

**Report to** Norwich highways agency committee

**Item**

15 September 2016

7

**Joint report of** Head of city development services and executive director of community and environmental services

**Subject** A11 Newmarket Road project (Daniels Road to Eaton Slip Road)

### **Purpose**

To agree proposals for improvements to the existing footpath/cycleway between Daniels Road and the slip road into Eaton Village.

### **Recommendation**

That the committee:

- (1) agrees to consult on the scheme to improve the existing cycling facilities, and improve the provision for cyclists on the junctions of Elveden Close, Sunningdale, Branksome, Camberley and Claremont Roads as shown on Plan Nos. PE4120-HP-0100-011 to PE4120-HP-0100-014 attached in Appendix 1
- (2) asks the head of city development services to advertise the necessary notices to implement any raised tables required as part of the scheme
- (3) notes that any objections received will be considered by a future meeting of the committee.

### **Corporate and service priorities**

The report helps to meet the corporate priority to provide 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 budget for the scheme is £300,000 to be funded from the Cycle Ambition Grant (total funds £1,100,000 - of which the remaining £800,000 is allocated for stage 2: Daniels Road roundabout to Hanover Road.)

**Ward/s:** Eaton

**Cabinet member:** Councillor Bremner – Environment and sustainable development

## Contact Officers

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## Background documents

Project proposals

# Report

## Strategic Objectives

1. Norwich and its surrounding area is becoming an increasingly popular area to live, work and visit. It is the number one shopping destination in the Eastern Region and becoming one of the Nation's premier cultural centres. To ensure the Greater Norwich Area continues to be popular and grow, the transport systems need to be able to cope with the increased demand.
2. Norwich is a medieval city with a narrow road system; incorporating a 21st century transport system to cope with the increased demand without sacrificing highway space for a particular transport mode or at the expense of green space and historic buildings is challenging.
3. The Norwich area Transportation Strategy (NATS) now more widely known as Transport for Norwich (TfN), is the adopted strategy which will deliver the transport improvements needed over the next 15 plus years. The strategy recognises everybody's journeys are different and does not look to force people to use one particular mode. It does look to give people viable options on how they choose to travel and actively promote sustainable transport. To do this in some areas of the network there needs to be a re-balance of the highway space available.
4. The Strategy details the plan for future delivery of improvements in order to develop sustainable transport, reduce congestion and improve air quality within the Greater Norwich area. The strategy has already delivered key improvements such as the award winning Norwich Bus Station, St Augustine's Gyratory, a network of Park & Ride facilities, St Stephens and Chapel Field North and various Bus Rapid Transit (BRT) improvements. It also includes the recently completed Postwick hub and the Northern Distributor Road which is due for completion late 2017.
5. The implementation plan for the Norwich Area Transportation Strategy (NATSIP) was agreed by Norfolk County Council in April 2010 and updated in November 2013 ([see link for updated implementation plan http://www.norfolk.gov.uk/view/NCC158241](http://www.norfolk.gov.uk/view/NCC158241)). The plan sets out the range of transport measures, together with their general intended phasing, for delivery over the short to medium term.
6. The plan has now been updated to take account of what has been delivered since 2010, and to reflect the latest position on future scheme delivery, given progress with implementation, and now that the growth plans for the area are more clear ([see joint core strategy document: http://www.greaternorwichgrowth.org.uk/dmsdocument/1953](http://www.greaternorwichgrowth.org.uk/dmsdocument/1953)).
7. Cycling is on the increase for both recreation and commuting nationally and the area has a thriving cycling community. The implementation of a City wide cycling network (see link to cycle map <http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Documents/CyclingMapFront.pdf>) is a key part of the Transport for Norwich Strategy as by delivering a comprehensive city network this reduces a number of short distance car journeys removing pressure on the network, as well as offering improving quality of life and the health benefits that have been well documented.

8. The Greater Norwich area is one of eight urban areas across the country that has been successful in bidding for Cycle Ambition funding from the Department for Transport to comprehensively improve the quality of cycling infrastructure across the Norwich cycle network a copy of the application documents can be found here <http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Pages/CycleCityAmbitionGrant2015.aspx>.

