



Traffic Calming

Felthorpe Village



Outline

- Background
- Traffic Calming Plan
- Progress
- Felthorpe Residents Petition
- Post NDR
- Summary

Residents Concerns

- Pedestrian Safety



Residents Concerns

- Pedestrian Safety
- Speeding



Residents Concerns

- Pedestrian Safety
- Speeding
- Noise & Vibration



Residents Concerns

- Pedestrian Safety
- Speeding
- Noise & Vibration
- Pollution



Residents Concerns

- Pedestrian Safety
- Speeding
- Noise & Vibration
- Pollution
- Traffic Volume



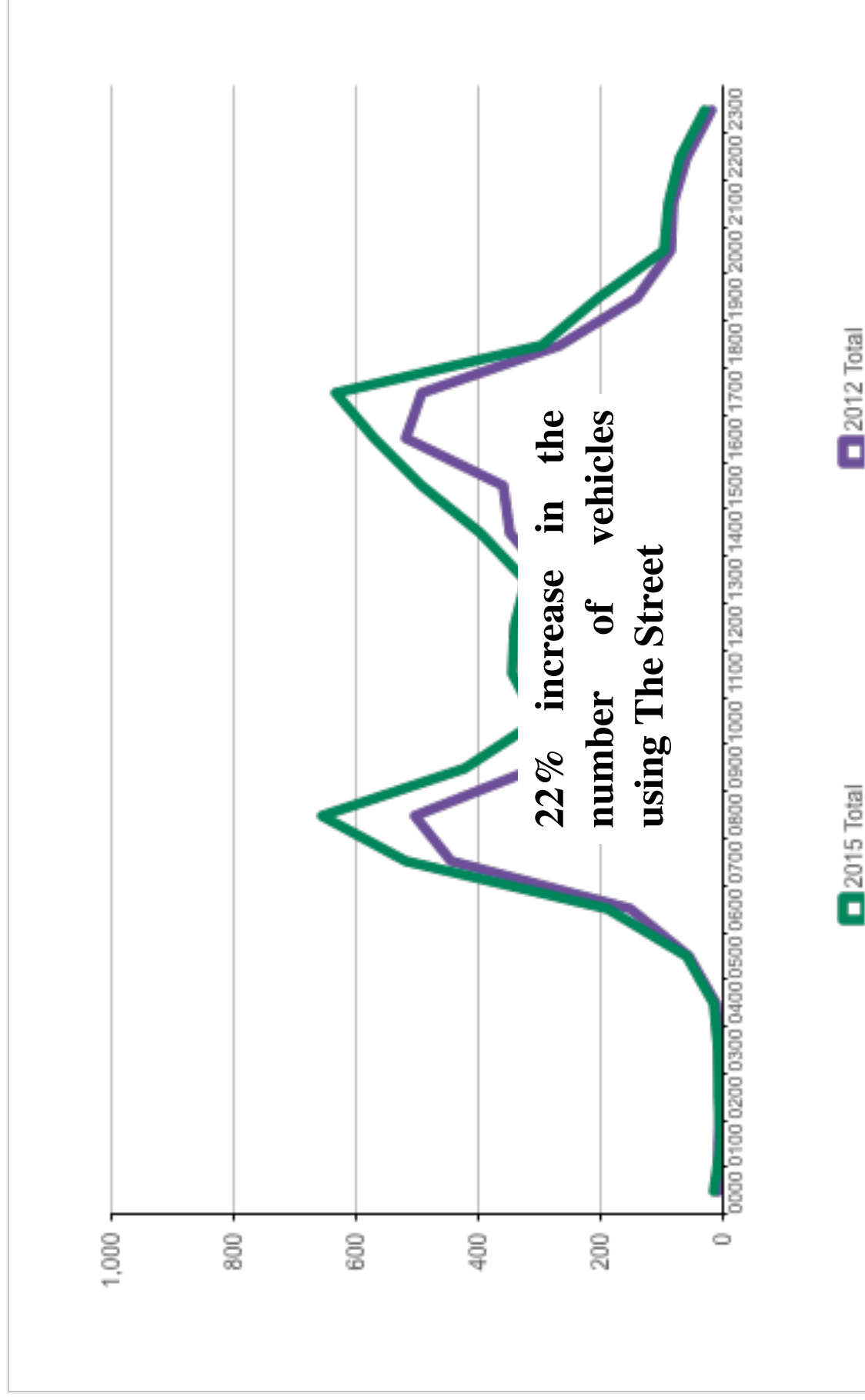
Residents Concerns

- Pedestrian Safety
- Speeding
- Noise & Vibration
- Pollution
- Traffic Volume
- Infrastructure Damage



