

# Joint Committee for Transforming Cities Fund Projects

Date: 17 December 2020  
Time: 2pm  
Venue: MS Teams (virtual meeting)

To view the meeting please follow this link: <https://youtu.be/tUPhM6DQTDc>

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

## Membership:

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

Norfolk County Council  
Norfolk County Council

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

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

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

Hollie Adams on 01603 223029  
or email [committees@norfolk.gov.uk](mailto:committees@norfolk.gov.uk)

**Under the Council's protocol on the use of media equipment at meetings held in public, this meeting may be filmed, recorded or photographed. Anyone who wishes to do so must inform the Chairman and ensure that it is done in a manner clearly visible to anyone present. The wishes of any individual not to be recorded or filmed must be appropriately respected.**

## **A g e n d a**

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

**2 Minutes (Page 4)**

To confirm the minutes of the meeting held on 14 October 2020

**3 Members to Declare any Interests**

If you have a **Disclosable Pecuniary Interest** in a matter to be considered at the meeting and that interest is on your Register of Interests you must not speak or vote on the matter.

If you have a **Disclosable Pecuniary Interest** in a matter to be considered at the meeting and that interest is not on your Register of Interests you must declare that interest at the meeting and not speak or vote on the matter

In either case you may remain in the room where the meeting is taking place. If you consider that it would be inappropriate in the circumstances to remain in the room, you may leave the room while the matter is dealt with.

If you do not have a Disclosable Pecuniary Interest you may nevertheless have an **Other Interest** in a matter to be discussed if it affects, to a greater extent than others in your division

- Your wellbeing or financial position, or
- that of your family or close friends
- Any body -
  - Exercising functions of a public nature.
  - Directed to charitable purposes; or
  - One of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union);

Of which you are in a position of general control or management.

If that is the case then you must declare such an interest but can speak and vote on the matter.

***District Council representatives will be bound by their own District Council Code of Conduct.***

**4 To receive any items of business which the Chairman decides should be considered as a matter of urgency**

**5 Transforming Cities – South Park Avenue and Unthank Road (Page 8)**

Report by the Director of Highways & Waste

- |          |   |                  |
|----------|---|------------------|
| <b>6</b> | <b>Transforming Cities – King Street</b>                  | <b>(Page 15)</b> |
|          | Report by the Director of Highways & Waste                |                  |
| <br>     |   |                  |
| <b>7</b> | <b>Transforming Cities – St. Stephens Road</b>            | <b>(Page 23)</b> |
|          | Report by the Director of Highways & Waste                |                  |
| <br>     |   |                  |
| <b>8</b> | <b>Transforming Cities – St. Stephens Street</b>          | <b>(Page 33)</b> |
|          | Report by the Director of Highways & Waste                |                  |
| <br>     |   |                  |
| <b>9</b> | <b>Transforming Cities – Cromer Road and Aylsham Road</b> | <b>(Page 45</b>  |
|          | Report by the Director of Highways & Waste                | <b>)</b>         |

**Tom McCabe**  
**Head of Paid Services**  
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Date Agenda Published: 9 December 2020



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## Norfolk County Council

### **Joint Committee for Transforming Cities Funds Minutes of the Meeting Held on 14 October 2020 at on Microsoft Teams (virtual Meeting)**

#### **Present:**

Cllr Martin Wilby (Chairman)

Norfolk County Council

Cllr Barry Stone (Vice-Chairman)

Norfolk County Council

Cllr Lana Hempsall

Broadland District Council

Peter Joyner

New Anglia Local Enterprise Partnership (LEP)

Cllr Kay Mason-Billig

South Norfolk District Council

Cllr Mike Stonard

Norwich City Council

Cllr Ian Stutely

Norwich City Council

Cllr Brian Watkins

Norfolk County Council

#### **Substitute Members Present**

Cllr Danny Douglas for Cllr Steve Morpew    Norfolk County Council

#### **Also Present**

Mohammed Balan

Civil Engineer, Norfolk County Council

Stuart Payne

Associate (WSP), Norfolk County Council

Jonathan Taylor

Project Engineer - Highways Design (Team 1), Norfolk County Council

Jeremy Wiggin

Transport for Norwich Manager, Norfolk County Council

Chris Andrews

Stakeholder and Engagement, Norfolk County Council

#### **1. Apologies for Absence**

- 1.1 Apologies were received from Cllr Steve Morpew (Cllr Danny Douglas substituting).

#### **2. Minutes of last meeting**

- 2.1 The Minutes of the meeting held on 8 September 2020 were **agreed** as an accurate record.

#### **2.2 Matters arising from the minutes**

- Cllr Danny Douglas requested an update on progress towards having electric buses in Norwich City Centre. The Transport for Norwich Manager reported that there had been no feedback from the expression of interest submitted as part of the Government's "all electric bus town initiative" but the application was still live and it had not been decided who would progress to the next stage. First Bus had put £18m funding investment towards upgrading their vehicles as part of the award of Transforming Cities Funding and were willing to look at converting to electric vehicles if there was further financial support from Government. Therefore, discussions to seek funding were being held with Government.
- Cllr Watkins queried whether plans to remove the 2 lime trees in Tombland and



replace them with saplings could be reviewed, noting that a petition had been lodged to save them. The Transport for Norwich Manager clarified that the Tombland scheme had been approved by the Joint Committee and work had started on the site. Removal of the trees was necessary to allow construction on the site and make the space more accessible; if plans were amended this would require re-designing the scheme. The 2 lime trees were being replaced with 5 trees of different species and the Chairman noted that the replacement trees would be more substantial than saplings.

### **3. Declarations of Interest**

- 3.1 No interests were declared.

### **4. Election of Vice-Chair**

- 4.1 Cllr Kay Mason-Billig, seconded by Cllr Lana Hemsall, nominated Cllr Barry Stone.
- 4.2 With 6 votes for and 1 abstention, Cllr Barry Stone was **elected** as Vice-Chair for the ensuing Council year.

### **5. Items received as urgent business**

- 5.1 No urgent business was discussed

### **6. Point of Order**

- 6.1 The Joint Committee took item 6 first, "Transforming Cities – Marriott's Way to Hellesdon Road" before returning to the running order of the agenda.

### **7. Transforming Cities – Marriott's Way to Hellesdon Road**

- 7.1 The Joint Committee received the report setting out proposals developed for the Marriott's Way to Hellesdon Road scheme in Norwich, which would be delivered as an 'early win' in the Transforming Cities Fund delivery programme. The Joint Committee heard a brief overview of the report by the Transport for Norwich Manager.
- 7.2 Cllr Ian Stutely arrived at 2.12
- 7.3 The following reports were discussed and noted:
- It was queried why a segregated pedestrian and cycle route had been ruled out. The Transport for Norwich Manager clarified that to do this, a wider route would be needed, and it was likely that more trees would need to be removed than proposed
  - Proposals had been subject to a safety audit to ensure the crossing had the correct vision splays and some vegetation would be trimmed back to improve sight lines. Warning signs would be put in the vicinity to update motorists to the changes.
  - The proposals were out to consultation between 12 August and 7 September 2020 and a good number of responses were received, all of which had been replied to.
  - A Member pointed out that it was DfT (Department for Transport) policy for

cycleways and footpaths to be segregated. The Transport for Norwich Manager confirmed the change in guidance indicated that DfT wanted pedestrians and cycles to be segregated from traffic and where possible each other. However, as a substantial element of design work for the scheme had already been undertaken when this change of guidance was released, and as the space to incorporate it was not available, it had not been possible to implement it in this case.

- A pedestrian and cycle count had not been carried out recently on the route, but as cycling had doubled and the number of walkers had increased by 170% in Norwich in recent weeks and months, it was thought that figures would be higher than quoted in the report.
- Cllr Mike Stonard joined the meeting at 14.22.
- The Project Engineer - Highways Design (Team 1), confirmed that the network team were comfortable with proposals around the bridge in the scheme but **agreed** to seek written confirmation on this.
- A response had been drafted to the query received from a member of the public and would be forwarded on to him after the meeting.
- Cllr Stutely was concerned about the proposal to cut down Category B trees. The Transport for Norwich Manager replied that an independent arboricultural assessment had been carried out which recommended a number of trees to be removed and replaced with 48 trees of species in keeping with the local environment. Retained trees would be protected during construction works using fencing and “no dig” works. The Transport for Norwich Manager **agreed** to forward the arboricultural assessment on to Cllr Stutely.
- Cllr Douglas queried whether the pedestrian route could be retained in its current position and the cycle way re-directed along the proposed new route so that more trees could be retained and the routes segregated. The Transport for Norwich Manager explained that redesigning the scheme would require another arboricultural and other environmental assessments to be carried out. The funding received to deliver the scheme would not be sufficient to deliver two different routes as suggested. Additionally, this scheme had been put forward as an early win and if not approved at the meeting would be delayed by an undetermined amount of time
- This proposal formed part of the infrastructure and development plan as part of future funding bids to Government

7.4 With 7 votes for and 2 votes against, the Joint Committee **RESOLVED** to

1. **APPROVE** the proposals for a section of Marriott’s Way between Gunton Lane car park and Hellesdon Road, to make walking and cycling safer and more convenient, as shown in the plan in Appendix C of the report.
2. **COMMENCE** the statutory procedures associated with the legal notice for the parallel crossing and associated raised table on Hellesdon Road.

## 8. TCF Tranche 2 funding verbal update

8.1 The Joint Committee heard a verbal update from the Transport for Norwich Manager:

- An announcement had been made by Government on the resubmission for Transforming Cities Tranche 2 Funding made earlier in the year, 2020.
- The funding awarded equate to the core package of £32m, and would allow the Council to deliver in excess of 30 schemes over the next 2 years across Greater Norwich.
- There may be an opportunity to be awarded more funding if other areas were not

successful in receiving their core funding.

- Full details of the application was on the Norfolk County Council website: ([please click to view website](#))
- The Transport for Norwich Manager was happy to arrange to brief members in more detail about the plan for the next 2 years at a later date.

8.2 It was queried whether the A146 could be included in schemes if the opportunity arose to be awarded more funding.

8.3 The Joint Committee **NOTED** the verbal update.

The Meeting Closed at 14:42

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



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# Transforming Cities Joint Committee

Item No: 5

<b>Decision making report title:</b>	<b>Transforming Cities – South Park Avenue and Unthank Road</b>
<b>Date of meeting:</b>	<b>17 December 2020</b>
<b>Responsible Cabinet Member:</b>	<b>Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure and Transport)</b>
<b>Responsible Director:</b>	<b>Grahame Bygrave (Director of Highways &amp; Waste)</b>
<b>Is this a key decision?</b>	<b>No</b>
<b>If this is a key decision, date added to the Forward Plan of Key Decisions.</b>	<b>N/A</b>

## **Executive Summary**

The Department for Transport (DfT) has awarded Norwich £32m capital funding through 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".

Highway improvement proposals have been developed for the South Park Avenue and Unthank Road areas in Norwich, which are planned to be delivered during 2021. These proposals have been through the preliminary and detailed design stages for which a variety of options have been assessed, reaching the final proposal which is presented in this report and appendices.

## **Recommendations**

- 1. To proceed to public consultation on the proposals for South Park Avenue and Unthank Road as shown in Appendices A and B.**

## **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 TCF is intended to encourage an increase in journeys made by low carbon, sustainable modes of transport, with a significant focus on public transport. To increase the reliability of public modes of transport, the current infrastructure must be improved where needed.
- 1.3. South Park Avenue and Unthank Road are served by the number 25 First Bus blue route from University of East Anglia UEA to Norwich Train Station, which is the busiest bus route in Norfolk. Blue line services (which also include routes 26/26A) carry around 70,000 passengers a week, with route 25 accounting for 45,000 of this total.
- 1.4. Prior to COVID-19 restrictions, there were approximately 100 buses per day per direction of travel using South Park Avenue on a weekday, with buses running at a frequency of approximately 8 minutes during peak times.
- 1.5. The section of South Park Avenue between Parmenter Road and the outer ring road is currently constrained by the narrow width of the carriageway, combined with the presence of cars parked along adjacent verges and laybys, which makes it difficult for two buses to pass each other without slowing significantly and proceeding with caution. A similar problem is caused by parked cars in front of the Colman Hospital on Unthank Road. Buses experience a delay of up to approximately 1 minute resulting in an increase in journey times and bus delays affecting the reliability of this very busy bus route.
- 1.6. Eaton Park, a designated Historic Park and Garden, is located to the immediate north of South Park Avenue so is also served by First Bus number 25. The entrance to Eaton Park between Pettus Road and Parmenter Avenue has no controlled pedestrian crossing facilities. This is a busy entrance providing convenient access from the residential area to the south. Provision at this location is currently a pedestrian refuge and there is a bus lay-by serving inbound services nearby.

## **2. Proposals**

- 2.1. This project aims to deliver improvements for public transport and pedestrians on South Park Avenue and an improvement for public transport on Unthank Road. The proposals are shown in appendices A and B and are subject to further detailed design.