## **Background**

9. Newmarket Road forms one of the main sections of the Blue pedalway which connects Wymondham, Hethersett and Cringleford to the city centre. The Blue pedalway connects with the orbital purple route in Eaton Village, and all other routes in the city centre. The A11 / Newmarket Road corridor is also designated a bus rapid transit route.
10. Considerable housing development is planned for Cringleford, Hethersett and Wymondham. The Joint Core Strategy allocated 1,200 homes to Cringleford, 1,000 to Hethersett and 2,200 to Wymondham. This will be combined with employment development around the Norwich Research Park to place pressure on the transport network. Part of the strategy for dealing with this pressure is to try and divert many of the journeys that would otherwise involve a car onto public transport and bicycles
11. There is already a shared footpath/ cycleway on the southern side of Newmarket Road. However, this is routinely interrupted by quiet side junctions which provides priority to a few car drivers over the significant number of cyclists that use the path. In addition, the path is unacceptably narrow in some locations.

## **Proposals**

12. It is not possible to provide fully segregated cycling facilities on carriageway without significantly affecting capacity for buses and general traffic and as Newmarket Road is part of the primary network that is clearly not an option on this length between Unthank Road and Daniels Road roundabout. Consequently, officers have looked to enhance the existing shared footpath cycleway which is already very well used, by improving its width, and redesigning the side junctions to improve access for cyclists

## **Side Road junctions**

13. On the very lightly trafficked side streets (Branksome Road, Camberley Road and Claremont Road), the path will be prioritised at the junctions in the manner shown on the Plan in Appendix 2 and this treatment will help to make journeys more seamless, and encourage greater use of the facility. The following table shows the relative levels of vehicles leaving the side roads and cycle movement along the cycle track

Junctions with New Market Road	Total Count		AM Cycle Peak		PM Cycle Peak	
	Motor Vehicles (In and Out of junction)	Cycles (Straight across junction)	Motor Vehicles (In and Out of junction)	Cycles (Straight across junction)	Motor Vehicles (In and Out of junction)	Cycles (Straight across junction)
Branksome Road	672	215	121	49	33	24
Camberley Road	172	214	33	50	10	23
Claremont Road	253	214	59	51	19	23

Data based on 12 hour count (07:00 to 19:00) conducted on 12 April 2016

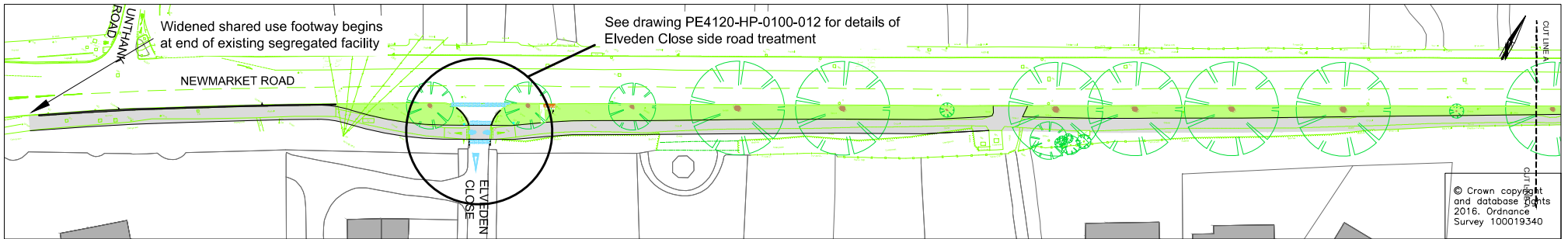
14. There is an expectation that the levels of cycling will rise significantly if facilities are improved, and providing priority to cyclists is necessary to achieve the improvement in quality on this route. Drivers leaving the side streets are having to pause anyway to join the main carriageway, and are unlikely to be inconvenienced. By comparison, cyclists are currently required to stop at every side road, despite the strategic nature of their route.
15. The detail proposed for Elveden Close provides a similar level of priority for cyclists to that at Branksome Road, Camberley Road and Claremont road, but is offset behind the tree line at this point. The detail is shown in the plan in Appendix 3
16. This approach cannot, however be taken at Sunningdale, or Eaton Road. There are no proposals currently for the Eaton Road junction, as this is being reviewed separately as it requires a complete review of the operation of the junction. Any alterations to the cycle/footpath in the vicinity of this junction will be undertaken as part of that project.
17. On Sunningdale (the busiest of the minor side junctions), such an approach is not practical due to the width of the mouth of the junction. In the morning peak hour, traffic queues at this junction, which is aligned to allow two lanes of cars to exit. This was done following pressure from local residents. Achieving a crossing similar in approach to the other junctions would require the removal of this facility. Consequently the arrangement proposed provides a crossing set into the mouth of the junction that will help cyclists and pedestrians to cross when traffic is queuing, and a facility to cross at the mouth of the junction when flows are lighter (which is most of the day). A plan is contained in Appendix 4

