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# The Norfolk County Council (Norwich Northern Distributor Road (A1067 to A47(T))) Order

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## Applicant's comment on Written Representations by Norwich Cycling Campaign

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Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

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*Author: Norfolk County Council*

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## **Introduction**

This document provides the Applicant's responses in respect of selected issues raised by Norwich Cycling Campaign in their Written Representation to the Examining Authority dated 25 June 2014. The Written Representation covers many issues. Some of these have been addressed elsewhere (including the Applicant's comments on Relevant Representations, and the Applicant's comments on other Written Representations). Therefore a limited selection of issues raised have been extracted and comments provided.

The points have been responded to where possible in the order they were raised. Each issue, or in some cases a summary of it, is shown in italics.

This document should also be read in conjunction with the Statement of Common Ground NCC/EX/6

## Applicant's comment on Written Representations

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### Representation

- 1.1 *Unsuitability of surface of Bridleways and Cycle Tracks. Norwich Cycling Campaign asks for the choice of suitable surface such as asphalt or bitumous for Bridleways and Cycleways (including PMAs where relevant), particularly on those sections where there is potential to attract commuting cyclists*

### Applicant's comments

- 1.1.1. Norfolk County Council (NCC) agreed the treatment for Cycle Tracks and this is set out in the Statement of Common Ground NCC/EX/6.
- 1.1.2. The preferred surface for use on the combined NMU routes which are designated as bridleways, which form majority of the NMU provision on the scheme, would be compacted recycled road planings to a depth of 150mm. In determining the preferred bridleway preference NCC has considered the Department for Transport (DfT) Design Manual for Roads and Bridges TA91/05 Provision for Non-Motorised Users (NMUs) which identifies this surface as a good compromise towards meeting the requirements of pedestrians, cyclists and equestrians because it provides a hardened surface which benefits cyclists with good surface texture which benefits equestrians.



Representation

1.2 *Bridleway as proposed does not best serve the requirements of both cyclists and horse riders. Norwich Cycling Campaign asks for the provision of a separate parallel track for horses on bridleways particularly those sections where there is potential to attract commuting cyclists.*

Applicant's comments

- 1.2.1. Numbers of cyclist and equestrians using the routes are not expected to be expected to be high. The Design Manual for Roads and Bridges TA90/05 sets out that *“unsegregated shared facilities have operated satisfactorily down to 2.0m wide with combined pedestrian and cycle use of up to 200 per hour”*. The cross section of the proposed bridleways for the NDR scheme generally consists of a 3m bridleway with 1m verge either side.
- 1.2.2. NCC considers that the proposal for unsegregated bridleways is appropriate for the predicted level of use expected to be below 200 per hour.

Representation

1.3 *Lack of safety for cyclists in the immediate vicinity of the NDR. Norwich Cycling Campaign asks that in those sections of cycle route that are in the immediate vicinity of the NDR, landscaping and/or barriers be employed to minimise the dangers and intimidating effects of heavy and fast moving traffic for pedestrians and cyclists.*

Applicant's comments

- 1.3.1. The majority of NMU routes are not directly adjacent to the main NDR carriageway and have landscaping providing separation. This is shown in typical cross sections that are contained in “Indicative Sections” Document Ref 2.9.

1.3.2. Typical widths between the NMU route and the main NDR carriageway are given below:

Fakenham Road Roundabout to Fir Covert Road (north side)	6 - 13m
Fir Covert Road to Marriotts Way Bridge (north side)	10 - 11m
Fir Covert Road to Marriotts Way Bridge (south side)	16 - 28m
Marriotts Way to Reepham Road Roundabout (north side)	11 - 17m
Marriotts Way to Reepham Road Roundabout (south side)	28 – 40m
Airport Roundabout to Buxton Road Bridge (east side)	35 – 51m
Airport Roundabout to Buxton Road Bridge (west side)	17 – 25m
Beeston Lane to Wroxham Road Roundabout (south side)	23 – 37m
Wroxham Road to Newman Road Bridge (south side)	14 - 29m
Newman Road Bridge to Salhouse Road Bridge (west side)	9 – 16m
Plumstead Road to Middle Road Bridge (east side)	11 – 31m
Middle Road Bridge to Business Park Roundabout (east side)	13 – 26m
Middle Road Bridge to Business Park Roundabout (west side)	18 – 60m
Business Park Roundabout to Postwick North East roundabout (east side)	7 – 12m

