

Report to	Norwich highways agency committee 21 January 2016	Item
Joint report of	Head of city development services (city) and executive director of community and environmental services (county)	5
Subject	Transport For Norwich – Project 19 – Hall Road (Bessemer Road to Old Hall Road)	

Purpose

To seek approval to consult on the proposals for the Hall Road cycle improvement scheme. Members are also asked to approve the advertisement of a Traffic Regulation Order and notice that would be required to enforce the final scheme.

Recommendations

To:

- (1) approve for consultation the proposals included in the Hall Road project, including:
 - (a) conversion of footway on the east side of Hall Road to shared use footway/cycletrack from the newly implemented shared use footway/cycletrack associated with the ASDA works to Old Hall Road;
 - (b) revoke the existing 40mph speed limit on Hall Road and promote a 30mph speed limit;
 - (c) removal of one pedestrian refuge 125 metres south of Robin Hood Road and replace with a larger pedestrian refuge in the same location;
 - (d) removal of one pedestrian refuge 50 metres north of Fountains Road and provide a new pedestrian refuge closer to Fountains Road;
- (2) ask the head of citywide development services to carry out the necessary statutory procedures associated with advertising the Traffic Regulation Order and notice that would be required for the implementation of the scheme as described in this report.
- (3) agree that the outcome of the proposed consultation will be reported to a future meeting of the committee.

Corporate objective and service priorities

The scheme helps to meet the corporate priority 'A safe and clean city' and the service plan priority to implement the Transport for Norwich strategy.

Ward Lakenham

Cabinet member Bert Bremner – Environment, Development and Transport

Scheme Timescales

The preliminary scheme programme is as follows:

- A four week public consultation of scheme proposals in February/March 2016.
- Consideration of consultation feedback in April 2016.
- Refine the proposals where necessary and present the scheme to committee in May 2016.
- Start of construction in autumn 2016, with completion before the Christmas moratorium on works within the highway in the city centre. The construction element of this scheme will be combined with the adjoining Project 20 - Old Hall Road cycle improvements scheme, which covers Ipswich Road to Hall Road. Project 20 is programmed for construction in July 2015 with construction of Project 19 to follow on directly afterwards.

Financial implications

The scheme will be funded by £187,000 from the Department for Transport and £199,000 of Section 106 funds from the recently completed ASDA development.

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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>). 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](#)).

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 8 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>.
9. This scheme is a key part of the Yellow pedalway

Scheme Objectives and Benefits

10. The 2015 cycle map shows the yellow pedalway being extended from the junction of Lakenham Way and Sandy Lane out to the University Technical College on Old Hall Road via Bessemer Road and Hall Road. The purple pedalway is being re-routed via Bessemer Road, Hall Road and Fountains Road. The map in Appendix 1 shows the route of the yellow and purple pedalways.
11. The brief for this project has principal objectives that seek to:
 - reduce the existing speed limit on Hall Road from 40mph to 30mph;
 - improve the current cycling facilities;
 - improve accessibility at junctions to and from Hall Road;
 - improve access to the purple pedalway, a direct route, via Hall Road;
 - maintain the ability to access side roads and businesses along Hall Road;
 - improve cycle access to the University Technical College.
12. All works proposed are within the boundary of the adopted highway, and no significant adverse impacts have been identified.

Design Proposals

13. Options Considered

At the feasibility stage of this scheme various options were considered which included:-

Shared use facility on the east side of Hall Road with a short section of on-carriageway 2-way cycle lane between Bessemer Road and Foundations Road.

This option proposed to provide an off carriageway shared use facility from the new ASDA development to Bessemer Road. From Bessemer Road to Fountains Road it was proposed to provide an on carriageway segregated 2-way contra flow cycle facility.

Following further investigation this option was discounted due to the fact:-

- Narrowing of Hall Road carriageway over a relatively short section (approx. 175 metres) may not be suitable from safety perspective for both vehicles and cyclists.
- It was felt that the proposals could make cycling more dangerous for those travelling northbound if they remain on carriageway due to the reduced lane widths.
- Additional cost due to resurfacing of Hall Road currently estimated at £250k over this section of Hall Road.

Segregated cycle lanes on each side of carriageway

This option considered to provide a 3 metre wide segregated two-way contraflow cycle lane on the east side of Hall Road. The carriageway would be narrowed to 3.25 metre running lanes.

Following further investigation this option was discounted due to the fact:-

- There would be a need for the removal of white lining including central hatching. Jetting or burning off lines would not be suitable as remnants of lines will remain in new running lane. In order to remove central hatching effectively resurfacing of Hall Road would be require at a cost of approximately £250,000.
- There may be a negative impact on network capacity; there are a lot of commercial premises in this area, which generates high number of HGV movements (approx. 650 movements per day). This may increase depending on future development proposals on the east side. The removal of right turn lanes would have a negative effect on network capacity.
- Potential conflict with vehicles turning out of accesses/side roads who may not be expecting to see cyclists travelling in both directions in the 2-way cycleway on the east of Hall Road.