- 2.2. The objectives of the scheme are to provide a quicker and more reliable journey for bus passengers using route 25 and also to improve pedestrian access to Eaton Park. This will be achieved by:
- Increasing the carriageway width on South Park Avenue between the entrance to the Park near Parmenter Road and the outer ring road from 5.5m to 6.0m, allowing two buses to pass each other without delay;
  - Replacing the existing pedestrian refuge island near the entrance of Eaton Park with a zebra crossing, providing a safer means of crossing the road;
  - Provide waiting restrictions to prohibit on-road parking adjacent to Colman Hospital on either side on Unthank Road, allowing smooth passage for buses, thereby minimising delay to passengers. The restrictions are proposed for 87.5m on the eastern side and 70m on the western side and will tie into existing waiting restrictions at the north-eastern end. It would currently be possible to park up to approximately 17 cars within this space.

### **3. Options**

- 3.1. To provide the required visibility for the proposed zebra crossing, changes to the existing bus stop adjacent to the entrance to Eaton Park need to be made. Options that have been considered include removal of the layby, widening of the layby, relocation of the proposed zebra crossing and relocation of the bus shelter. Assessment has shown that the best option is to move the bus shelter to a location which is near to the bus stop but not directly behind it.

### **4. Arboricultural Information**

- 4.1. South Park Avenue currently has a number of trees planted within the southern verge. An Arboricultural Impact Assessment (AIA) has been carried out and it suggests that the proposed scheme will have minimal long-term impact on the trees providing pre-emptive root pruning is carried out under arboricultural supervision. Some work to trim canopies back will be undertaken to provide adequate clearance for buses.

### **5. Financial Implications**

- 5.1. The total budget for the project is £467,074 and would be funded from the TCF budget.
- 5.2. This scheme represents Very High Value for Money in government appraisal terms.

### **6. Resource Implications**

#### **6.1. Staff:**

The scheme will be designed and delivered utilising existing resources.

6.2. **Property:**

None.

6.3. **IT:**

None.

**7. Other Implications**

7.1. **Legal Implications**

None. Nplaw will advise on the making of any noticing requirements and will confirm that actions taken to date have been compliant with the legislative 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. 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 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;
- road crossings will have a positive impact on a range of people.

7.4. **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.

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. 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.

**7.6. 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.

**8. Risk Implications/Assessment**

- 8.1. A 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. To proceed to public consultation on the proposals for South Park Avenue and Unthank Road as shown in Appendices A and B.

**11. Background Papers**

- 11.1. None.

**Officer Contact**

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

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**Email address:** [Amy.Cole@norfolk.gov.uk](mailto:Amy.Cole@norfolk.gov.uk)

**Officer name:** Mohamad Balan

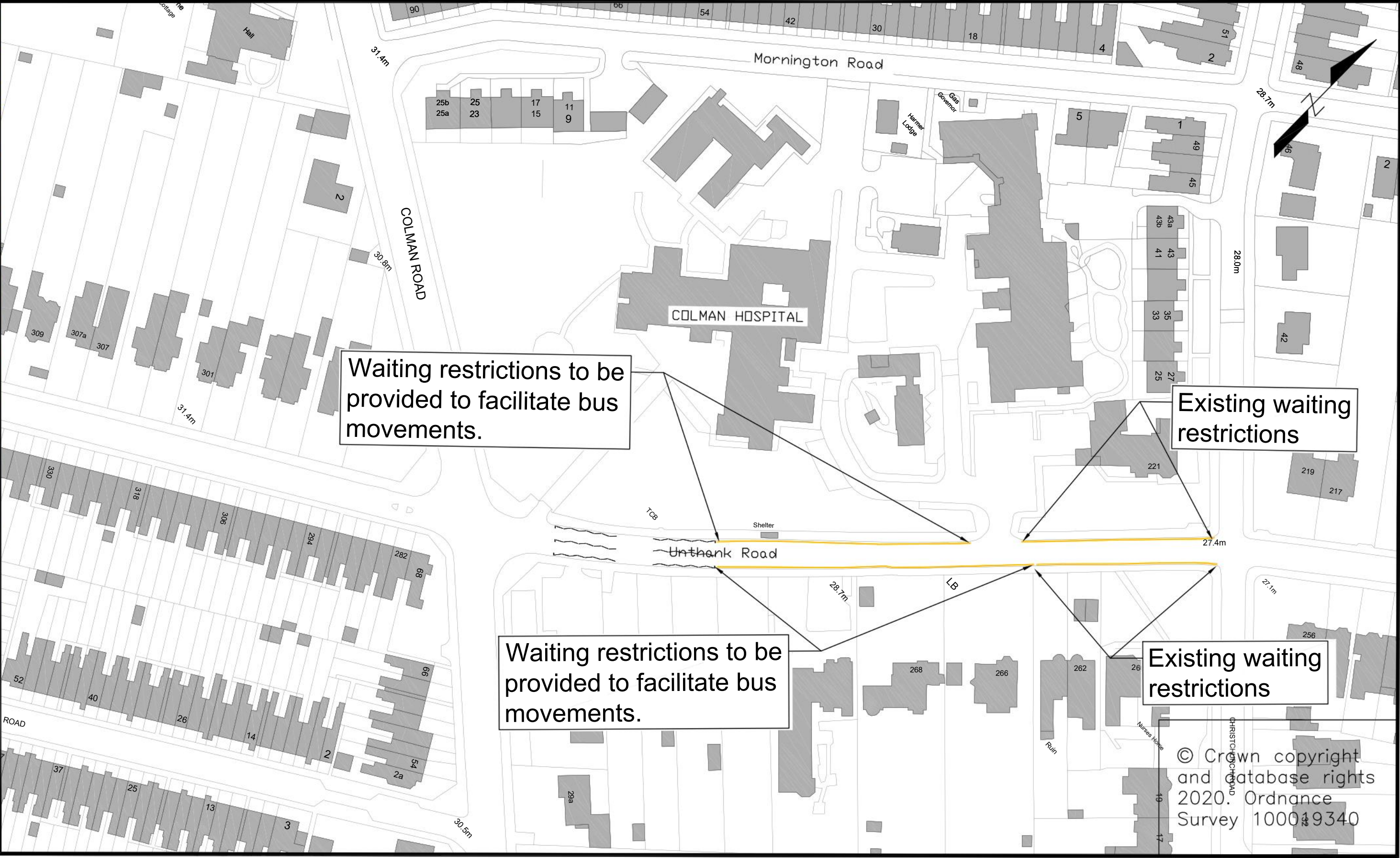
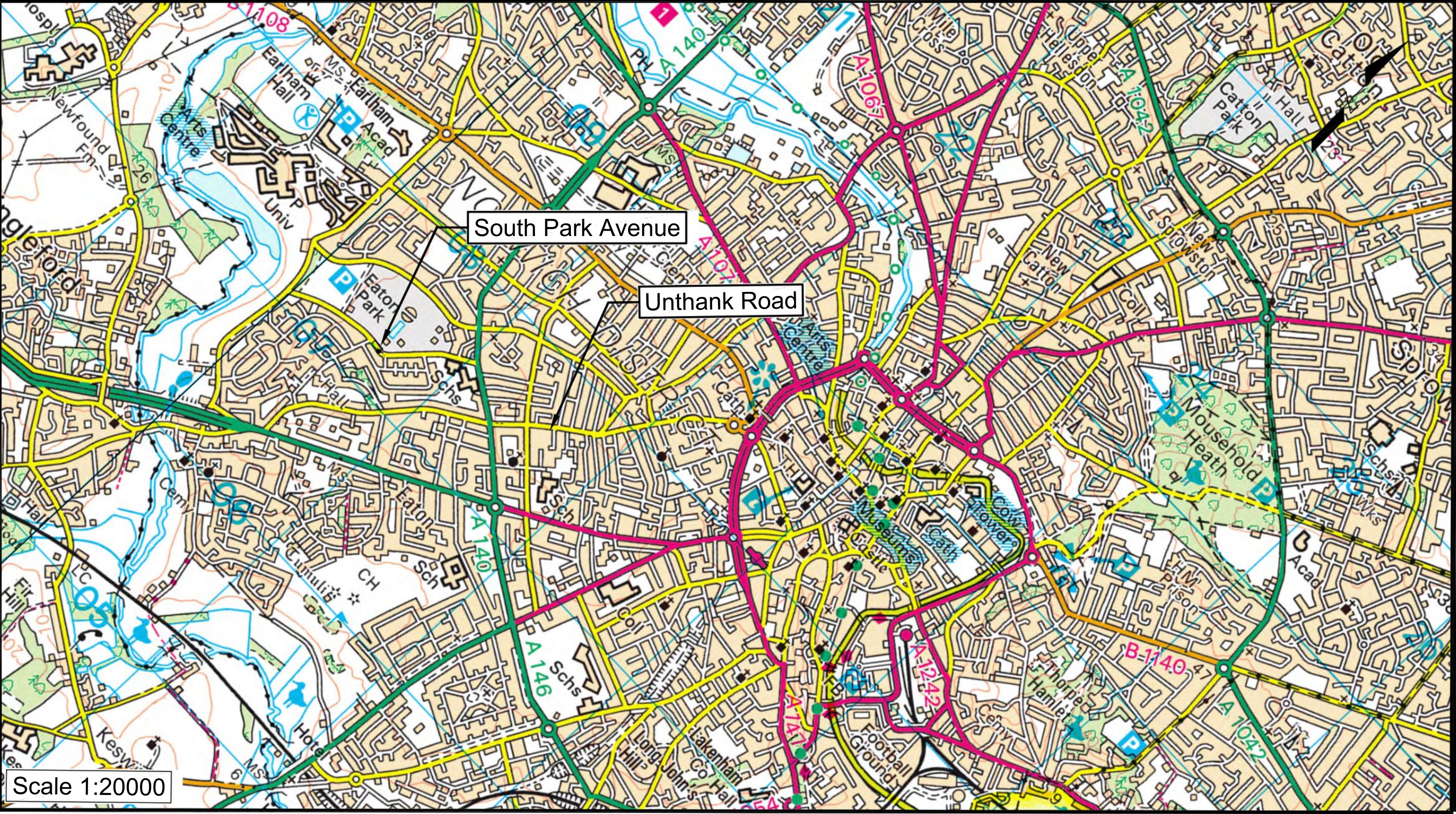
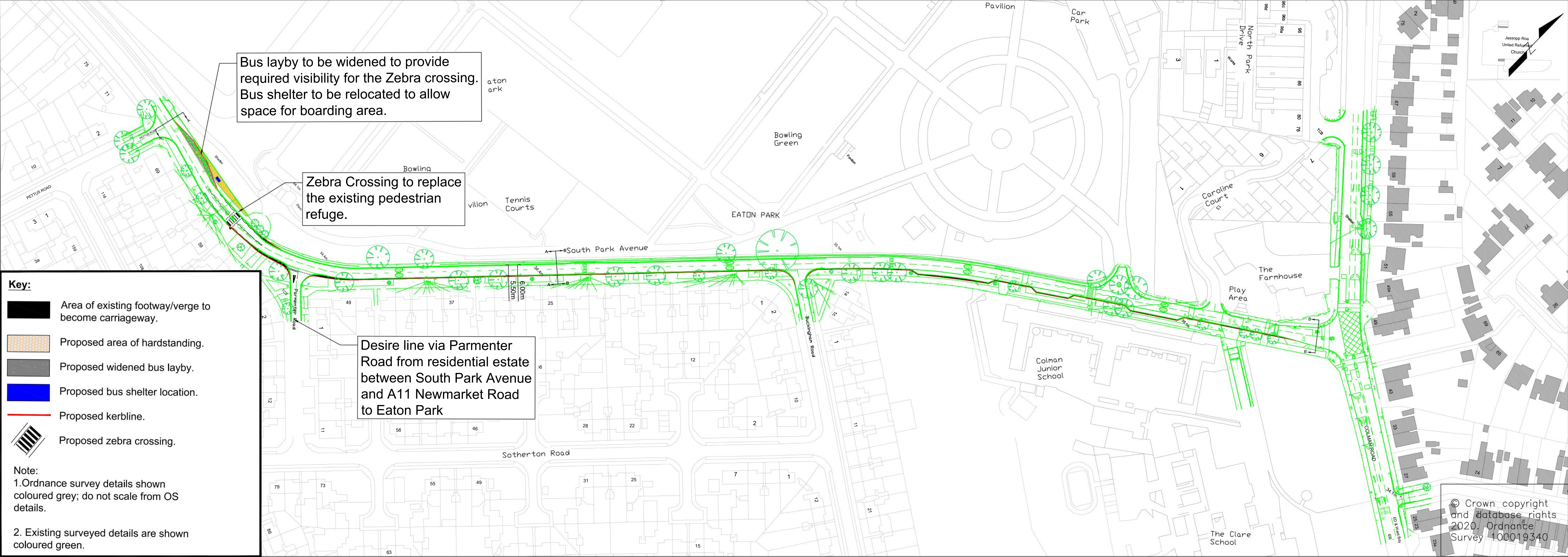
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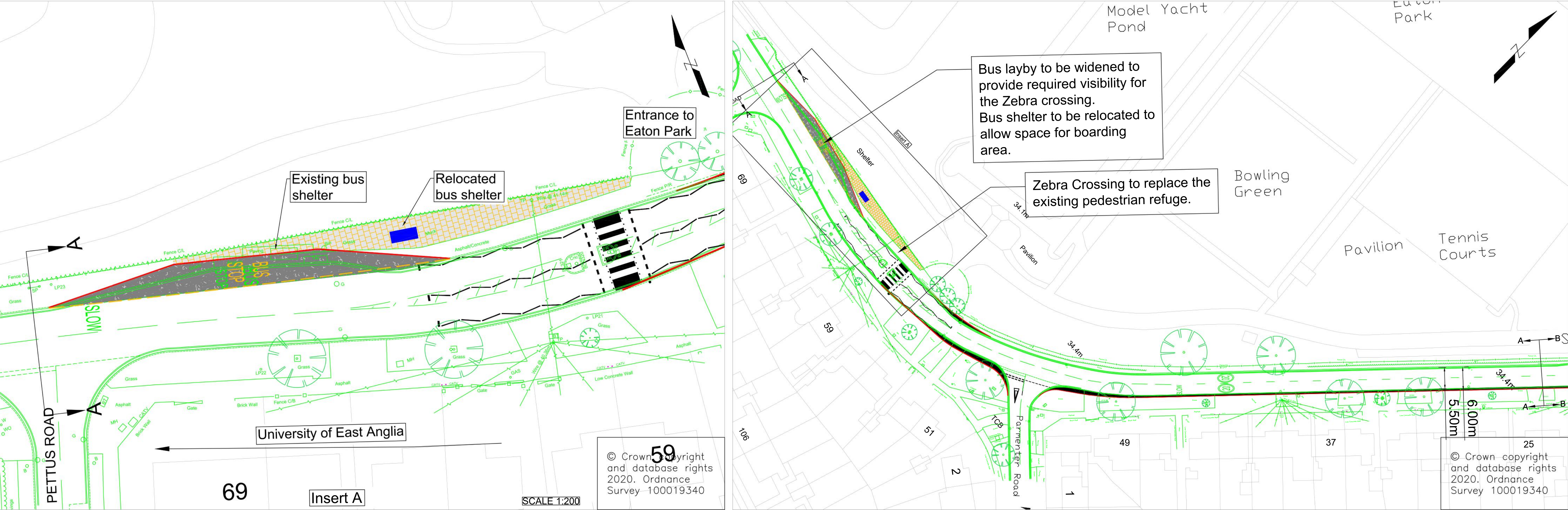