1.3.3. Around the outside of the roundabout junctions with the NDR and where NMU crossings are provided at these roundabouts the NMU routes are adjacent to the main carriageway although a 1m deterrent strip will be provided.

Representation

1.4 *Arrangements for the “at grade” crossing points at roundabouts are totally inadequate. They are unsafe for users. Many cyclists will turn to using the car along radial routes in and out of Norwich. Norwich Cycling Campaign asks that arrangements be made for grade separated crossings at roundabouts, preferably using well designed underpasses. Where this is not possible, at grade crossings at roundabouts should be traffic controlled crossings, and incorporate safeguards to ensure drivers do not become “habituated into not seeing a red signal”*

Applicant’s comments

1.4.1. During the April/May/June 2012 public consultations NCC had various requests for improved walking and cycling facilities. As a result a strategy was developed to consider and prioritise these consultation requests. The strategy published as part of the February/March 2013 public consultations identified a network of routes to link areas that generate NMUs (such as villages, employment areas, future development) with each other, the Norwich Cycle Network and the Marriott’s Way. Part of these routes utilised narrow country lanes, roads closed to motor vehicles and existing public rights of way. NCC has prioritised NMU improvements on this network. The network as shown during the February/March 2013 public consultations contained in Appendix A to this document.

1.4.2. These improvements have included new grade separated crossings at the following locations:

- Marriott’s Way Bridge – which carries Marriott’s Way and National Cycle Route 1 over the NDR,
- Bell Farm Bridge – which carries Horsford Restricted Byway No. 5 and a private means of access over the NDR,
- New Cromer Road Bridge – which provides a shared use footway/cycleway adjacent to the A140 Cromer Road over the NDR,

- Buxton Road Bridge - which provides a shared use footway/cycleway adjacent to Buxton Road over the NDR,
- Newman Road Bridge, which provides a combined private means of access and bridleway over the NDR,
- a bridleway adjacent to the Norwich to Sheringham railway line, between Green Lane East and Plumstead Road, which passes under the NDR Bridge (Over Railway Line),
- a shared use footway/cycleway adjacent to Plumstead Road, which passes under the NDR Bridge (Over Plumstead Road),
- Middle Road Bridge, which provides a shared use footway/cycleway adjacent to Middle Road over the NDR.
- Two grade separated crossings of the A47- which provide shared use footway/cycleways over the A47

1.4.3. NCC has undertaken pedestrian crossing assessments of the roundabout junctions with the main radial routes. These assessments helped inform the decision on the proposed crossing facilities. Unlike the locations where grade separated crossing facilities are provided (as outlined above), vehicles speeds are considered to be lower at the roundabout junctions as vehicles are required to slow to negotiate the roundabout. The crossings are generally positioned where there are splitter islands or central reserves so that NMUs would not need to cross the dual carriageway or radial routes in a single manoeuvre.

1.4.4. NCC has considered the provision of signalised crossings at the junctions. If a signalised crossing was introduced that is not frequently used this can present its own safety problem as drivers who become accustomed to not being stopped at the crossing may begin to ignore its existence (as suggested in Local Transport Note 1/95 Paragraph 4.2.4).

1.4.5. NCC has also considered the provision of underpasses at the roundabout junctions. In addition to having perceived personal security issues, the

order of cost for each underpass carrying a 3.5m wide combined footway cycleway under the NDR is estimated to be £500,000 to £750,000 depending on topography of the location. There are also future maintenance costs to consider.