## **Improvements to the existing cycle/footpath**

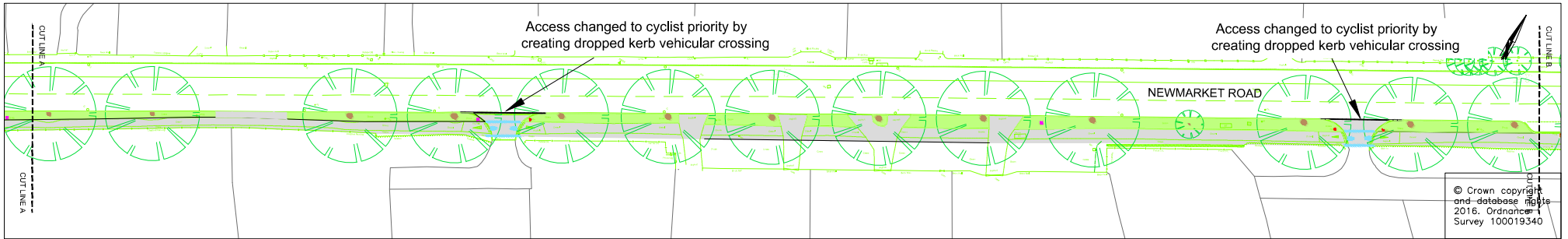
18. It is intended that the entire cycle/footpath is resurfaced along its entire length, and minor widening undertaken where this is possible. The path will, however, remain narrower than is ideal over much of its length. The street trees that are a key feature of this part of Newmarket Road are a significant constraint, and prevent any significant widening over much of the route. Resurfacing and any widening will be undertaken to avoid adverse impacts on these trees.
19. A feasibility investigation into improving the cycling route on the north side of Newmarket Road between Daniels Road Roundabout and Hanover Road to provide an improved inbound facility will form stage 2 of this project – design has not yet commenced and will be presented to a future meeting. Improvements are also planned to the A11 / Outer Ring Road roundabout.

## **Conclusions**

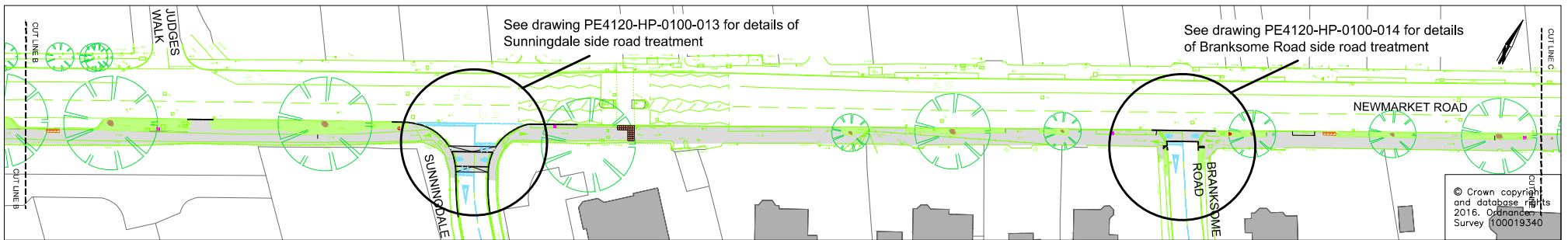
20. The proposals represent minor adjustments to an existing cycling facility that will make it more coherent and easier to use. It is intended to carry out public consultation on these proposals in the autumn and for any agreed scheme to be implemented in spring 2017, as the first phase of works that will also see improvements to the roundabout and the cycle facilities between the outer ring road and Hanover Road.