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REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

	INITIALS	DATE	DRAWING No. PKA086-TCF2-GA-001
SURVEYED BY	PC	02/20	PROJECT TITLE
DESIGNED BY	MB	11/20	Transforming cities
DRAWN BY	MB	11/20	South Park Avenue & Unthank Road
CHECKED BY	AC	11/20	SCALE 1:500 @ A1
			FILE No. PKA086



# Transforming Cities Joint Committee

Item No: 6

<b>Decision making report title:</b>	<b>Transforming Cities - King Street</b>
<b>Date of meeting:</b>	<b>17 December 2020</b>
<b>Responsible Cabinet Member:</b>	<b>Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure and Transport)</b>
<b>Responsible Director:</b>	<b>Grahame Bygrave (Director of Highways &amp; Waste)</b>
<b>Is this a key decision?</b>	<b>No</b>
<b>If this is a key decision, date added to the Forward Plan of Key Decisions.</b>	<b>N/A</b>

## **Executive Summary**

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

These proposals have been through preliminary design stages and a public consultation prior to reaching the preferred proposal which is presented in this report and attachments.

## **Recommendations**

- 1. To approve the proposals as shown in Appendices A and B which will be subject to a follow-up public consultation**

## **1. Background and Purpose**

- 1.1.** The Department for Transport (DfT) has awarded Norwich £32m capital funding from the Transforming Cities Fund (TCF). The County Council's successful application was based upon 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 overall TCF project is intended to encourage an increase in journeys made by low carbon, sustainable modes of transport.
- 1.3. King Street is a historic street within Norwich city centre and has undergone significant new development in recent years with further residential developments currently underway. The street is a vital pedestrian and cycling link from the city centre to the East Norwich Regeneration Area and forms part of National Cycle Route 1.
- 1.4. King Street currently has narrow footways with limited dropped kerbs which makes navigating the street on foot difficult, particularly for those with restricted mobility.
- 1.5. The objectives of the King Street scheme are to:
  - Improve pedestrian facilities by making the footways more accessible to all users;
  - Improve the environment for cycling;
  - Improve the streetscape to better reflect the historic nature of King Street;
  - Encourage activity and investment towards development sites and cultural institutions.
- 1.6. Previous feasibility work undertaken on King Street identified two main proposals. The first involved narrowing the carriageway and widening the footways whilst retaining two-way traffic. The second involved significantly reducing the carriageway width by converting the road to one-way only for traffic and installing a contraflow cycle lane.
- 1.7. It was initially felt that the proposal to convert King Street to one-way traffic was the option that would best meet the overall objectives and an initial consultation on this was carried out in March 2020. We received 7 letters of support and 13 letters of objection. Concerns were raised regarding access to properties and businesses and the impact on larger vehicles of exiting the area via Music House Lane. It was also questioned whether the proposals would result in an improved environment for cycling.
- 1.8. Based on feedback received and further consideration of the two options we are proposing that a scheme to widen the footways and narrow the carriageway is most appropriate and this is outlined in this report.

## **2. Proposals**

- 2.1. Widening footways, providing dropped kerbs and continuous footways across side roads and narrowing the carriageway will provide a street that is more attractive and safer for those walking and cycling.
- 2.2. Existing parking, loading arrangements and access for residents and businesses is retained.

- 2.3. The junction of King Street with Rouen Road will be realigned to reduce vehicular entry speeds and create a new area of soft landscaping providing an area where people can sit and rest within a green space.
- 2.4. The footways and carriageway will be repaved and resurfaced, removing trip hazards for pedestrians and will provide a smooth surface for all users.
- 2.5. The construction materials used will be in keeping with the historic nature of the street and conservation materials shall be used where appropriate.
- 2.6. The proposal has been assessed against the principle of creating a Healthy Street, which considers a number of factors including pedestrian facilities, rest areas, noise pollution, air pollution and personal security. These proposals show an improvement in many of these factors when compared with the current arrangement.

### **3. Impact of the Proposal**

#### **3.1. Walking**

Wider footways, the provision of dropped kerbs and continuous footways across side roads will significantly improve the facilities for all users.

#### **3.2. Cycling**

The narrowed carriageway will encourage lower vehicular speeds and the new carriageway surfacing will improve comfort for cyclists.

#### **3.3. Passenger Transport**

King Street is not part of the general passenger transport network. However, the City Sightseeing bus stops on King Street and this will not be affected by the proposals.

#### **3.4. Other Road Users / the Wider Network**

King Street is lightly trafficked as the northern end (the city end) is closed to through traffic which reduces the overall number of vehicles within King Street. The existing speed limit of 20mph will be retained and it is expected that the revised layout will reduce vehicular speeds further. The proposals will not impact upon the wider network.

#### **3.5. Streetscape**

Narrowing the carriageway and setting the existing parking bays behind the kerb line will improve the aesthetics of King Street by creating a balanced streetscape. Additionally, we will look to provide areas of soft landscaping, seating and cycle parking near the junction with Rouen Road to improve the entry into the street. During detailed design we will look at additional locations for seating and cycle parking.

## **4. Evidence and Reasons for Decision**

4.1. These proposals will help to deliver the vision set out in the TCF application and will achieve the scheme objectives, to;

- Improve the pedestrian facilities and make the footways more accessible to a variety of users;
- Improve the environment for cycling to encourage a growth in cycling by further reducing traffic speeds on the carriageway;
- Improve the streetscape to better reflect the historic nature of King Street;
- Encourage activity and investment towards development sites and cultural institutions.

## **5. Alternative Options**

5.1. Alternative proposals were considered as part of the feasibility study and the conversion of King Street to one-way was subject to local consultation.

## **6. Financial Implications**

6.1. Funding of £1,036,030 has been secured through the Transforming Cities Fund. The project has been judged to be very high value for money against an estimated overall budget in accordance with DfT infrastructure value for money guidance (including designer fees, land and construction costs).

## **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**

None. No changes to the existing Traffic Regulation Orders will be required to enable the construction of the proposals as described.

8.2. **Human Rights implications**

None.

8.3. **Equality Impact Assessment (EqIA)**

Norfolk County Council has a duty to pay due regard to equality when exercising its public functions. In 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. An Equality Impact Assessment has been carried out as part of the development of the scheme.

**8.4. Health and Safety implications**

The Highway Safety Audit process will be followed during detailed design and after construction is completed.

**8.5. Sustainability implications**

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

**8.6. Any other implications**

None.

**9. Risk Implications/Assessment**

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

**10. Select Committee comments**

- 10.1. Not applicable.

**11. Recommendations**

- 11.1. 1. To approve the proposals as shown in Appendices A and B which will be subject to a follow-up public consultation.

**12. Background Papers**

- 12.1. None.

**Officer Contact**

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

**Officer name:** Tim Osborn

**Tel No.:** 01603 222063

**Email address:** [tim.osborn@norfolk.gov.uk](mailto:tim.osborn@norfolk.gov.uk)



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DRAWING TITLE

APPENDIX A

KING STREET GENERAL ARRANGEMENT (SHEET 1)

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

REV.	DESCRIPTION	DRAWN	CHECKED	DATE

	INITIAL	DATE	DRAWING No. PFA046-HP-0000-SK01
SURVEYED BY	PC	07/20	PROJECT TITLE
DESIGNED BY	TO	11/20	Transforming Cities Fund Norwich
DRAWN BY	GJ	11/20	SCALE
CHECKED BY	TP	11/20	FILE No.
			NTS



## Funded by:



## DRAWING TITLE

APPENDIX B

## KING STREET GENERAL ARRANGEMENT (SHEET 2)

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

REV.	DESCRIPTION	DRAWN	CHECKED	DATE

SURVEYED BY	PC	07/20	DRAWING No.	PFA046-HP-0000-SK02
DESIGNED BY	TO	11/20	PROJECT TITLE	Transforming Cities Fund Norwich
DRAWN BY	GJ	11/20	SCALE	FILE No.
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# Transforming Cities Joint Committee

Item No: 7

<b>Decision making report title:</b>	<b>Transforming Cities – St Stephens Road</b>
<b>Date of meeting:</b>	<b>17 December 2020</b>
<b>Responsible Cabinet Member:</b>	<b>Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure and Transport)</b>
<b>Responsible Director:</b>	<b>Grahame Bygrave (Director of Highways &amp; Waste)</b>
<b>Is this a key decision?</b>	<b>No</b>
<b>If this is a key decision, date added to the Forward Plan of Key Decisions.</b>	<b>N/A</b>
<p><b>Executive Summary</b></p> <p>The Department for Transport (DfT) has awarded Norwich capital funding from the Transforming Cities Fund (TCF). The County Council's successful application was based upon 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>Proposals have been developed for St Stephens Road and Grove Road in Norwich. These proposals have been through the preliminary design stages for which design options have been assessed. This report outlines these options and sets out a preferred option for Members to consider to take forward to formal consultation.</p> <p><b>Recommendations</b></p> <ol style="list-style-type: none"><li><b>1. To note the options that have been identified.</b></li><li><b>2. To approve Option B to take forward for public consultation.</b></li></ol>	

## **1. Background and Purpose**

- 1.1.** The Department for Transport (DfT) has awarded Norwich £32m capital funding from the Transforming Cities Fund (TCF). The County Council's successful

application was based upon 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 overall TCF project is intended to encourage an increase in journeys made by low carbon, sustainable modes of transport, with a focus on public transport.
- 1.3. St Stephens Road is a key route for people walking from the city centre to City College. The existing eastern footway is narrow, has a poor surface and is used by large numbers of pedestrians many of which are walking to and from City College. The main project objective of this scheme is to improve the pedestrian movements to and from the city centre to City College along St Stephens Road.
- 1.4. The existing signalised pedestrian crossing on St Stephens Road between Kingsley Road and Grove Road is heavily used and often congested.
- 1.5. In addition, the scheme will aim to enhance the existing facilities for cyclists at the junction between Newmarket Road and Ipswich Road. The Norwich Cycling Campaign have been engaged with during the development of these outline proposals. The orange pedalway utilises the existing crossing between St Stephens Road and Grove Road and is heavily used and cycles and pedestrians are currently unsegregated at this location.
- 1.6. No public consultation has yet been carried out in relation to the scheme.

## **2. Proposals**

- 2.1. The project aims to improve pedestrian facilities on St Stephens Road. One way that this can be achieved is by widening the existing footway and improving pedestrian crossing facilities at the Grove Road junction. Additionally, there is the opportunity to improve cycling provision by segregating pedestrians and cycles at this junction and by improving access to the existing advanced stop line for cycles.
- 2.2. Due to the large number of pedestrians using the signalised pedestrian crossing on St Stephens Road between Kingsley Road and Grove Road this can be widened to double the existing capacity and better accommodate pedestrian flows.
- 2.3. A number of options have been identified to deliver the pedestrian and cycle improvements and these are outlined below.

