movements along Thorpe Road and that an additional cycle release stage can be added with minor impact to the performance of the junction.

The new section of segregated cycleway is very short and won't benefit cyclists a great deal. It will mean less space for existing motorised traffic. Also general feedback about reduced capacity for motorised vehicles.

The vision of central government set out in the 'Gear Change' document (2020) is that half of all journeys in towns and cities will be cycled or walked by 2030 – in order for this to happen, more space is needed to be allocated to cycling. The new section of segregated cycleway will connect with the existing cycle routes on Rose Lane and Prince of Wales Road, further enhancing the cycle network into the city centre from the rail station.

How will cyclists safely access the lower end of the Prince of Wales westbound cycle lane from the segregated cycle lane at Rose Lane?

Following dialogue with the Norwich Society, a short length of the proposed cycle lane will be removed to allow cyclists to join the carriageway and take up a good position to make the right turn if they want to join the lower end of the Prince of Wales Road cycle lane.

There are a small number of cyclists using the area and many do not use the facilities provided so they proposals are not warranted

Our surveys show high numbers of cyclists using the Riverside junction to get in and out of the city centre and banning general traffic flow from Thorpe Road into the city will enhance safety for cyclists as well as encourage the shift to more sustainable modes of transport.

Feedback that further measures for cyclists would be welcomed such as advanced stop lines and priority release on all junction arms and segregation wands along the cycle lane as well as a cycle path along Riverside (southbound)

Advanced stop lines (ASLs) for cycles are available on two of the four arms of the Foundry Bridge junction. We have looked at the option of providing ASLs on the other junction arms but this was not possible due to space constraints and impacts

on vehicle flows. Priority release for cycles is being provided as a new option on Thorpe Road but is not practical to provide on other approaches.

As part of the final design, we will consider the most appropriate form of segregation for cycles, which could include wands or kerbing.

Observations have highlighted that cyclists currently go through the station forecourt to join the existing shared use path along Riverside. This movement will link well with a dropped kerb being provided from the cycle advance stop box on Thorpe Road. The central cycle lane on Riverside leading to an advance cycle stop box at the Foundry signals will remain.

The Beryl bike hire hub is not required as there are already a lot of them, no one really uses them and the bikes will be stolen, vandalised and dumped around the city

The Beryl bike share scheme is well used for short journeys across the city. In total, over 200,000 miles have been ridden on the Beryl bikes in the last year. The installation of additional Beryl hub will make the scheme more accessible for people arriving at Norwich by train. There are few issues with bikes being stolen, vandalised or dumped around the city. Customer satisfaction with the Beryl scheme is 95% and over 17% of journeys have replaced a private vehicle journey.

Redevelopment of land at Riverside for car parking to reduce traffic through the junction

This scheme seeks to promote sustainable modes of transport.

Will special permission be given to residents to allow access around Thorpe Road?

Residents will need to comply with the new road layout alongside all other road users.

The impact of COVID-19 will result in reduced footfall, fewer retail outlets and fewer bus journeys. Are these changes needed?

Whilst the pandemic has reduced the number of people travelling on the transport network, particularly public transport, this is a short-term impact and numbers will increase as the impacts of the pandemic lessen. Before the pandemic, bus patronage in Norwich was consistently increasing with First Bus announcing annual increases of 5-10% on most services and konektbus also reporting growth within Greater Norwich, bucking the national trend.

