



NORWICH ROAD, CROMER, NORFOLK WALKING/CYCLING ROUTE STRATEGY

NORWICH ROAD, CROMER, NORFOLK

WALKING AND CYCLING ROUTE STRATEGY

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1.0 INTRODUCTION

Brief

- 1.1 Create Consulting Engineers Ltd have been instructed by Corylus Planning and Brown Co on behalf of a consortium of landowners to review the various options available for providing a high-quality footway and cycleway link from a proposed mixed-use development to the south of Cromer, between Roughton Road to the west and Norwich Road to the east.
- 1.2 Good footway and cycleway links are essential to provide sustainable links between the development and the main facilities within the town centre of Cromer including the local primary and secondary schools. A range of routes has been assessed to the key destinations and the following report discusses the benefits of each of the options

Project Context

- 1.3 The proposed development is to consist of between 400 to 500 residential dwellings, a new sports complex and a care home and assisted living village.
- 1.4 The Norwich to Sheringham Railway forms the northern boundary of the site and is effectively the main constraint in relation to connecting the site to the rest of Cromer. There are currently two crossing points of the railway in this area, the Norwich Road Overbridge to the east and the Roughton Road underpass to the west. Discussions to date in relation to providing effective links to the town have concentrated on Norwich Road as the primary route, this assessment considers the suitability of this route to provide a high-quality link to the town and compares it to other options that are available.
- 1.5 For the purposes of this report, we have concentrated solely on the key routes to the north towards the town centre as this is considered the most strategic destination. There are however further routes to the south towards Roughton especially for cyclists which would enable access to leisure opportunities along with access to other facilities such as shops and education. The main routes that have been considered to the north of the site are shown on drawing 2726/00/0003 and focus on Norwich Road to the east and Roughton Road to the west.

Site Character

- 1.6 The key constraint in providing an effective sustainable footway/cycleway from the site to the town centre is the Norwich to Cromer railway line. The two existing crossing points Norwich Road and Roughton Road are reviewed as part of this report, including the current footway cycleway provision and the potential issues involved in upgrading either one of the points.

- 1.7 The topography in the area is generally falling to the north towards the town centre. A fall of approximately 30m from Point A by the existing Norwich Road down to Point E the junction between Roughton Road and Norwich Road, result in quite a steep gradient in places for existing pedestrians and cyclists along Norwich Road
- 1.8 It is also to be noted that Norwich Road is also the main strategic vehicular link into Cromer town centre and is considerably busier in terms of traffic movements than Roughton Road and is one of the primary routes for HGV movements in and out of the town centre of Cromer.
- 1.9 Traffic data has been collected both on Norwich Road and Roughton Road to inform the study and the following are the key results.

		w/c 05 July 2022 (average weekday)							w/c 03 September 2022 (average weekday)						
		8-9am		3-4pm		5-6pm		Daily	8-9am		3-4pm		5-6pm		Daily
Volumes		Nbnd	Sbnd	Nbnd	Sbnd	Nbnd	Sbnd	2-way	Nbnd	Sbnd	Nbnd	Sbnd	Nbnd	Sbnd	2-way
Norwich Road (N)	Link J	487	300	370	488	361	388	9867	456	253	369	450	333	367	9041
Roughton Road	Link L	54	59	76	62	50	44	1324	52	57	71	59	48	42	1268
		Daily							Daily						
Speeds (85th%ile)		Nbnd	Sbnd						Nbnd	Sbnd					
Norwich Road (N)	Link J	37	39						38	38					
Roughton Road	Link L	32	33						33	33					
		Daily							Daily						
HGVs + LGVs		Nbnd	Sbnd						Nbnd	Sbnd					
Norwich Road (N)	Link J	10.70%	10.20%						13.10%	9.90%					
		(541)	(490)						(606)	(437)					
Roughton Road	Link L	8.90%	9.40%						8.20%	9.20%					
		(61)	(60)						(54)	(56)					