## **3. Options Considered**

Four options have been identified which are outlined below.

- 3.1. Option A (Appendices A, B, C and D)
  - Widen the existing pedestrian crossing on St Stephens Road;
  - Widen the eastern footway along St Stephens Road by approximately 300mm;



- Closure of Grove Road and enhancement of crossing facilities including the segregation of pedestrians and cycles at the existing crossing.

3.2. Option B (Appendices C and D)

- Widen the existing pedestrian crossing on St Stephens Road
- Closure of Grove Road and enhancement of crossing facilities including the segregation of pedestrians and cycles at the existing crossing.

3.3. Option C

- Widen the existing pedestrian crossing on St Stephens Road
- Widen the eastern footway along St Stephens Road providing a greater footway width than option A. This is achieved by reducing the footway width on the western side which has a lower level of pedestrian usage. An increase in footway width of circa 600mm could be achieved on the eastern footway which has the higher level of pedestrian footfall (300mm of this would come from a reduction in the width of the western footway).
- Closure of Grove Road and enhancement of crossing facilities including the segregation of pedestrians and cycles at the existing crossing.

3.4. Option D (Appendices D and E)

- Widen the existing pedestrian crossing on St Stephens Road
- Widen the eastern footway along St Stephens Road providing a greater footway width than option A. This is achieved by removing the inbound bus lane to provide the necessary space. A footway width increase of 1500mm could be achieved. This option also provides the opportunity to consider either an inbound or outbound segregated cycle route along St Stephens Road.
- Closure of Grove Road and enhancement of crossing facilities including the segregation of pedestrians and cycles at the existing crossing.

3.5. All options allow the widening of the existing pedestrian crossing on St Stephens Road and the improvements to the existing crossing facility at the Grove Road junction. All options also retain two-way general traffic movements but with the road width narrowed to maximise the footway width in this area.

## 4. Impact of the Proposal

### 4.1. Walking

Careful consideration has been given to whether the increased width of footway along St Stephens Road in options A and C generate sufficient benefit given the likely cost and disruption during construction works as underground utilities and drainage systems would also need to be considered. Whilst Option C provides a slightly wider footway this comes at the expense of a reduction in footway width on the opposite side of the road with a higher level of impact during the works.

The only way to achieve a substantial increase in the footway whilst maintaining a two-way traffic movement would be to remove the inbound bus lane.

4.2. **Cycling**

All options provide significant improvements for those cycling through the provision of a segregated crossing at the Grove Road junction as well as improved access to the advanced cycle stop lines at this junction. Option D provides the opportunity to provide an additional segregated cycle route inbound or outbound on St Stephens Road but this can only be delivered at the expense of removing the inbound bus lane.

4.3. **Passenger Transport**

Options A, B and C do not affect public transport, with all existing features and facilities remaining. In order to maintain a two-way general traffic flow and create a significantly wider footway, Option D would require the removal of the existing inbound bus lane. Inbound buses would therefore be required to use the general traffic lane which is likely to increase journey times for buses and worsen journey time reliability. It should be noted that this is one of the most heavily used bus lanes in the city used by local and longer distance bus services, including Park and Ride, and the provision of bus priority in this section compliments other existing and proposed bus priority measures in the city. Improvements to the Thickthorn Park and Ride are being enhanced through another TCF project which would benefit from the bus lane. Investment in new vehicles and enhancements by First Eastern Counties is dependent on bus journey time savings and improved service reliability.

4.4. **Other road users / the wider network**

In order to provide the cycle and pedestrian benefits at the Grove Road junction there is the requirements to introduce a left turn ban for all vehicles from St Stephens Road into Grove Road along with implementing a 7.5t weight limit on Grove Road this would be the maximum sized vehicle that could use the realigned junction layout proposed. Delivery and larger vehicles which would previously head along this route would need to divert via Brazen Gate (bus gate timing permitting) or Southwell Road.

**5. Evidence and Reasons for Decision**

5.1. Based upon the review of options outlined it is recommended that Option B is taken forward for consultation. Although this option does not deliver any pavement widening, this option delivers key benefits at highway junctions to those walking and cycling whilst minimising the impact on the wider network during the construction phase.

5.2. Whilst any increase in pavement width is beneficial it is acknowledged that a pavement width of greater than 30cm to 60cm is required to deliver a substantial benefit. For this reason, options that deliver this level of pavement widening are not recommended.

- 5.3. Option D which requires the removal of the inbound bus lane is not recommended on the basis that this creates significant disbenefits to all public transport journeys accessing the city centre from the south or south west.

## **6. Financial Implications**

- 6.1. Funding of £1.77m has been secured through the Transforming Cities Fund to deliver pedestrian and cycle improvement works in this area. At this stage we forecast Option B to cost in the region of £800,000; remaining funding will be reallocated within the TCF programme.

## **7. Resource Implications**

### **7.1. Staff:**

None – the scheme will be delivered through existing staff resources.

### **7.2. Property:**

Not applicable.

### **7.3. IT:**

Not applicable.

## **8. Other Implications**

### **8.1. Legal Implications**

Any changes to the existing Traffic Regulation Orders will be carried out as required.

### **8.2. Human Rights implications**

None.

### **8.3. Equality Impact Assessment (EqIA)**

Norfolk County Council has a duty to pay due regard to equality when exercising its public functions. In 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. An Equality Impact Assessment has been carried out as part of the development of the scheme.

### **8.4. Health and Safety implications**

None. The Highway Safety Audit process will be followed during detailed design and after construction is completed.

### **8.5. Sustainability implications**

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

8.6. **Any other implications**

None.

**9. Risk Implications/Assessment**

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

**10. Select Committee comments**

10.1. Not applicable.

**11. Recommendations**

- 11.1.       1 To note the options that have been identified.  
           2 To approve Option B to take forward for public consultation.

**12. Background Papers**

12.1. None.

**Officer Contact**

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

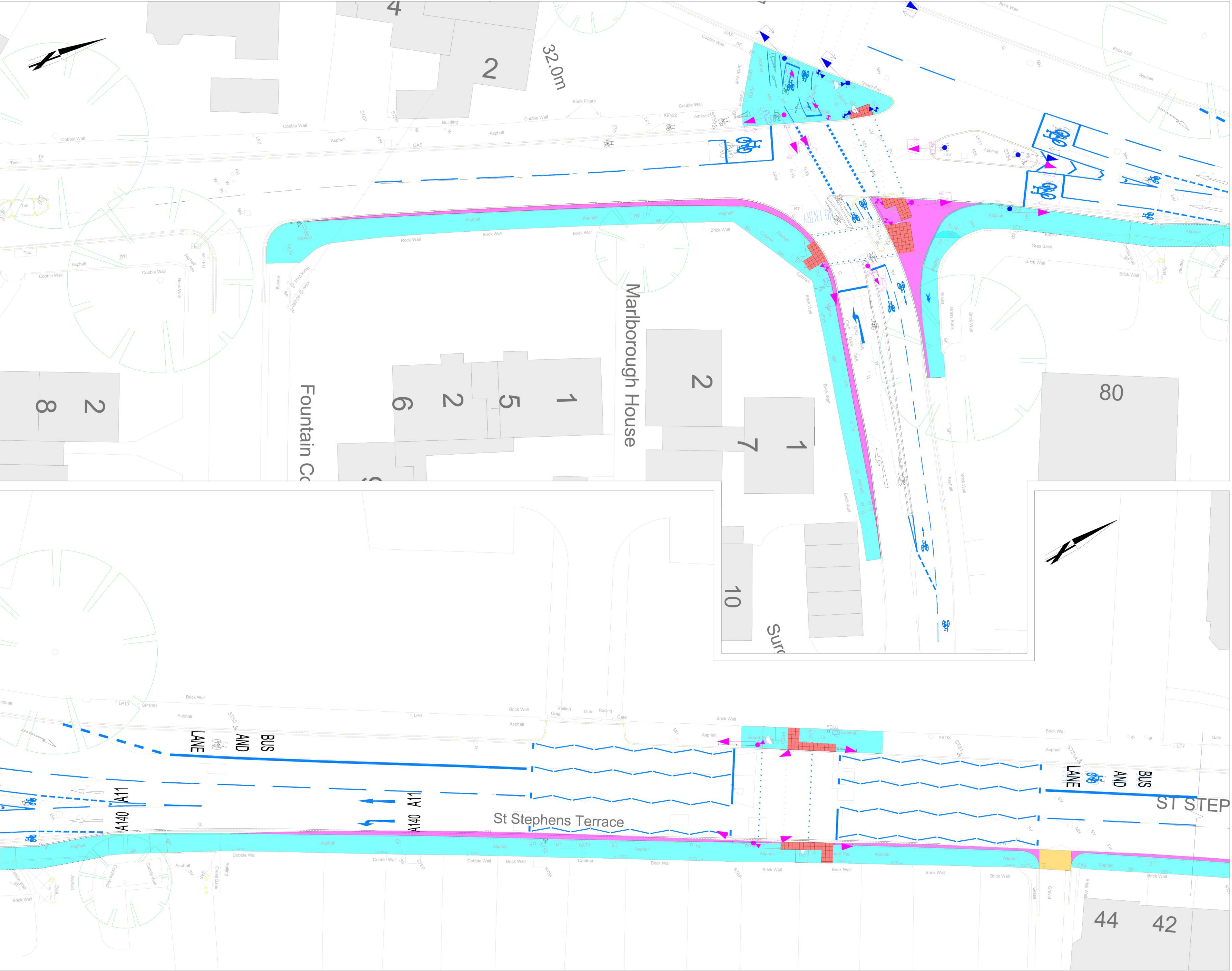
**Officer name:**     **Andrew Wadsworth**                     **Tel No.:**     **01603 223986**

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Key/Notes

- Area of existing footway to be broken out and reconstructed.
- Area of existing carriageway to become footway.
- Access to become at grade footway
- Access to become footway (lowered grade)

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NEWANGLIA  
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**Tom McCabe**  
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**DRAWING TITLE**  
TCF St Stephens Road to City College  
General Arrangement Plan  
Sheet 1 of 2

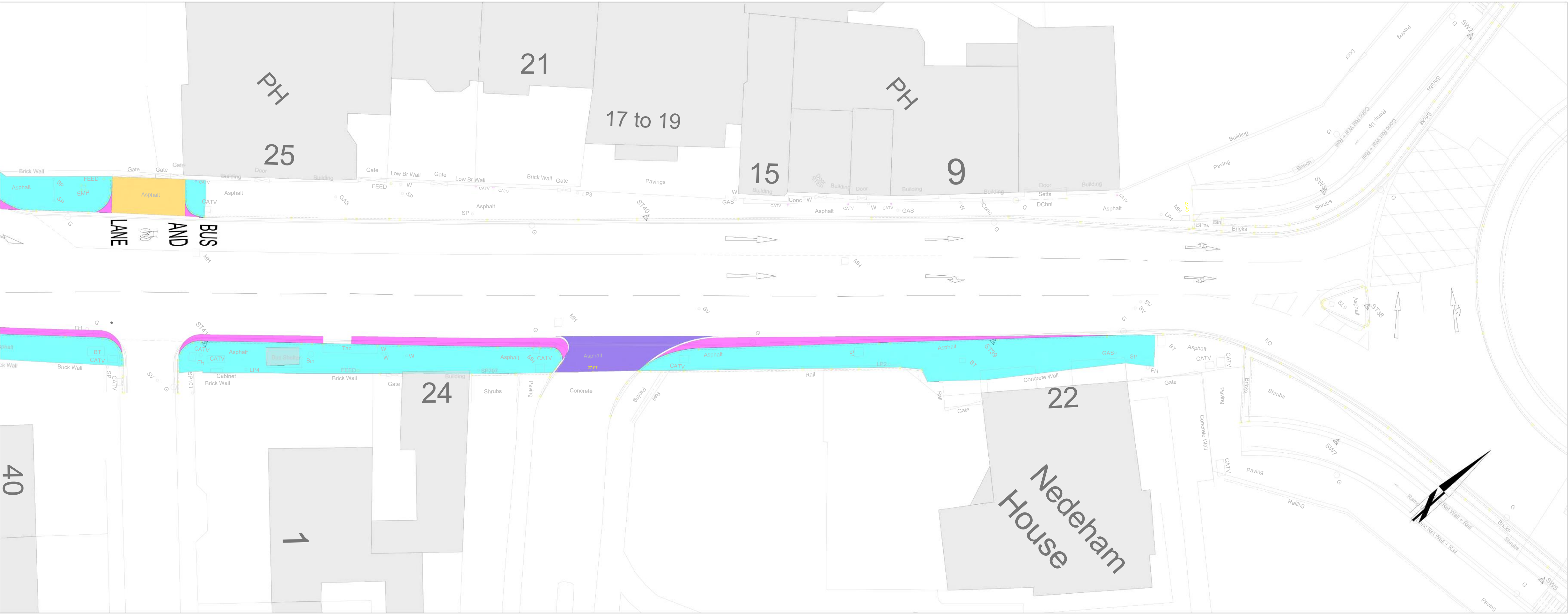
REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE
P01	FIRST ISSUE	PK		14/04/20
P02	CARRIAGEWAY LANE UPDATED	NM		13/05/20

