

Report to	Norwich Highways Agency committee 07 June 2018	Item
Report of	Head of city development services	8
Subject	Transport for Norwich – Earlham Road/Outer Ring Road to Heigham Road safety scheme	

Purpose

To seek approval to consult on proposals to make safety improvements at the Earlham Road / Outer Ring Road (ORR) roundabout, and along Earlham Road through to and including its junction with Heigham Road.

Recommendation

To:

- (1) approve for consultation the scheme which includes:
 - (a) Earlham Road / ORR roundabout (Appendix 1):
 - (i) Upgrading existing signalled pedestrian crossing to a toucan crossing;
 - (ii) Building a new cycle zebra crossing on Earlham Road (eastern arm);
 - (iii) Connecting the toucan crossing and cycle zebra with a shared path facility;
 - (iv) Modifying the central island of the roundabout and splitter islands.
 - (b) Earlham Road between A140 and Christchurch Road (Appendix 2):
 - (i) Implementing 1.5m wide light-segregated cycle lanes on both sides of the carriageway;
 - (ii) Creating a new raised table and cycle zebra crossing at the junction with Christchurch Road.
 - (c) Earlham Road between Christchurch Road and Heigham Road (Appendix 3):
 - (i) Introducing a 20mph restriction and in the side streets;
 - (ii) Installing a new zebra crossing near to Wellington Road;
 - (iii) Building pedestrian priority crossings on side roads;
 - (iv) Making changes to waiting restrictions.
 - (d) Heigham Road/ Mill Hill Road / Earlham Road junction (Appendix 4):
 - (i) Improving junction including narrowing of the carriageway;
 - (ii) Installing cycle zebra over Earlham Road;
 - (iii) The closure of West Pottergate at its junction with Heigham Road / Earlham Road to motor-vehicular through traffic.

- (2) ask the head of city development services to carry out the necessary statutory procedures to advertise the road notices and traffic regulation orders for the safety scheme on the Earlham four-ways roundabout, and Earlham Road through to the Heigham Road / Mill Hill Road / West Pottergate junction, and to note that all responses will be considered at a future meeting of the committee.

Corporate and service priorities

The report helps to meet the corporate priority a safe, clean and low carbon city

Financial implications:

The proposed scheme is estimated to cost £1,600,000. This will be funded from £560,000 of pooled community infrastructure levy (CIL) funding and £1,040,000 from Department for Transport (DfT) Cycle Ambition Safety Funding.

The CIL funding has been agreed by the three district councils (Norwich, South Norfolk and Broadland) and was formally signed off by the Greater Norwich Delivery Board on 12 March 2018. A formal announcement by the DfT on the cycle ambition safety funding is expected shortly.

Ward/s: Mancroft, Nelson, University and Wensum

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

Ed Parnaby, Transport planner 01603 212446

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Background documents

None

Report

Background

1. Norwich has seven colour coded strategic cycle routes. The green pedalway runs from Bowthorpe in the west of the city through to Broadland Business Park in the east via the city centre. A feasibility study, funded by Norfolk county council, was completed in January 2018 and identified the locations where design interventions were needed to remedy a poor environment for walking and cycling and a high accident record overall.
2. The scheme area includes the Earlham Road / ORR roundabout and Earlham Road through to and including its junction with Heigham Road / Mill Hill Road shown on Appendix 5.
3. In the 5 years ending September 2017, there were 38 accidents in the scheme area, 18 of which involved cyclists. The main cycle related casualty issues that were identified as needing to be addressed were:
 - (a) Interactions with motor vehicles at the Earlham Road / ORR roundabout – 17 accidents, 7 involving pedal cycles and 1 involving a pedestrian;
 - (b) Motor vehicles emerging from side roads along the link between Christchurch Road and Heigham Road – 21 accidents 11 involving pedal cycles and 3 involving pedestrians. It should be noted that although it is outside of the 5 year study period, there was a fatal accident in 2010 involving a cyclist being hit by a car emerging from a side road along this link.
4. The numbers of cyclists along this route are increasing; between 2013 and 2017, the 12 hour cycle count along Earlham Road (east of ORR) more than doubled from 192 to 402. With 2,500 homes due to be built in the next few years needing to access the city centre along this section of the green pedalway, the numbers of cyclists are expected to increase considerably, which amplifies the need to redesign the highway to reduce their exposure to the risk of collisions.
5. In February 2018, the DfT released information about funding for cycle safety schemes that the Cycle City Ambition Cities were eligible to bid for. These cities were allowed to submit up to two schemes that address safety where there is an established recorded injury data for cycling. Two schemes were submitted, these being the Earlham Five Ways roundabout and a larger scheme for the Earlham Road / outer ring road roundabout through to the Earlham Road / Heigham Road junction. The DfT will be making a formal announcement shortly on which schemes have been successful in getting funding. Should this scheme receive funding consultation will need to commence immediately to ensure that the spend profile of the bid is met.

Existing situation

6. The key issues that need addressing:
- (a) An established accident pattern along the whole scheme area;
 - (b) A lack of facility for crossing the four-ways roundabout by bike;
 - (c) Inadequate facility for pedestrian crossing on three arms of the roundabout;
 - (d) A lack of facility for cycling to and from the city along Earlham Road;
 - (e) Traffic speeds that require calming (~30mph) where a cycling facility cannot be provided owing to available road space and level of parked cars;
 - (f) Risk of collision from vehicles emerging from side roads;
 - (g) Centre line on eastern section of Earlham Road ineffective owing to parked cars on northern carriageway;
 - (h) A convoluted and challenging road layout for cycling at Heigham Road / West Pottergate junction and difficulty crossing Earlham Road at this location.

