

Your Ref:
Date: 21 May 2021

My Ref: PFA047
Tel No.: 0344 800 8020
Email: transportfornorwich@norfolk.gov.uk

Dear Sir/Madam,

Transport for Norwich: consultation on revised proposals for St Stephens Road

Norfolk County Council and the Transport for Norwich (TfN) partnership are asking for feedback on updated proposals to improve the St Stephens Road area so that more people choose to walk and cycle. We carried out a consultation on initial proposals at the beginning of the year and have used the feedback received to revise our plans.

We're writing to let you know how to find out more about the updated proposals and how to take part in a new consultation, which will inform the final plans put forward for construction.

What's being proposed and why

This project is part of a programme of infrastructure changes in the Greater Norwich area, which was agreed by the county council's Cabinet last year and is funded by the Department for Transport's (DfT) Transforming Cities Fund. As we deliver these projects, we are carrying out a series of public consultations to help identify any issues for consideration when finalising the detail of the plans we put forward for construction.

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

| | Proposal | Reason for proposal |
|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Removal of the left turn from St Stephens Road into Grove Road | To allow for the existing footway to be extended and widened across the junction in this area, which sees large numbers of pedestrians. |
| 2 | One-way section on Grove Road heading towards its junction with St Stephens Road to tie in with 'no left turn' in point 1. (Existing accesses to remain outside the one-way system) | To allow the installation of a two-way segregated cycle lane along this part of the Orange pedalway (see point 4) by removing the existing traffic lane heading away from St Stephens Road on Grove Road. |

Continued...

| | | |
|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3 | 7.5-tonne weight limit | To allow the road to be narrowed for the two-way segregated cycle lane, while still being able to take vehicles less than 7.5 tonnes. |
| 4 | Two-way segregated cycle lane, linking into existing cycle crossing on St Stephens Road and Newmarket Road | To provide better cycling facilities along this section of the Orange pedalway. This ties in with the existing cycle crossing on St Stephens Road and Newmarket Road, where cycles and pedestrians are segregated. Extra space will also be provided on the traffic island between Ipswich Road and Newmarket Road. When Grove Road returns to two-way traffic, the cycle lane will end. |
| 5 | Footway widening | To provide extra space and a safer environment for pedestrians while retaining enough road width to allow for larger vehicles. |
| 6 | New traffic signals optimised for traffic flow | To maximise traffic flow through the junction by using new traffic signal equipment. Unnecessary equipment and signs will be removed. |
| 7 | Widening of pedestrian crossing | To allow for the large number of pedestrians who use this crossing, particularly at peak times making it easier to cross. |
| 8 | 20mph speed limit | To reduce general traffic speeds in the area to make vulnerable road users feel more comfortable. |
| 9 | Raised table to calm traffic and mark entrance to residential area. The same treatment will also apply to the Victoria Street junction and a 'keep clear' road marking added at Kingsley Road junction | This creates the effect of a continuous pavement to give priority at these junctions to pedestrians and to slow down vehicles turning into/out of the junction. The 'keep clear' is to prevent traffic queuing across the junction. |
| 10 | One-way on Grove Avenue, with no entry from Ipswich Road (access via Grove Walk) | To prevent rat-running along this narrow street, which is difficult for two-way traffic due to the layout and on-street parking bays. |
| 11 | Remove bus shelter and bin near Victoria Street junction – 'stop' flag to remain on lamp column | The stop will still be serviced by buses but this will remove the narrowing at what is a little-used stop. |
| 12 | 7.5-tonne weight limit on Victoria Street and Kingsley Road, plus no right turn from St Stephens Road onto Victoria Street (left turn will be retained) | To reduce general rat-running of vehicles and prevent large vehicles from using this street. |

Traffic count data

During the previous consultation, we received several questions about the number of vehicles using both Victoria Street and the left turn into Grove Road. The following table provides this information from our traffic counts:

| Counts from 8 March 2021 for 7 days | Counts from 5 April 2021 for 14 days |
|----------------------------------------------------------------------------|----------------------------------------------------------------------------|
| Victoria Street | |
| Victoria Street southbound: 4,659 vehicle movements (averages 666 per day) | Victoria Street southbound: 9,922 vehicle movements (averages 709 per day) |
| Average speed: 19.75mph | Average speed: 20.5mph |
| Grove Road | |
| Eastbound: 1,556 vehicle movements (averages 223 per day) | Eastbound: 3,596 vehicle movements (averages 257 per day) |
| Average speed: 15.9mph | Average speed: 15.8mph |

How to comment

There are two ways to comment on the consultation:

- Visit www.norfolk.gov.uk/ststephensroad 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 **Tuesday 8 June 2021**. We will carefully consider all responses and report back to the Transforming Cities Fund Joint Committee in July. 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 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



Andrew Wadsworth, Engineer