On-carriageway lightly segregated cycle track on east side of Hall Road and full segregation cycle track on west side

This option proposed to provide a 2.2 metre wide on-carriageway segregated cycle track on the east side of Hall Road. On the west side it was proposed to provide a 2.2 metre wide off carriageway cycle track from Fountains Road to Locksley Road. This track would be created in the existing verge area which is currently used for parking by residents. It was proposed to formalise the parking

in this area by creating parking bays. Between Locksley Road and Robin Hood Road it was proposed to widen the existing footway to 3 metres and convert to a shared use facility.

Following some further investigation and discussions with colleagues this option was discounted due to the fact:-

- Potential conflict with vehicles accessing parking bays/driveways.
- Concerns over loss of available parking for residents and from experience any reduction in available parking is generally not well received.

14. Summary and Preferred Option

Due to the cycling demographic in this area, the additional costs associated with surfacing, drainage etc. and the reduction in network capacity and the fact that additional commercial use may be increased in the future it was felt that the shared use footway/cycletrack option would be the most suitable option.

This option meets the majority of the objectives as set out in the design brief.

15. Landscaping considerations

There is currently £85,000 of S106 agreement monies held by the city council which is to be spent in this area by April 2017. The corridor in areas is lined with a substantial grass verge to the west which is planted (with a few gaps) with semi mature trees which provide a much needed screen for the residents against an industrial/commercial area opposite. On the opposite side there is a thin sporadic grass verge with a small number of juvenile tree stock which provides very little environmental benefit.

There will be some mitigation planting on Hall Road, details of which will be finalised at the design stage in discussion with the tree officer at Norwich City Council.

16. Non-vehicular provision

It is proposed to widen the existing footway on the east side of Hall Road to provide, as a minimum, a 3 metre wide shared use footway/cycletrack. It is proposed to 'tie-in' with the newly implemented shared use cycletrack which is part of the ASDA works southwards to Old Hall Road (For information there is an existing shared use facility on the east side of Hall Road between Fountains Road and to a point south of the Neatmarket Roundabout which will remain). The plan in Appendix 2 shows the existing and proposed extents of the shared use footway/cycletrack.

It is also proposed to provide a short section of shared use footway/cycletrack on the west side of Hall Road from its junction with Fountains Road northwards. It is also proposed to provide a new 2.5m wide pedestrian refuge in the same location as the existing pedestrian refuge approximately 90m north of its junction with Bessemer Road.

It is proposed to also provide a new 2.5m wide pedestrian refuge north of Fountains Road, whilst removing the existing pedestrian refuge located approximately 40m northeast of Fountains Road.

It is proposed to continue the shared use facility across private accesses allowing cyclists priority.

As part of the widening of the existing footway it is proposed to remove 7 trees and the existing grass verge along the east side of Hall Road. There will be some landscaping on Hall Road, details of which will be finalised at the design stage in discussion with the tree officer at Norwich City Council.

Existing parking will not be affected by the proposals

Existing bus stops on Hall Road are to remain, however discussions are on-going with colleagues in the Travel and Transportation team to see if these can be rationalised. Any potential changes to bus stop locations will be considered at the detailed design stage.

17. Traffic Regulation Orders and Notices

- The existing 40mph speed limit on Hall Road will be revoked and a 30mph speed limit is proposed from Daniels Road southwards to Ipswich Road.
- A notice will be required to convert the existing footway into a shared use facility.

Traffic impacts

18. There will be no negative impacts on traffic in this area as a result of the works; existing lane widths will be maintained.

Accident reduction

19. One of the objectives of the project is to improve conditions for cyclists by giving them an off carriageway facility which should improve cycle safety, particularly for the less confident cyclists such as students attending both the Technical College and the Locksley School.

Public Consultation

20. It is proposed that a 4-week public consultation will be carried out on the proposed scheme to ensure all issues will be considered and to promote the required Traffic Regulation Order and Notice.

The consultation feedback and any objections to the proposed traffic order proposals will be reported to a future NHAC meeting for consideration on how to proceed with the scheme.

Timescales

21. If approval to consult on the scheme is given, it is proposed to consult in February/March 2016. The results of the consultation would be reported back to NHAC.

Providing the scheme is approved, construction could start in September 2016 and be completed prior to the Christmas moratorium on works within the highway in Norwich.

It is proposed that the construction element of this scheme will be combined with the adjoining, Old Hall Road cycle improvements scheme, which covers Ipswich Road to Hall Road. The Old Hall Road scheme is programmed for construction in July 2016 with the Hall Road scheme to follow directly after. The combining of the works should minimise disruption and provide a cost saving.

Stakeholder views

22. Stakeholders, including the businesses in the area and local residents, will be fully engaged during the consultation to make sure their views are taken into account as the scheme details are developed.

Conclusions

23. The project is rooted in strategy documents that have been adopted by Norwich City and Norfolk County Councils and the proposals will provide benefits to cyclists.