2012 - 2015 Total Traffic Comparison

- The Street



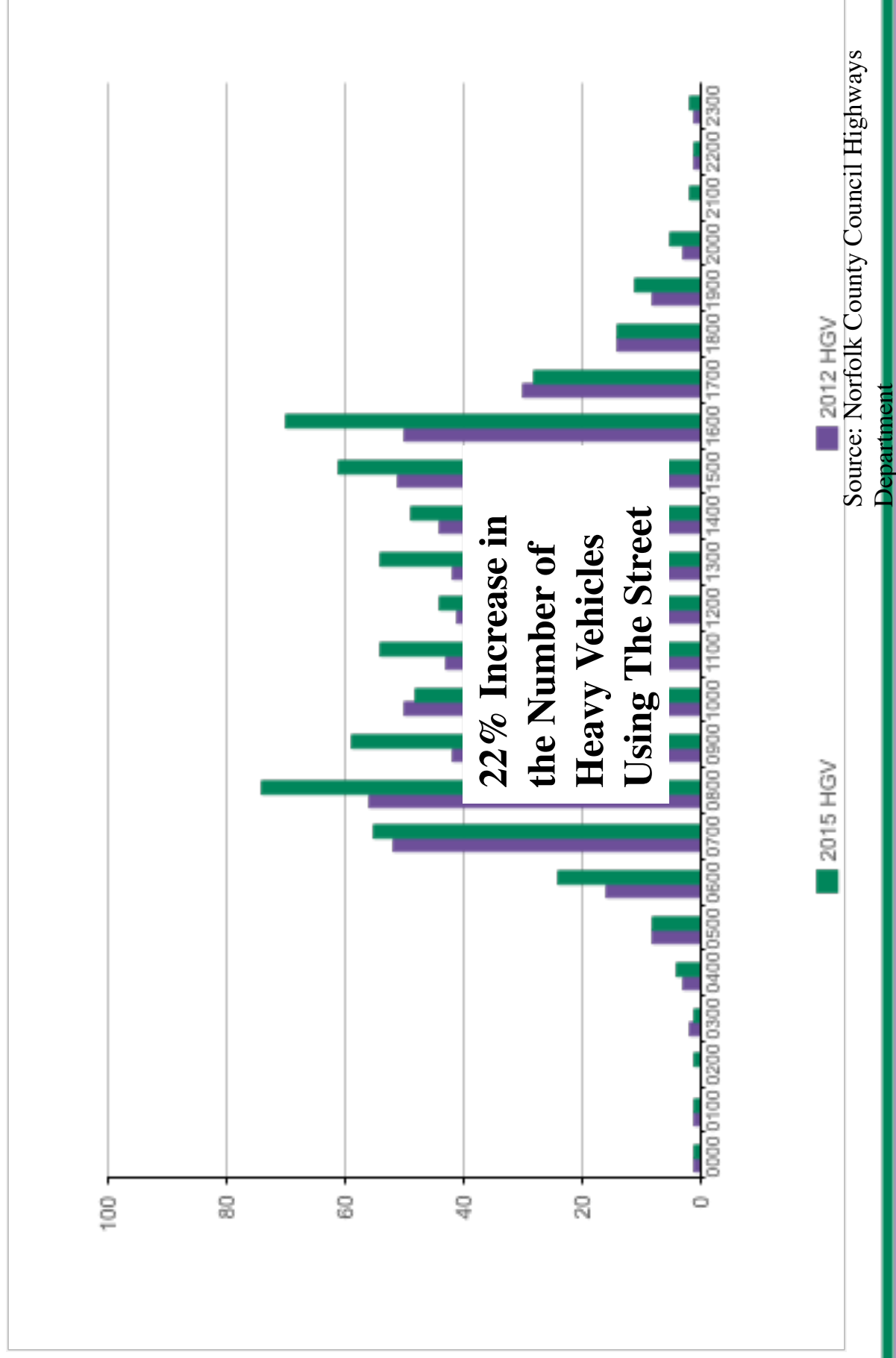
2015 Total

2012 Total

Source: Norfolk County Council Highways Department

2012 – 2015 HGV Traffic

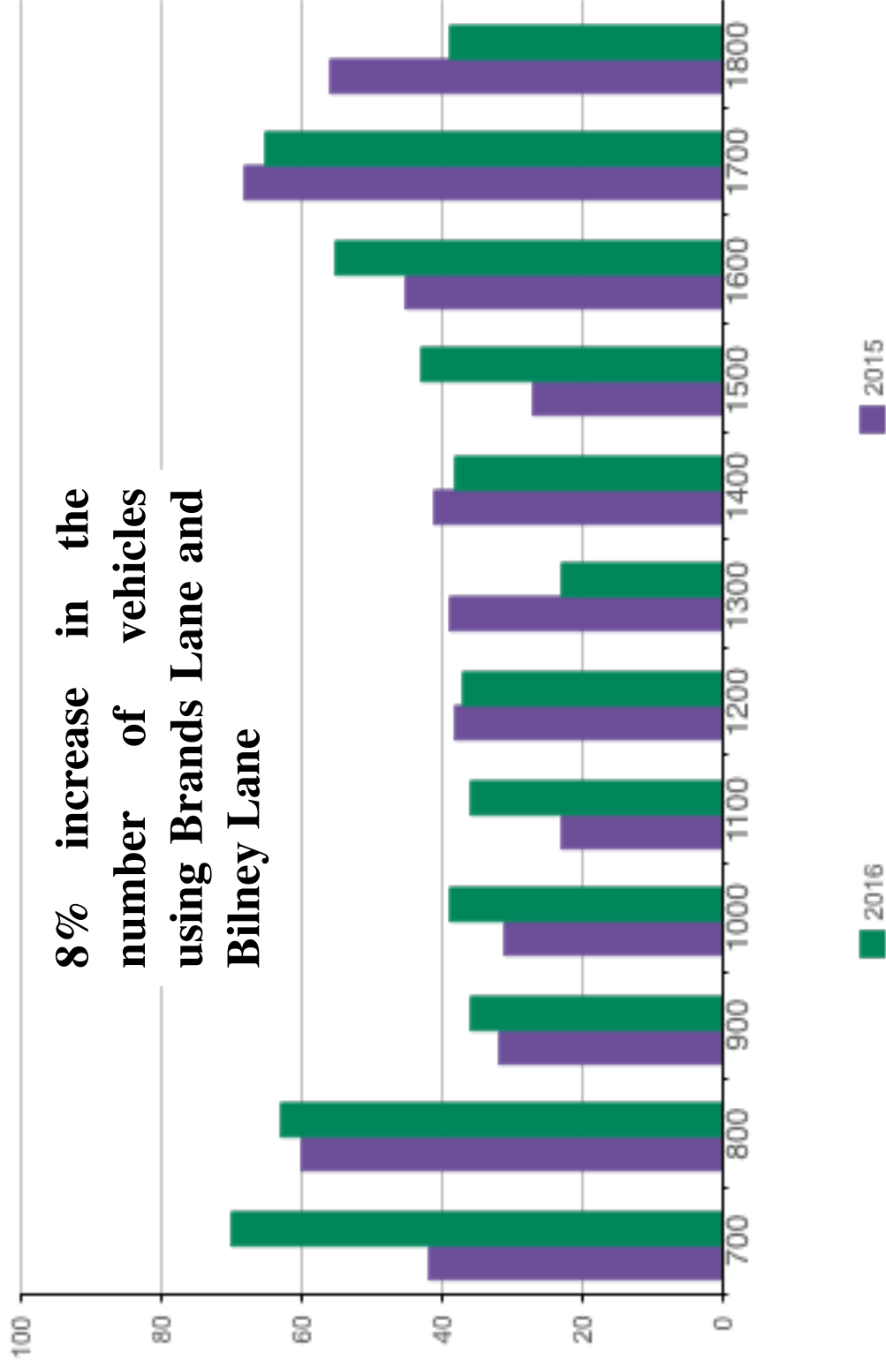
- The Street



2015 - 2016 Total Traffic Comparison

- Brands Lane / Bilney Lane

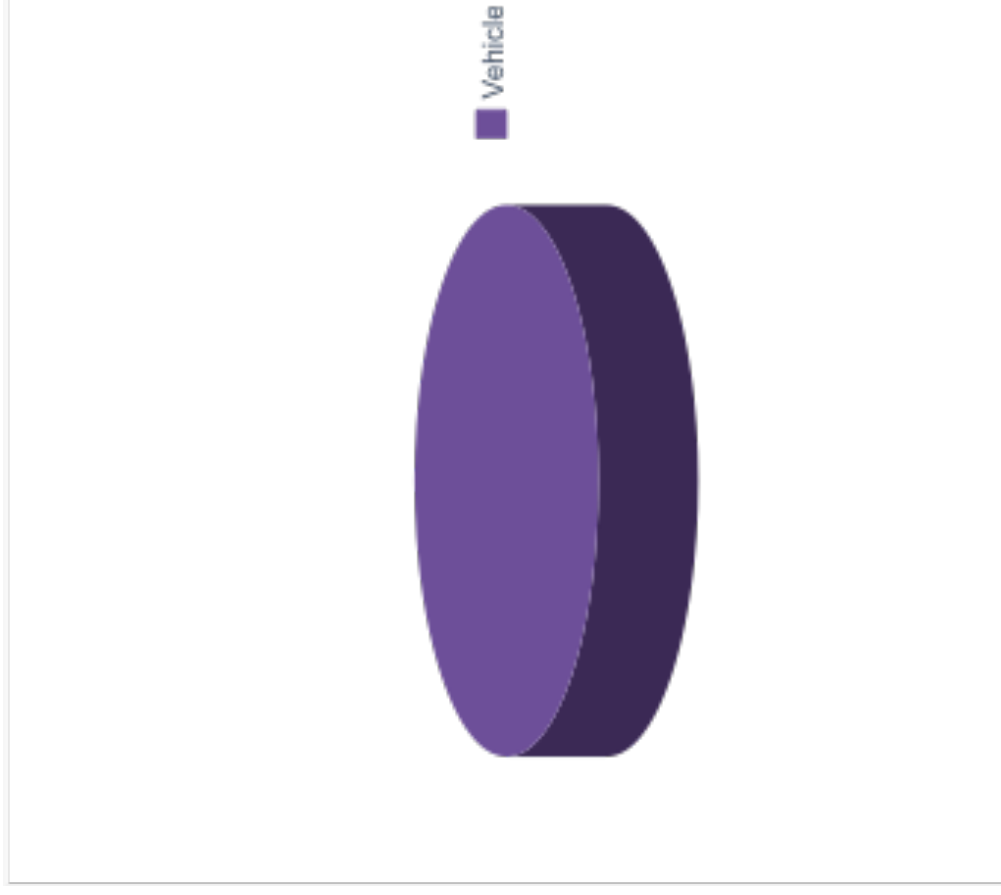
Lane



Source: Felthorpe Parish Council

Speeding (2015)

- 51% of Vehicles Using The Street EXCEEDED the Speed Limit



Source: Norfolk County Council Highways
Department

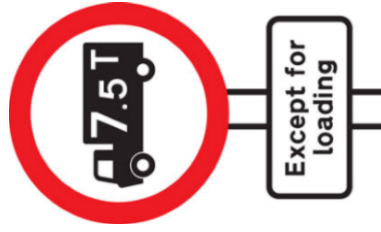
FELTHORPE TRAFFIC CALMING PLAN

	2016				2017				2018				2019		
	2Q	3Q	4Q	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	1Q	2Q	3Q	