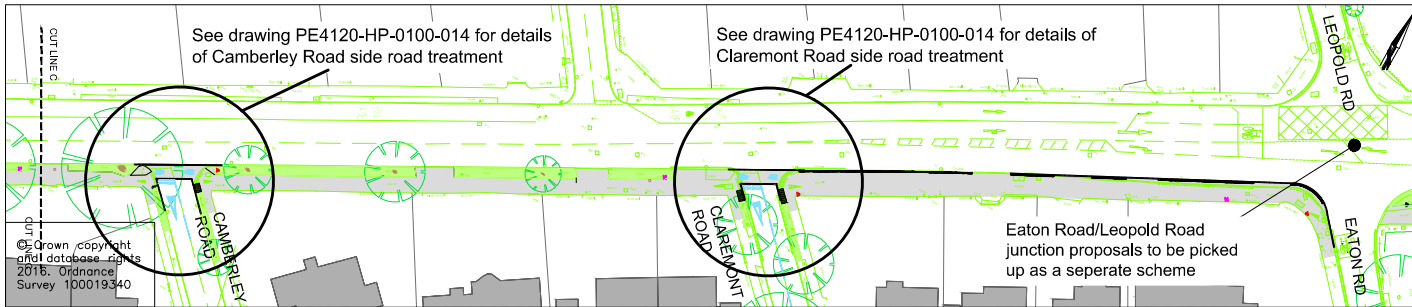
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**KEY**

-  Proposed widened shared use footway/cycleway
-  Proposed new kerbs
-  Proposed new road/cycle markings
-  Existing verge