Objectives

- 1.10 The main purpose of this report is to review the suitability of several routes to form the main footway/cycleway link from the site to the town. This initial assessment focusses mainly on travel distances and the ability to potentially upgrade without the need for further third party land where possible. There are however a number of factors that will need to be assessed at the next stage of the design process and these include the following:
 - a) Level of provision ie Width
 - b) Security and Lighting;
 - c) Quality ie. Surfacing/crossing points/Environment
 - d) Gradient/steepness

Preferred Route

- 1.11 The development provides an exciting opportunity to develop an attractive sustainable urban extension to Cromer. The site is in easy walking distance of Roughton Station which provides an effective train link to Norwich and North Walsham. Both Roughton Road to the west and Norwich Road to the east are served by public transport. The site is also in easy walking

distance of Cromer primary and Secondary school. Other facilities such as retails, healthcare and public services within the town centre are in walking and cycling distance.

- 1.12 This report will review each of the various footway/cycleway links that are available to the site and advise on the potential preferred strategy for delivering a high quality link which will ensure that the residents of the site can access the facilities and services within Cromer town centre both safely and sustainably.

2.0 ACCESS STRATEGY

Vehicular Access

- 2.1 Due to the scale of the proposed development at least two forms of vehicular access are being provided into the site. The primary vehicular access is located in the south east corner of the site and will take the form of a three arm 40m ICD Roundabout located on Norwich Road. The roundabout will form a new entrance gateway feature to Cromer and it is proposed that to the north of the roundabout the speed limit will be dropped to 30 mph.
- 2.2 A further vehicular access is being provided in the north east corner of the site and will take the form of a left in/left out junction from Norwich Road. The reason for the banning of right turn movements from Norwich Road into the site at this location is to ensure that vehicles are not queuing to turn into the site immediately to the south of the Norwich Road Overbridge.
- 2.3 In addition to the main access points onto Norwich Road there is also the ability to provide a third vehicular access point to the west of the site in the form of an emergency access point onto Roughton Road.
- 2.4 The internal road layout within the site is proposed to be formed by a number of interconnecting loops which will ensure all areas of the development will be well connected.