Traffic Surveys							-								
Parish Council – Brands Lane / Bilney Lane							-								
– The Street / Taverham Road							N								
Highways – All							D								
Traffic Calming Measures							R								
Two Narrowings							C								
Village Gateways – Funding Application							O								
– Installation							M								
Third Narrowing – Funding Application							P								
– Installation							L	Dependent on Funding Availability							
Pedestrian Posts							E								
Taverham Road Crossing							T								
TRO Measures							I								
HGV Restrictions – Taverham Road							O								
– The Street							N								
Restricted Access - Brands Lane / Bilney Lane							-								
20 MPH Limit – The Street							-								
Holt Road Improvements – Funding Application															

Plan Summary

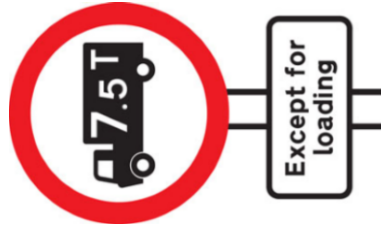
- Progress
 - Traffic Surveys Completed (Ongoing)
 - Two Narrowings Funded and Installed
 - Gateway Funding (£10,133) Approved
 - Bid for 3rd Narrowing Rejected
 - Petition Completed
- Next Steps
 - Pre NDR Traffic Survey
 - Install Gateways
 - Submit Bid for 3rd Narrowing

Felthorpe Traffic Calming Petitions



Request a Traffic Regulation Order Creating
an HGV Weight Restriction through The
Street and Taverham Road, Felthorpe

Felthorpe Traffic Calming Petitions



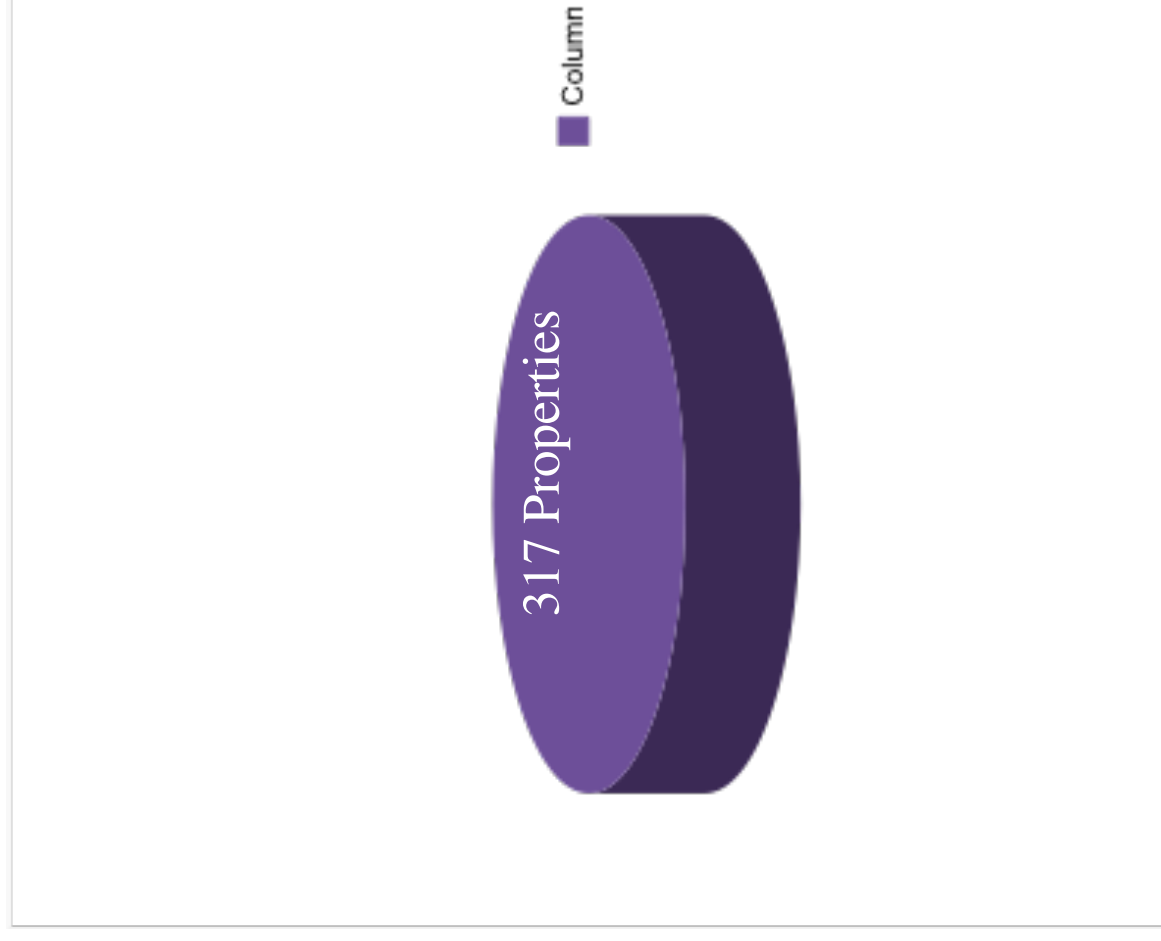
Request a Traffic Regulation Order Creating an HGV Weight Restriction through The Street and Taverham Road, Felthorpe