	INITIALS	DATE	DRAWING No.
SURVEYED BY	AM		Combined NCC-WSP
DESIGNED BY	NM	14/04/2020	PROJECT TITLE
DRAWN BY	PK	14/04/2020	TCF St Stephens Road to City College
CHECKED BY			SCALE
			1:200 @ A1
			FILE No.
			PT0007





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**Norwich NR1 2SG**

DRAWING TITLE  
TCF St Stephens Road to City College  
General Arrangement Plan  
Sheet 2 of 2

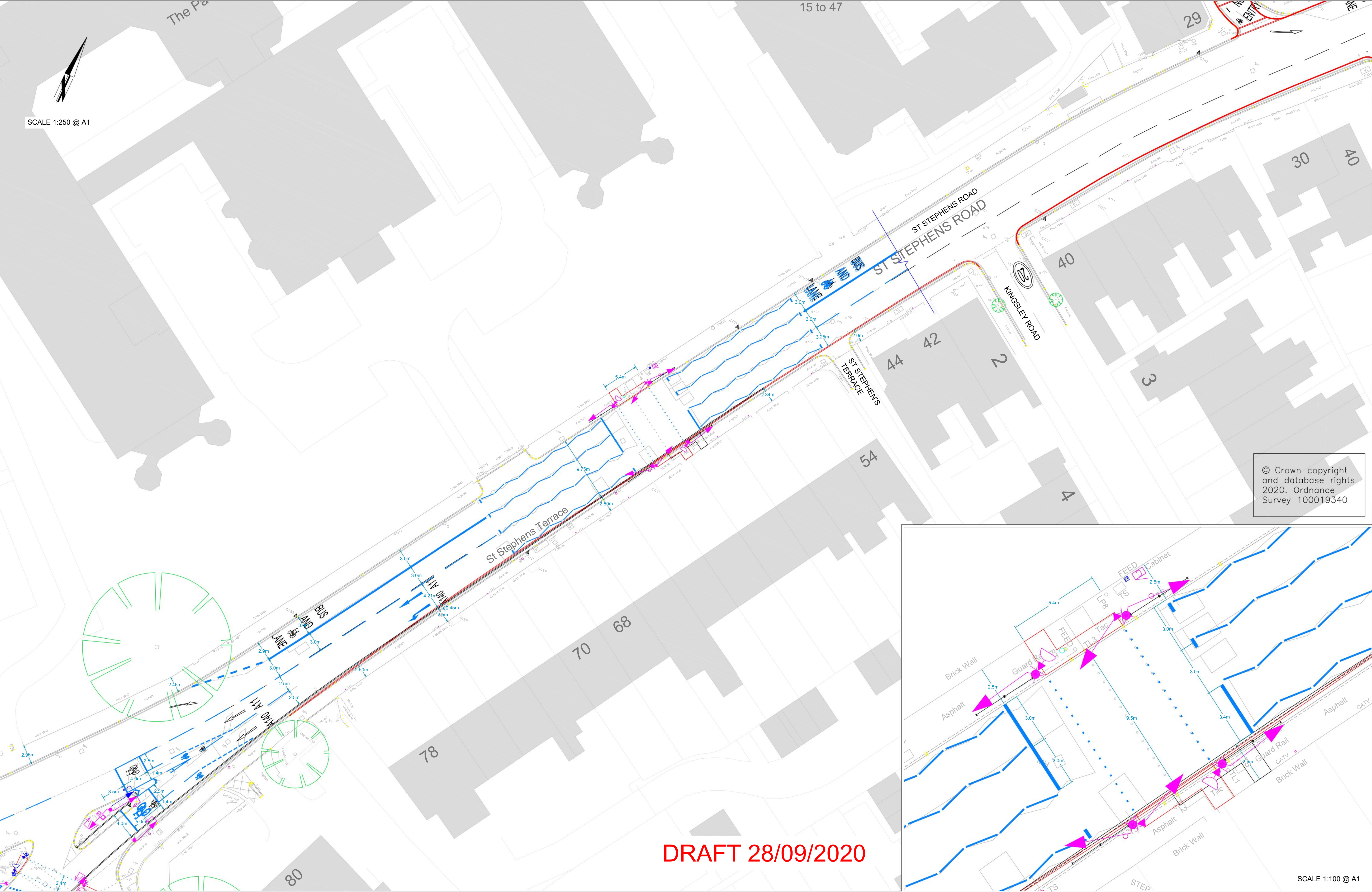
REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE
P01	FIRST ISSUE	PK		14/04/20
P02	CARRIAGEWAY LANE UPDATED	NM		13/05/20

	INITIALS	DATE	DRAWING No. TCF-WSP-ST-XX-DR-CV-000002
SURVEYED BY			PROJECT TITLE TCF St Stephens Road to City College
DESIGNED BY	NM	14/04/2020	
DRAWN BY	PK	14/04/2020	SCALE 1:200 @ A1
CHECKED BY			FILE No. PF0001



	Area of existing footway to be broken out and reconstructed.
	Area of existing carriageway to become footway.





**Funded by:**  


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Norwich NR1 2SG

**DRAWING TITLE**  
Traffic Signal Layout  
Newmarket Road/St Stephens Road  
Proposed PUFFIN Crossing Widening

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

			DRAWING No. PKA047-TS-002 DRAFT
SURVEYED BY	OS/PC	2020	PROJECT TITLE
DESIGNED BY		09/20	TCF
DRAWN BY	MC	09/20	Newmarket Road/Ipswich Road
CHECKED BY			SCALE 1:250 @ A1
			FILE No. PFA047



# Transforming Cities Joint Committee

Item No: 8

<b>Decision making report title:</b>	<b>Transforming Cities – St Stephens Street</b>
<b>Date of meeting:</b>	<b>17 December 2020</b>
<b>Responsible Cabinet Member:</b>	<b>Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure and Transport)</b>
<b>Responsible Director:</b>	<b>Grahame Bygrave (Director of Highways &amp; Waste)</b>
<b>Is this a key decision?</b>	<b>No</b>
<b>If this is a key decision, date added to the Forward Plan of Key Decisions.</b>	<b>N/A</b>
<p><b>Executive Summary</b></p> <p>The Department for Transport (DfT) has awarded Norwich £32m capital funding from the Transforming Cities Fund (TCF). The County Council's successful application was based upon 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>Proposals have been developed for the St Stephens Street area, which have been subject to initial consultation. The outcome of this consultation is outlined in this report, as well as further work that will be undertaken.</p> <p><b>Recommendations</b></p> <p><b>1. To note the outcome of the initial consultation and further work that needs to be done to develop these proposals.</b></p>	

## **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. Initial proposals for St Stephens Street have been developed as part of the TCF programme and the County Council have recently engaged in public consultation on these.
- 1.3. St Stephens Street forms part of a key bus corridor that runs through the city centre connecting Norwich rail station and bus station into the public transport network and is also a key retail destination in the city, with significant numbers of retail, food and drink business. There is significant level of office-based employment nearby. The area is one of the busiest in the city, with pre-lockdown pedestrian counts reaching 50,000 per day at the junction of St Stephens Street and Rampant Horse Street.
- 1.4. The scheme is in an area where the existing traffic access is restricted, with only buses, coaches, cycles and taxis allowed. Access is also available for deliveries and other commercial access.
- 1.5. The routing of the yellow pedalway avoids the busy St Stephens Road / Queens Road roundabout, though it should be noted that St Stephens Street forms part of a neighbourhood cycle route network.
- 1.6. In the last year, there has been a substantial increase in the number of people living near St Stephens Street with the completion of the residential conversion of the St Stephens Towers.

## **2. Proposals**

- 2.1. The area of focus of this scheme is the section of St Stephens Street between the inner ring road and up to and including a short section of Red Lion Street. The scheme area also covers Surrey Street between its junction with St Stephens Street and the bus station. The final section is along Rampant Horse Street and includes William Booth Street, which has a high pedestrian flow and connects Rampant Horse Street with Hay Hill.
- 2.2. The objectives of this scheme are to:
  - Reduce bus delays and boost the efficiency of the overall public transport network;
  - Make boarding and alighting buses easy for all;
  - Provide additional bus stop capacity;
  - Enhance the overall landscape including bus waiting areas and pedestrian crossing facilities;
  - Improve the environment for cycling.
- 2.3. Proposals taken to public consultation can be seen in Appendix 1a and 1b. A summary of the proposals and rationale is covered in the report taken to the September 2020 TCF Joint Committee.

## **3. Consultation**

- 3.1. Public consultation ran from 28<sup>th</sup> September to 19<sup>th</sup> October 2020. Details were hosted on the County Council's website with an online survey.
- 3.2. In total, 130 responses to the online survey were received. The majority of respondents were local residents (63%). Regular bus users made up a quarter of responses (24%). Businesses directly affected made up 4% and businesses in the wider area 2% of the overall response. Public bodies, community organisations and others made up the remaining responses.
- 3.3. The survey asked whether the respondent supported or objected to the proposals. The breakdown of responses was that 49% objected, 46% supported and 5% chose not to answer this question. The survey also asked respondents to say why they supported or objected to the scheme.
- 3.4. The main concerns cited were:
- 14% felt that there was no need for change or that the scheme was a waste of money;
  - 12% raised safety concerns related to the saw-toothed design;
  - 11% felt that bus services should be removed from St Stephens through being consolidated at the bus station or sited at an alternative location;
  - 8% were concerned about footway narrowing or pinch points;
  - 6% were concerned about stacking of buses due to timetabling, reliability and driver changes;
  - 6% stated that bus operators should be required to provide low emission buses or that the proposal should be going further to reduce vehicle emissions in this area.
- 3.5. For a substantial city centre scheme, the overall response level was low, in particular from local businesses. It is believed that this is likely to be due to a number of factors related to COVID-19 and the restrictions in place. The lack of a public drop-in event hosted by council officers limited the extent of engagement that could take place. The additional staffing pressures placed on businesses at this time is likely to have made responding to consultations more difficult.
- 3.6. More detail on the key responses received is outlined below.

#### **Norwich Business Improvement District (BID)**

- 3.7. The Norwich BID positively supported the investment in infrastructure and the continued progress/accessibility improvement key for the growth and economy of the city.
- 3.8. The landscaping and overall aesthetic improvement to the wider streetscape that will be delivered within the scheme were all well received, especially the use of urban greening and the sedum green roofs to reduce the impact of emissions. The improvements to William Booth Street and the opportunity presented by linking in digital boards with the upcoming wayfinding work to be delivered through the Transforming Cities programme were also welcomed.

- 3.9. Some questions were raised on several minor points and some of the wider design principles including concerns that footway narrowing at some locations along St Stephens Street would create issues with queuing outside shops. The potential for St Stephens Street to look and feel more like a bus station than a key retail street was raised along with the suggestion that more bus services should be put through the bus station rather than on St Stephens Street. Some concern was raised over bus drivers pulling away from stops being less able to see those passing on bike or having to reverse out from the stop.
- 3.10. Questions were also asked as to whether anything could be done to make improvements to shop canopies or the St Stephens underpass.

### **First Eastern Counties**

- 3.11. First Eastern Counties strongly supported the proposals for the redevelopment of the St Stephens Street area. They felt that proposals will significantly improve the experience for passengers, with better waiting facilities, information and signage and generally improve the aesthetic feel of St Stephens Street, making it a more pleasant place for bus passengers and shoppers alike.
- 3.12. The revised sawtooth bus layouts were strongly supported, in particular that they will allow buses to access stops flush with the kerb, proving a significant step-change in how passengers with mobility issues use bus services, giving them increased confidence to use public transport. The increase in the number of city centre stopping places that the layout provides was welcomed as it enables operators to meet the increase in service levels that will take place, as more housing is built and the population of the city grows. It was also highlighted that the sawtooth layout simplifies the access to and from the stops, helping to make the services more efficient, whilst helping to reduce journey times.
- 3.13. The proposed changes to the junction with Surrey Street were welcomed as was the removal of the traffic signals as this would reduce delays to buses, whilst still ensuring that pedestrians have a safe place to cross.
- 3.14. The St Stephens Street scheme was cited as being a key part in promoting the use of public transport and encouraging people to use more sustainable modes. First stated that that this scheme, along with the wider bus improvement measures being made in the city, are an integral part of the reason behind their decision to invest in new buses for the city.

### **konectbus**

- 3.15. The sawtooth arrangement on St Stephens Street was welcomed by konectbus, praising the extra capacity, improved vehicle movement and better access for passengers it will provide. It was requested that the central refuge points be removed to give buses more ability to manoeuvre and reduce damage to street furniture and kerbs. konectbus asked that raised pedestrian crossing points were made level with the road surface for the comfort of bus passengers, to reduce long term highway maintenance and prevent damage to the vehicle.



