

<b>Report to</b>	Norwich Highways Agency Committee 07 June 2018	<b>Item</b>
<b>Joint Report of</b>	Assistant Director Communities and Environmental Services, and Head of city development services	<b>5</b>
<b>Subject</b>	Transport for Norwich - A11 Newmarket Road – A140 Mile End Road Improvements to relieve congestion at the Daniels Road Roundabout	

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### **Purpose**

To update members on current position of the work to identify capacity improvements at the A11 Newmarket Road / A140 Mile End Road junction.

### **Recommendation**

That the committee:

- (1) notes that a current bid to the Department for Transport (DfT) which includes a full appraisal of the entire transport corridor between Wymondham and the city centre along the Newmarket Road would mean that any major interventions at this time are likely to be premature;
- (2) notes that a trial of changes to traffic signal timings at junctions and crossings on both the A11 and A140 are to be carried out to determine whether this will improve capacity on the main road network;
- (3) asks that a report on outcome of both the bid to the DfT and the trial of traffic signal timing changes be presented to a future meeting.

### **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 and assessment of the trial to change traffic signal timings is approx. £10,000 and will be funded from that budget

**Ward/s:** Eaton, Town Close

**Chair/Vice chair:** Councillor John Fisher - Environment and Sustainable Development; Councillor Stonard - Sustainable and inclusive growth

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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 that from adjoining junctions on the network. It was for that reason that the cycle scheme for Newmarket Road recommended removing the existing traffic signal controlled junction at Christchurch Road / Lime Tree Road in a report to this committee in March 2017. On the same agenda was a report on a proposal to extend a temporary closure of Leopold Road, at its junction with Newmarket Road. However, these proposals were deferred without discussion on the authority of the Chair of the committee in light of the significant opposition expressed in advance of the meeting. This was to enable further detailed traffic modelling and assessment of the A11 Newmarket Road junctions with Christchurch Road/Lime Tree Road, Daniels Road and Leopold Road/Eaton Road to be considered as a whole. This work is ongoing, and has been expanded to include the junctions along Mile End Road and Colman Road.

### The location

3. The existing junction comprises of a relatively large roundabout; the A11 Newmarket Road approaches are two lanes wide with one for general traffic and another for bus and cycles, but the bus lanes terminate 50m from the give way lines. The Mile End Road approach is two lanes wide and the nearside lane is marked for left turn and ahead and the offside lane marked for right turn only. The Daniels Road approach is also two lanes wide but the nearside lane is marked for left turn and ahead and the offside lane is marked for ahead and right turn. There is also a signal controlled pedestrian crossing on Daniels Road 50m back from the give way line. There are splitter islands on all the approaches that allow uncontrolled pedestrian crossing but the crossing on Daniels Road is the only controlled crossing of this section of the ORR for pedestrians and cyclists.
4. There are bus and cycle lanes on the A11 Newmarket Road approaches and a painted cycle lane on the Norwich bound exit with a shared off carriageway footway/cycleway on the outbound exit but no facilities through the roundabout.
5. There are several schools on or adjacent to A11 Newmarket Road that generate an increase in traffic between 08:00 and 09:00 and between 15:00 and 16:00. They are City of Norwich School, Norwich High School for Girls and the Town Close Preparatory School.
6. The roundabout forms part of Norwich's strategic orbital and radial movement network, which provides a link to the A47 trunk road and Norwich city centre

to/from Norwich ORR. Significant levels of growth are planned at key housing and employment sites in Cringleford, Hethersett and Wymondham. Together, these are already planned to provide at least 4,400 new dwellings.