Request a Traffic Regulation Order Creating a “No Motor Vehicles Except for Access” restriction to Bilney Lane, Brands Land and Church Lane, Felthorpe

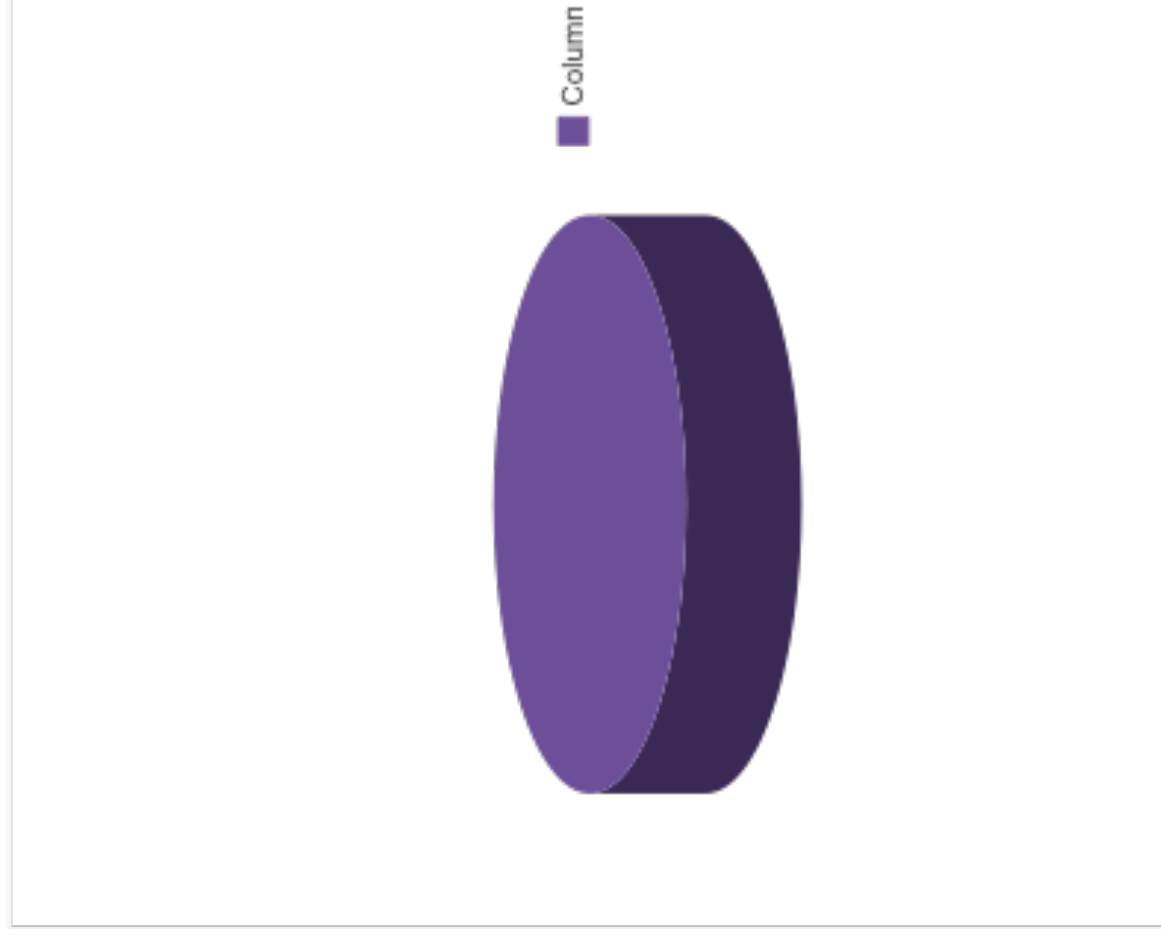
Petition Results