- 3.16. konectbus requested that when developing the detailed design that additional street furniture must be placed in a way that allows for the overhang of buses both front and rear to avoid conflict and unnecessary damage. It was also asked whether the traffic island adjacent to the St Stephens roundabout could be removed and replaced with a painted island that could be driven over when required. The response suggested removal of the central line to encourage bus drivers to be more cautious.
- 3.17. konectbus suggested that the stop on Red Lion Street (northern side) is designed to be similar to that in Theatre Street utilising one stopping point, with a longer shelter, and all buses arriving at the stop are then able to move as far forward as possible. In addition, the response recommended that the stop on the opposite side of Red Lion Street could also be designed to be one longer stop instead of two separate stops.
- 3.18. konectbus felt that whilst narrowing the carriageway by making Surrey Street one-way was positive for people walking to and from the bus station, that overall the southbound closure would give a limited benefit and cause disruption to the current bus service. It was requested that if Surrey Street was made one-way, a bus lane is also provided between the roundabout and the bus station entrance on Queens Road. There was concern that making Surrey Street one-way could discourage operators from using the bus station.
- 3.19. An alternative option was put forward by konectbus that retained southbound movements on Surrey Street, allowed for widening footways and southbound cycling provision by requiring northbound traffic to give way at a pinch point. Further assessment is needed to identify whether this is a feasible option.

### **Councillor Feedback**

- 3.20. Feedback from councillors regarding the sawtooth bus bays questioned the benefits to journey times and air quality. It was also stated that buses block stands on changeover of drivers which creates additional congestion and delays and it was also suggested that electric bus charging should be built into the scheme if possible.
- 3.21. Concerns were raised over whether bus drivers when pulling away from a stop would be able to see people cycling along St Stephen's Street and it was requested that this concern is considered before proceeding.
- 3.22. Councillors recognised the positive outcome of increased bus stop capacity and access improvements to boarding. The benefits being provided for bus passengers and those walking and cycling were also welcomed.

### **Norwich Cycling Campaign**

- 3.23. Norwich Cycling Campaign opposed the changes planned for St Stephens Street stating that they felt the plans will make it more dangerous for people to cycle along the street. Reference was made to the directness of the route along St Stephens Street from Newmarket Road and Ipswich Road. The response

acknowledged that the St Stephens Street / inner ring road roundabout is difficult for cyclists but that it remained a popular route by cycle.

- 3.24. The alternative cycle route along Surrey Street / All Saints Green was described as a substantial diversion.
- 3.25. A safety concern was raised over the proximity of the cycle parking to the sawtooth bays. Concerns were also raised over whether bus drivers when pulling away from a stop would be able to see people passing by cycle.
- 3.26. Regarding Surrey Street, concerns were raised over visibility to approaching drivers of cyclists using the proposed contraflow cycle lane facility on a one-way street.

### **Notre Dame School**

- 3.27. The headteacher welcomed the opportunity to respond to the consultation on behalf of Notre Dame School which has around 1500 pupils and 200 staff, many arriving via the nearby rail and bus stations.
- 3.28. Concerns were raised over the safety of students in the eastern section of Surrey Street and it was asked whether more could be done here. It was noted that traffic flow and reckless driving nearby to the school have increased. The school would like to see speed calming and greater signage to reinforce the 20mph zone and improve student safety. Additionally, it was stated that the section of Surrey Street towards the Free School would benefit from traffic calming.
- 3.29. It was felt that a crossing facility near to Notre Dame School would improve safety, encourage more walking and relieve pressure on the north side of the footway at school closing times. Clarification was requested over whether the footway area within the scheme area was being increased.
- 3.30. There was a clear desire to increase the levels of cycling to the school and a request for more dedicated facilities such as cycle lanes and secure cycle parking.
- 3.31. Concerns were also raised over bus routing along this section of Surrey Street stating issues arise when cars need to move around a stationary bus opposite the school with little visibility. It was questioned whether more buses could be directed through the bus station.

### **Norwich Older People's Forum**

- 3.32. It was stated that the new arrangements for buses to park are unlikely to work unless there is space for more than one bus at each stop citing that there is frequently more than one bus at each stop with one having to park between adjacent stops. It was suggested that this is partly as a result of different bus companies timetabling buses to leave at the same time and partly because of late running.

- 3.33. It was felt that the existing bus stops are not large enough for the number of passengers so narrowing bus stops down would not provide a benefit. Concern was raised as to whether more people would need to gather under the canopies, leading to blocked pavements, particularly during periods of wet weather.
- 3.34. It was questioned whether more than two digital information boards would be provided as passengers use these displays at their stops to find out when the next bus is due and whether there are any delays so that they can use their time to do additional shopping or use another service from a different stop.

### **Summary of themes raised**

- 3.35. A number of themes were identified from the collective response to the public consultation on the scheme and are outlined below:

<b>Supporting themes</b>	<b>Objecting themes</b>
Bus efficiencies savings being made	Scheme costs
Improved boarding /alighting for bus passengers	Level of bus movements on St Stephens Street
Increased bus capacity on the network	Footway loss / pinch points
Investment in cleaner vehicles	Safety of sawtooth design, particularly for those cycling
Better waiting spaces for bus passengers	Need for more cycling provision
	Vehicle emissions
	Bus delays and reliability
	Surrey Street being made one-way

## **4. Consideration of key themes**

### **Bus volumes on St Stephens Street**

- 4.1. It is evident from the consultation that the current volume of bus movements on St Stephens Street has raised a level of concern.
- 4.2. The bus station, whilst well placed, does not have the capacity to handle all of the bus movements required for the passenger transport network that serves Norwich. St Stephens Street is ideally located for access to employment, retail and schools in Norwich and serves all bus services accessing the city from the south and south-west.
- 4.3. Further work is needed to liaise with bus operators to identify how to get the best balance between use of the bus station and St Stephens Street.

### **Footway loss / pinch points**

- 4.4. To accommodate the revised kerb layouts that enable buses to access the bus stops more easily, there are areas where initial designs indicate a narrowing of the footway.

- 4.5. Further work is needed to maximise the space that is available for those walking and accessing bus stops in this area.

#### **Safety of the sawtooth design**

- 4.6. The initial saw tooth design has been subject to a safety audit, which will be repeated as the scheme progresses. Whilst this process did not raise any specific concerns, it is clear from feedback received that further consideration of this is needed before a final design can be proposed.
- 4.7. Testing of the sawtooth design with buses in a real-life scenario has shown that the need to reverse away from a bus stop is minimised and should not be required under normal operation. This real-life testing also confirmed that access to and from bus stops for buses was significantly improved and delays reduced.

#### **Cycling provision**

- 4.8. Providing a cycle contraflow facility on Surrey Street retains the ability to cycle in both directions, avoiding St Stephens Street. The impact of the proposed one-way traffic flow on Surrey Street will be reviewed. Further consideration of the saw-tooth arrangement outlined above will consider the environment for cycling and we will also look at options to further increase the levels of cycle parking.

#### **Vehicle emissions**

- 4.9. The proposed design will reduce the time which buses spend manoeuvring into and out of bus stops and therefore reduce unnecessary emissions. By investing in infrastructure that enables more efficient bus travel across the TCF programme, First Eastern Counties is investing £18m in new and cleaner buses.
- 4.10. Norwich City Council monitors air quality across the city centre and this is published yearly in the Air Quality Annual Status Report.

#### **Bus delays and reliability**

- 4.11. The proposals will reduce journey times by making it easier for buses to reliably access and egress from bus stops.

### **5. Further work required**

- 5.1. Following the initial public consultation and feedback received, further work is required on the following:
- Liaise with bus operators to identify how to get the best balance between use of the bus station and St Stephens Street;
  - Review the positioning of street furniture and bus stops to maximise the usable footway space and quality of passenger environment, as well as the ability for more than one bus to access busy stops;
  - Review the impact of introducing a one-way flow on Surrey Street;
  - Undertake further work to review the impact of a saw-tooth arrangement on the cycle environment and identify opportunities for safe and secure cycle parking;

- Review measures to control traffic speeds and make roads easier to cross.

5.2. A further report will be brought to a future Committee outlining the outcome of this further work, with a recommended scheme being presented for consideration.

## **6. Financial Implications**

6.1. Funding of £6.1m is available through the Transforming Cities Fund to deliver improvement works in St Stephens Street and the surrounding area. Further work is needed before a final proposed design can be presented to this Committee for approval at a later date.

## **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 audit process will be followed prior to and after construction.

### **8.5. Sustainability implications**

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

**8.6. Any other implications**

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

**9. Risk Implications/Assessment**

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

**10. Select Committee comments**

- 10.1. Not applicable.

**11. Recommendations**

- 11.1. 1. To note the outcome of the initial consultation and further work that needs to be done to develop these proposals.

**12. Background Papers**

- 12.1. None.

**Officer Contact**

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

**Officer name:** Tony Cozens **Tel No.:** 01603 223932

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

**Officer name:** Ed Parnaby **Tel No.:** 01603 228866

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
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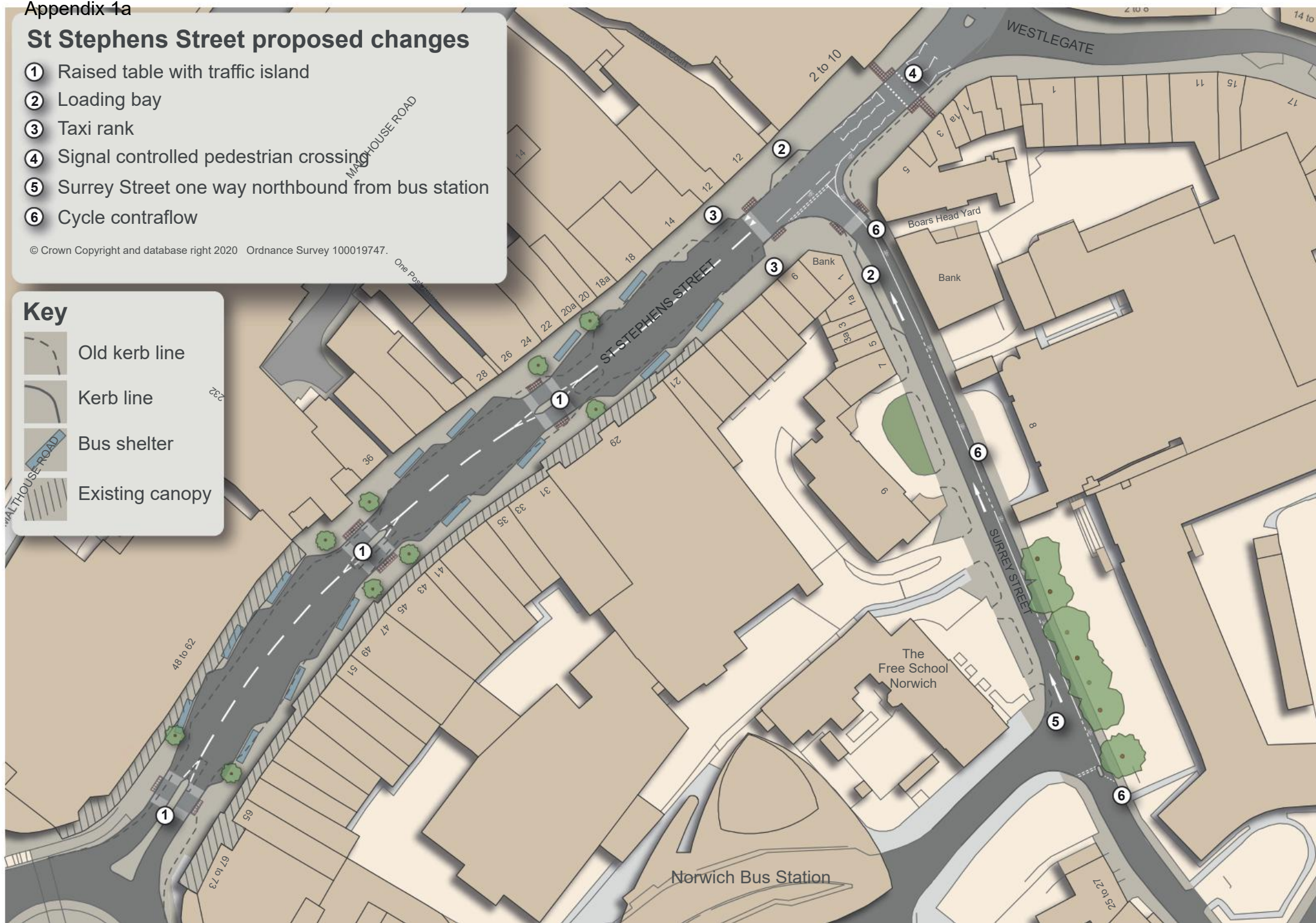
## St Stephens Street proposed changes

- ① Raised table with traffic island
- ② Loading bay
- ③ Taxi rank
- ④ Signal controlled pedestrian crossing
- ⑤ Surrey Street one way northbound from bus station
- ⑥ Cycle contraflow