The proposals as presented would provide the next phase of improvements on the yellow and purple pedalway routes and will improve connectivity to the city centre.

24. If NHAC approves the required Traffic Regulation Orders, construction of this next stage in delivering cycling improvements in the city could begin in late 2016, and be completed by Christmas 2016.

Resource Implications

25. Finance: The TfN programme forms an integral part of strategic infrastructure as set out in the Joint Core Strategy. The delivery of this work is funded through two sources including additional government grants by way of the City Cycle ambition and Section 106 money received as part of the new ASDA development.
26. Staff: The project will be delivered through joint team working involving both County Council and City Council officers.
27. Property: The proposals can be provided within the existing highway boundary.
28. IT: None.

Other implications

29. Legal Implications: None.

30. Human Rights: None.

31. Communications: None.

Section 17 - Crime and Disorder Act

32. 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

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

34. A risk register is being maintained as part of the technical design and construction delivery processes.

Figure 1: Existing route of the yellow and purple pedalways in the Hall Road area.

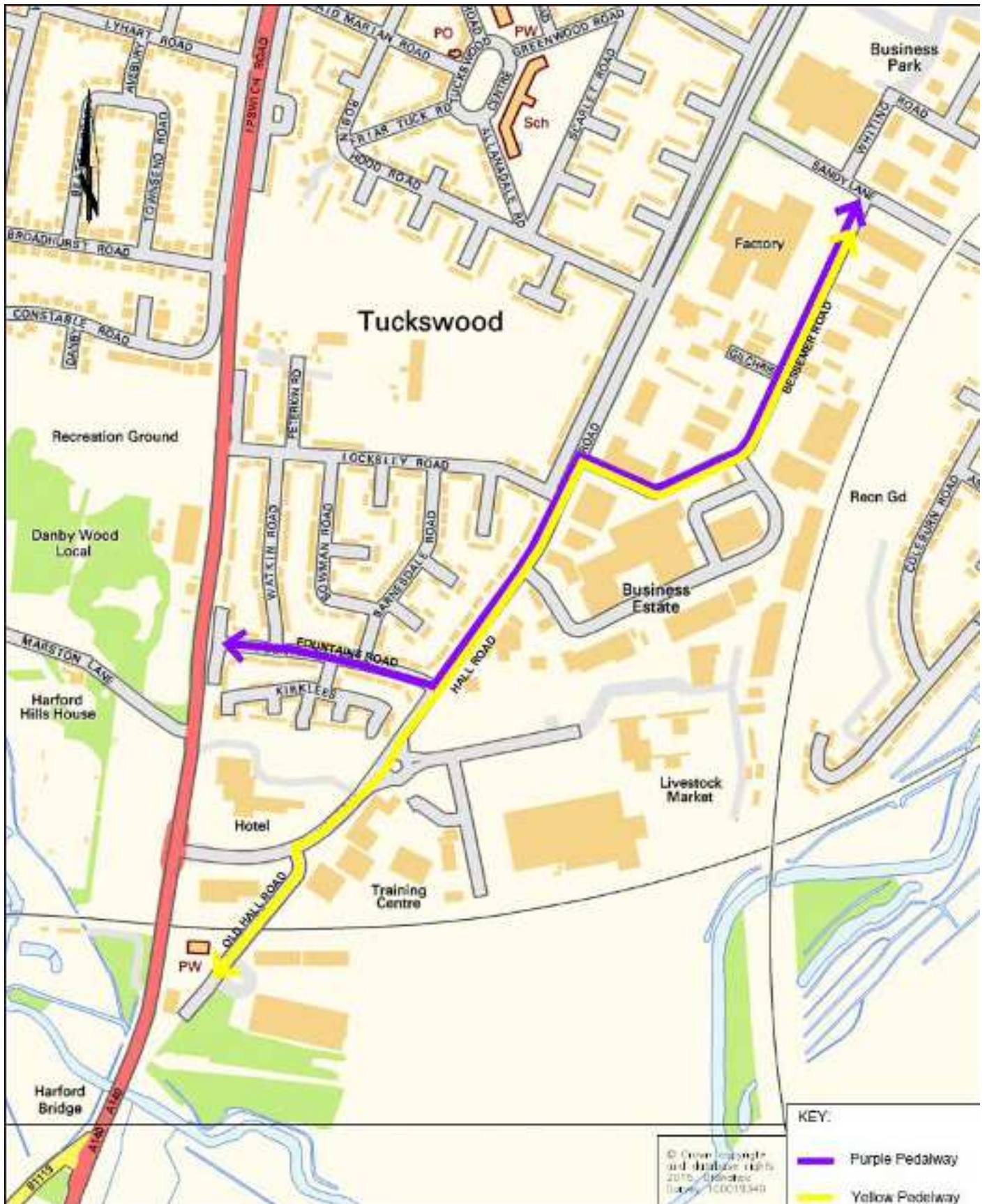


Figure 2: Proposed extents and existing shared use footway/cycletracks in the Hall Road area.