- 317 Properties in Felthorpe



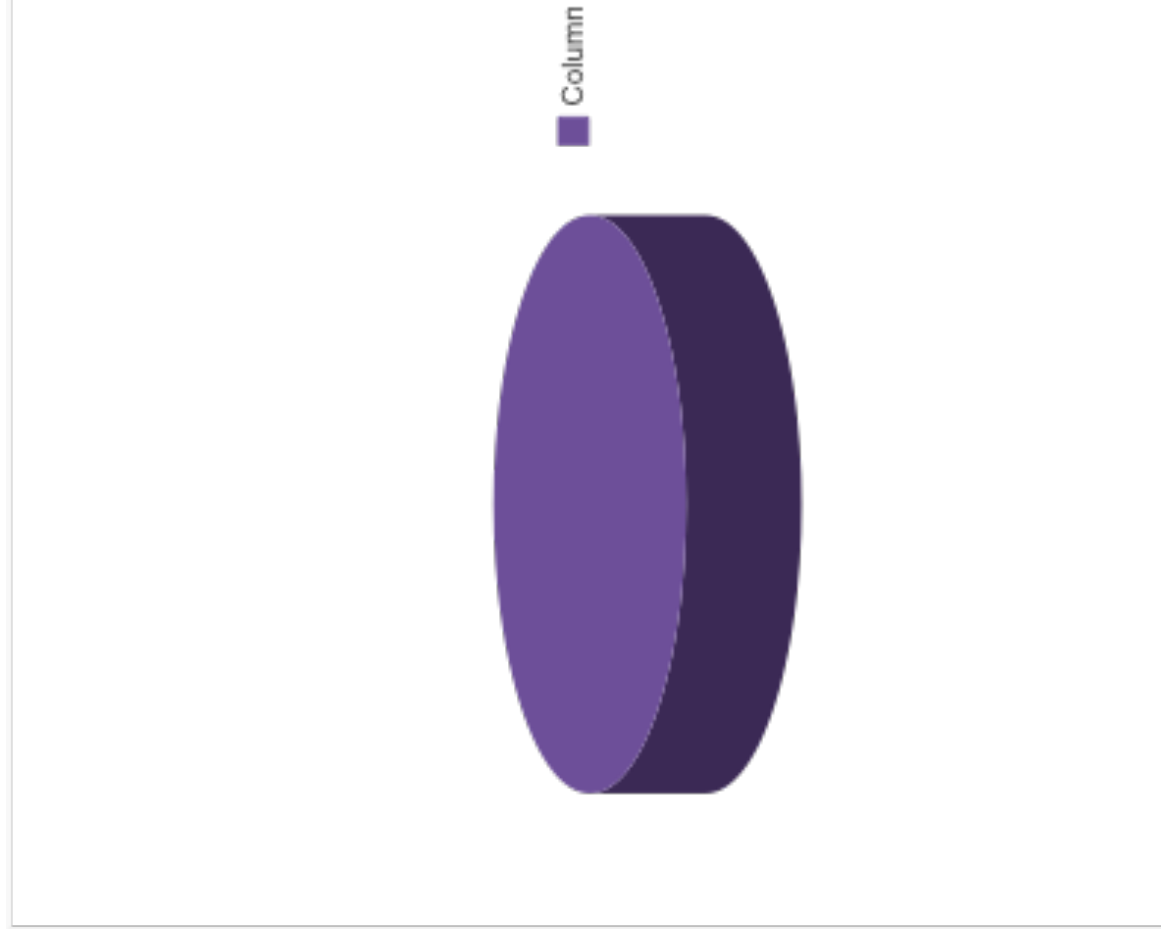
Petition Results

- 317 Properties in Felthorpe
- 286 (90%) Visited



Petition Results

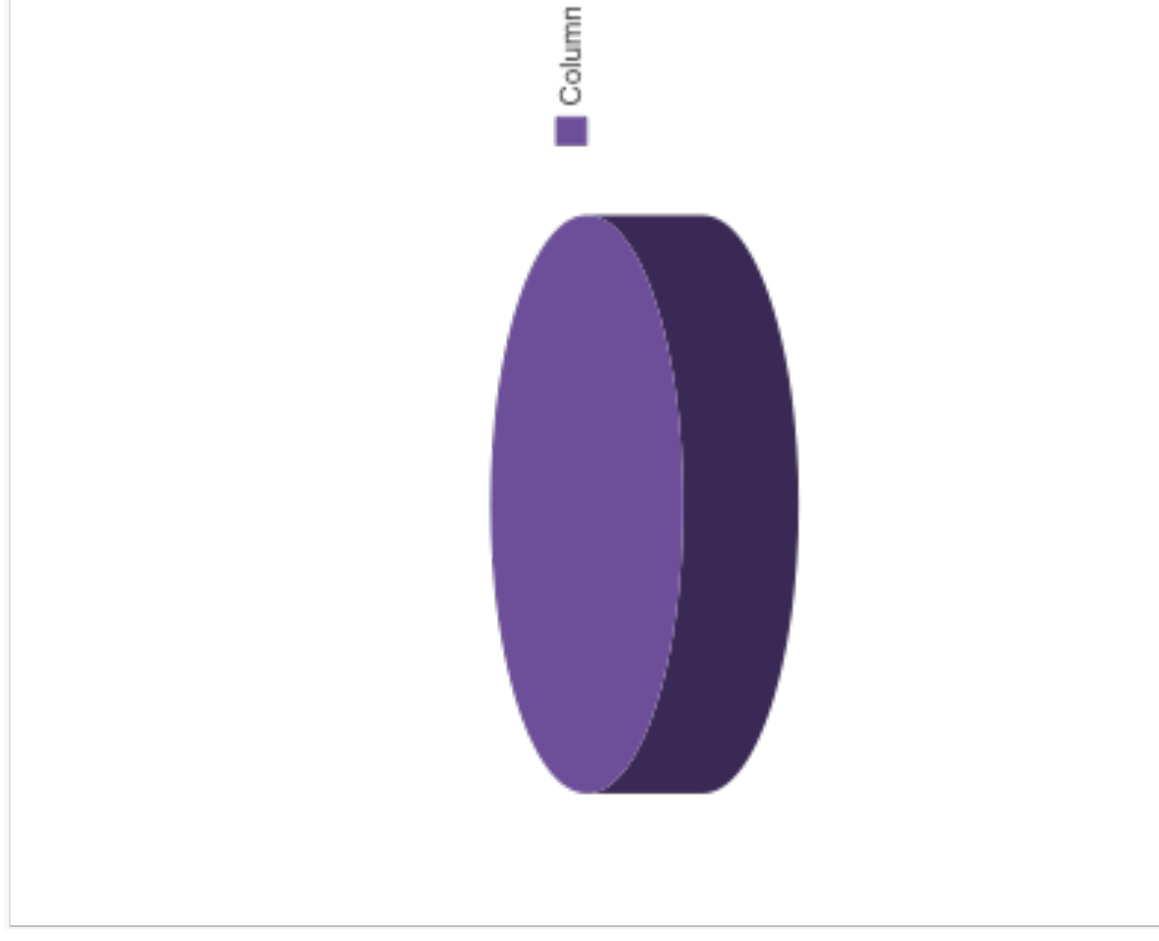
- 317 Properties in Felthorpe
