

Report to	Norwich Highways Agency Committee 20 December 2018	Item
Joint Report of	Assistant Director Communities and Environmental Services, and Head of city development services	5
Subject	Transport for Norwich - A11 Newmarket Road – A140 Mile End Road Improvements to relieve congestion at the Daniels Road Roundabout	

Purpose

To update members on current position of the work to identify capacity improvements on the outer ring road between South Park Avenue and Newmarket Road and to agree to consult on proposals.

Recommendation

That the committee

- (1) agrees to consult on proposals for changes to the section of the outer ring road between South Park Avenue and Newmarket Road as shown on the plans in Appendix 1 to include the following:-
 - (a) Alterations to the traffic light controlled junction at South Park Avenue to improve the operation of the junction, including pedestrian facilities
 - (b) New pedestrian refuges near to Highland Road and Unthank Road
 - (c) Replacing the existing pedestrian crossings near Mornington Road and Waldeck Road with a staggered signalised pedestrian crossing
 - (d) Provide double yellow lines on the northern side of Colman Road with a combination of double yellow lines and limited waiting parking bays on the southern side
 - (e) Provide double yellow lines on both sides of Unthank Road with a parking bay on the northern side
- (2) asks the head of city development services to commence the necessary statutory process to implement the above proposals;
- (3) notes that the results of the consultation will be reported to the committee at a future date.

Corporate and service priorities

The report helps to meet the corporate priority a safe, clean and low carbon city and the service plan priority to implement the Local Transport Plan and Norwich Area Transportation Strategy.

Financial implications

The Local Enterprise Partnership (LEP) Local Growth Fund has allocated funding of £1,650,000 for a scheme to improve capacity at the A11 / A140 roundabout. The cost of the implementation of these recommended works is initially estimated at £650,000, but this will be subject to revision following more detailed design work. The remaining funds will be reinvested to support the delivery of transport improvement schemes in Norwich.

Ward/s: Eaton, Nelson and University

Cabinet member; Councillor Stonard - Sustainable and inclusive growth

Contact officers

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County: Nick Woodruff - Project Engineer 01603 638085
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Background documents

None

Report

Background

1. The roundabout junction of the A11 Newmarket Road with the A140 Daniels Road / Newmarket Road has been identified as one of the key sites in Norwich where capacity improvements are needed to improve journey times for all road users. The Local Enterprise Partnership (LEP) has recognised the need for improvements at the junction and has allocated £1.65M to improve capacity at this location.
2. At the inception of the project, it was identified that one of the main causes of congestion at the roundabout was the queuing back from adjoining junctions on the network. At the June meeting of this committee officers advised that work was underway looking at the section of the outer ring road (ORR) between South Park Avenue and Newmarket Road, with a view to improving the operation of this complex section, and reducing tailbacks through the roundabout from Mile End Road and that the timing of the traffic lights at Christchurch Road and Eaton Road would be amended and the impact on traffic congestion evaluated.
3. The timing of the traffic lights on the junctions on Newmarket Road has been revised, and the impacts monitored. Resources have not allowed officers to progress both the work on Colman Road/ Mile End Road and the impact of these timing changes on Newmarket Road. This report therefore concentrates on Colman Road/ Mile End Road only and the results of the changes to the signal timings will be considered at a future meeting.

Issues and proposals

4. The signalised junctions on the A11 Newmarket Road and A140 ORR (Mile End Road and Colman Road) are currently given long green times at the expense of the main road traffic and this is one of the contributors to congestion on the ORR at both the Unthank Road and South Park Avenue junctions. It is proposed to rebalance the timings at these junctions to favour traffic on the ORR.
5. In addition, physical changes can be made at the Colman Road/South Park Avenue to allow simplified staging. To allow this, the pedestrian controlled movements would be staggered so that pedestrians would have to cross in two movements where they currently cross in one. This enables traffic to keep flowing on the ORR when pedestrians cross the other lane
6. The pedestrian crossings on the ORR either side of Unthank Road are currently not synchronised with the signal timings. This means that sometimes vehicles on the ORR are stopped at a crossing having passed the junction or held back from the junction by a crossing when the ORR has a green light. This adds to congestion as far back as the A11 roundabout.
7. Proposals aim to remedy this by providing staggered crossings to replace the straight-across pedestrian crossings which only stop one direction of traffic at a time. This makes it easier to synchronise the green time of the crossing with the green time at the Mile End/Unthank signals. Along with the provision of proposed

staggered crossings, several uncontrolled pedestrian crossings are proposed to assist crossing Colman Road / Mile End Road when gaps in traffic present themselves, increasing the opportunities for pedestrians to cross the ORR.

8. Additional parking controls are also proposed to manage parking in this length of the ORR. This helps to ensure that traffic lanes are not obstructed by parked vehicles and traffic is kept flowing. Initially, one-hour parking bays will be advertised, this provides the option to provide a longer stay (dependant on the consultation responses) without the need to re-advertise.
9. These proposals are shown on the plans in Appendix 1.

Traffic Modelling

10. Officers have investigated the operation of the traffic light controlled junctions and crossings and the effect of the current uncontrolled parking on the road. Testing was carried out using microsimulation modelling software.
11. The modelling has shown that the proposals reduce journey times on the ORR for general traffic throughout the day, and make journey times far more consistent. Peak hour delays for traffic on the ring road are almost eradicated.
12. Overall journey times for bus services are both quicker and more consistent.
13. Graphs showing the impacts of the proposals on journey time for both buses and general traffic are contained in Appendix 2.