Public Transport Access

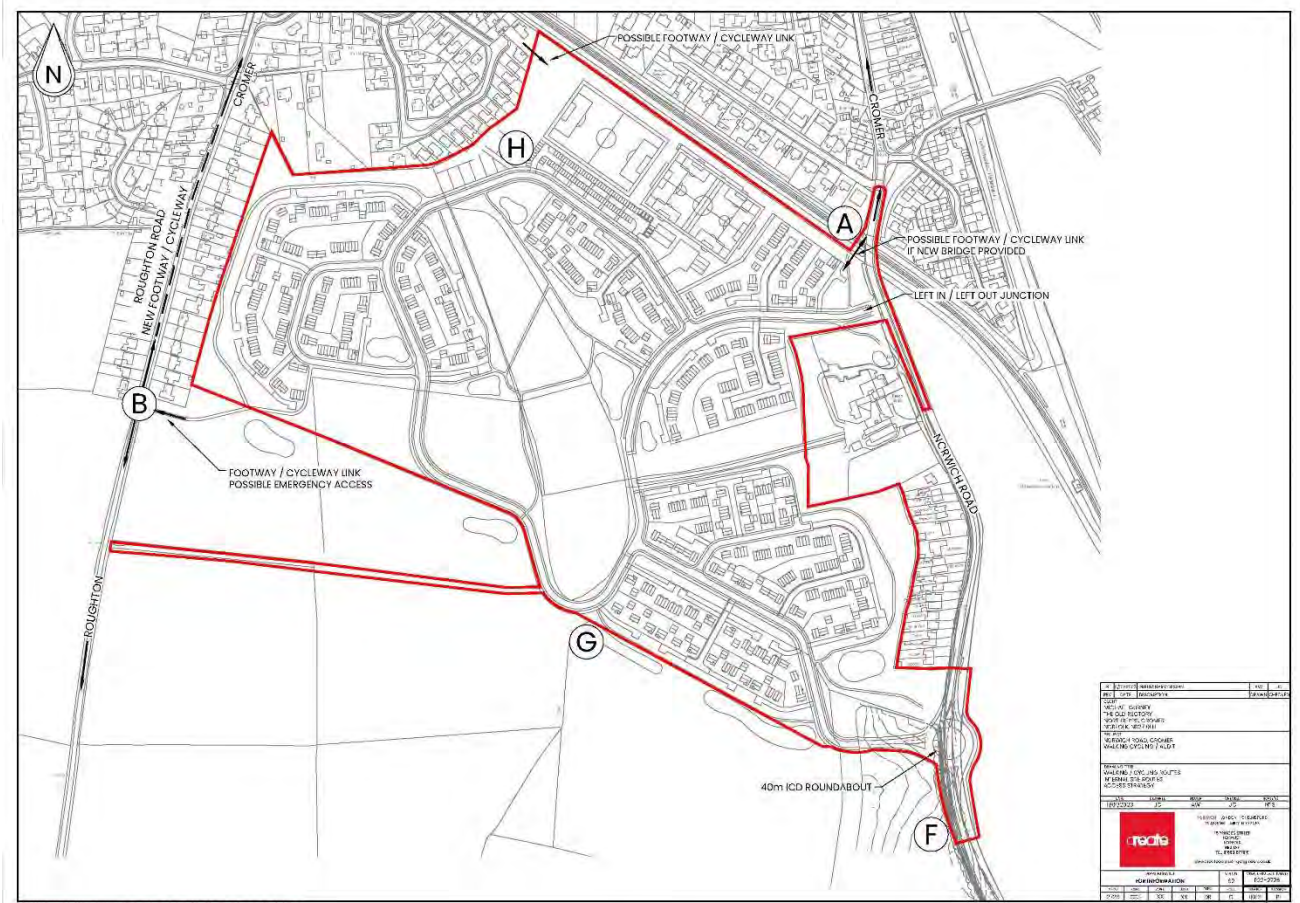
- 2.5 Whilst there are existing bus services along both Roughton Road and Norwich Road. The internal estate road layout has been designed to facilitate accessibility by public transport with the main loops being designed wide enough to allow bus access.
- 2.6 A footpath/cycleway link will also be provided in the northeast corner of the site, linking the site to the existing Roughton Station which is located on the Norwich to Sheringham rail line.

Pedestrian and Cycling Access Points

- 2.7 It is proposed that there will be at least two pedestrian and cycling connections to Norwich Road. An access will be provided at the location of both main vehicular access points, with a controlled access facility being provided close to the northern access to link in with existing footway facilities.
- 2.8 Further footway cycleway access points will be provided to the east of the site connecting onto Roughton Road. The footway/cycleway connection to the south west of the site will provide access to the south and Felbrigg Road. A new section of footway/cycleway will be constructed along the eastern verge of Roughton Road which will then connect to the existing

footway along Roughton Road in the vicinity of the station. This footway/cycleway will also be designed to act as an emergency access onto Roughton Road.

- 2.9 A further footway/cycleway connection is to be provided in the north east corner of the site onto Burnt Hills. This link will provide a footway link to the scheme with cyclists using the very lightly trafficked estate road.



Drawing No P22-2726-0013 Access Strategy.

3.0 RAILWAY CROSSING POINTS

Norwich Road Overbridge

- 3.1 The Norwich Road Overbridge forms currently the main gateway feature as you approach Cromer from the south. The bridge is of brick and steel construction, and is in a poor state of repair, with the main structure being held up by steel columns acting as props.



- 3.2 The existing footway facilities across the bridge are also very poor, with the eastern facility being the widest at approximately 1m wide. See below



The western verge is even narrower and is formed by a small section of hard standing with no connecting footway facilities.