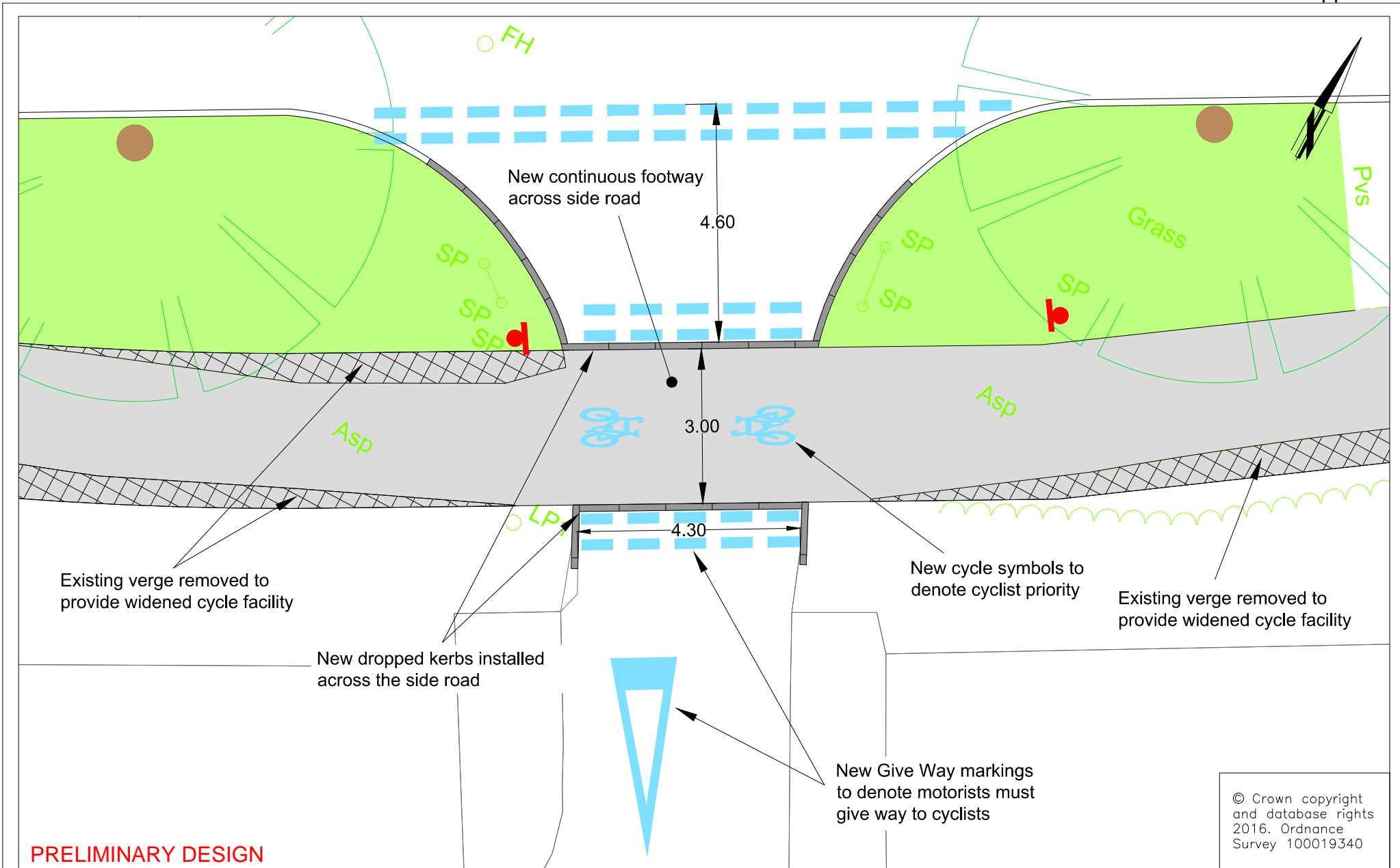


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**DRAWING TITLE**  
A11 Newmarket Road Project 31 & 33-Phase 1  
Improvements to Shared Use Facility  
Overview Plan

REV.	DESCRIPTION	CHECKED	DATE

INIT.	DATE	DRAWING No.
PC	2016	PE4120-HP-0100-011
DAG	08/16	PROJECT TITLE
DAG	08/16	A11 Newmarket Rd Project 31 & 33 Cycling Improvement Scheme
NRW	08/16	SCALE
		FILE No.
		1:1250 @ A4
		PE4120