Transforming Cities Fund

14. Members will be aware that through the Transforming Cities fund Norwich has the opportunity to deliver significant improvements on the A11 corridor to improve public transport. The works proposed for Mile End Road and Colman Road will not prejudice any future work on Newmarket Road and therefore it is considered that it is worthwhile doing these works ahead of any future potential works funded through the Transforming Cities Fund in this area.

Timetable

15. It is proposed that the consultation takes place early in the new year with the results of that consultation being reported back to the March committee. Subject to approval, the construction work will start in late summer 2019.

Resource Implications

16. Finance: The Transport for Norwich (TfN) programme forms an integral part of strategic infrastructure as set out in the Joint Core Strategy. The delivery of this works is funded by government grants by way of the Local Enterprise Partnership (LEP) Local Growth Fund.

17. Staff: The project will be delivered through joint team working involving both county council and city council officers.
18. Property: The proposals can be delivered within the existing highway boundary so there is no requirement for land acquisition.

Other Implications

19. Legal Implications: None.
20. Environmental implications. It will be necessary to remove approximately two trees on South Park Avenue in close proximity to the junction with Colman Road in order to construct these improvements. However, no significant environmental impacts have been identified, and the proposals are therefore permitted development.
21. Human Rights: None.
22. Communications: The Communications Project Manager for Transport for Norwich schemes will manage publicity and enquiries.
23. An Integrated Impact Assessment has been conducted which amongst other factors has considered the impact of these proposals on equality and diversity for all users of the proposed highway improvements. The overall assessment has determined the impact of this scheme to be neutral in this regard.

Section 17 - Crime & Disorder Act

24. The scheme will be designed to ensure it has a positive effect on crime and disorder where possible. Care will be taken during construction to minimise opportunities for crime and disorder, for instance the secure storage of construction equipment and materials.

Risk Implications/Assessment

25. A risk assessment has been undertaken for the development of the NATS Implementation Plan (TfN). The key risks for delivering this are around funding, planning and timescales. These risks are being managed through active project management and ongoing engagement with stakeholders.

Conclusions

26. Extensive traffic modelling has been undertaken on the ORR between the Newmarket Road and South Park Avenue, and changes to the road layout and the operation of junctions and pedestrian crossings have been identified that will reduce congestion on this busy section, and help to prevent blocking of the exit from the Newmarket Road ORR roundabout.
27. The proposed changes are recommended to progress to consultation.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:

Norwich Highways Agency Committee

Committee date:

20 December 2018

Director / Head of service

Head of City Development Services

Report subject:

Transport for Norwich - A11 Newmarket Road – A140 Mile End Road Improvements to relieve congestion at the Daniels Road Roundabout

Date assessed:

14 March 2018

Description:

This report updates members on the current position of the work to identify capacity improvements at the A11 Newmarket Road / A140 Mile End Road junction