- 3.3 It is clear that if the main footway cycleway link to the site is to be directed along Norwich Road, then some form of improvement will be required in this location. The options potentially available in this location are as follows;

Widen Existing Bridge Structure

- 3.4 Looking at the current state of the bridge it is unlikely that this will be viable and would take significant improvements to the main structure

Provide New Standalone Footway/Cycleway Bridge

- 3.5 A new dedicated footway/cycleway bridge could be provided on either side of the existing structure. To the west of the existing bridge, it is likely that land will be required from the first house to the north of the existing structure to allow for the structure and approach ramps etc. To the west of the existing bridge a new bridge could be constructed landing on what appears to be highway verge immediate adjacent to the Hopkin Homes site. Both options would

require formal approval from Network Rail who would also seek a substantial financial payment related to the uplift in the value of the land as a result of the proposed development.

Complete New Overbridge

- 3.6 A further option which maybe worth considering is the reconstruction of the main overbridge, taking the opportunity of removing the bend in the road by realigning the southern approach by introducing a roundabout which could also form the northern access point into the site. The bridge would then be constructed wide enough to have a dedicated footway/cycleway provision



Figure showing western parapet of the Norwich Road Overbridge

Roughton Road Underpass

- 3.7 Roughton Road underpass is located immediately adjacent to the Roughton Station. The railway is supported by an ornate bridge made from brick abutments and steel main structure. The bridge itself has a wide span and already has a good footway provision on the eastern side, with a very wide verge on the western side. It would be relatively easy to either provide a widened dedicated footway/cycleway along this route, or alternatively to leave cyclists on carriageway and to look at potentially constructing a footway either side.

