

## **PEA039 – Frequently Asked Questions**

### **General**

#### **Why is this scheme needed?**

There is an existing shared use facility connecting the A1270 Broadland Northway to the Cromer Road roundabout, heading inbound towards the city centre. However, this route terminates just south of the roundabout where cyclists must join the busy A140, which is currently a 60mph speed limit. There is also no safe walking route between the Cromer Road roundabout and residential properties in Hellesdon and local residents have previously called for this link to be provided.

Horsham St Faith and The Nest Community Hub are within cycling distance of the city but are cut-off by the lack of any cycling infrastructure that would enable cyclists to avoid sharing space with heavy traffic on A140 Holt Road.

Improving cycling links between the rural communities north of Horsford and Norwich City centre whilst linking key destinations along its route including The Nest Community Hub, Airport Park & Ride and the Airport Aviation Academy, was identified as a priority in Norfolk County Council's Local Cycling and Walking Infrastructure Plan for Greater Norwich (consulted on in July 2021).

#### **How much will the scheme cost and how will it be funded?**

The Yellow Pedalway Extension has an estimated budget of £1.9 million. Most of this funding (£1.6 million) has come from the Greater Norwich Growth Boards Infrastructure Investment Fund. The remaining funding has been supplied by Transforming Cities Funding and local sources.

Other funding has been allocated to this scheme to upgrade the traffic signals at the Holt Road/Amsterdam Way junction and to resurface the existing footway outside of the residential properties.

#### **Can the money be spent on something else?**

The funding can only be spent on this project and cannot be used to fund other frontline council services or initiatives.

### **Driveways and parking**

#### **Will access to my driveway be affected?**

All driveway accesses will remain; however, residents should be aware pedestrians and cyclists will have priority over vehicles entering or existing driveways.

#### **Why is verge parking being prohibited?**

While there is technically some space for parking on the verges adjacent to the shared use path this would still generate potential obstructions, depending on the size of vehicles and how they are parked, as well as further safety concerns regarding car doors opening into both the path and carriageway.

#### Where are vehicles expected to park?

All properties have driveways and two large layby parking areas have been retained within the proposed design.

#### What about deliveries?

Vehicles temporarily visiting properties would be expected to park in the existing laybys.

### **Cycling**

#### What is a shared use path?

A shared path is designed for all types of users including walking, wheeling (pushchair, wheelchair and scooter users) and cyclists. Shared paths may be identified by signs showing a white bicycle and pedestrian on a blue background.

#### How does this path link to the Yellow Pedalway route?

The proposed infrastructure will terminate at Amsterdam Way and signs will be provided to direct users to the new airport link road via Liberator Road which will be upgraded and widened to enable two-way pedestrian, cycle and bus travel. Construction of the link road is expected to start early in the new year subject to the necessary legal processes being completed.

#### Will it be mandatory for cyclists to use the shared use path?

It will not be mandatory for cyclists to use the shared use facility but the majority of cyclists travelling along the A140 Holt Road will use it due to the improved safety it provides versus cycling on the main carriageway.

#### Why are you not building a separate cycle path inbound from the A1270 Broadway Northway roundabout?

There is insufficient space to install a path on both sides of the Holt Road and due to a lack of safe places to cross this busy main road and feedback from the public in the first consultation suggested it would be better placed on the other side of the carriageway.

However, the proposed 3m shared use path on the western side of Holt Road will allow cycling in both directions and the crossing facilities near the Broadland Northway will be upgraded to allow users to access the proposed path from the existing shared use facilities on both sides of the Broadland Northway roundabout.

#### Why is dropped kerb cycle access only proposed on one side of Amsterdam Way?

The proposed access on the northern side of the junction (item J on plan 3 of the proposal) is to enable cycles crossing Holt Road via the Toucan crossing to rejoin the carriageway to travel into the airport estate.

For anyone cycling in the opposite direction, wishing to use both crossing facilities the shared use pavement approaching the junction would be tied into the existing shared use facility running from the mini roundabout on the southern side of Amsterdam Way.