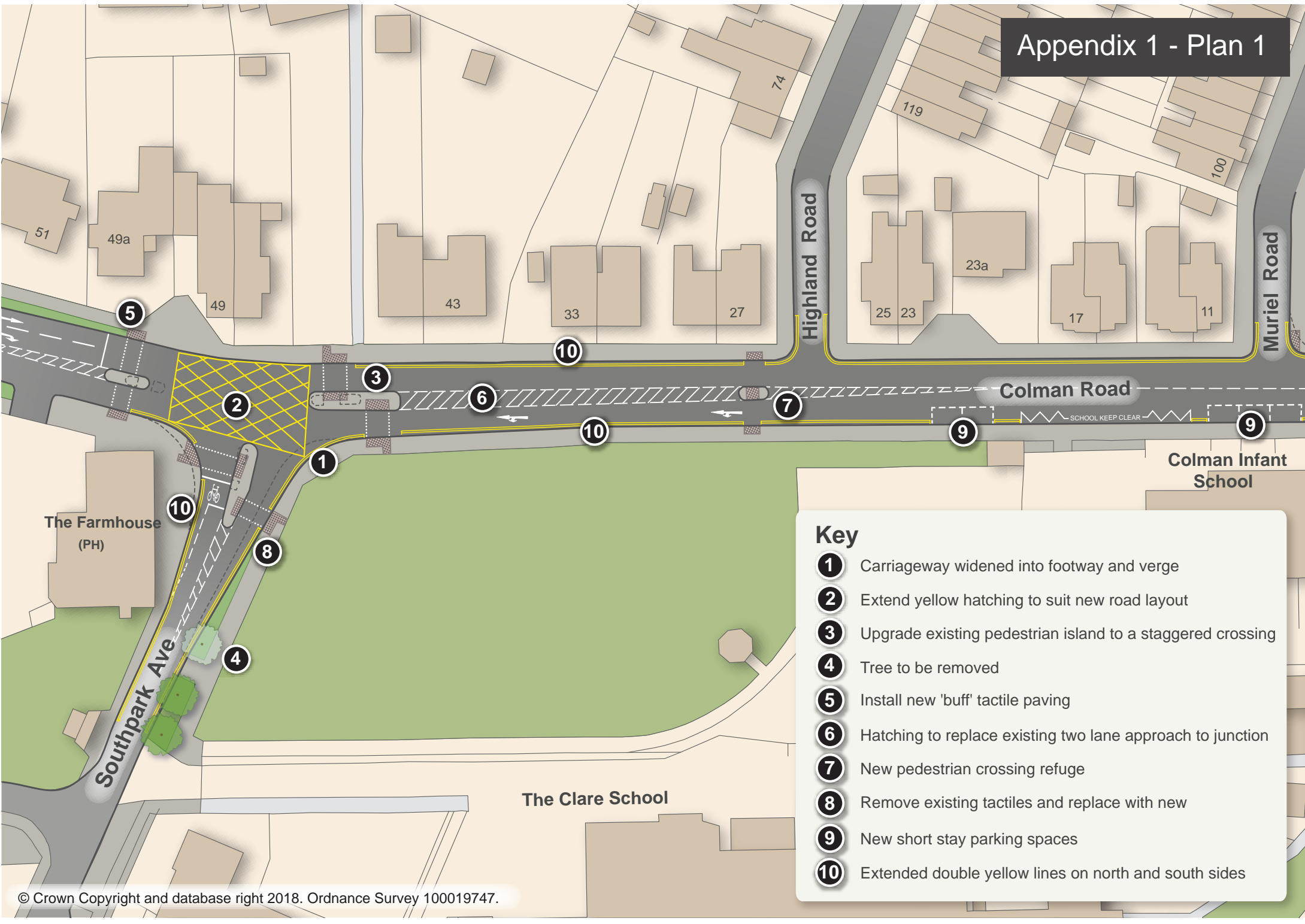
	Impact			
Economic (please add an 'x' as appropriate)	Neu tral	Positi ve	Negat ive	Comments
Finance (value for money)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The TfN programme forms an integral part of strategic infrastructure as set out in the Joint Core Strategy. The delivery of this project is funded by the Local Enterprise Partnership (LEP) Local Growth Fund.
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project will be delivered through joint team working involving both County Council and City Council officers
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments.
Economic development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments.
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments.
Social (please add an 'x' as appropriate)	Neu tral	Positi ve	Negat ive	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments.
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This scheme will be designed to ensure it has a positive effect on crime and disorder where possible. Care will be taken during construction to minimise opportunities for crime and disorder, for instance the secure storage of construction equipment and materials.

	Impact			
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments
Health and well being	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The transport for Norwich strategy aims to encourage more trips by foot and cycle. These proposals from part of that strategy by encouraging general traffic to use the main road network
Equality and diversity (please add an 'x' as appropriate)	Neu tral	Positi ve	Negat ive	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments.
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments.
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments.
Environmental (please add an 'x' as appropriate)	Neu tral	Positi ve	Negat ive	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	One of the main objectives derived from the TfN strategy is to increase walking and cycling and the strategy follows a mode hierarchy principal where walking, cycling and public transport are, where appropriate, prioritised above use of the car. These proposals form part of that overall package as they contribute to an improved journey time for public transport and an improved cycle environment, promoting the use of sustainable travel methods.

	Impact			
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No further comments
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	These proposals are intended to reduce journey times and delays on the main road network
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	These proposals are intended to reduce journey times and delays on the main road network
(Please add an 'x' as appropriate)	Neu tral	Positi ve	Negat ive	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A risk assessment has been undertaken for the development of the NATS Implementation Plan (TfN). The key risks for delivering this are around funding, planning and timescales. These risks are being managed through active project management and ongoing engagement with stakeholders