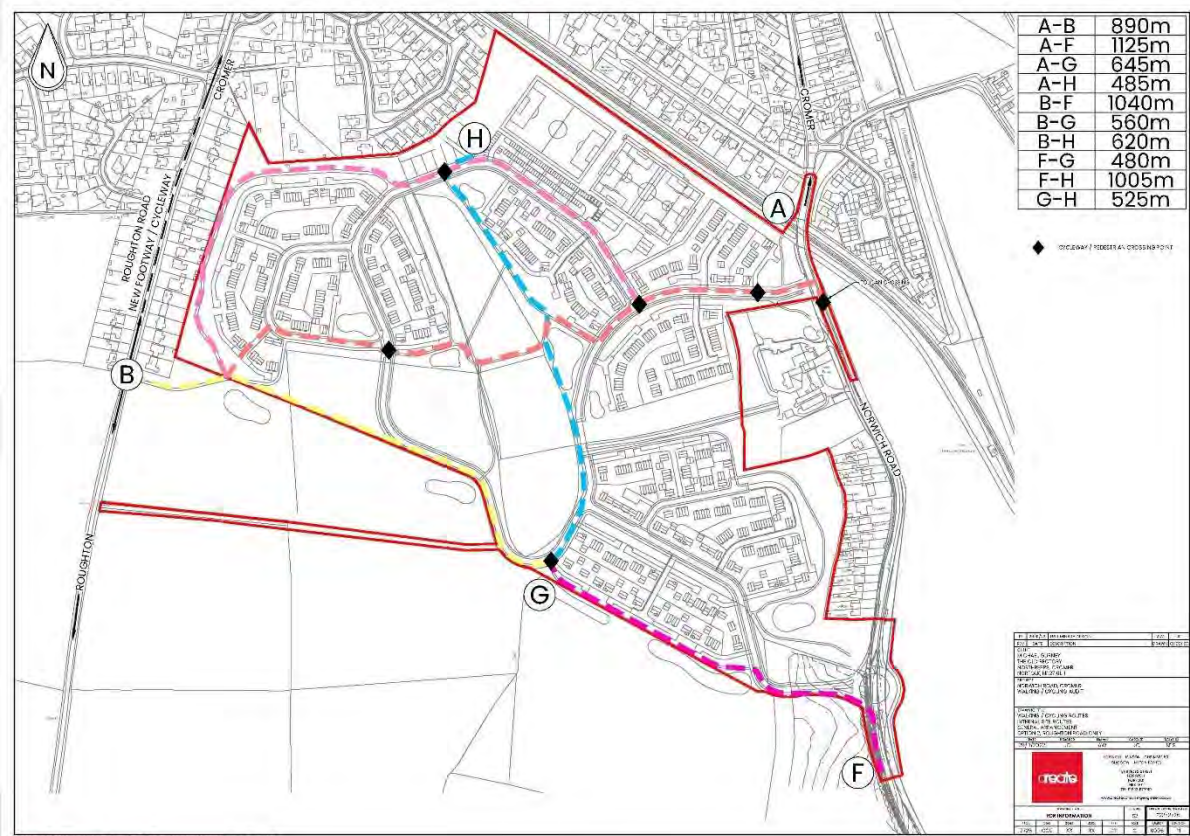


FIG ROUGHTON ROAD UNDRPASS

- 3.8 The Roughton Road crossing of the railway require no improvement works that will involve Network Rail. The route provides a high quality pedestrian and cycling route to the town centre.

Option 2 Roughton Road

5.4 This option is shown on Drg No P22-2726 -0005 and shows a footway connection to Roughton Road in the North East of the site but with no new bridge or improvements. The existing footway along Norwich Road will be directed into the site along a strategic internal footway/cycleway to Roughton Road then northwards into the town centre. Pedestrian movements will be directed away from the existing Norwich overbridge at point A towards a number of internal routes all connecting to the exit point at Point B.