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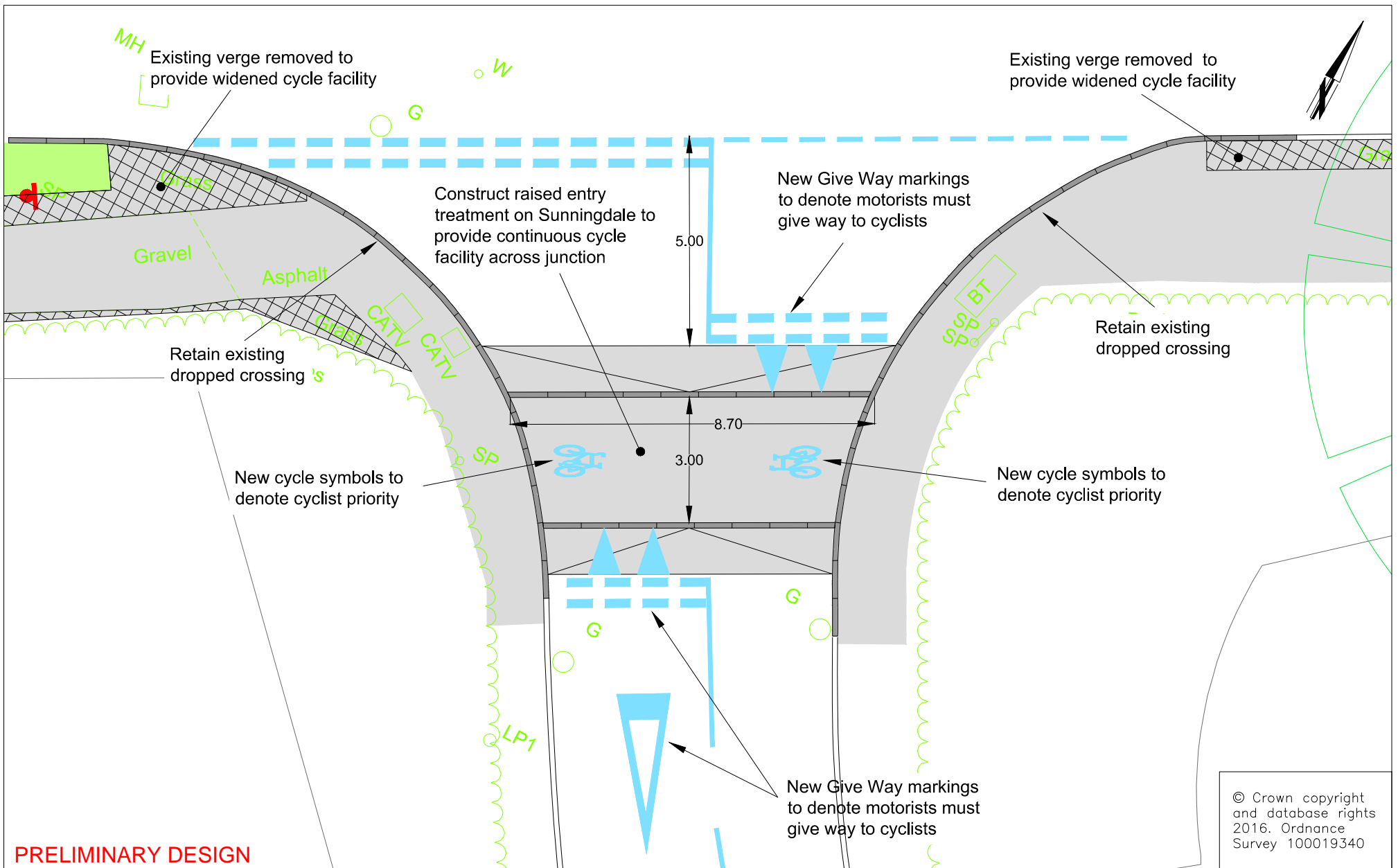
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**DRAWING TITLE**  
A11 Newmarket Road Project 31 & 33-Phase 1  
Elveden Close Treatment Detail

REV.	DESCRIPTION	CHECKED	DATE

INIT.	DATE	DRAWING No.
PC	2016	PE4120-HP-0100-012
DAG	08/16	PROJECT TITLE
DAG	08/16	A11 Newmarket Rd Project 31 & 33 Cycling Improvement Scheme
NRW	08/16	SCALE
		FILE No.
		1:100 @ A4
		PE4120