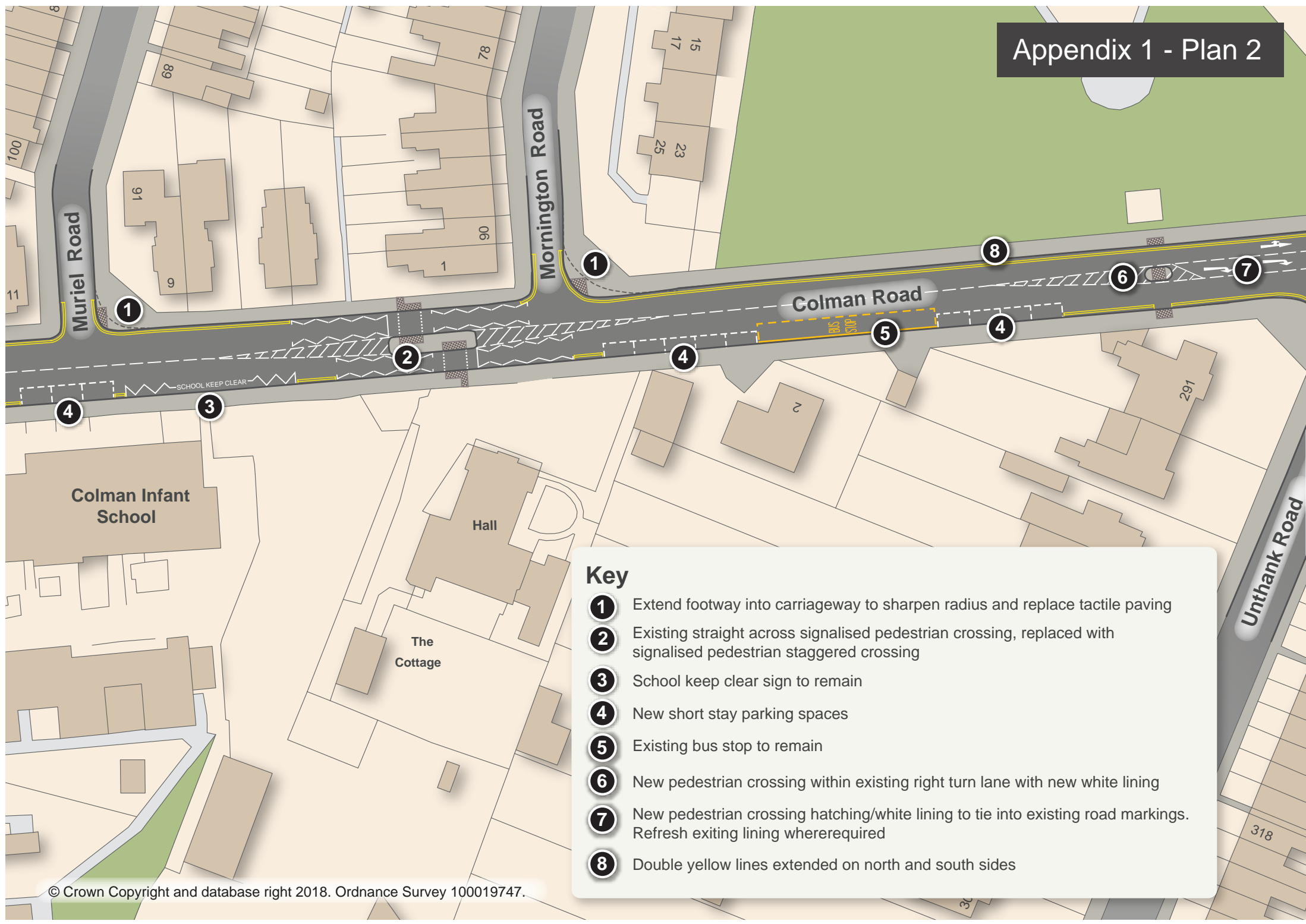
Recommendations from impact assessment	
Positive	
None	
Negative	

None
Neutral
Issues



Key

- 1** Carriageway widened into footway and verge
- 2** Extend yellow hatching to suit new road layout
- 3** Upgrade existing pedestrian island to a staggered crossing
- 4** Tree to be removed
- 5** Install new 'buff' tactile paving
- 6** Hatching to replace existing two lane approach to junction
- 7** New pedestrian crossing refuge
- 8** Remove existing tactiles and replace with new
- 9** New short stay parking spaces
- 10** Extended double yellow lines on north and south sides