- 286 (90%) Visited
- 190 (66%) Responded



Petition Results

- HGV Weight Restriction Taverham Road & The Street

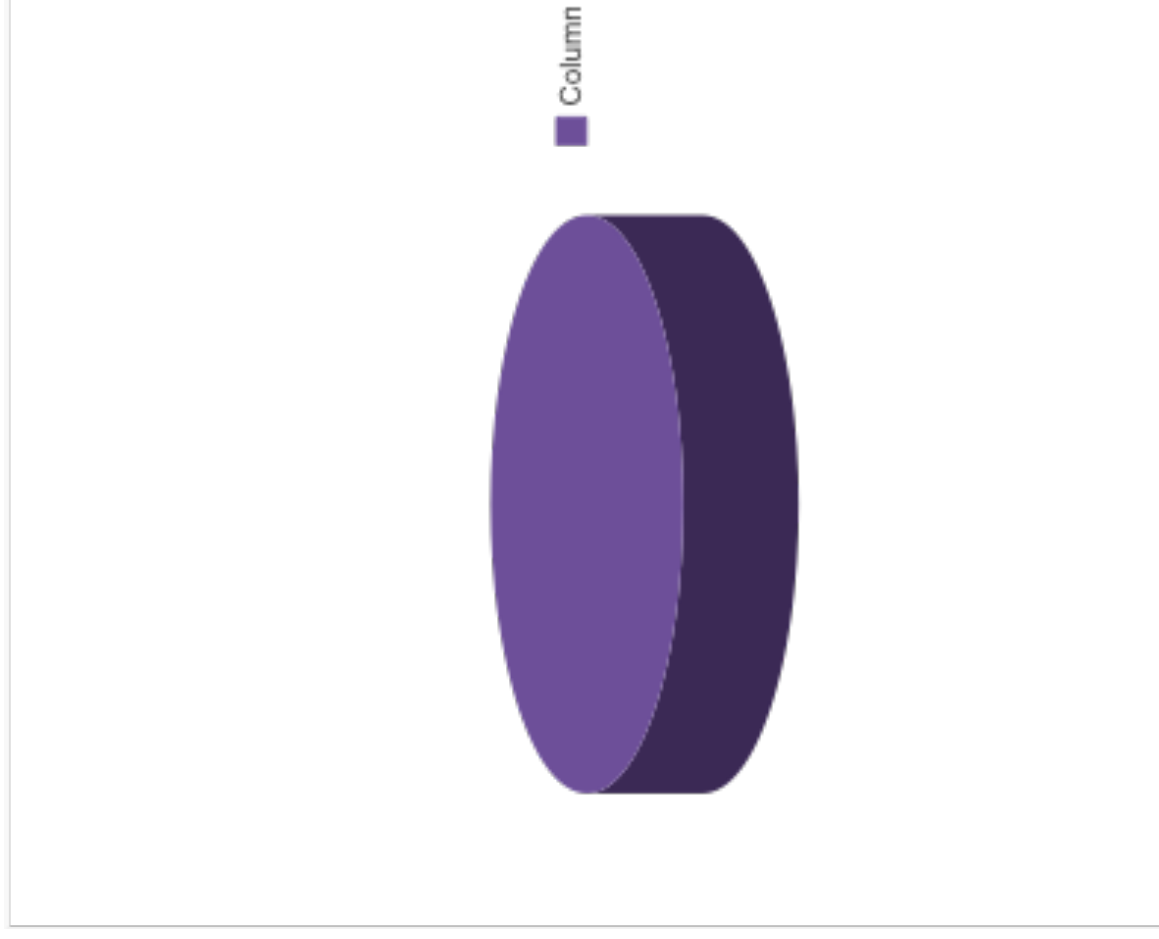
- 315 Supported the Petition
- 23 Declined to Sign



