

Supplementary report – urgent item

Report for Resolution

Report to Norwich Highways Agency Committee
24 March 2011

Report of Head of city development services

Subject Proposed improvements to Newmarket Road / Leopold Road / Eaton Road Junction and Capital Improvement Programme - Funding Update

Item

9a

Purpose

To advise members that there is potential to utilise up to £50,000 funding from the Greater Norwich Development Partnership Growth Point funding for measures associated with the implementation of Bus Rapid Transit corridors as part of the Norwich Area Transportation Implementation Plan. This contribution could be directed towards the Newmarket Road/Leopold Road/ Eaton Road Traffic Signal junction improvement as it provides significant improvements for bus journey times and reliability, particularly taking account of the benefits generated at the Outer Ring Road/Newmarket Road junction. This has implications for the capital improvement programme report (item 9) on this Committee meeting agenda.

Recommendations

The Committee is recommended to delete the published recommendations 2 and 3 of item 9 of this agenda and replace with;

2. Ask the Head of city development services to continue to work with the GNDP Directors to agree to £50,000 of the growth point funding allocated for measures associated with BRT, to be used for the Newmarket Road / Eaton Road junction improvements.
3. If the growth point funding is agreed, allocate £50,000 of LTP funding to complete the improvement scheme and allocate the remaining £50,000 LTP funding to the installation of annual waiting restrictions and controlled parking zone extensions.
4. If the growth point funding is not available decide whether to allocate £100,000 of LTP funding to the Newmarket Road / Eaton Road signal improvement scheme
5. If the decision is not to proceed with the Newmarket Road / Eaton Road scheme then to approve the reallocation of that funding to:
 - a) Annual waiting restrictions implementation - £25,000;
 - b) CPZ extensions - £30,000; and
 - c) Contra flow cycle lanes £45,000.

Financial Consequences

These are dealt with within the body of the report

Strategic Priority and Outcome/Service Priorities

The report helps to meet the strategic priority “Safe and healthy neighbourhoods – working in partnership with residents to create neighbourhoods where people feel secure, where the streets are clean and well maintained, where there is good quality housing and local amenities and where there are active local communities” and the service plan priority to implement the Local Transport Plan. It also helps to deliver the approved Norwich Area Transportation Strategy Implementation Plan.

Contact Officers

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Background Documents

Committee reports March 2011 NHAC – Newmarket Road / Eaton Road scheme and highway capital improvement programme

Background

1. Item 7 on this agenda is a report detailing the response to the consultation on the planned improvement works at the Newmarket Road / Eaton Road junction as part of a signal replacement scheme, and item 9 asks members to agree the contents of the 2011/12 capital improvement programme.
2. Since those reports were published officers have identified that £50,000 is potentially available from the growth point budget to fund improvements on the Newmarket Road Bus Rapid Transit (BRT) corridor. Improving bus journey times through the Newmarket Road / Eaton Road junction is potentially a legitimate use of this funding.

Revised funding profiles

3. The original reports for items 7 and 9 state that if members are minded to approve the installation of the improvements at the Newmarket Road / Eaton Road junction as part of the signal replacement programme (item 7) then £100,000 of local transport plan (LTP) funding will need to be allocated to that scheme (item 9). If officers are able to secure the £50,000 growth point funding as a contribution to that improvement scheme the LTP contribution would be reduced to £50,000.
4. To secure the growth point funding the benefit to buses must be demonstrated. The table below sets this out.

Period	Difference in average estimated delay	
	Inbound Buses	Outbound Buses
AM Peak	+9.9s	-12.5s
Inter Peak	+2.2s	-3.3s
CNS PM Peak	+12.5s	-29.9s
PM Peak	+9.8s	-41.7s

5. While it shows some minor dis-benefit for inbound buses, there are significant improvements for outbound buses, and this will add considerably to the journey time reliability
6. The final decision on whether the growth point funding can be used for the Newmarket Road / Eaton Road scheme lies with the Greater Norwich Development partnership.
7. Should only £50,000 be required from the LTP budget for the Newmarket Road scheme, the remaining £50,000 could be allocated to the implementation of the annual waiting restrictions and the introduction of a controlled parking zone in Thorpe Park. This CPZ was agreed in principal by this committee in November 2010, and the management company for the development has recently expressed concern that lack of funding may prevent its' implementation.