

Norwich annual business plan 2015/6- project descriptions.

Projects promoted to receive CIL funding

Golden Ball Street / Westlegate

1. The removal of traffic from Westlegate and changing Golden Ball Street from a one way road to a two way road is a key element of the city centre measures in the Norwich Area Transport Strategy (NATS) which aims to promote the use of cycling, walking and public transport across the city, as well as removing through traffic from within the inner ring road. The scheme will involve reconfiguring the signalled junction at Cattle Market Street / Farmers Avenue and Ber Street / All Saints Green to allow traffic to travel northbound as well as southbound along Golden Ball Street. Westlegate will be closed to all vehicles other than a handful of service vehicles and a public realm scheme will see the creation of an attractive and inviting route through from St Stephens to Ber Street. Implementing the Westlegate and Golden Ball Street schemes will build on the improvements realised as part of the Chapel Field North scheme that is currently under construction. Together the schemes remove much of the traffic in the heart of the shopping area between John Lewis, Marks and Spencer and The Walk creating a safer, more attractive environment for pedestrians

Yellow pedalway

2. The yellow pedalway is one of seven strategic cycle routes in the Greater Norwich cycle network. It connects the new University Technical College on Old Hall Road through Lakenham to the city centre. In the north of the city it connects the airport through Fiddlewood and Catton to the city centre. It has the potential to provide a healthy and affordable method of getting from these less affluent residential neighbourhoods to places where jobs are being created around Hall Road, the city centre and the airport. Significant improvements are required to the infrastructure at many locations along the route. These areas will be identified and outline design solutions presented in the feasibility study to be completed by March 2015. The current Push the Pedalway project will set the standard for infrastructure design.

Riverside Walk

3. This is a continuation of work proposed for 2014-5 to improve river banks, seating and interpretation along the riverside walk in the city centre. This will lead to improved usability and attractiveness

Earlham Millennium Green

4. A continuation of the project included in the growth programme for 2014-5, this project aims to enhance Earlham Millennium Green for site users and wildlife. Specifically the site will become more resilient to cope with increased

usage generated from nearby developments, especially Three Score. It will help to create a high quality open space and wildlife area, providing improvements to access and enhanced potential for educational use. The main focus of spending in 2015/16 will be on re-dressing 500 metres of worn and washed out gravel path running through the middle of the site with more erosion resistant materials.

Marriott's Way

5. Marriott's Way follows a former railway line along the Wensum Valley. It is a key designated green infrastructure corridor and part of national cycle route 1. It allows walkers, cyclists and wildlife to move long distances without encountering traffic or urban disturbance and provides people living in the Mile Cross and Marlpit neighbourhoods with good access to the countryside and the city centre. It also gives residents living in Drayton, Taverham and Thorpe Marriott an alternative to driving into Norwich which reduces congestion and pollution on Drayton Road and Dereham Road. There are many places between Barn Road and Hellesdon Road where improvements to access, surfacing and landscape could boost the number of people using the route and its contribution to the biodiversity of the city. Officers from the City and County Council are currently reviewing the priorities and it is clear that the work will extend beyond 2014/15 and the £60k allocation for the initial phase of work this year.

Further Scheme Development Work

Rose Lane/ Prince of Wales Road

6. This is also a key element of the NATS city centre measures. Currently all vehicles travel westbound out of the city via Prince of Wales Road and come into the city from the east along Rose Lane. This scheme would see both Prince of Wales Road and Rose Lane become two way. Prince of Wales Road would be only be available for public transport and essential service vehicles to use, while Rose Lane would be available to general traffic. This change would see reductions in journey times for bus users and significant improvements to the reliability of cross city bus journeys.

Tombland public realm

7. Tombland is a profoundly important historic public space that has the potential to play a much more important role as a destination for visitors and an attractor of inward investment. The quality of the space is undermined by traffic using Tombland as a part of a through route across the city centre. There are also a variety of ground surfaces and street furniture in a poor state of repair. The northern part of Tombland is being improved as part of the Push the Pedalways project. The improvement of the main southern square will be the focus of the next phase of work. The timing of beginning feasibility design of the project is influenced by the Rose Lane / Prince of Wales project, which has the potential to alter traffic management patterns to reduce the level of traffic in Tombland and allow more creative design approaches.

Dereham Road BRT; Guardian Road Roundabout.

8. In recent years there have been significant improvements along the Dereham Road BRT corridor within the city boundary. However there remains one problematic location for buses along the route: the Guardian Road roundabout. Congestion at the roundabout can result in variations of up to 5 minutes in journey times, which leads to unreliability of the timetabling. Passenger satisfaction surveys indicate that journey time reliability is one of the key factors influencing the choice to use public transport.
9. The existing roundabout is also a key barrier to pedestrians crossing the outer ring road and an improved junction would also assist pedestrians.
10. A continuation of development work planned for 2014-5 is required to determine whether an improved roundabout is needed at this location, or whether traffic signals would operate more satisfactorily. It is unlikely that whichever option is selected could be accommodated within the extent of the existing highway and therefore additional land will need to be required. The development work is needed to inform the extent of this, so that negotiations to acquire that land can be started.

Blue pedalway

11. The blue pedalway connects Eaton to the city centre via Newmarket Road. It also extends into South Norfolk to Cringleford and Hethersett, where major housing development is planned. It connects the city centre to the Sewell neighbourhood and extends into Broadland through to the North Sprowston and Old Catton major development area. Significant improvements are required to the cycling infrastructure at many locations along the route. One of these is the proposed crossing of Chartwell Road that is included in the programme for 2014/15. A feasibility study will define the location of the others.