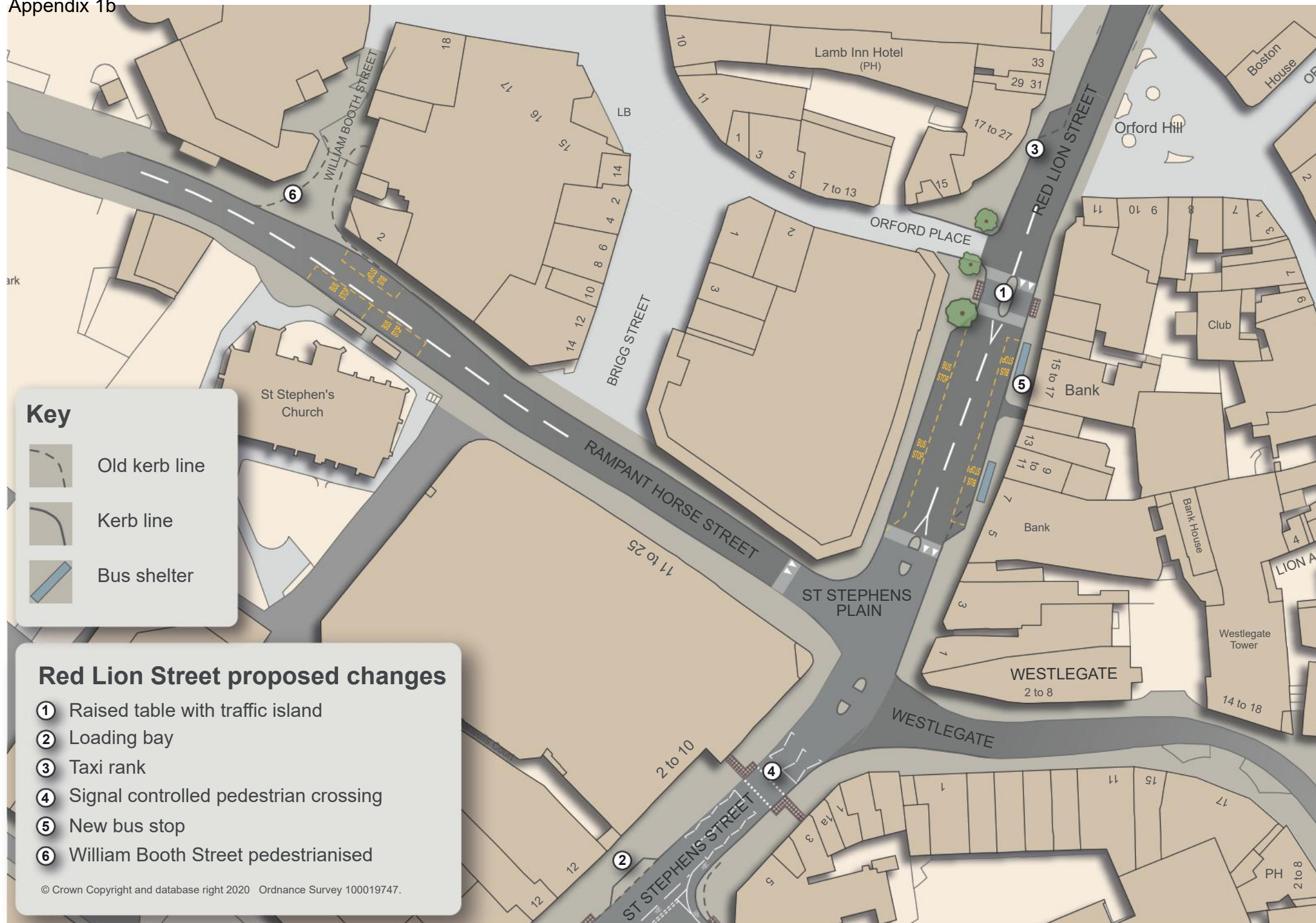
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### Key

-  Old kerb line
-  Kerb line
-  Bus shelter
-  Existing canopy









# Transforming Cities Joint Committee

Item No: 9

<b>Decision making report title:</b>	<b>Transforming Cities – Cromer Road &amp; Aylsham Road</b>
<b>Date of meeting:</b>	<b>17 December 2020</b>
<b>Responsible Cabinet Member:</b>	<b>Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure and Transport)</b>
<b>Responsible Director:</b>	<b>Grahame Bygrave (Director of Highways &amp; Waste)</b>
<b>Is this a key decision?</b>	<b>No</b>
<b>If this is a key decision, date added to the Forward Plan of Key Decisions.</b>	<b>N/A</b>

## Executive Summary

The Department for Transport has awarded Norwich £32m capital funding through 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." Highway improvement proposals have been developed for the Cromer Road and Aylsham Road area of Norwich and are outlined in this report.

## Recommendations

- 1. To proceed to public consultation on the proposals for Cromer Road and Aylsham Road as shown on the plans contained in Appendix A.**

## 1. Background and Purpose

- The Department for Transport (DfT) has awarded £32m of funding to Norwich from the Transforming Cities Fund (TCF). The County Council's successful application is based on a vision to "Invest in clean and shared transport creating a healthy environment, increasing social mobility and boosting productivity through enhanced access to employment and learning."

- 1.2. Cromer Road and Aylsham Road were identified in the TCF application as 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 provided for those wanting to cycle in this area.

## **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.
- 2.2. Both proposed bus lanes would be shared with cyclists and will operate 24 hours a day 7 days a week. The bus lanes will include new waiting restrictions (double yellow lines). In addition, 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. This scheme is in close proximity to two other planned TCF schemes ('Boundary Junction' and 'Cycle and Pedestrian Crossing of Outer Ring Road'), which will be delivered at a later date. In addition, traffic signal upgrades are planned to the Woodcock Road / Aylsham Road junction and the Boundary junction.
- 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 15-20%. Journey times for general traffic using roads in the local area are forecast to increase during the morning peak by 5-10% in the peak periods.

### **2.5. Scheme Considerations**

- 2.5.1. Provision of an inbound bus lane north of Fifers Lane was considered. However, traffic modelling showed an unacceptable level of delay to general traffic as a result. Therefore, a section of bus lane in this location is not being proposed.
- 2.5.2. We have looked at the option of providing a bus lane on Amsterdam Way to aid buses leaving the Airport terminal and Park & Ride site. Here, there are currently 3 lanes which are all for general traffic. However, the left-hand general traffic lane currently has a traffic signal filter which helps all vehicles to get out of the junction quickly and there have been no issues of delays identified at this junction under the current signal arrangement. This option has therefore not been pursued.
- 2.5.3. There was a suggestion to extend the bus lane at the southern end of Cromer Road to the Outer Ring Road junction. However, a detailed traffic assessment carried out along the whole corridor suggested that the bus lane needs to terminate as proposed at Mayfield Avenue in order to provide the greatest benefit to buses.
- 2.4.5 We have looked at the option of providing an outbound bus lane between Glenmore Gardens and Mile Cross Road (115m length). However, this proposal

would require carriageway widening in this location, requiring significant utility diversions at considerable cost in excess of the available budget.

## 2.6. **Safety Audit**

- 2.6.1. The scheme has been subject to a safety audit, the recommendations of which have been incorporated into the proposed scheme plans in Appendix A.

## 3. **Evidence and Reasons for Decision**

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

- Reduce journey times for buses and improve the reliability of bus journeys, encouraging a shift from single car occupancy journeys to buses;
- Improves the environment for cycling in this area.

- 3.2. On a weekday, Cromer Road/Aylsham Road is used by approximately 180 buses per day inbound and 160 outbound. The number of bus passengers travelling on this corridor is circa 48,000 per week.

- 3.3. Surveys carried out in June 2018 recorded 117 cyclists per day using Cromer Road / Holt Road either side of Fifers Lane and 216 cyclists per day using Cromer Road / Aylsham Road either side of the Boundary junction. A survey carried out in December 2019 recorded 144 cyclists per day using Aylsham Road either side of Woodcock Road. A survey carried out in December 2019 recorded 1,311 pedestrians per day using Aylsham Road north of the Woodcock Road junction and 1,132 pedestrians per day using Aylsham Road south of the Woodcock Road junction.

## 4. **Financial Implications**

- 4.1. The cost of the project is £1,044,939 which includes a maintenance contribution for carriageway surfacing works of £581,638. The carriageway resurfacing works will be carried out at the same time as this TCF scheme to minimise disruption and improve overall value for money. The TCF scheme represents high value for money based on assessment criteria set out by government.

## 5. **Resource Implications**

- 5.1. **Staff:** None.

- 5.2. **Property:** None.

- 5.3. **IT:** None.

## 6. **Other Implications**

- 6.1. **Legal Implications:** None.

- 6.2. **Human Rights implications:** None.

6.3. **Equality Impact Assessment (EqIA):**

Groups most likely to benefit from the Transforming Norwich programme are young people, older people, disabled people, BAME communities and people living in deprived areas. This scheme will help by reducing journey times and improving pedestrian and cycle infrastructure.

6.4. **Health and Safety implications:** None.

6.5. **Sustainability implications:**

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

6.6. **Any other implications:** None.

**7. Risk Implications/Assessment**

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

**8. Select Committee comments**

8.1. Not applicable

**9. Recommendations**

9.1. 1. **To proceed to public consultation on the proposals for Cromer Road and Aylsham Road as shown on the plans contained in Appendix A.**