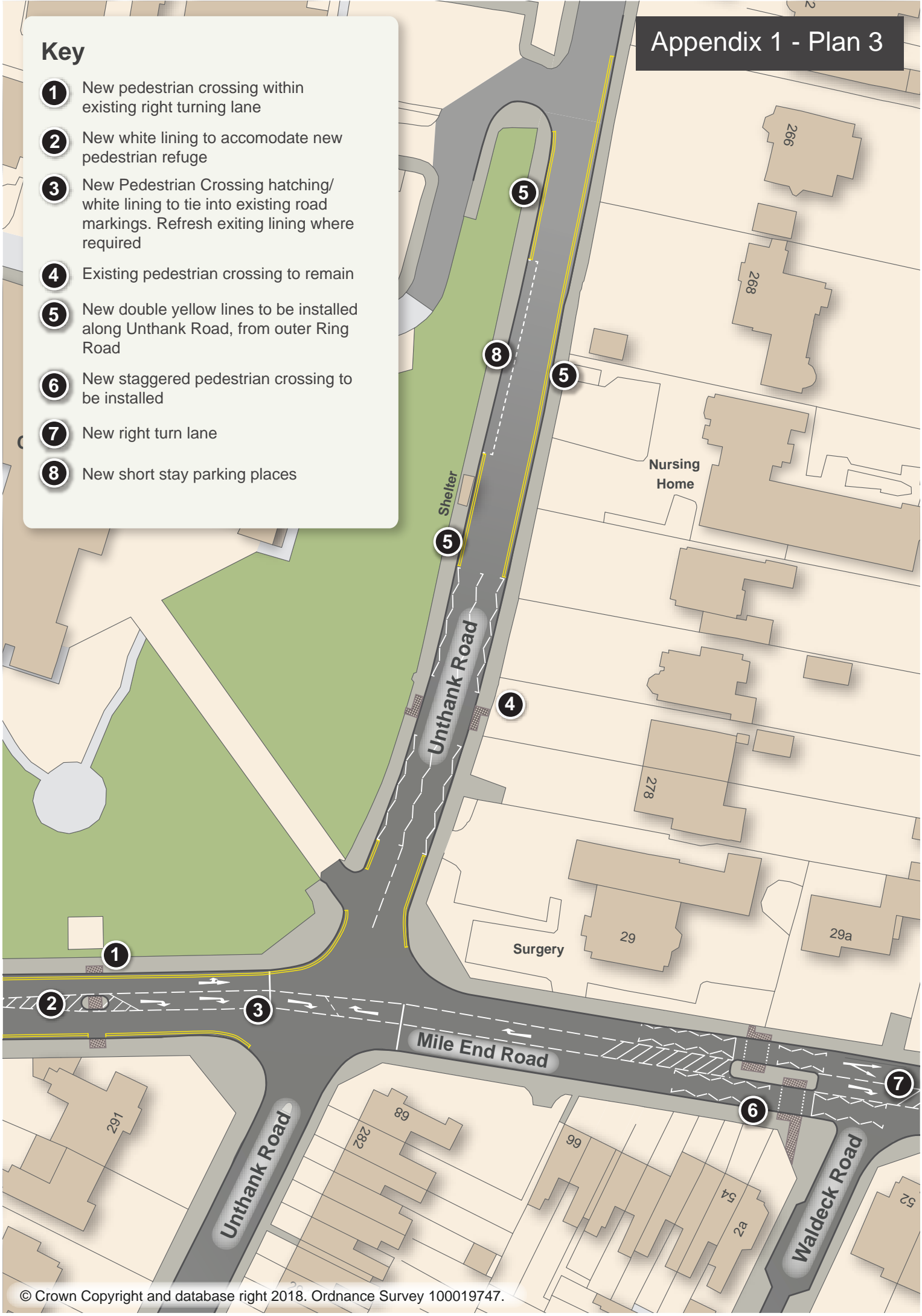


Key

- 1 Extend footway into carriageway to sharpen radius and replace tactile paving
- 2 Existing straight across signalised pedestrian crossing, replaced with signalised pedestrian staggered crossing
- 3 School keep clear sign to remain
- 4 New short stay parking spaces
- 5 Existing bus stop to remain
- 6 New pedestrian crossing within existing right turn lane with new white lining
- 7 New pedestrian crossing hatching/white lining to tie into existing road markings. Refresh exiting lining wherever required
- 8 Double yellow lines extended on north and south sides

Key

- 1 New pedestrian crossing within existing right turning lane
- 2 New white lining to accomodate new pedestrian refuge
- 3 New Pedestrian Crossing hatching/ white lining to tie into existing road markings. Refresh exiting lining where required
- 4 Existing pedestrian crossing to remain
- 5 New double yellow lines to be installed along Unthank Road, from outer Ring Road
- 6 New staggered pedestrian crossing to be installed
- 7 New right turn lane
- 8 New short stay parking places



Key

- 1 New staggered pedestrian crossing to be installed
- 2 New right turn lane
- 3 Extend length of right turn lane starting adjacent to Melrose Road



- The **A.M.** testing period was carried out between 07:00 – 10:00
- The **P.M.** testing period was carried out between 15:00 – 19:00