## **Design & Streetlighting**

### How wide will the shared use path be?

The proposed shared use path will be at least 3m wide with a 0.5m buffer between the path and the carriageway. Where space is available around junctions the path will be widened further.

### Why can't the path be wider, or users segregated?

To separate users a 5m wide path would be required. Whilst space is available within the existing highway boundary outside of the residential properties, this is not possible due to existing levels and drainage issues.

To achieve a 5m path on the northern section of the scheme significant third-party land acquisition from outside of the highway boundary would be required, this is not possible due to budget constraints.

### Will additional streetlights be installed?

Streetlights are already in use at the residential end of the route but we are unable to install additional streetlights along this corridor route as they would be located within Norwich International Airport's safeguarding area which extends beyond the airport's boundary fence.

Furthermore, the installation of any streetlights is not permitted on the Cromer Road roundabout due to restrictions from the Development Consent Order which was granted to build the A1270 Broadland Northway.

### Why can't a traffic light-controlled crossing be installed near the Cromer Road roundabout?

The introduction of a traffic light-controlled crossing (such as a toucan crossing) would require the 90m crossing approach to be lit in both directions, this is not possible due to streetlighting restrictions as detailed above.

Therefore, the width of hatching around the existing uncontrolled crossing near the roundabout splitter island will be increased.

### Why have two stage Toucan crossings been proposed at the junction with Amsterdam Way rather than separate single stage pedestrian and cycle crossing facilities?

Alternative crossings designs were considered which would allow those walking or cycling to cross in one movement however traffic modelling data indicated this would have a detrimental effect on the overall operation of the junction.

As a shared use facility is proposed as part of this scheme Toucan crossings have been provided as they incorporate shared use facilities.

#### Will waiting bus passengers obstruct the pathway?

Where space is available around bus stops the path will be widened, to accommodate waiting bus passengers.

### **40mph Speed Limit**

#### Why has a 40mph speed limit been proposed?

This proposal, combined with the installation of the shared use path will improve this corridor for walking and cycling. The speed limit reduction will create a safer environment for walking and cycling and make it safer to cross the A140 at the Broadland Northway roundabout and for those wishing to access the Nest from the inbound bus stop.

The proposed 40mph speed limit is consistent with Norfolk County Council's Speed Management Strategy.

#### Why is the 40mph speed limit reduction not listed in the proposals currently being consulted on?

The proposed speed limit reduction was consulted on in the previous round of consultation and received a broad level of support so we are not consulting specifically on this element in this follow up consultation.

The proposed speed limit is still shown on the plans and we will consider any points raised on this topic as part of the general feedback and analysis. There will also be a further opportunity for the public to comment should they wish, if we proceed with the Traffic Regulation Orders required to implement the change.

### **Trees**

#### Are you planning to remove any trees?

For this project to be delivered according to the proposal plans, we may need to remove some vegetation, which falls under our street tree consultation process.

A separate consultation will follow should any street trees require removal, detailing full mitigation plans for replacement.

This webpage will be kept up to date with the latest information, with notices also placed on site.

## **Flooding**

### **Will existing flooding issues be addressed?**

The highway engineers designing the proposals have been made aware of some reoccurring flooding issues in the area. These will be investigated further as part of the scheme's development and measures will be put in place to alleviate this issue. Residents are welcome to contact the project team at [transportfor Norwich@norfolk.gov.uk](mailto:transportfor Norwich@norfolk.gov.uk) to advise of any known drainage issues.

## **Laybys**

### **How many laybys are being removed?**

Two laybys would need to be removed in order to facilitate the new shared use path. One is a gravel parking area, located on the western side of the A140 just past the end of the row of residential properties on Holt Road (marked with letter E on Plan 2 of the consultation pack).

The other layby is the smaller one directly opposite the entrance to Trott rentals. Also marked letter E on Plan 2 of the consultation pack.

All other laybys would remain, although some would reduce in length slightly to accommodate the new kerb lines.