Feedback was received that elements of the scheme are a waste of money

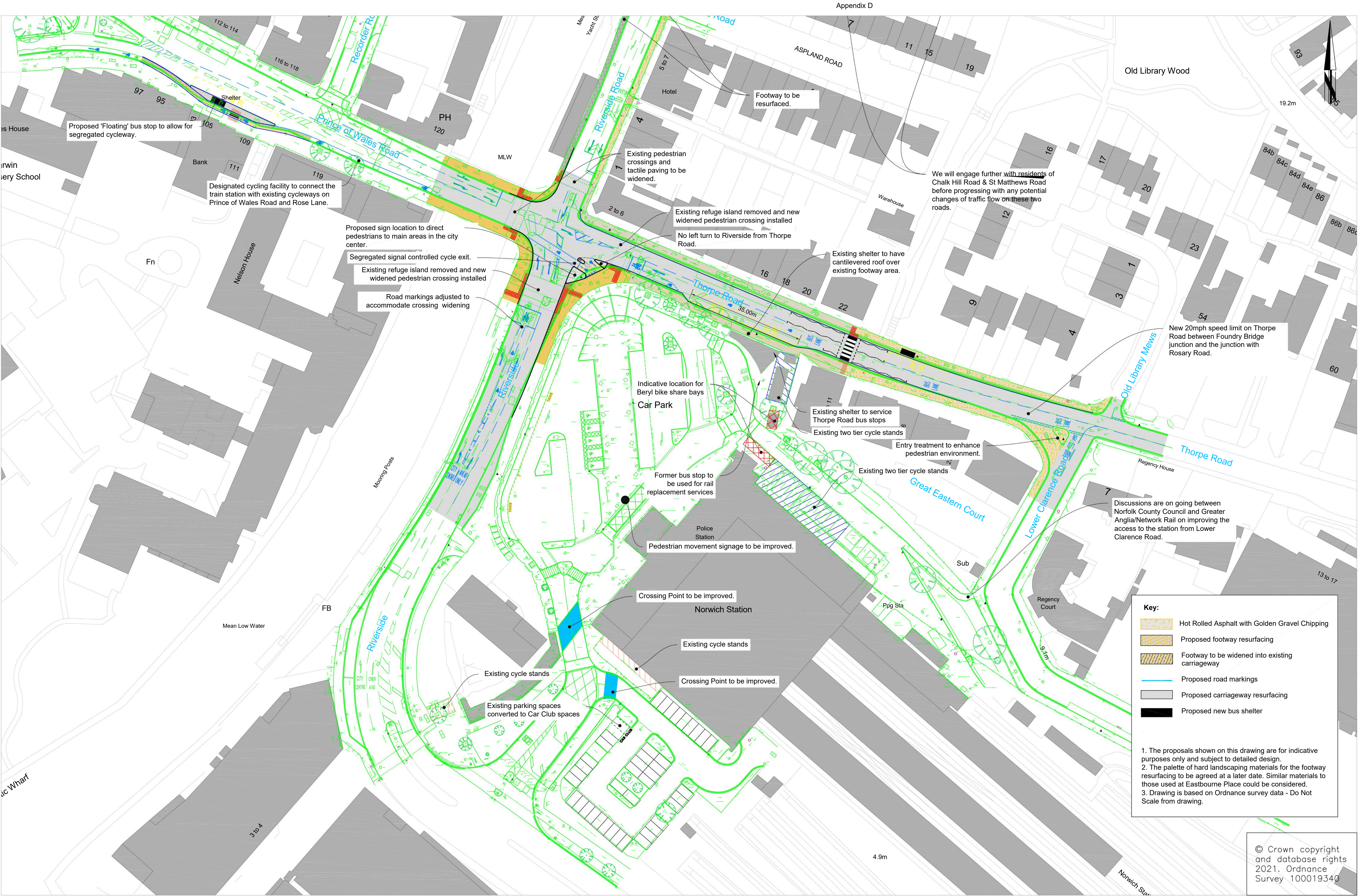
The scheme represents Very High Value for Money in government appraisal terms. The DfT have awarded funding for this scheme as part of the Transforming Cities Fund and this money cannot be used for other purposes such as general highway maintenance.

Some drainage issues were highlighted in the area of the proposed scheme

These areas will be investigated further during detailed design.

Concern about the impact to businesses who currently get trade from cars using Thorpe Road and Rosary Road

Traffic access to Rosary Road is unaffected by these proposals, as is outbound traffic on Thorpe Road. Traffic restrictions inbound only apply on Thorpe Road from the junction with Lower Clarence Road along a stretch of road where there is currently no provision to park and access businesses.



REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

SURVEYED BY	INITIALS	DATE	DRAWING No.
			PBA020-TCF2-HP1-008
DESIGNED BY	INITIALS	DATE	PROJECT TITLE
			Transforming Cities Tranche 2 Foundry Bridge Junction
DRAWN BY	INITIALS	DATE	SCALE
			1:500 @ A1
CHECKED BY	INITIALS	DATE	FILE No.
			PBA020

Transforming Cities Joint Committee

Item No: 10

Decision making report title:	St Stephens Street
Date of meeting:	10 June 2021
Responsible Cabinet Member:	Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure and Transport)
Responsible Director:	Grahame Bygrave (Director of Highways & Waste)
Is this a key decision?	No
<p>Executive Summary</p> <p>The Department for Transport has awarded Norfolk County Council capital funding from the Transforming Cities Fund (TCF). Norfolk County Council's successful application is based on a vision to "Invest in clean and shared transport creating a healthy environment, increasing social mobility and boosting productivity through enhanced access to employment and learning".</p> <p>The proposals for St Stephens Street have been developed as part of the TCF programme and the outcomes of a public consultation have already been reported at the December 2020 Joint Committee. Since that time further design work has been undertaken based on the feedback provided. This report recommends that the scheme is approved for construction.</p> <p>Recommendations</p> <ol style="list-style-type: none"> 1. To approve the proposals for the St Stephens Street area shown in Appendices 1a, 1b, 1c, 1d, 2 and 3 for construction. 2. To proceed to public consultation of the necessary traffic orders and notices to make these proposals permanent. 	

1. Background and Purpose

- 1.1. The Department for Transport (DfT) has awarded Norwich £32m of capital funding from the Transforming Cities Fund (TCF). The 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".

- 1.2. The proposals for St Stephens Street have been developed as part of the TCF programme. The County Council have engaged in public consultation on these between 28th September and 19th October 2020.
- 1.3. The results of this consultation were taken back to this committee in December to be noted by the committee members, and to allow for further development of these proposals that would address the key points that were raised during the public consultation.
- 1.4. This report will summarise the updated proposals, looking at how they address the previously identified consultation themes and outline the changes for specific elements of the scheme.

2. Development of our Proposals

- 2.1. The consultation demonstrated that the current volume of bus movements on St Stephens Street represented a concern for people who felt better use could be made of the bus station area.
- 2.2. Whilst the bus station does not have the capacity to handle all of the bus movements required for the passenger transport network that serves Norwich, our revised proposals will increase capacity within the bus station therefore removing some services from St Stephens Street. The bus station will see two new layover bays bringing the total to six. The south eastern edge of the bus station will see existing bus stops redesigned to a sawtooth bay arrangement and will also see two new stops added. The proposals for increasing capacity within the bus station can be seen in **Appendix 1a**.
- 2.3. Feedback during the consultation on the previous design raised concerns on the loss of footway space in some locations creating pinch points which was brought about by increasing the number of bus stops on St Stephens Street. We have now reduced the number of bus stops to the same number as is currently provided and have been able to provide a substantial gain in footway by repositioning bus stops and street furniture, such as shelters, seating and planters. We are retaining the proposed sawtooth design as this will reduce bus journey times and improve the reliability of bus services by making it easier for buses to reliably access and egress from bus stops.
- 2.4. During the consultation, concerns had been raised around making Surrey Street one-way regarding the safety of those cycling and limitations to bus routing. We are no longer proposing to make Surrey Street one way. Instead we will narrow the carriageway of Surrey Street to 6 metres creating a wider footway and a better environment for those walking and cycling in this area.
- 2.5. We had feedback around the need to ensure that signage for key cycling routes needs to be improved and this will be delivered as part of this scheme. In addition, we were asked to increase the extent of cycle parking and this will also be delivered, as well as greater access to the city's bike share scheme operated by Beryl bikes.