### **Transforming cities fund**

7. In March 2018 the Department for Transport (DfT) announced that they were launching a transforming cities fund; this would see a pot of £850M over 4 years divided between 10 cities in the UK to deliver transformative infrastructure schemes that improved connectivity in urban areas. For the first round of the bidding process cities have to submit their vision for their area. From these visions the DfT will select 10 cities to work with to develop more detailed bids with costings. The deadline for the vision submission is 8 June 2018 and Norfolk county council, working with the 3 district councils (the City, Broadland, and South Norfolk), will be submitting a bid to be one of the 10 selected cities.
8. The bid for the greater Norwich area focuses on connecting people with jobs. Key employment areas are clustered along and around the A11 corridor as well as significant areas of existing and planned housing; as such, improvements to this corridor are a key part of the Norwich vision. That being the case, with the possible opportunity for transformative changes on the A11 corridor, it would not be appropriate to consider a major scheme to improve capacity at the roundabout at the current time.
9. An announcement on which 10 cities have been selected to benefit from the transforming cities fund is expected in the autumn and no decision will be made on taking forward a scheme to reduce congestion at the A11 / A140 roundabout until after the announcement.

### **Interim arrangements**

10. Part of the work that has been done to date looking at a possible solution to improve capacity at the roundabout suggests that the queuing across the roundabout may be helped by maximising the green time for the main road at the signalled junctions and crossings on Newmarket Road, Mile End Road and Colman Road.
11. It is planned to implement the changed timings over the summer and then to carry out an assessment of the effects of this in September / October when schools return and the traffic levels return to normal. Changing signal timings is an operational issue that would not be subject to consultation. The results of that trial will then be presented to a future meeting of this committee.

### **Resource Implications**

12. Finance: The 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.

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

### **Other Implications**

15. Legal Implications: None.
16. Human Rights: None.
17. Communications: The Communications Project Manager for Transport for Norwich schemes will manage publicity and enquiries.
18. 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**

19. 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**

20. 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**

21. Extensive traffic modelling has been undertaken on the Newmarket Road corridor and around the roundabout with the ORR and this has demonstrated that it is the adjacent junctions that are the cause of congestion rather than the roundabout itself.
22. Adjustment of the timings of the existing traffic light controlled junctions on Newmarket Road will enable further analysis of the issues on Mile End Road and demonstrate whether adequate improvement on the Newmarket Road can be made without further intervention.



## Integrated impact assessment



**NORWICH**  
City Council

### Report author to complete

**Committee:**

Norwich Highways Agency Committee

**Committee date:**

7 June 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			
<b>Economic (please add an 'x' as appropriate)</b>	<b>Neu tral</b>	<b>Positi ve</b>	<b>Negat ive</b>	<b>Comments</b>
<b>Finance (value for money)</b>	<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.
<b>Other departments and services e.g. office facilities, customer contact</b>	<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
<b>ICT services</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments.
<b>Economic development</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments.
<b>Financial inclusion</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments.
<b>Social (please add an 'x' as appropriate)</b>	<b>Neu tral</b>	<b>Positi ve</b>	<b>Negat ive</b>	<b>Comments</b>
<b>Safeguarding children and adults</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments.
<b><u>S17 crime and disorder act 1998</u></b>	<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			
<b>Human Rights Act 1998</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments
<b>Health and well being</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	These proposals aim to encourage more journeys to be made by more sustainable transport such as public transport or by cycle.
<b>Equality and diversity (please add an 'x' as appropriate)</b>	<b>Neu tral</b>	<b>Positi ve</b>	<b>Negat ive</b>	<b>Comments</b>
<b>Relations between groups (cohesion)</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments.
<b>Eliminating discrimination &amp; harassment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments.
<b>Advancing equality of opportunity</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments.
<b>Environmental (please add an 'x' as appropriate)</b>	<b>Neu tral</b>	<b>Positi ve</b>	<b>Negat ive</b>	<b>Comments</b>
<b>Transportation</b>	<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
<b>(Please add an 'x' as appropriate)</b>	<b>Neu tral</b>	<b>Positi ve</b>	<b>Negat ive</b>	<b>Comments</b>
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
<b>Neutral</b>
<b>Issues</b>