

## Report for Resolution

**Report to** Norwich Highways Agency Committee  
24 November 2011

**Report of** Head of city development services

**Subject** Transport improvement projects programme for 2012/13

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Item  
**10**

### Purpose

The purpose of the report is to ask members to endorse the transport improvement projects programme for 2012/13.

### Recommendations

Members are recommended to ask Norfolk County Council's cabinet to allocate funding to the following schemes

1	Ipswich Road / Ipswich Grove local safety scheme	£35,000
2	Dereham Road / Nelson Street local safety scheme	£15,000
3	Drayton Road / Boundary Road local safety scheme	£20,000
4	NATS IP – BRT stops on Dereham Road & Newmarket Rd	£20,000
5	NATS IP – Cycle network implementation	£20,000
6	NATS IP – Koblenz Avenue congestion reduction	£20,000
7	NATS IP – Scheme design – to be agreed	£20,000
8	Bus Stop infrastructure	£25,000
9	Minor works including waiting restrictions	£20,000
10	Dropped kerbs	£20,000
	<b>Total</b>	<b>£215,000</b>

### Financial Consequences

The financial consequences are discussed fully in the report.

### Strategic Priority and Outcome/Service Priorities

The report helps to meet the strategic priority “Strong and prosperous city – working to improve quality of life for residents, visitors and those who work in the city now and in the future” and the service plan priority of delivering the local transport plan.

### Contact Officers

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### Background Documents

None

# Report

## Background

1. Each year the November Committee agrees a draft programme for transport capital improvement projects for the following year. Members may recall that in the years prior to the 2011/12, the funding allocated to the city for transport improvement schemes has ranged between £1 and £1.5 million, equating to approximately 10% of the total budget for the county. At this time last year when the bid was made there was uncertainty as to what the overall budget would be, resulting in this committee prioritising its' bid. In light of a reduction by Central Government in the integrated transport grant, Norfolk County Council decided to cut the amount allocated to transport improvement schemes by 80% to £2 million countywide (at the same time seeking to safeguard structural maintenance funding). Of that the city received £195,000 (approx 10%).
2. The overall budget county wide budget for improvements in 2012/13 is again £2 million and officers at county hall are recommending to the County Cabinet that £215,000 of this should be allocated to schemes in the city. This reports sets out which projects this should be used to fund.

## Proposed Programme

3. In previous years, with larger budgets, funding has been allocated under several headings; public transport improvements, walking, cycling, local safety schemes, traffic management, safer and healthier journeys to school. Additionally an attempt has been made to geographically spread the funding across the city. With the reduced budget this is not possible and the funding needs to be focused on areas of greatest need; on schemes that will achieve the best value for money and social benefits
4. At the meeting in May the committee agreed that until the funding provision recovers no improvement works are undertaken on the U class network, aside from anything that can be funded from the budget for citywide minor works (bollards, signs etc), unless they make a direct and significant contribution to the Norwich Area Transportation Strategy Implementation Plan (NATS IP) or those works form part of a local safety scheme implemented to tackle a known proven accident problem. It was also agreed that new or amended parking restrictions would only be considered anywhere on the network where there was a proven road safety problem and or where there were congestion issues on the main road network.
5. Working within that criteria it is suggested that the budget is split three ways;
  - Local safety schemes to solve known accident problems
  - Schemes that make an explicit contribution to delivering the NATS IP
  - Small scale schemes that have local benefits, such as providing dropped kerbs to ease disabled access, making bus stops DDA compliant, introducing / amending essential parking restrictions, new bollards, signs etc

## **Local Safety Schemes**

6. Three locations across the city have been identified where the accident rate is higher than the national average, and low cost interventions are considered beneficial.
7. At your September meeting the Ipswich Road / Newmarket Road junction was identified in the presentation about accident trends as a junction where the number of pedestrian accidents is a cause for concern. Further analysis shows that most accidents occur on the Ipswich Road arm where there are a high number of crossing movements and very narrow pavements. It is suggested that a pedestrian refuge be provided to the south of the junction in the vicinity of Ipswich Grove to encourage pedestrians to cross away from the junction where the footpaths are wider. This would cater for the significant number of pedestrians currently crossing at the junction who want to access City College. The budget required is £35,000.
8. On Dereham Road there is an issue with drivers turning right into Nelson Street colliding with cyclists using the on road cycle lane. Measures to highlight the cycle lane and warn both drivers and cyclists of the potential conflict are suggested. The budget required is £15,000
9. At the Drayton Road / Boundary Road ('ASDA') junction there are problems with tail end collisions on the left turn slip roads. Here drivers are tending to look at whether there is likely to be a gap in the traffic so they can join the main road, rather than concentrating on the vehicle in front. Some years ago a similar problem was experienced on the Chapelfield approach to the Grapes Hill Roundabout, which was resolved by providing a planted screen. A similar solution is suggested here. The budget required is £20,000.