3. Summary of our Proposals

- 3.1. Please refer to **Appendix 1b** for the proposals relating to St Stephens Street. The street will have a total of twelve sawtooth bus bays which will improve boarding as well as improving public transport efficiency on St Stephens Street as buses will be able access stops and pull away without delay, improving bus travel times and passenger experience whilst reducing emissions in the area from buses be held up.
- 3.2. A raised table will be created at the junction with Surrey Street to slow vehicle speeds. This will make crossing on foot safer and make cycling in this area more appealing as it will help to keep traffic speeds low. The existing crossings on St Stephens Street will provide more space for pedestrians to cross.
- 3.3. The quality of the environment will be significantly improved through carefully designed bus waiting areas that incorporate seating, planting as well as digital and printed information. These will help to create a more open feel to the area as well as comfort and convenience both for passengers and non-passengers alike. Representative imagery of the designs for seating and planting can be seen in **Appendix 2**.
- 3.4. New bus shelters will be provided throughout. International supply chain issues have presented significant challenges in provision of new bus shelters. However, the design team are investigating all available options and will aim to resolve this as a matter of priority.
- 3.5. Surrey Street will remain two-way with the total carriageway width narrowed to 6 metres. This allows the footway on the western side to be widened by around 1 metre for its entire length between the bus station and St Stephens Street. To improve pedestrian provision further, continuous footways with priority for people walking along Surrey Street will be installed on both sides of the street in this area.
- 3.6. On Surrey Street, it has not been possible to create a dedicated loading bay (shown in the consultation plans) with the carriageway width required for two-way bus movement. However, kerbside loading and waiting restrictions will remain as they are currently.
- 3.7. The signal-controlled junction with Surrey Street and St Stephens Street will be retained following the decision not to proceed with one-way traffic movement on Surrey Street. The new crossing shown in our consultation plans will now not be required due to the current signalised arrangement being retained.
- 3.8. The taxi rank has been relocated to the north side of St Stephens Street between Surrey Street and Westlegate and is reduced in length from five to four vehicles as shown in **Appendix 3**. This has been discussed with the Hackney Carriage Association and new taxi ranks are proposed on Red Lion Street and Castle Meadow to increase overall capacity.

- 3.9. Works to Red Lion Street between Rampant Horse Street and Orford Place will include kerb realignment to create an additional bus stop on the south eastern side. The sawtooth design will be implemented in this location. See **Appendix 1c**.
- 3.10. A level surface will be installed on William Booth Street to provide a better environment for those walking between Chapelfield Plain and Hay Hill and to reinforce pedestrian priority over any turning traffic. The County Council will engage with adjacent businesses to ensure loading and refuse collection needs are incorporated. See **Appendix 1d**.

4. Evidence and Reasons for Decision

- 4.1. In March 2020, the County Council worked with First Group to run trials of the sawtooth bus stop arrangement at First Group's Norwich depot. The trial demonstrated that the sawtooth arrangement will make it easier for buses to drive on and off bus stops and that buses are able to stop much closer to the kerb. Feedback was sought from Stagecoach who operate buses in Cambridge where there are a number of sawtooth bus bays, who confirmed that their drivers found it more straight forward to pull in and out of sawtooth bays.
- 4.2. A review of the safety of existing sawtooth bus layouts has been undertaken. Evidence from the road safety team at Cambridgeshire and Peterborough Combined Authority stated that streets in Cambridge with a sawtooth design have a low injury accident record and no recorded cycling accidents. Stagecoach stated that drivers observe, indicate and check for people cycling before pulling away.
- 4.3. **Safety Audit**

The proposed design has passed the independent Stage 1 and Stage 2 road safety audit.

5. Financial Implications

- 5.1. Funding of £6.1m is available through the Transforming Cities Fund to deliver improvement works in St Stephens Street and the surrounding area. At this stage of scheme design, we are confident that the different elements of the project can be delivered within this budget through careful consideration of the materials used, construction methodology adopted and exact specification of street furniture. We are aware that the construction and technology sectors are experiencing some delay through the supply chain process, but we will work closely with our contractors to minimise any potential impacts this may have on scheme delivery.

6. Resource Implications

- 6.1. **Staff:**

Not applicable.
- 6.2. **Property:**

Not applicable

6.3. **IT:**

Not applicable

7. Other Implications

7.1. Legal Implications:

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

7.2. Human Rights implications:

Not applicable.

7.3. Equality Impact Assessment (EqIA)

Norfolk County Council has a duty to pay due regard to equality when exercising its public functions. In promoting this scheme, we have considered the potential impact on local people, particularly disabled and older people and parents and carers of children, and others who may have needs when using the highways. The public consultation on this scheme enabled people to highlight any issues and these have been considered as part of this design and the recommendations within this report.