A. General Traffic Journey Time results – Daniels Road roundabout to The Avenues

Fig 1. A.M. Results

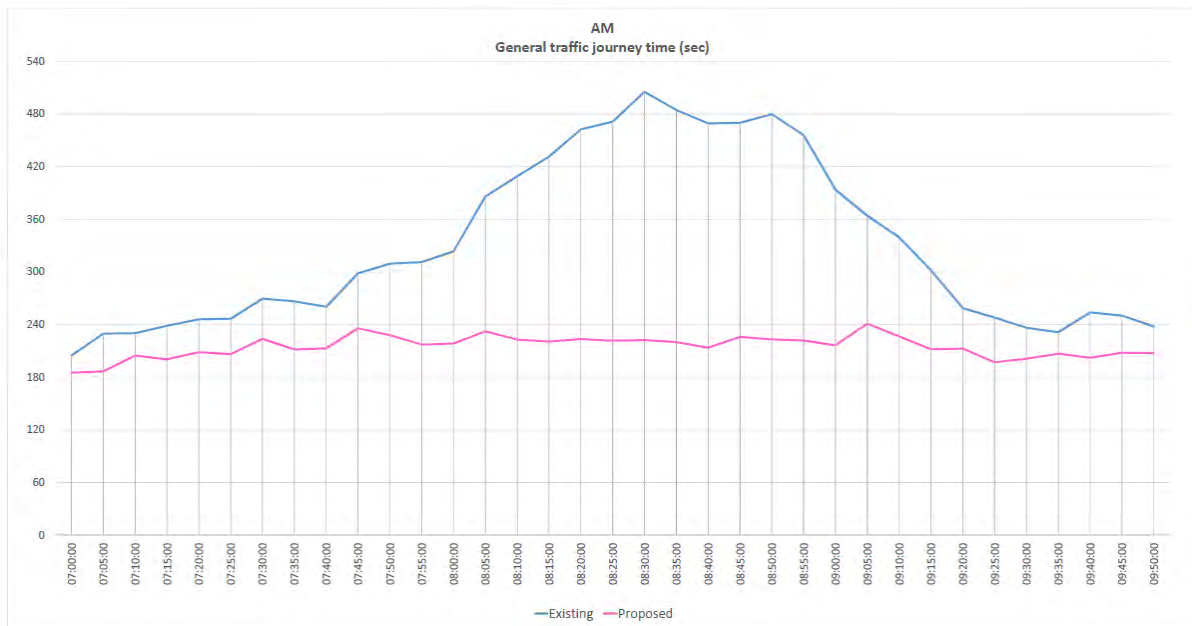
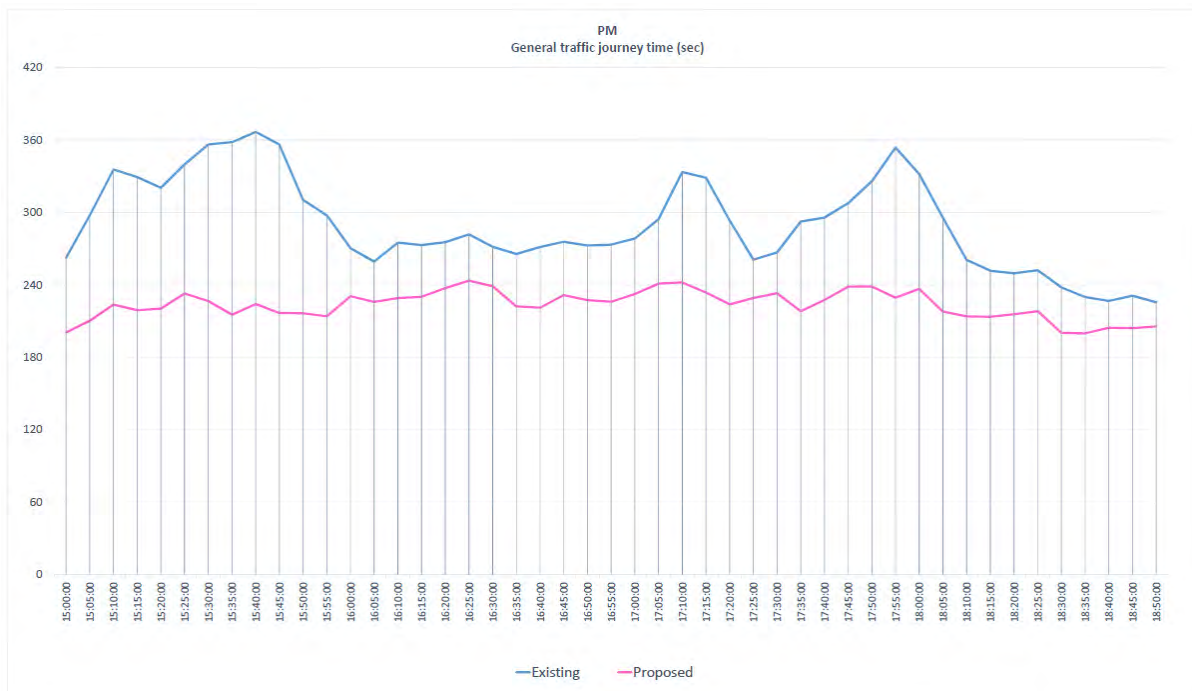