- 1.4.6. Whilst pedestrian footway/cycle bridges would have reduced personal security issues, the order of cost for each bridge carrying a 3.5m wide combined footway/cycleway over the NDR is estimated to be £500,000 to £900,000 depending on topography of the location.
- 1.4.7. Therefore NCC's proposed scheme includes the provision of new segregated shared use footway/cycleways around the perimeter of the roundabouts with crossing facilities which are at grade and unsignalised.
- 1.4.8. This arrangement is considered appropriate provision to cater for the anticipated level of usage. These proposals were subject to a safety audit in November 2013. This is contained in Road Safety and Audits and Briefs (Document Ref 10.1).

#### Representation

- 1.5 *Wroxham Road roundabout to Buxton Road Bridge: cyclists/walkers share with motor vehicles on most of route. Norwich Cycling Campaign recommends that a cycleway be created on the N side of the NDR from Wroxham Road roundabout to Buxton Road Bridge.*

#### Applicant's comments

- 1.5.1. As part of the strategy outlined in Section 1.4.1 above Beeston Lane was identified as a minor rural road that could be use as part of the NMU route network, rather than a separate NMU route adjacent to the NDR.

- 1.5.2. There are two existing sections of prohibition of motor vehicles restrictions on Beeston Lane, one section from Buxton Road to North Walsham Road and the other section from North Walsham Road to Wroxham Road. NCC therefore considers vehicles flows on this road to be low and does not consider the use of traffic calming features on this road to be appropriate or necessary.
- 1.5.3. The development at North Sprowston and Old Catton by Beyond Green Developments Ltd which benefits from a resolution to permit includes proposals to re-align the Beeston Lane junction with North Walsham Road.

#### Representation

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| 1.6 | <i>Cromer Road roundabout to Norwich Airport: a key link missing in local cycle network Norwich Cycling Campaign asks for the NDR cycleway to be linked to the Norwich Airport industrial area and Airport Park and Ride site and to the Norwich yellow and purple Pedalways via a cycleway</i> |
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#### Applicant's comments

- 1.6.1. NCC has previously undertaken a preliminary feasibility study into cycle facilities between the existing Cromer Road Roundabout South and the Norwich Cycle Network at Fifers Lane which while identifying a possible route, was not progressed due funding priorities at that time.
- 1.6.2. The NDR scheme, as proposed, does not prohibit the introduction of this facility. However, it would need to be considered and prioritised by NCC alongside other requests for highway improvements.

Representation

1.7 *Drayton Lane roundabout to Reepham Road roundabout: route marred by cyclists sharing with motor vehicles on short section of busy road. Norwich Cycling Campaign asks provision be made for an off-road cycle path along this short stretch of the Holt Road.*

Applicant's comments

1.7.1. The section of Holt Road between Dog Lane and the new roundabout on Holt Road is approximately 500m long. At its northern end the highway corridor is constrained with fronting properties close to the carriageway and narrow or non-existent footways. The provision of a dedicated off-road cycle path would require the acquisition of property. NCC has focused the NMU provision on the strategic link between the Horsford area via the provision of Bell Farm Bridge to connect to Marriott's Way as this is a high-quality route which is considered to provide a better recreational facility.

Representation

1.8 *Better use could be made of a Private Means of Access (PMA) Norwich Cycling Campaign asks that the PMA proposed along about two thirds of the N side of the NDR on this section, be extended to the RB5 crossing bridge, and it be upgraded to a cycle track.*

Applicant's comments

1.8.1. NCC considers that Marriott's Way provides the shortest route for commuters from Thorpe Marriott to access into Norwich. Therefore, as part of its strategy for prioritising the NMU improvements, it identified a route via Horsford Restricted Byway No 5 (RB5) and through Thorpe Marriott as the most appropriate option to access Marriotts Way (via Longdale, Felsham Way, an existing off-road cycle route between Felsham Way and Acres Way, Acres Way itself and Pendlesham Rise).