An EqIA has been carried out for the overall TCF2 programme (of which the St Stephens Street scheme is part) and an individual EqIA will be maintained for this scheme and any specific considerations.

7.4. Health and Safety implications

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

7.5. Sustainability implications

The objectives of the business case are specifically targeted at improving the impact transport has on carbon emissions, air quality and public health. The proposed scheme will benefit pedestrians, cyclists and bus users.

7.6. Any other implications:

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

8. Risk Implications/Assessment

- 8.1. A risk register is maintained for the TCF programme and an individual scheme specific risk register is maintained as part of the technical design and construction delivery processes.

9. Select Committee comments

9.1. Not applicable.

10. Recommendations

- 10.1.
 1. **To approve the proposals for the St Stephens Street area shown in Appendices 1a, 1b, 1c, 1d, 2 and 3 for construction.**
 2. **To proceed to public consultation of the necessary traffic orders and notices to make these proposals permanent.**

11. Background Papers

11.1. December 2020 Joint Committee meeting papers – link [here](#) (see p33)

Officer Contact

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

Officer name: Ed Parnaby **Tel No.:** 01603 223932

Email address: edward.parnaby@norfolk.gov.uk

Officer name: Tony Cozens **Tel No.:** 01603 228866

Email address: **anthony.cozens2@norfolk.gov.uk**



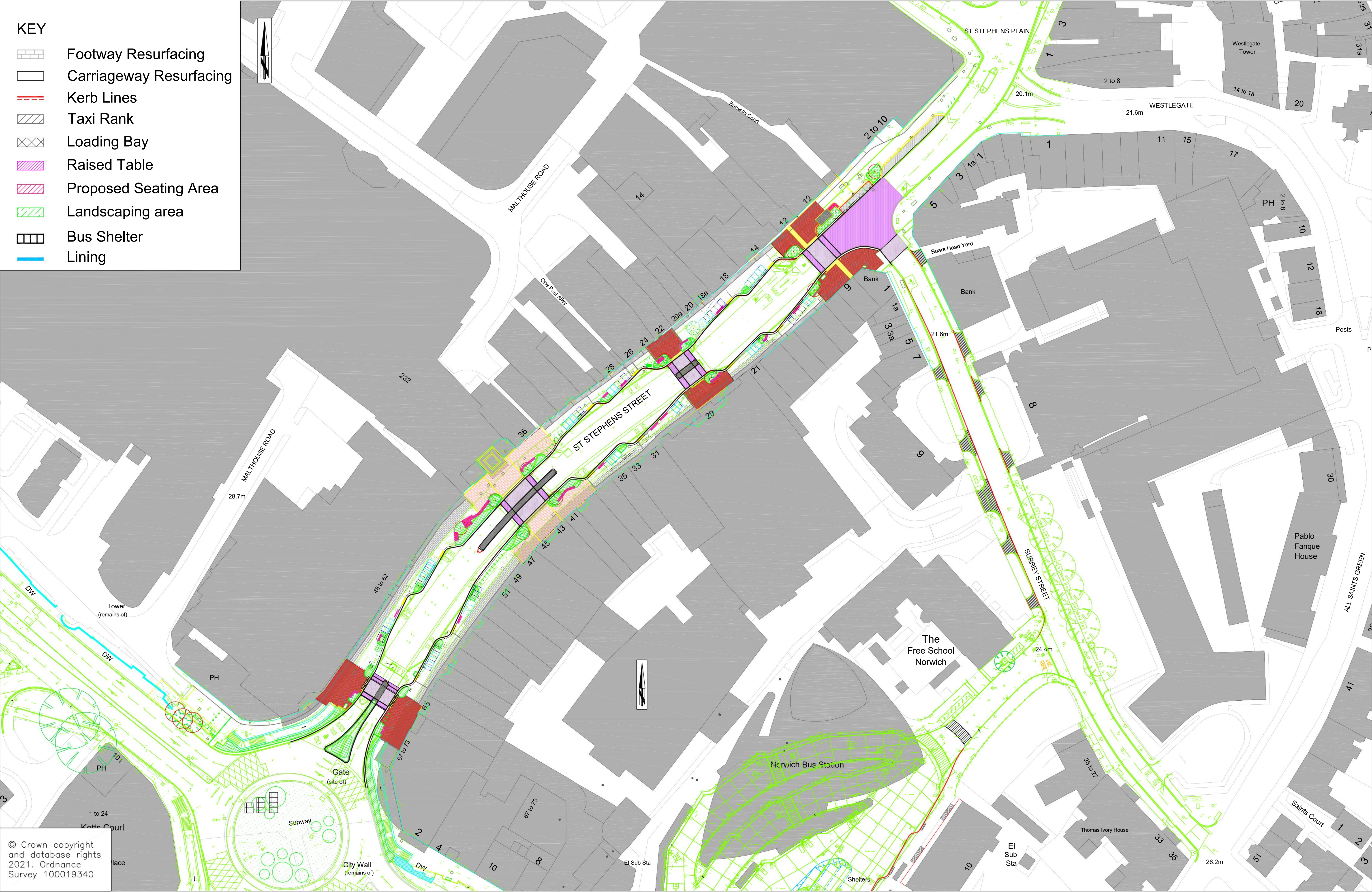
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REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