**10. Background Papers**

10.1. None.

**Officer Contact**

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

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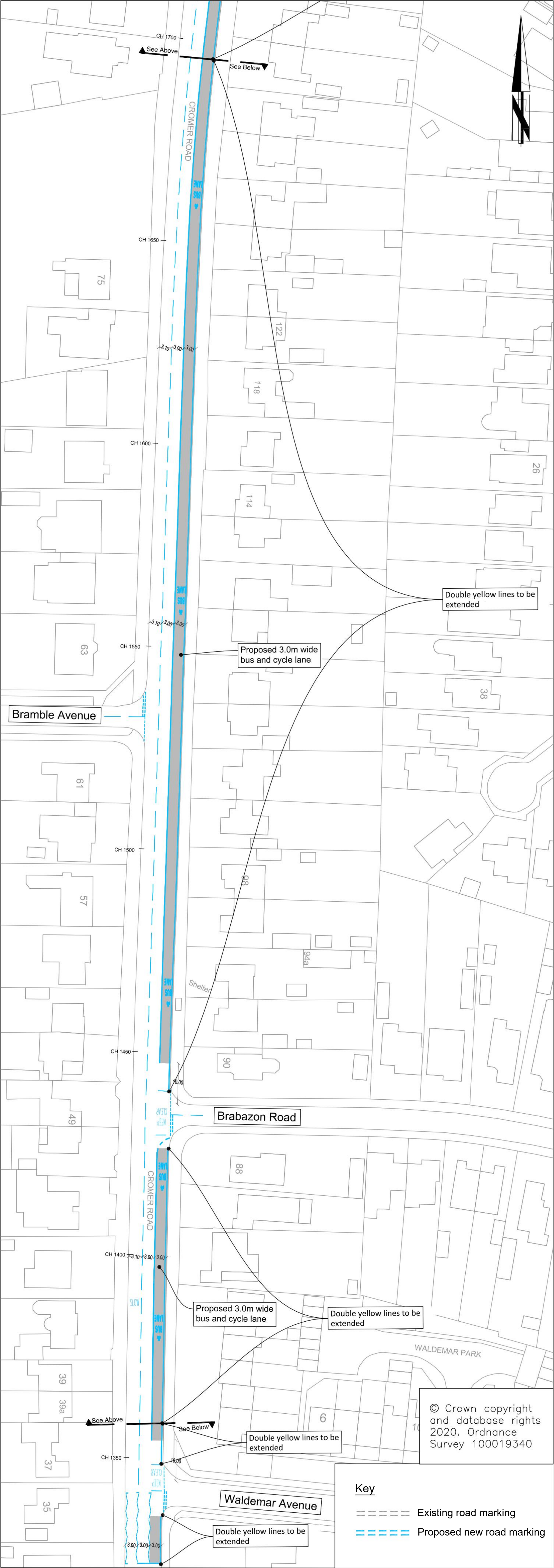
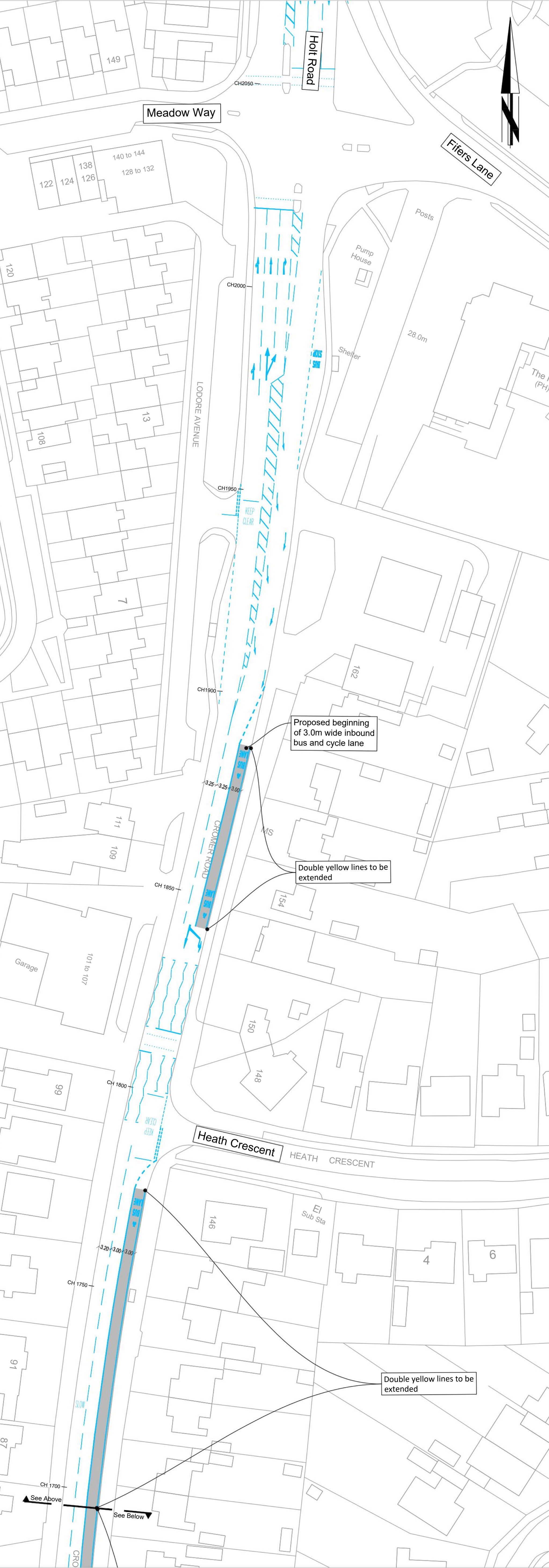
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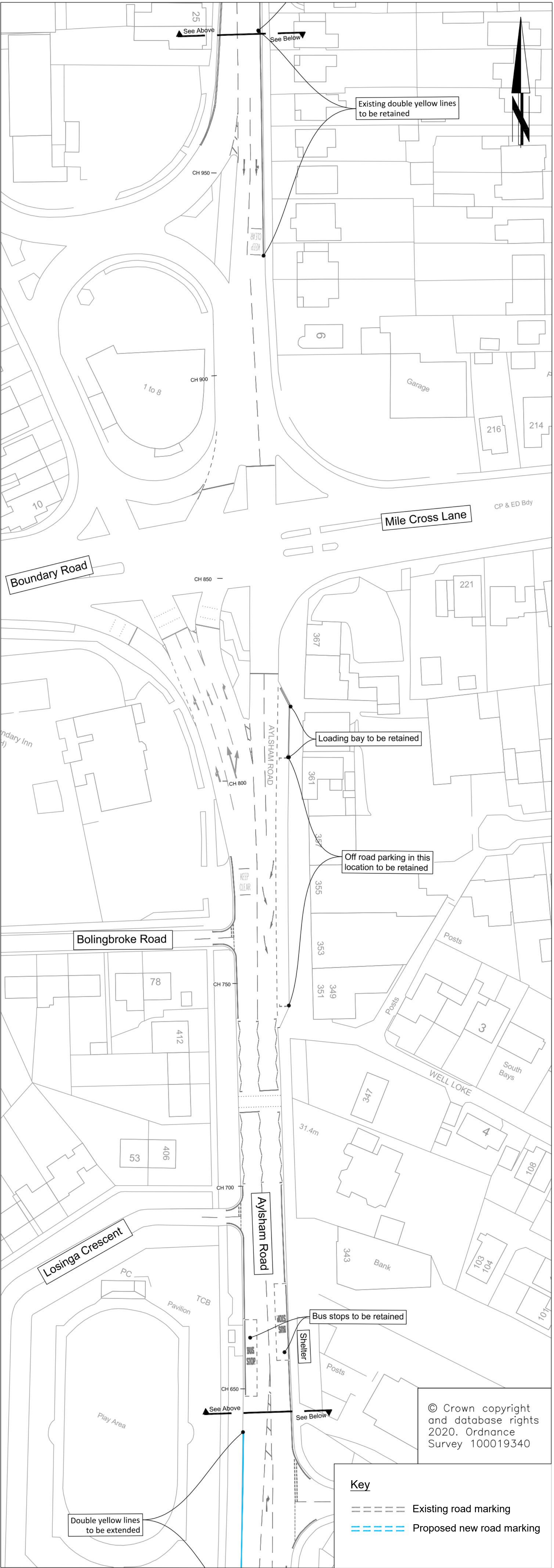
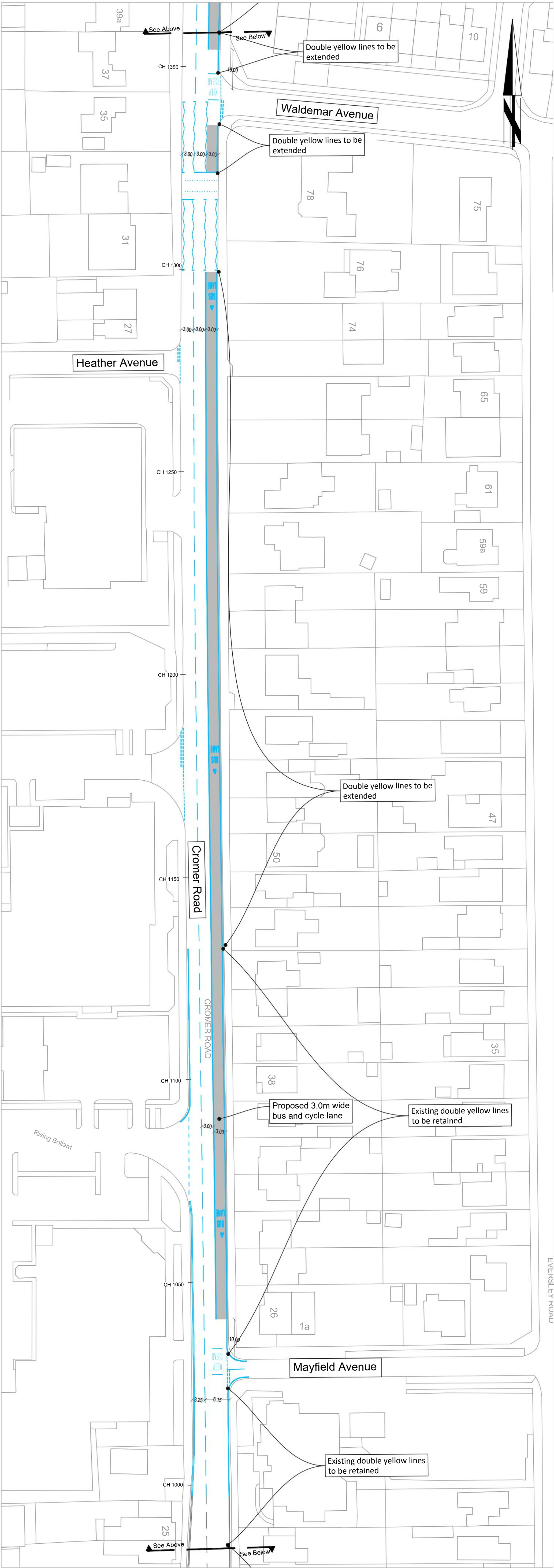
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- Key**
- Existing road marking
  - ===== Proposed new road marking



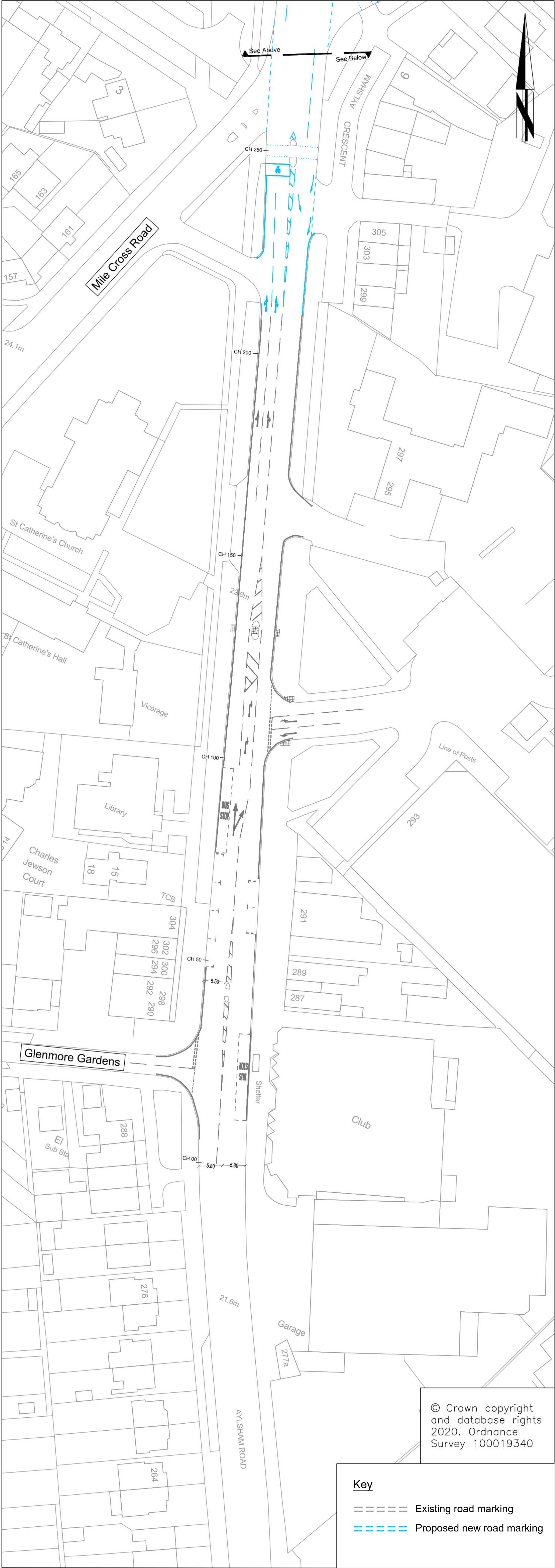
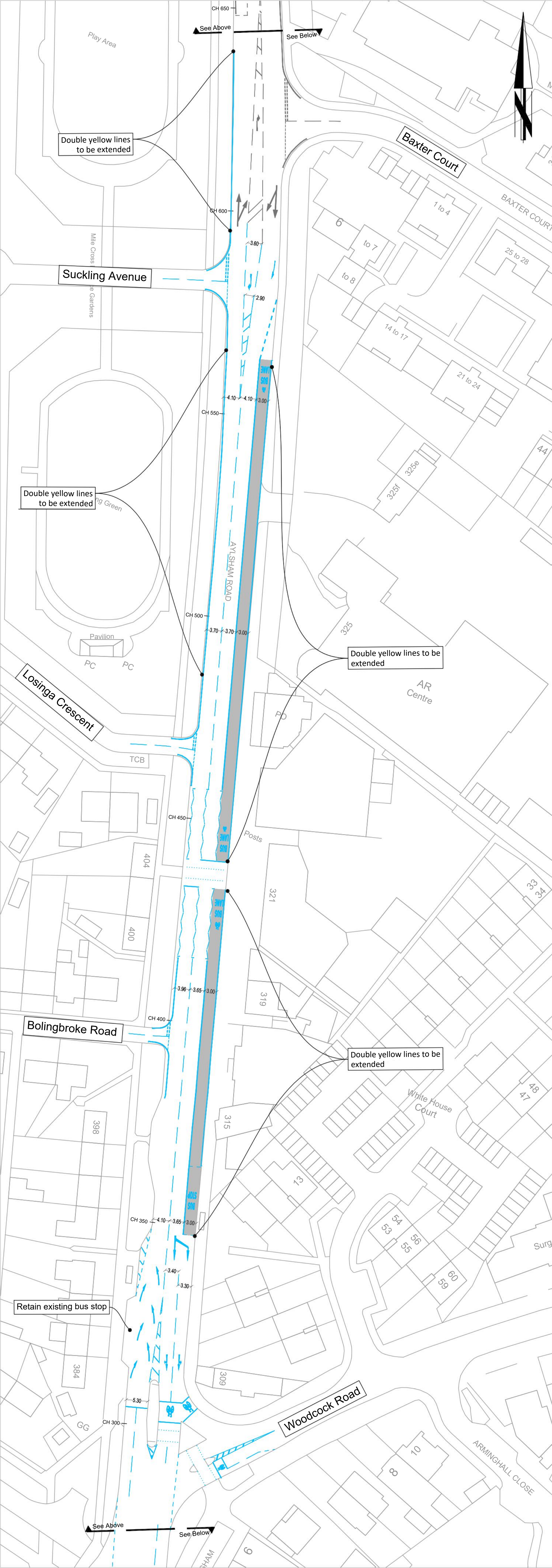
**Tom McCabe**  
Executive Director of  
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Norfolk County Council  
County Hall, Martineau Lane  
Norwich NR1 2SG

**DRAWING TITLE**  
Transforming Cities  
Cromer - Aylsham Road Bus Cycle Lanes  
Scheme Plan Sheet 2 of 3

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

SURVEYED BY	INITIALS	DATE	DRAWING No.
OS		2020	PAA005-TCF-TP-100
DESIGNED BY			PROJECT TITLE
UR		11/20	Cromer - Aylsham Road
DRAWN BY			Bus Cycle Lanes
KP		11/20	
CHECKED BY			SCALE
DG		11/20	1: 500 @ A1
			FILE No.
			PAA005





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Executive Director of  
Community and Environmental Services  
Norfolk County Council  
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Norwich NR1 2SG

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