- 1.8.2. As part of this route the NDR scheme provides a bridge over the NDR for NMUs and agricultural vehicles (Bell Farm Bridge) and a new section of shared use footway/cycleway on Reepham Road.

#### Representation

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| 1.9 | <i>Junction of Broad Lane with Plumstead Road – status of PMA Norwich Cycling Campaign asks that the PMA be combined with a footway/cycleway connected with the proposed footway/cycleway immediately adjacent to its south east end.</i> |
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#### Applicant's comments

- 1.9.1. NCC has submitted to the ExA a proposal to modify the Scheme, which involves the removal of this PMA. The report PMA Proposed Minor Change to the Application for Development Consent: Broad Lane / Plumstead Road PMA (Document Ref 5.14) details the modification proposed and explains the reason for this.
- 1.9.2. The NDR Scheme provides a bridleway adjacent to the Norwich to Sheringham railway line (between Plumstead Road and Green Lane East/Broad Lane) which avoids the Broad Lane/Plumstead Road junction.



## Representation

1.10 *Objection: Absence of appropriate speed limits on shared routes Norwich Cycling Campaign asks for a speed limit of 20 mph to be introduced on the cycle links immediately associated with the NDR that are shared with motorised traffic.*

## Applicant's comments

- 1.10.1. NCC has a speed management strategy, the latest version of which was agreed by its Cabinet on 3 March 2014. The strategy was developed in association with Norfolk Constabulary and takes account of new guidance issued by the DfT in Circular 01/2013 Setting Local Speed Limits.
- 1.10.2. The strategy outlines the issues to be considered when deciding on the appropriate speed limit. It identifies that 20mph speed limits would be appropriate in areas of high concentrations of vulnerable road users, such as busy shopping areas or some village centres and residential areas. The roads identified above are not considered to fulfil these criteria.
- 1.10.3. For a 40mph speed limit the strategy outlines that the issues to be considered include "some pedestrian/cycle activity throughout the day with possible peaks associated with schools etc".
- 1.10.4. As a result if significant pedestrian/cyclists activity was found to occur on these roads NCC could consider the introduction of a speed limit. However, the speed limit assessment would need to be on an individual road-by-road basis, taking into account the characteristics of the road, so that the most appropriate speed limit is determined. It would also need to be prioritised against the requests for speed limits that NCC receives elsewhere in the county.

Representation

1.11 *Signposting long distance routes. Norwich Cycling Campaign asks that signage for the NDR Walking, Cycling and Horse Rider network should reflect the existence of the longer distance Marriott Way to Whitlingham Country Park route as well as local connectivity.*

Applicant's comments

- 1.11.1. NCC agrees that the NMU facilities proposed as part of the NDR Scheme could help form part of a future longer distance NMU network around the north and east of Norwich.
- 1.11.2. NCC will provide signing of National Cycle Routes and other routes as appropriate as part of the detail design of direction signing for the NMU routes.