	INITIALS	DATE	DRAWING No. PBA015-HD2-Bus Station
SURVEYED BY	PC	2020	PROJECT TITLE
DESIGNED BY	LA	11/20	TCF City Centre Schemes
DRAWN BY	LA	11/20	St Stephens St/ Red Lion Street
CHECKED BY			SCALE NTS @ A2
			FILE No. PBA015
			148

- KEY
- Footway Resurfacing
 - Carriageway Resurfacing
 - Kerb Lines
 - Taxi Rank
 - Loading Bay
 - Raised Table
 - Proposed Seating Area
 - Landscaping area
 - Bus Shelter
 - Lining



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REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

	INITIALS	DATE	DRAWING No. PBA015-HD2-St Stephens
SURVEYED BY	PC	2020	PROJECT TITLE
DESIGNED BY	LA	03/21	TCF City Centre Schemes
DRAWN BY	LA	03/21	St Stephens St/ Red Lion Street
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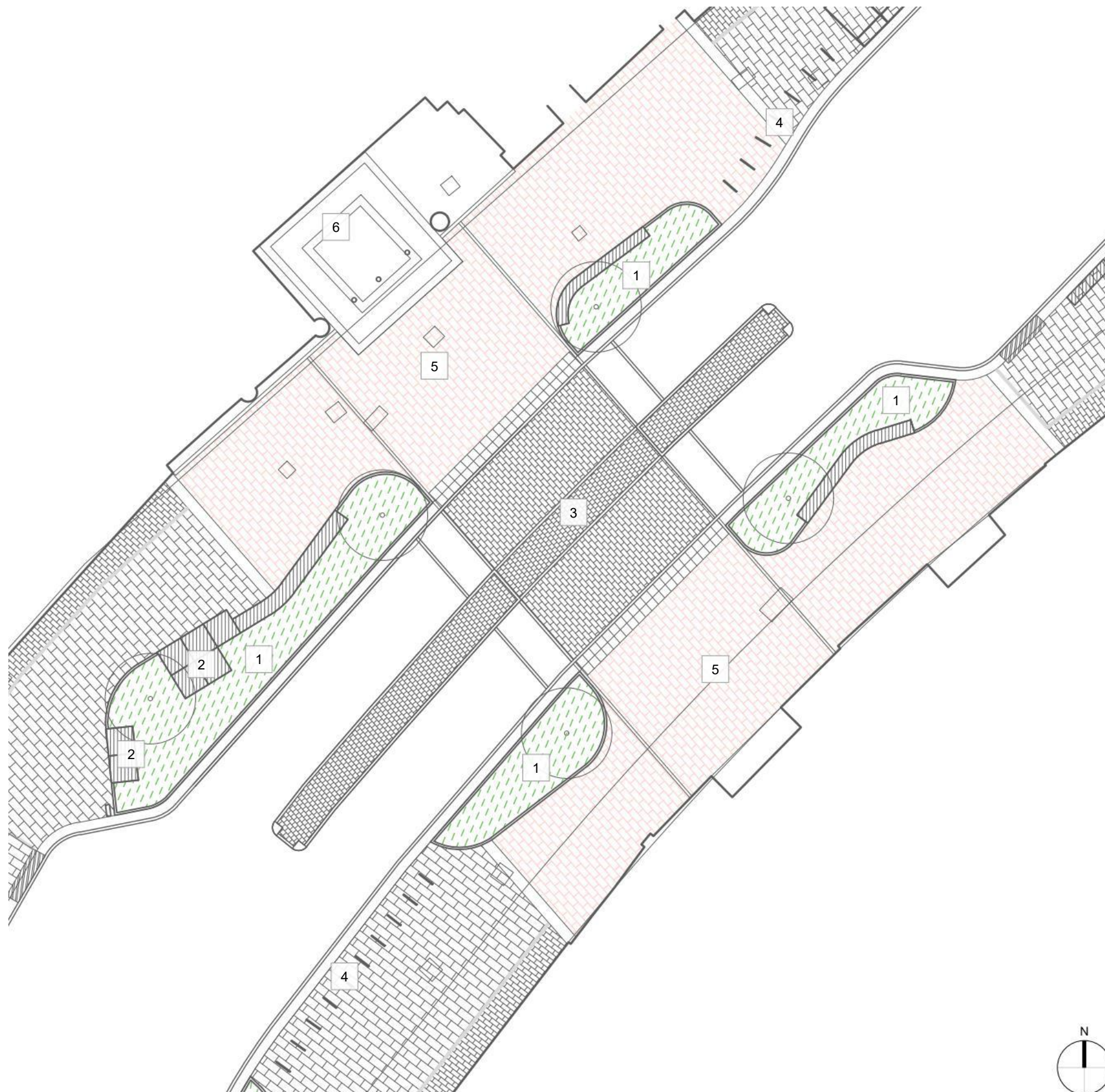
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DRAWN BY	LA	11/20	St Stephens St/ Red Lion Street
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DESIGNED BY	LA	11/20	TCF City Centre Schemes
DRAWN BY	LA	11/20	St Stephens St/ Red Lion Street
CHECKED BY			SCALE 1:250 @ A2 FILE No. PBA015