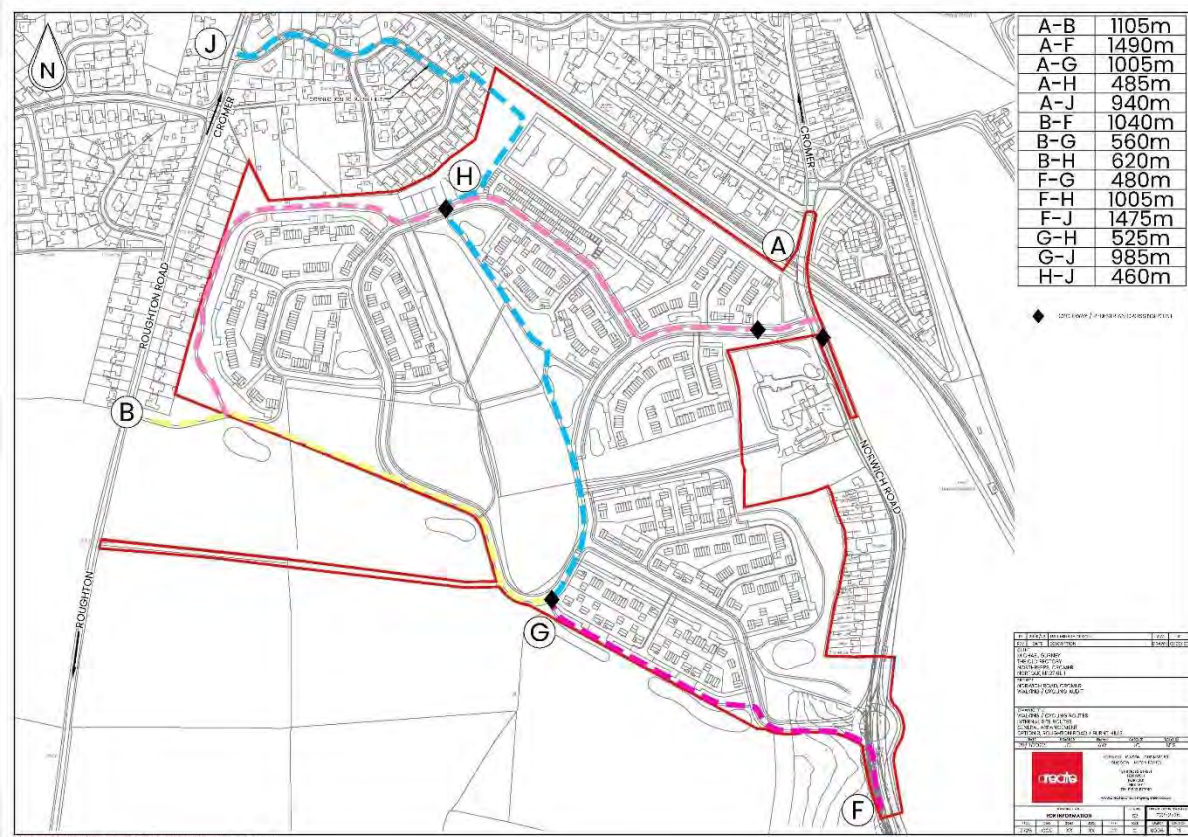


Option 2

Option 3 Roughton Road/Burnt Hills

5.5 This option is shown on Drg No p22-2726-0006 and shows the main exit point for the footway/cycleway link in the north west corner of the site. The route passes through Burnt Hills before connecting to Roughton Road at Point J. From this point the route will then head northwards along Roughton Road into the town centre.

5.6 At the north east corner of the site the existing footway/cycling provision along Norwich Road will be diverted into the site away from the overbridge, using a number of high-quality routes within the development. No improvements work will be undertaken to the Norwich Road Overbridge. A Toucan crossing will be provided in this location to enable users to cross Norwich Road safely.