Representation

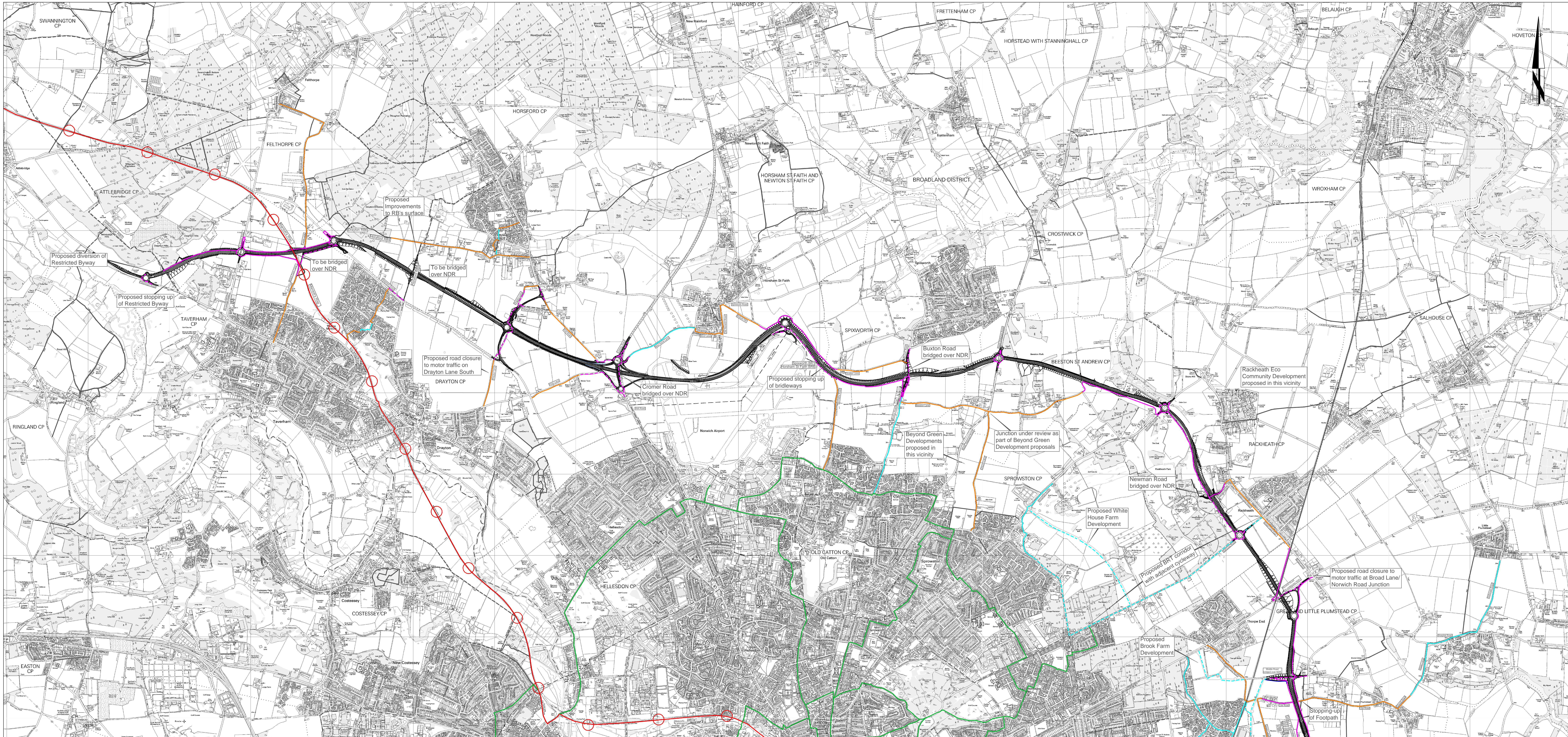
1.12 *Signposting of Private Means of Access (PMA). Norwich Cycling Campaign asks that all cycle routes shared with PMAs are clearly signposted as public rights of way.*

Applicant's comments

- 1.12.1. Whilst the exact signing strategy has yet to be determined, NCC will be providing signing of the public rights of way, including where they are also designated as PMAs.