ILLUSTRATIVE PLAN



Key:

- | | |
|--|-------------------------------------|
| 1. Raised planters with integrated seating | 4. Sheffield cycle stands |
| 2. Seating platform | 5. Feature paving to entrance space |
| 3. Raised table pedestrian crossing | 6. Chantry Place Shopping Centre |



RAISED PLANTERS AT CROSSING AREAS SOFTEN THE AESTHETIC OF THE STREET, PROVIDING SEASONAL INTEREST AS WELL AS CREATING A GREEN BUFFER BETWEEN CARRIAGEWAY AND FOOTWAY AREAS



PROPOSED PUBLIC REALM DESIGN WILL INTEGRATE A VARIETY OF SEATING OPPORTUNITIES, PROVIDING SPACE FOR PEOPLE TO STOP AND REST AS WELL AS ANIMATING THE SPACES ALONG THE STREET

PROJECT TITLE
ST STEPHENS STREET

DRAWING TITLE
APPENDIX 2A : CHANTRY PLACE ENTRANCE SPACE
PLAN AND PRECEDENT IMAGES

SCALE
1:200@ A3

DATE
26TH MAY 2021

REVISION NO.
00













NORWICH
City Council

PROPOSED PUBLIC REALM DESIGN IS AN ARTISTS IMPRESSION AND FOR ILLUSTRATIVE PURPOSES ONLY

PROJECT TITLE
ST STEPHENS STREET

DRAWING TITLE
**APPENDIX 2G :CHANTRY PLACE ENTRANCE SPACE
ILLUSTRATIVE VIEW O6**

SCALE
NTS@A3

DATE
26TH MAY 2021

REVISION NO.
00



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PROJECT TITLE
ST STEPHENS STREET

DRAWING TITLE
**APPENDIX 2H : CHANTRY PLACE ENTRANCE SPACE
ILLUSTRATIVE VIEW 07**

SCALE
NTS@A3

DATE
26TH MAY 2021

REVISION NO.
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