Petition Results

- Access Only Brands, Bilney & Church
Lanes

- 301 Supported the Petition
- 23 Declined to Sign



Economy Transport and Environment Benefits Realisation Plan

3 Summary of Key Benefits

- 3.1 The objectives of the proposed Scheme (as listed in the Environmental Statement (2014)2) are to:
 - 3.1.1 Reduce traffic levels, and thereby relieve congestion, on the existing road network within the urban area and beyond to the north of the city centre.
 - 3.1.2 Facilitate journeys that are already difficult and congested and require traffic to use residential and minor roads that are inappropriate for the type and volume of traffic that is currently accommodated.
 - 3.1.3 Provide access to and thereby help to deliver, planned and potential areas of growth, and enable those areas to be free of the need to incorporate provision for extraneous through traffic.
 - 3.1.4 Provide improved transport connections between existing and future areas of residential and employment development and with the national strategic road network as well as improving connections with Norwich International Airport and the wider area of North Norfolk.
 - 3.1.5 Increase the opportunities for improving provision for public transport and other sustainable forms of transport and for improving traffic management within the city centre, thereby encouraging modal shift.
 - 3.1.6 Improve traffic related environmental conditions for those communities in the northern suburbs of Norwich and outlying villages whilst minimising the environmental impact of the NDR.
 - 3.1.7 As identified in the Environmental Statement (2014), the objectives of the NDR scheme align with the monitoring and evaluation already being undertaken of the Spatial Planning Objectives for the JCS (JCS, Appendix 8), and objectives in the Greater Norwich Economic Strategy 2009-2014.

3 Summary of Key Benefits

3.1 The objectives of the proposed Scheme (as listed in the Environmental Statement (2014)2) are to:

3.1.1 Reduce traffic levels, and thereby relieve congestion, on the existing road network within the urban area and beyond to the north of the city centre.

3.1.2 Facilitate journeys that are already difficult and congested and require traffic to use residential and minor roads that are inappropriate for the type and volume of traffic that is currently accommodated.

3.1.3 Provide access to and thereby help to deliver, planned and potential areas of growth, and enable those areas to be free of the need to incorporate provision for extraneous through traffic.

3.1.4 Provide improved transport connections between existing and future areas of residential and employment development and with the national strategic road network as well as improving connections with Norwich International Airport and the wider area of North Norfolk.

3.1.5 Increase the opportunities for improving provision for public transport and other sustainable forms of transport and for improving traffic management within the city centre, thereby encouraging modal shift.

3.1.6 Improve traffic related environmental conditions for those communities in the northern suburbs of Norwich and outlying villages whilst minimising the environmental impact of the NDR.

3.1.7 As identified in the Environmental Statement (2014), the objectives of the NDR scheme align with the monitoring and evaluation already being undertaken of the Spatial Planning Objectives for the JCS (JCS, Appendix 8), and objectives in the Greater Norwich Economic Strategy 2009-2014.

Felthorpe Parish Council

Post NDR

- Highways to conduct Traffic Count 6 months after NDR Completion
- Confirm Reduction of 2000 – 3000 vehicles per day from 6000 (2015)

Summary

- Majority of Residents Support Further Traffic Calming Measures
- NDR Will Not Reduce Speeding
- Traffic Regulation Orders Support NDR Objectives
- Prevention Better Than Cure