Fig 2. P.M. Results



B. General Traffic Journey Time results – The Avenues to Daniels Road roundabout

Fig 3. A.M. Results

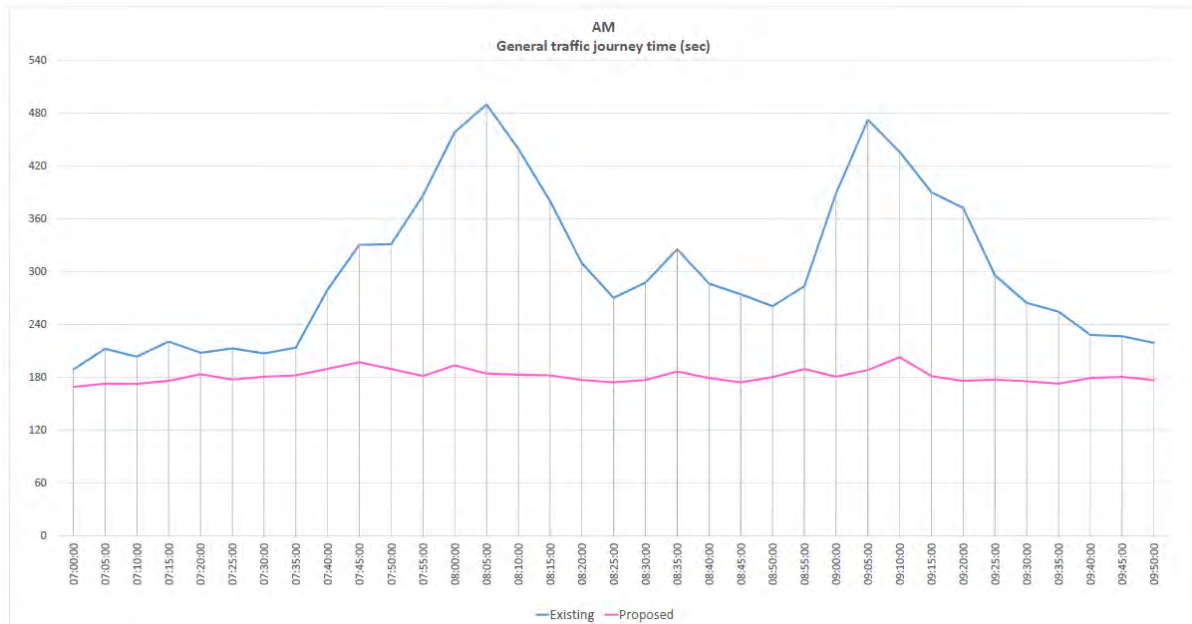
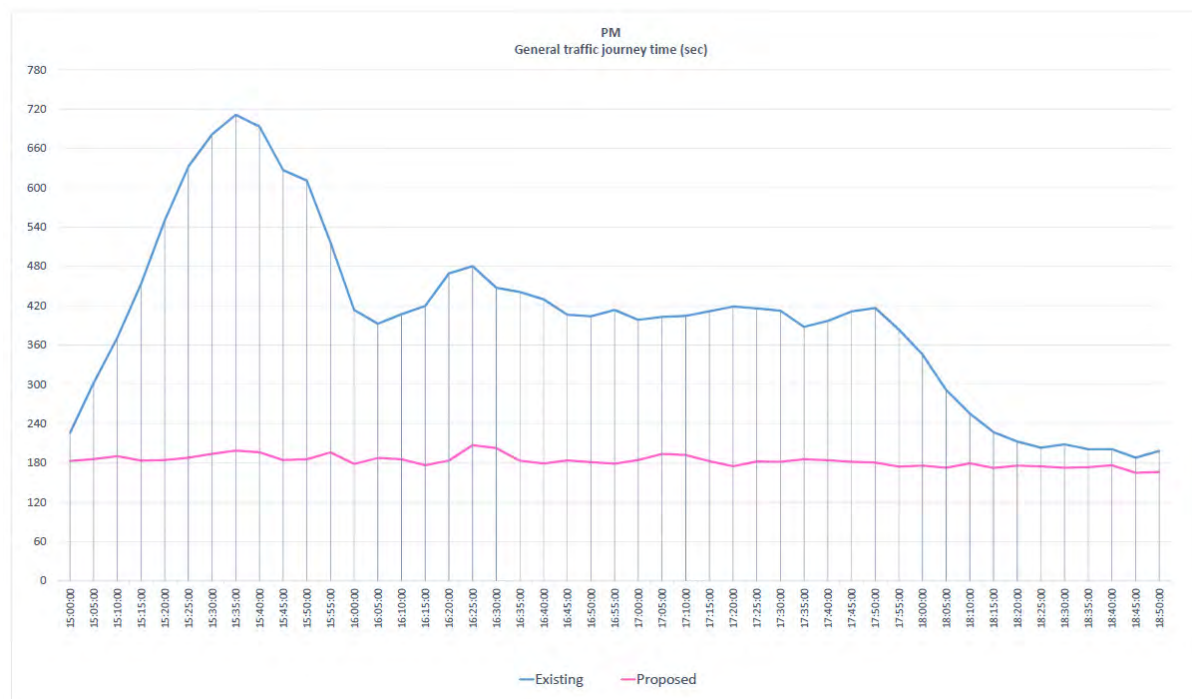


