

**Report to** Norwich highways agency committee  
28 November 2013

**Item**

**Report of** Head of city development services

**9**

**Subject** Highway improvement and maintenance programmes for  
2014-15

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### **Purpose**

To ask members to endorse the highway improvement and maintenance programmes for 2014-15.

### **Recommendation**

- (1) That the committee recommends to Norfolk County Council's cabinet to allocate local transport plan funding to the following improvements schemes:

<b>Type</b>	<b>Location</b>	<b>Estimate</b>
Walking	St Augustine's zebra crossing	£30,000
	Aylsham Road by Buxton Rd pedestrian refuge	£30,000
Cycling – All part of Push the Pedalways project	Magdalen Street contra flow	£100,000
	Earlham Road / Colman Road rbt improvements	£90,000
	Tombland & Palace Street	£25,000
	Heathgate to Valley Drive	£25,000
Traffic management	Chapelfield North	£50,000
	NATS design	£30,000
	HGV overrun strips	£20,000
	Minor works	£10,000
Public Transport	Identification of coach parking site	£25,000
	Bus stop infrastructure	£10,000
Local safety schemes	To be advised	£tba
<b>Total</b>		<b>£445,000</b>

- (2) Notes the capital maintenance programme as listed in appendix 4.

## **Corporate and service priorities**

The report helps to meet the corporate priorities to make Norwich a safe and clean city and a prosperous city and the service plan priority of supporting the NATS implementation plan

## **Financial implications**

The financial consequences are discussed fully in the report.

Ward/s: All wards

Cabinet member ; Cllr Stonard – Environment, development and transport

## **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. The programme for maintenance schemes is set by officers based on technical data. In order to make that process more transparent it is suggested that this committee endorses the maintenance programme for the following financial year at the same time that it agrees the improvement programme.

## Available Budgets

2. Members will be aware that in recent years the funding allocated to improvement schemes has been significantly reduced in order to safeguard the funding for structural maintenance. The table below sets out the funding that is available from the county council through the integrated transport grant for the next financial year for both the maintenance and improvement programmes that are included in the Highways Agency agreement.

Capital Improvements	£445,000
Capital Structural maintenance	£1,853,434

3. Funding for improvement schemes is also available from other sources. Currently it is known that funding will be available in 2014/15 from the Cycle City Ambition Grant, the Greater Norwich Development Partnership and developers through currently held S106 contributions. Other funding may become available during the year, including the possibility of the first CIL (Community Infrastructure Levy) payments that have now replaced S106 payments from developers.
4. The Department for Transport has agreed that the timescale for spending the Better Bus Area Funding that was awarded for the Grapes Hill Bus Lane project can be extended beyond the March 2014 deadline, until the result of the legal challenge against the scheme is known.

## Capital Improvement programme

5. At the meeting in May 2010 the committee agreed that until the funding provision recovers no improvement works should be 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 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 where there was a proven road safety problem and / or where there were congestion issues on the main road network.

6. To inform the 2012/13 and 13/14 programmes the following criteria for inclusion were adopted;
  - Schemes that make an explicit contribution to delivering the NATS IP, such as walking and cycling schemes and public transport improvements.
  - Local safety schemes to solve known accident problems
  - 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
7. It is suggested that the same approach is adopted for the 2014/15 programme.

### **NATS - Walking / Road crossing schemes – draft budget £60,000**

8. The current list of pedestrian crossing priorities is attached as appendix 1.
9. Members will recall that at the September meeting a petition was received requesting pedestrian crossing facilities at the Mile Cross Road / Heigham Street junction. This would require the complete replacement of all the existing signal equipment and amendments to kerb lines. Such a scheme would cost in excess of £200k. The accident records show that there have been 4 injury accidents in the last 5 years at the junction, all resulting in slight injuries, with one involving a pedestrian. Given this relatively low level of accidents it is not possible to justify local safety scheme funding at this location and with a budget of £60k it is unaffordable within the walking / road crossings budget.
10. The junction is on the list of surface dressing sites for 14/15. If there was a realistic prospect of funding being available for the pedestrian crossing scheme in the next two years consideration would be given to deferring the surface dressing. However with highway budgets remaining static and no prospect of developer schemes in the area it is difficult to see where the funding would come from.
11. Also at the September meeting a petition was received asking for a zebra crossing outside the Grove Road shops. At the time it was indicated that the site was expected to be second on the priority list behind St Augustine's Street, which had been requested at committee in July and therefore a crossing could be funded. However a request was received to assess the need for a crossing on Aylsham Road linking the bus stops between Greenhill's Road and Buxton Road. This has scored higher in the assessment criteria than both St Augustine's and Grove Road, as a result of the long delays pedestrians face in trying to cross the road. A pedestrian refuge at this location would help pedestrians, improve the accessibility of the bus stops and reduce vehicle speeds on this section of Aylsham Road.
12. It is proposed that the crossings on Aylsham Road and St Augustine's Street, which are number 1 and 2 in the priority list are progressed in 2014/15. Grove Road will remain on the list for consideration in 2015/16