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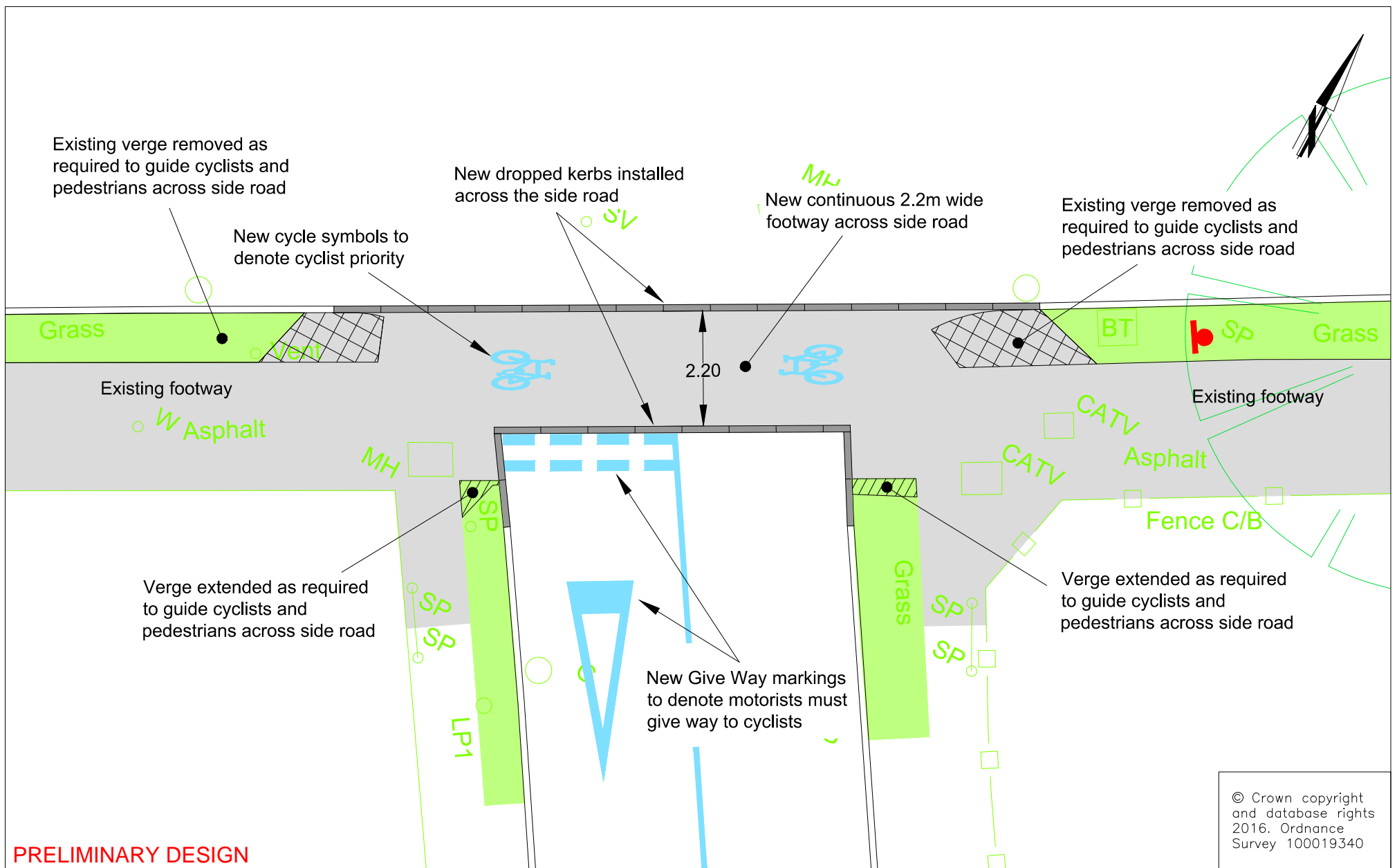


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**DRAWING TITLE**  
A11 Newmarket Road Project 31 & 33-Phase 1  
Sunningdale Treatment Detail

REV.	DESCRIPTION	CHECKED	DATE

INIT.	DATE	DRAWING No.
PC	2016	PE4120-HP-0100-013
DAG	08/16	PROJECT TITLE
DAG	08/16	A11 Newmarket Rd Project 31 & 33 Cycling Improvement Scheme
NRW	08/16	SCALE
		FILE No.
		1:125 @ A4
		PE4120



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**DRAWING TITLE**  
A11 Newmarket Road Project 31 & 33-Phase 1  
Side Road Treatment Typical Detail  
Branksome Road, Camberley Road & Claremont Road

REV.	DESCRIPTION	CHECKED	DATE

INIT.	DATE	DRAWING No.
PC	2016	PE4120-HP-0100-014
DAG	08/16	PROJECT TITLE
DAG	08/16	A11 Newmarket Rd Project 31 & 33 Cycling Improvement Scheme
NRW	08/16	SCALE
		FILE No.
		1:100 @ A4
		PE4120