## Appendix A





**KEY**

**Cycle Routes**

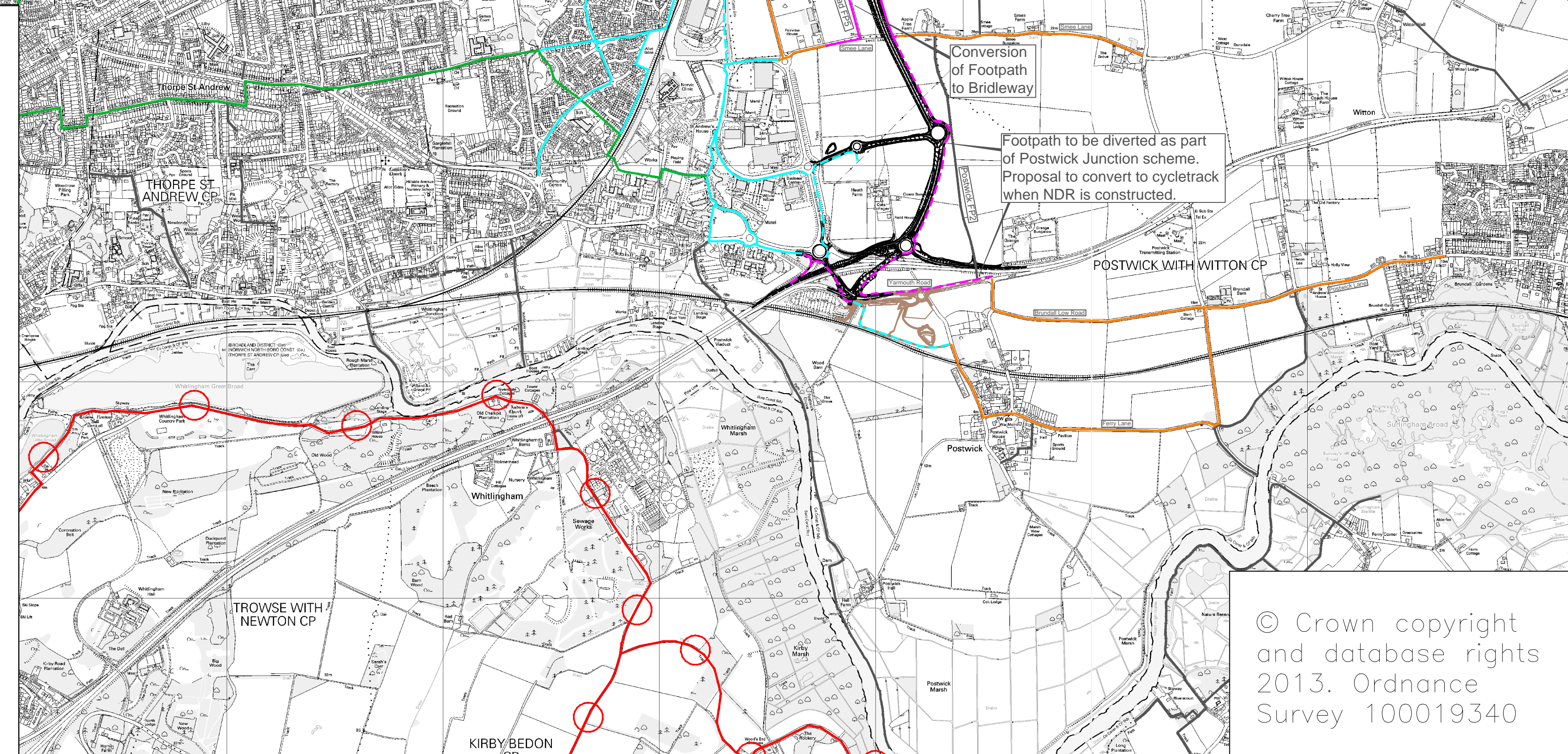
- National Cycle Route 1
- Cross City Pedalways (Norwich City Cycle Map)
- Suggested links using existing Footways/Cycleways
- Proposed Footway/Cycleway
- Proposed Footway/Cycleway (Non-NDR Scheme)

**Public Rights of Way**

- Existing Footpaths
- Existing Restricted Byways / Bridleways
- Proposed Footway/Cycleway/Bridleway

**Other**

- Suggested links using existing roads



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REV.	DESCRIPTION	CHECKED	DATE
A	Updates to reflect Engineering Layout Rev E	GB	10/2013

SURVEYED BY	INITIALS	DATE	DRAWING No.
OS	OS	2013	R1C093-R1-4053A
DESIGNED BY	DN/GB	01/2013	PROJECT TITLE
DRAWN BY	DN	01/2013	Norwich Northern Distributor Road
CHECKED BY	GB	01/2013	SCALE NTS
			FILE No. R1C093