## **NATS - Cycling schemes – draft budget £240,000**

13. As members are aware the city council was successful in securing £3.72M of funding from the Department for Transport through the city cycle ambition grant. This is funding the Push the Pedalways Project to complete the pink pedalway between the Hospital and Rackheath. As part of the bid 30% matched funding had to be identified and Norfolk County Council agreed to allocate £240k of LTP funding in 2014/15 to contribute to this match funding. Full details of the Push the Pedalways Project are contained in the report to your last meeting. It is proposed that the LTP funding for 2014/15 be used to contribute to the Magdalen Street contra-flow scheme, improvements at the Earlham Road / Colman Road roundabout, a new route through Heathgate to Valley Drive and improvements to Tombland.
14. While the focus for the Push the Pedalways project is cycling the project will deliver significant benefits to other road users including improvements to pedestrians crossings and speed reduction measures.

## **NATS – Traffic management schemes – Draft budget £115,000**

15. The schemes to introduce a bus lane on Grapes Hill, make Chapelfield North two way for access and remove general traffic from St Stephens Street and the southern end of Surrey Street which have been approved by this committee, are on hold subject to a legal challenge. Resolution of this challenge is expected in early 2014 and assuming that the outcome is favourable the funding remains in place to implement the schemes. Grapes Hill and St Stephens Street will be funded through the through the Department for Transport's Better Bus Area fund, while the Chapel Field North scheme is funded through city council, developer (S106), GNDP and LTP funding. £50k of LTP funding is required for 14/15.
16. There is also a need to undertake design work for a number of other city centre NATS schemes measures to enable future bids to be made when sources of funding become available. It is suggested that £30k of funding is set aside for this purpose in 2014/15.
17. A problem has been identified in several residential areas such as Mile Cross and the George Borrow Road area where large vehicles such as buses and refuse collection lorries overrun the corners at junctions where the radii are tight, damaging the kerbs, footway and verges. This potential causes trip hazards for pedestrians crossing at junctions. An allocation of £25,000 would allow a programme of 18 to 20 corners to be treated during the 2014/15 financial year.
18. Each year a sum is set aside for minor works schemes such as ensuring bus stops meet accessibility criteria, new dropped kerbs, essential changes to waiting restrictions, bollards, signs, barriers etc. For 2014/15 it is suggested that this should be £10k.

### **Public transport schemes – Draft budget £35,000**

19. There is a need within the city to improve the coach parking facilities to encourage more tourism. £25k has been allocated to identify a suitable site for a coach park and to carry out design.
20. Each year a small budget of £10k is available to make improvements to bus stop infrastructure.

### **Local safety schemes – Draft budget £tbc**

21. Local safety schemes are prepared by Norfolk county council officers and are based on the recorded accident records. The county wide programme for Norfolk, including the city, has yet to be prepared.

### **Capital Maintenance programme – Draft budget £1,853,434**

22. The capital maintenance programme covers the major maintenance schemes. The priorities for these are determined jointly between city and county officers based on the technical data available. The programme covers carriageway resurfacing and surface dressing, footway reconstruction and slurry seal, and drainage schemes.
23. The list of schemes for 2014/15 is attached as appendix 2.

## Appendix 1 – Pedestrian Crossing Priorities

### Major schemes costing over £75,000

Priority	Location	Weight	Possible Solution
1	Martineau Lane bus stop	738	Signalised Crossing
2	Mile Cross Rd / Waterworks Rd junction	733	Signalised Junction Upgrade
3	Heartsease Roundabout	603	Major junction improvement
4	Mousehold Lane by Wroxham Rd Rbt	459	Signalised Crossing
5	Newmarket Road by Unthank Road	458	Signalised Crossing
6	Unthank Rd / Christchurch Rd Signals	300	Signalised Junction Upgrade
7	Rouen Rd / Cattlemarket Street junction	292	Signalised Junction Upgrade
8	Dereham Rd / Bowthorpe Rd Signals	252	Signalised Junction Upgrade
9	Wendene signalised junction	213	Signalised Junction Upgrade
10	Guardian Rd / Dereham Rd Rbt	186	Major junction improvement
11	Mile End Rd by Newmarket Road Rbt	180	Signalised Crossing

