

St Augustine's Community Together Residents' Association (ACT)
Minutes of public meeting held at St Augustine's Hall, Norwich, on 14 July 2011

- 1. Welcome from Chair (Rev Nicholas Vesey):** There were four new members: Rob & Jenny Farley (Sussex Street), Ralph Gayton (Aylsham Road and councillor for Mile Cross Ward) and Jeremy Hall (Bakers Road). Guests: Barry Lloyd & Simon Nelson (Norfolk County Council), Bruce Bentley & Jeff Compton (Norwich City Council) and PCSO Paul Anderson (West Centre Safer Neighbourhood Team). Apologies were received from Alan & Margaret Camina (Barnes Yard), Stephen Codling (Broadland Housing Association), David Fullman (Consolidated Charities - Doughty's Hospital), Nick Hall (Sussex Street) and Amy Stammers (Mancroft Ward councillor). The attendance register was circulated (24).
- 2. Announcements from the Chair:** Vice-Chair and co-founder of ACT,, Donna Moore (was Williams) had moved from the area and had left ACT. A card sending her our best wishes was circulated. ACT needed people willing to share their experience and skills to enhance and expand the range of things it does. There would be a public consultation on the redevelopment of the Leonard Street car park, play area and green space on 19 July (2–7 p.m.) in St Augustine's Hall.
- 3. Minutes of the last meeting** (held on 14 April 2011) were approved.
- 4. Matters arising:** Parking spaces on Sussex Street:- there was a suggestion from David English that parking spaces on the north side be dual use (i.e. for residents with permits 24/7 and for visitors for 2-hour stays during the day). Local businesses objected to the loss of parking spaces for short-stay visitors. Bruce Bentley (Norwich CC) said he would follow this up at City Hall. Cllr Bearman said he would do likewise via the Joint Highways Committee.
- 5. New issues raised by members at the meeting:** David English (dental practice in St Augustine's Street) mentioned a build up of domestic rubbish in Esdelle Street in and around the back yard of former motorcycle showroom . The roof of the former foam rubber warehouse in Sussex Street was reported to be in a dangerous condition. It had been partly removed without planning consent. There was concern at the excessive speed of vehicles using the Gyrotory, especially on St Augustine's Street, which was designated a 20mph zone. It was agreed that this issue would be raised at the next SNAP meeting (Nick Hall to note).
- 6. The St Augustine's Gyrotory: six months on:** Barry Lloyd & Simon Nelson (Norfolk County Council) and Bruce Bentley (Norwich City Council) answered questions from members concerning the Gyrotory, six months on from completion.
 - The new Pelican crossings in Magpie Road were difficult for blind people to use due to lack of guiderails and spinning cones on button-push boxes, while the zig-zag layout of the crossings and lack of signs warning drivers of blind people in the area contributed to blind people's sense of increased vulnerability post-Gyrotory.
 - Drivers emerging from Botolph Street wishing to travel north on St Augustine's Street were regularly driving across the central reservation in New Botolph Street in order to avoid having to double back down Pitt Street (south). This practice compromised road safety and was illegal.
 - There were a number of loose service covers in the Gyrotory which banged when crossed by vehicles.
 - Vehicles were regularly mounting the pavement when turning left into and out of Sussex Street as well as parking on the paved areas.
 - Cycling on the pavement in St Augustine's Street:- some pedestrians felt endangered by this illegal practice and there were no signs warning cyclists that the pavement was not a permitted cycle path.
 - The Pelican crossings in Pitt Street were not positioned where the majority of people wished to cross, which was a) where the old crossing had been near the churchyard gate and b) across New Botolph Street near the Wallace King carpark.
 - Vehicle speeds on the Gyrotory often appeared to exceed the limits, which were 30mph & 20mph in different places. This variation may be a cause of confusion. The raised road surface opposite Sussex Street junction on St Augustine's Street did not appear to have any effect in reducing the speed of vehicles there.
 - The finding on whether expected air quality improvements were being achieved was not yet in – the figures needed to be averaged over 12 months. So far they had been recorded as higher in May and lower in March than when last measured when the street was open to traffic (in 2009).
 - Cllr Holmes wished to see Edward Street/New Botolph Street made into a 20mph zone and was concerned at the excessive speed of vehicles here and the fact that there was no pedestrian crossing between Magpie Road and Pitt Street.
 - Traffic flows appeared to be improved with less stacking in Pitt Street back to the St Crispins roundabout. A full analysis of local traffic movements, post-gyrotory, had not been completed yet.
 - Nicholas Vesey praised the work done in the Gyrotory scheme to improve the urban landscape in St Augustine's.
- 7. Date of next meeting 29 September 2011.**