Proposals

7. The scheme comprises of:

(a) Earlham Road / ORR roundabout (Appendix 1):

- (i) Upgrading the existing signalised pedestrian crossing on the Farrow Road arm to allow for walking and cycling (toucan crossing);
- (ii) Building a new cycle zebra crossing on Earlham Road (east) arm;
- (iii) Connecting the toucan crossing and cycle zebra with a shared path facility;
- (iv) Modifying the central island facilitates bringing the toucan crossing nearer to the roundabout and offers a safer entry and exit to Gypsy Lane;
- (v) Enlarging the splitter islands reduces exit speeds and improves crossing of Earlham Road (western) and Colman Road arms.

(b) Earlham Road, ORR to Christchurch Road (Appendix 2):

- (i) Implementing a mandatory cycle lane, 1.5m wide with light segregation on both sides of the carriageway provides safe routes for both inbound and outbound journeys on this section;
- (ii) Building a cycle zebra on a raised table at the junction with Christchurch Road to reduce traffic speeds and provide a suitable crossing facility.

(c) Earlham Road, Christchurch Road to Mill Hill Road (Appendix 3):

- (i) Implementing a 20 mph speed restriction in keeping with the published Norwich city council policy on 20mph streets;
- (ii) Building a new zebra crossing on a raised table near the junction of Wellington Road to reduce traffic speeds and provide a suitable crossing facility;

- (iii) Building pedestrian priority treatments across side roads to reduce traffic speed and chance of collisions from emerging vehicles, deter or slow rat running traffic and to improve the environment for walking.;
- (iv) Associated changes to waiting restrictions to improve safety;
- (v) Removing centre line.

(d) Heigham Road/ Mill Hill Road / Earlham Road junction (Appendix 4):

- (i) Remodelling the junction and building a new cycle zebra on a raised table across Earlham Road to provide a suitable crossing for walking and cycling;
- (ii) Widening footways on Earlham Road to reduce traffic speeds and shorten crossing distance;
- (iii) The closure of West Pottergate at its junction with Heigham Road / Earlham Road to motor-vehicular through traffic and creating a new turning head to provide improved and safer access to crossings for walking and cycling;
- (iv) Existing parking to remain near 55 and 57 Earlham Road.

Considerations

8. The current Norwich area transportation strategy seeks to preserve capacity on the ring roads and therefore the proposed design for the Earlham road / ORR roundabout has had to balance traffic capacity requirements with prioritised improvements for walking and cycling.
9. Traffic count data shows the predominant cycle movements across the Earlham road / ORR roundabout is from Gypsy Lane to Earlham Road (in both directions) and the Earlham Road to Earlham Road movement (33% and 35% respectively). Accordingly, the design has looked to improve the existing design around this requirement.
10. People already cycle using the signalled crossing despite the lack of a cycle facility of suitable shared path. Providing an improved cycle crossing and making it better connected will encourage more cyclists to use the signalled crossing (but still facilitate on-carriageway cycling) thereby improving safety.
11. The proposed Earlham road / ORR roundabout design will improve pedestrian movements across all arms with the provision of the new zebra crossing and improved pedestrian refuges.
12. The use of a stepped kerbed cycle track was ruled out owing to concerns with drainage issues and utility covers on the north side of the road and possibility of needing to raise the footway. Therefore lower cost, quicker and less disruption during construction led to the consideration of the light segregation option outlined above.
13. It is not possible to accommodate a suitable cycle lane on the section of Earlham Road east of Christchurch Road owing to restricted widths and a high level of on-street parking required by residents. Accordingly, the traffic calming, pedestrian priority at side roads and revised lining are the preferred approach to improving this section.

Conclusions

14. The proposed scheme meets the two main objectives; it significantly improves safety (both real and perceived) and improves the level of service for those walking and cycling.
15. The proposed timescales for this scheme are for consultation in June/July 2018 before a decision at the September committee. Implementation would be during 2019; the exact timings will be dependant upon other works in the area.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	7 June 2018
Director / Head of service	David Moorcroft/ Andy Watt
Report subject:	Transport for Norwich – ORR to Heigham Road safety scheme
Date assessed:	12 April 2018
Description:	To seek approval to consult on proposals to make safety improvements on the Earlham Road / Outer Ring Road (ORR) roundabout, and Earlham Road through to and including its junction with Heigham Road

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Scheme will reduce risk of accidents and is largely funded by the DfT. Scheme is well located to maximise gain in walking and cycling
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improving the access to education and employment along key transport corridor to UEA and housing development
Financial inclusion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improving the access to low cost transport options
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Increasing safety for walking and cycling will promote health and well being

	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Lowering speed and offering separation where appropriate benefits all users. A purpose built facility will better cater for walking and cycling.
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improves facilities for walking and cycling along key transport corridor close to UEA and new housing development, working towards our transport objectives
Natural and built environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will encourage use of zero emission transport
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will encourage use of zero emission transport

	Impact			
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Close monitoring will be required to ensure delivery within budget

Recommendations from impact assessment

Positive

There are a number of positive outcomes that will be achieved with this scheme and it is largely funded by the DfT with the remainder being funding allocated for safety schemes

Negative

N/A

Neutral

There is a degree to which this scheme will make the environment less urban by reducing traffic speeds and narrowing the amount of carriageway. This is partially offset by the widening of footways and the building of splitter islands

Issues

N/A