## **NATS IP Schemes**

10. Members will be aware that work there has recently been work on the Newmarket Road Bus Rapid Transit (BRT) route and work is ongoing on the Dereham Road BRT route. Additionally the city council has recently re-let its bus shelter contract and a programme of shelter replacement is underway. To maximise the benefits to the BRT corridors, and to achieve best value for money within the city council's bus shelter contract work is required to determine the location and design of shelters on these routes, including making sure that the footpath links to the stops are adequate. The budget required is £20,000
11. The NATS IP required a cycle network in the NATS area to be adopted and implemented. The network is currently being adopted as part of the Local Development Framework (LDF). The intention is that the infrastructure required should be delivered through a number of funding streams, including LTP, developers, Growth Point, etc. and potentially other grants that may be available. It is suggested that £20,000 be provided to design elements of some routes and the overall signing of the network. This will compliment the £175k of developer funding that is currently being used to implement the airport to city centre route.

12. One element of the NATS IP is to reduce congestion on the inner and outer ring roads. A significant source of congestion on Koblenz Avenue is the pedestrian crossing point on Albion Way between Morrisons and the retail section that includes Currys and Matalan. At times there is an almost constant stream of pedestrians using the crossing, and while they do not technically have priority, the majority of drivers do give way to them, resulting in queues back onto Koblenz Avenue which can extend for considerable distances around the ring road, along King Street, Thorpe Road and Riverside Road. If the crossing were to be signalised the flow of both pedestrians and vehicles could be controlled to reduce delays on the ring road. A signalised crossing along with changes to the lane markings for vehicles turning right out of Albion Way would also allow the car parks to discharge more efficiently, reducing congestion within the site. As part of the overall plan, consideration of the future use of the bus gate on Albion Way would be beneficial.
13. The implementation of such a scheme is likely to be in the region of £200,000, which would be beyond the scope of the foreseeable LTP budgets. However if a solution is identified and designed, funding may be available from other sources, such as developers, to implement the scheme. It is therefore suggested that £20,000 be allocated to take forward the proposal.
14. Work continues on prioritising the NATS IP and it is therefore suggested that £20,000 is allocated to design future schemes that have yet to be determined. A report will be brought back to committee early in 2012/13 to detail what that funding will be spent on.

### **Small Scale Schemes**

15. Each year £25,000 is allocated to bus stop infrastructure. This covers moving bus stops, improving hardstandings and making them DDA compliant. It is suggested that this allocation remains.
16. Again each year £10,000 is allocated for minor works such as bollards and signs. It is suggested that this year that is increased to £20k to include an allowance for any changes to waiting restrictions that are deemed essential. This will mean that no specific waiting restrictions budget is required.
17. In previous years as part of the capital footway maintenance budget there has been an "aids to movement" budget which included providing dropped kerbs. The maintenance budget now concentrates on maintaining existing infrastructure, not providing new dropped kerbs. However requests for new dropped kerbs are still received and it is suggested that a budget of £20,000 is allocated to provide dropped kerbs to help among others, wheelchair users, people with mobility scooters and baby buggies.

### **Unfunded Schemes**

18. Within the current constraints it has not been possible to fund any new pedestrian crossings (save for the one that is proposed as a local safety scheme). With a new signalised crossing costing £125,000 and amendments to an existing signalised junction likely to cost £200,000 major pedestrian improvements are beyond the scope of the budget.

19. No new traffic calming schemes are proposed, and nor is any work planned on 20mph speed limits. It is anticipated that new government advice will be on speed limits will be issued during 2012, and this will need to be considered to inform future years' programmes.

#### **Schemes funded from other sources**

20. Work on the Growth Point funded BRT scheme at the Dereham Road / Barn Road junction is currently underway on site and should be complete by April 2012. Improvements to the Dereham Road / Old Palace junction, also funded by growth point money will take place later in 2012, subject to the design being approved by a future meeting of this committee.

21. The bid to the Department for Transport's Locals Sustainable Transport Fund, which include funding for the Chapelfield North scheme, made in April was not successful. However the County Council have been asked to submit a revised bid, which will again include Chapelfield North, early next year. If that bid is successful, work will start on the consultation for Chapelfield North.