Fig 4. P.M. Results



Bus Journey Times

C. Bus Journey Time results – Unthank Road to South Park Avenue

Fig 5. A.M. Results

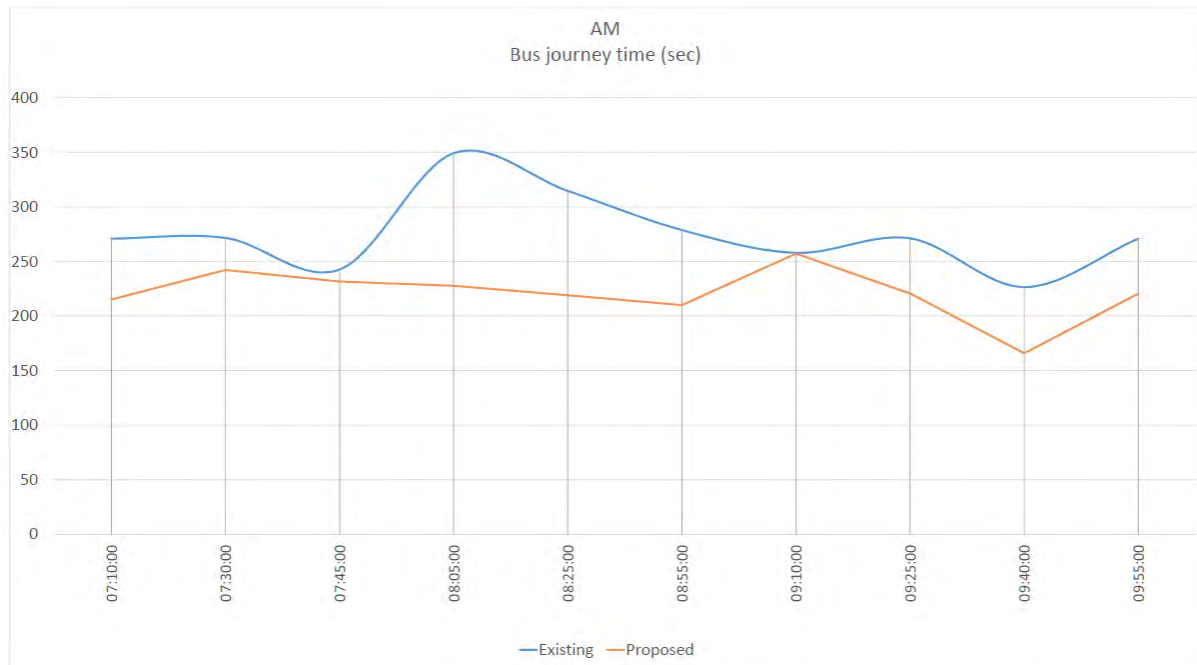
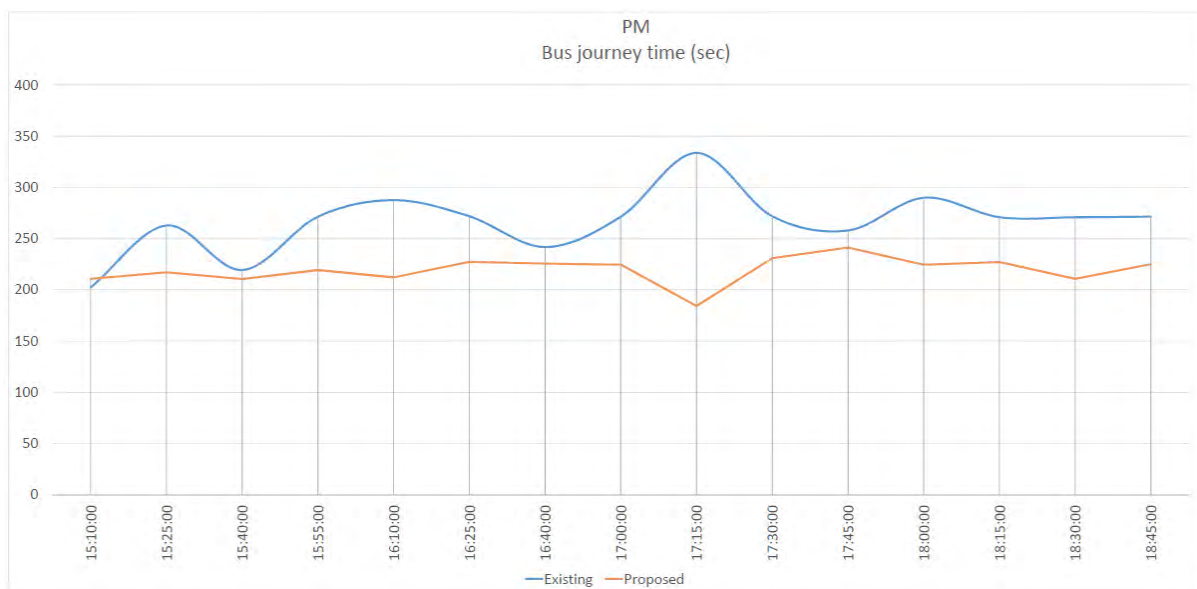


Fig 6. P.M. Results



D. Bus Journey Time results – South Park Avenue to Unthank road

Fig 7. A.M. Results

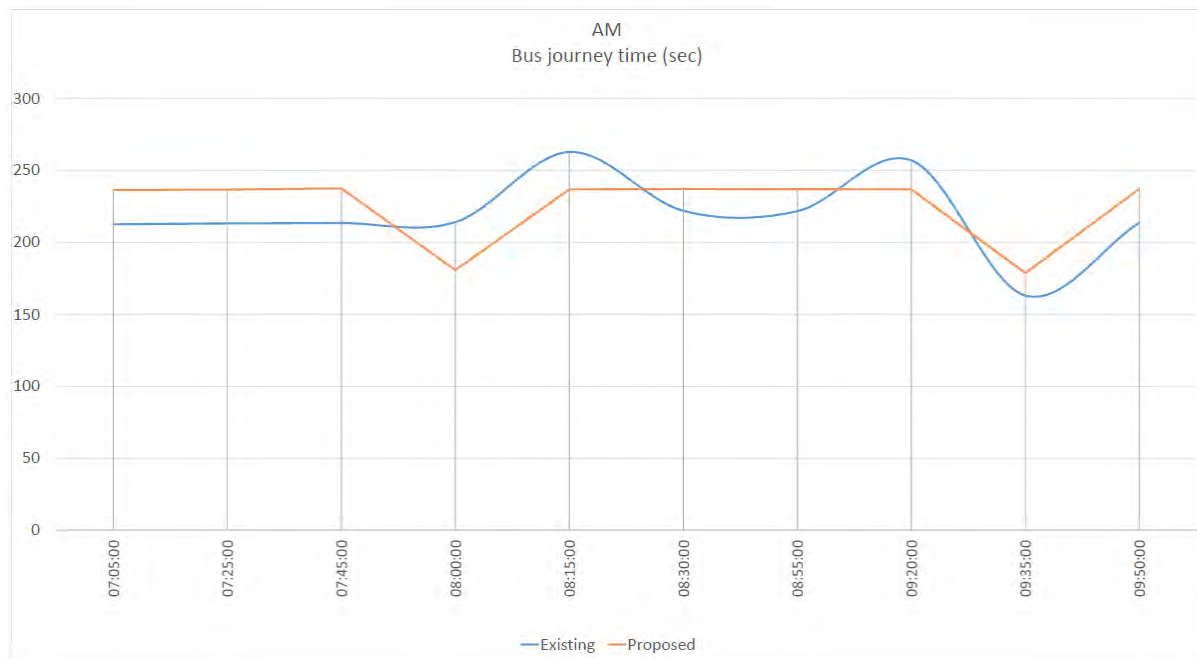


Fig 8. P.M. Results