### Low cost schemes under £75,000

Priority	Location	Weight	Possible Solution
1	Aylsham Road south of Buxton Road	378	Pedestrian refuge
2	St Augustine's Street by Sussex Street	338	Zebra Crossing
3	Grove Rd outside Shops	281	Zebra Crossing
4	Mousehold Lane by War Memorial Cottages	151	Refuge
5	Unthank Road by Leopold Road	137	Zebra Crossing
6	Drayton Road north of St martins Road	136	Zebra Crossing
7	Colman Rd south of Earlham Rd Rbt	133	Refuge
8	Duke Street by St Marys	133	Zebra Crossing
9	Catton Grove Rd, south of Brightwell Rd	118	Zebra Crossing
10	Colman Road South of Henderson Road	79	Refuges - series of
11	City Road south of Queens Road	75	Zebra Crossing
12	Hellesdon Rd North of Hellesdon Hall Rd	71	Zebra Crossing
13	Bluebell Road Slip Road to A11	67	Refuge
14	Heigham Street by Russell Street	64	Zebra Crossing
15	St Clements Hill South of Elm Grove Lane	36	Zebra Crossing
16	Mile Cross Rd by Gibraltar Gardens	34	Refuge

## Appendix 2 – Capital Maintenance schemes

Location	Description	Estimate £
<b>"A" Roads</b>		
Mile Cross Lane - Magnet to petrol station	Resurfacing	£211,593
Heartsease Lane roundabout	Resurfacing	£83,325
Chartwell Road, fire station to Sprowston Road roundabout	Resurfacing	£72,277
Ipswich Road, Shell garage to bus stop near Lyhart Road	Resurfacing	£88,893
Heigham Street, junction with Mile Cross Road	Resurfacing	£36,544
Lakenham Road, Ipswich Road to Hall Road	Resurfacing	£252,926
Barrack Street – Whitefriars roundabout to Silver Road	Surface dressing	<i>£156,027</i>  <i>Total for all schemes</i>
Mousehold Lane/Sprowston Road roundabout	Reclamite (surface rejuvenation)	
Magdalen Road (Artichoke PH to Sprowston Road)	Reclamite (surface rejuvenation)	
Sprowston Road (Magdalen Road to Wroxham Road RAB)	Reclamite (surface rejuvenation)	
Bull Close Road/Magpie Street junction	Reclamite (surface rejuvenation)	
Colman Road (near Henderson Road to health centre)	Surface dressing	
Barn Road	Surface dressing	
Chapelfield Road – southbound side	Surface dressing	
Boundary Road – ASDA to B&Q	Surface dressing	
Bracondale – Martineau Lane RAB to King Street	Surface dressing	
Newmarket Road – pedestrian crossing to Upton Road	Surface dressing	
Newmarket Road – pedestrian crossing to dual carriageway	Surface dressing	
Martineau Lane – Trowse bypass to Barrett Road	Surface dressing	
Dereham Road	Drainage	£8,000
<b>Total "A" Roads</b>		<b>£909,585</b>

Location	Description	Estimate £
<b>"B" Roads</b>		
Magdalen Road, Denmark Road to Lawson Road	Resurfacing	£52,613
	Surface dressing	0
<b>Total "B" Roads</b>		<b>£52,613</b>



## Appendix 2 – Capital Maintenance schemes

<b>"C &amp; U" Roads</b>		
Chapel Break Road/Harpsfield roundabout	Resurfacing	37496
Harpsfield Road/Thurlby Road roundabout	Resurfacing	37496
Sites to be identified	Surface dressing	£324,731
Burton Close	Drainage	£7,000
Stafford Street	Drainage	£6,000
<u>Other Drainage scheme</u>	<u>Drainage</u>	<u>£3,442</u>
<b>Total "C&amp;U" roads</b>		<b>£416,165</b>

<b>Footways</b>		
Various across City	Slurry Seal	£91,192
Berners Street	Reconstruction	£69,144
Beatty Road	Reconstruction	£55,315
Pelham Road	Reconstruction	£23,970
Ashby Street	Reconstruction	£56,237
Temple Road	Reconstruction	£32,267
Manby Road	Reconstruction	£6,453
Wild Road	Reconstruction	£9,219
Scarnell Road	Reconstruction	£23,048
Gresham Road	Reconstruction	£58,081
Caroline Court	Reconstruction	£23,048
Lawson Road	Reconstruction	£20,282
Various Minor footway schemes	Reconstruction	<b>£6,848</b>
<b>Total Footways</b>		<b>£475,071</b>
<b>Total Capital Maintenance</b>		<b>£1,853,434</b>