

St Stephens Street consultation proposals

Accessible description of overview plans and artist impressions

Plan 1

The plan shows the location of the changes proposed on St Stephens Street and Surrey Street.

1. The plan shows the position of the new raised tables and traffic islands, which provide three level access pedestrian crossing points along the length of St Stephens Street. The first is located adjacent to Wilco at the top of St Stephens Street. The second is outside the entrance to the Chapelfield Shopping Centre and the third crossing is located outside the former BHS store. All crossings feature tactile paving.
2. The plan shows the position of two new loading bays. The first is situated on St Stephens Street, directly opposite the Surrey Street junction and the second is situated just off St Stephens Street, on the St Stephens end of Surrey Street, on the left hand side, outside the bank and properties 1a-3a.
3. The plan shows a taxi rank on both sides of St Stephens Street. The first is on the northern side of the street in the location of the current taxi rank and the second is positioned directly opposite. This will facilitate the availability of taxi's in both directions without the need to cross the street and ensure that waiting taxi's do not impede buses trying to enter and exit the area.
4. The plan shows a new signal controlled pedestrian crossing situated on the northern end of St Stephens Street outside Marks and Spencers.

5. The plan shows that Surrey Street traffic will be one way only from the entrance of Norwich Bus Station to the junction with St Stephens Street and will be restricted to Buses, taxis and cycles only.

6. The plan shows a contraflow cycle lane on Surrey Street, between the junction with St Stephens Street and the entrance to Norwich Bus Station.

Bus shelters

The plan also shows a total of 14 new bus shelters. 7 on each side of St Stephens Street. Roughly in the same positions as those currently in operation on the street. More information on the bus shelters is provided in the following artist impressions.

Artist impressions

The images show some of the design features of the new bus shelters. They are a slimmer design to those currently in use, providing additional space for both waiting passengers and passing pedestrians. Different materials are used in each area of the pavement to show differentiation between their uses and allow more space for pedestrians to move through the area.

The shelters feature greenery on the roofs and additional raised bed planting next to the shelters with additional seating in the form of benches, built into the sides of the raised beds. All shelters still feature seating within them and tactile paving is located next to each shelter, to align with where the buses will pull in to collect passengers.

A digital passenger information board is shown outside the St Stephens raised table crossing on the southern pavement opposite the entrance to the Chapelfield Shopping Centre. This area also features new planting and seating on both sides of the street, either side of the raised table crossing.

Another digital information board is positioned diagonally opposite, on the other side of St Stephen's Street outside Café Nero.

Altered kerb lines

The plan also shows areas of kerb widening at the top end of St Stephens Street outside Poundland and further down the southern pavement, along the length of the section between Surrey Street and Westlegate. There is also significant pavement widening indicated along the length of Surrey Street on the western side, between the St Stephens Street and the entrance to Norwich Bus Station.

Some small sections of pavement will be lost from St Stephens Street in the areas directly around the new bus shelters to create a jagged sawtooth arrangement, that will allow buses to pull in and exit their designated stop, unhindered by buses using adjacent stops.

Plan 2

Changes on St Stephens Street

Plan 2 also shows the signal controlled pedestrian crossing on St Stephens Street outside Marks and Spencers and the St Stephens Street loading bay as described above. There are no additional changes to those described in Plan 1.

Changes on Red Lion Street:

Raised Table

A level access raised table pedestrian crossing with tactile paving is located on Red Lion Street outside Nando's, aligned with the corner of Debenhams on Orford Place.

Taxi Rank

A new taxi rank is proposed outside the Five Guys restaurant, which will require the removal of a small section of pavement.

Bus shelters

An additional new bus shelter will be located on the eastern pavement just down from Nando's and the current bus stop outside Barclays Bank and Bella Italia, will also be replaced with a new style shelter. No changes to bus shelters are proposed on the Debenham's side of the street.

No artist impressions are provided for Red Lion Street but the shelters proposed will be in the same style as those described for St Stephens Street but without the additional seating and planting features.

A small section of paving will be removed from Red Lion Street to facilitate the new arrangements for bus parking as described above for St Stephens Street.

William Booth Street

Plan 2 also shows a full pedestrianisation/level access paving of William Booth Street, which is located on Rampant Horse Street between Subway and the Cotswold Outdoors store. The new paving will extend through William Booth Street to the southern corners of the McDonald's and Next stores, where they meet Hay Hill.