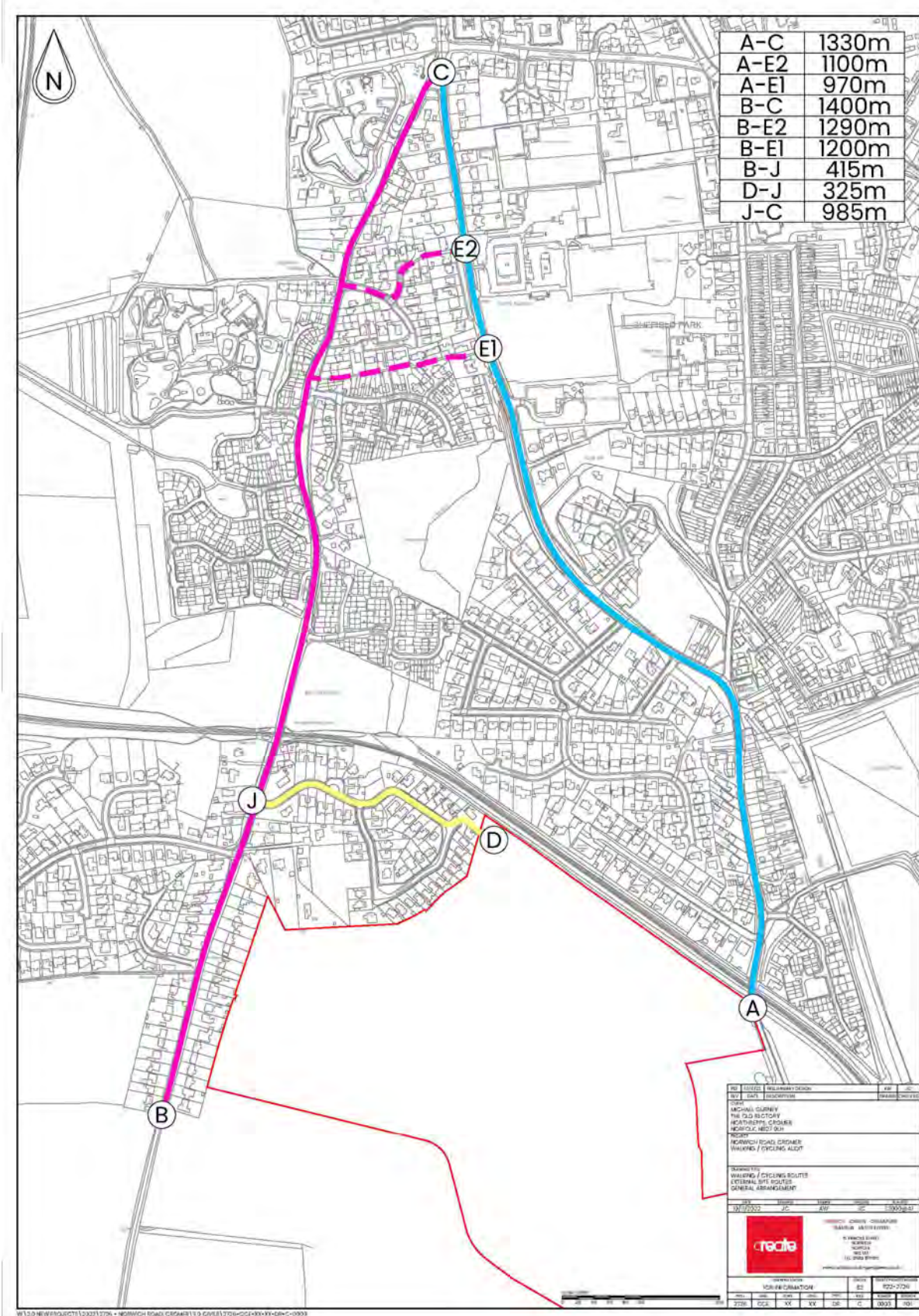


Option 3

5.7 A further connection will be provided in the southeast corner of the site at Point B, however this will only be for users wishing to travel to and from the south and therefore no footway/cycleway upgrade is being provided as part of this option between Points B and J

Offsite Options

5.8 The two main options which have been considered in terms of offsite routes are Norwich Road and Roughton Road. The following sections show a photographic audit of the each of the main routes terminating at the same point C where Norwich Road joins Roughton Road. Drawing NoP22-2726-0003 Shows all of the routes considered.



Drawing No P22-2726 -0003



FIG 1 VIEW NORTHWARDS TOWARDS NORWICH ROAD OVERBRIDGE -RESTRICTED WIDTH BUT CAN BE IMPROVED.



FIG 2 VIEW NORTHWARDS TOWARDS NORWICH ROAD OVERBRIDGE-RESTRICTED WIDTH BUT CAN BE IMPROVED



FIG 3 VIEW NORTHWARDS LOOKING AT WESTERN VERGE OF NORWICH ROAD TOWARDS OVERBRIDGE -NO FOOTWAY



FIG 4 AREA OF WESTERN VERGE OF NORWICH ROAD PRIOR TO OVERBRIDGE- NO FOOTWAY



FIG 5 VIEW SOUTHWARDS ON OVERBRIDGE EASTERN FOOTWAY -RESTRICTED WIDTH



FIG 6 VIEW SOUTHWARDS ON OVERBRIDGE WESTERN VERGE- RESTRICTED WIDTH



FIG 7 EASTERN FOOTWAY OF NORWICH ROAD LOOKING NORTHWARDS



FIG 8 EASTERN FOOTWAY OF NORWICH ROAD VIEW TOWARDS CHRISTOPHERS CLOSE



FIG 9 EASTERN FOOTWAY OF NORWICH ROAD LOOKING NORTHWARDS



FIG 10 EASTERN FOOTWAY OF NORWICH ROAD LOOKING NORTHWARDS -RESTRICTED WIDTH



FIG 11 WESTERN VERGE OF NORWICH ROAD LOOKING NORTHWARDS-NO AVAILABLE WIDTH



FIG12 WESTERN VERGE OF NORWCH ROAD LOOKING NORTHWARDS -RESTRICTED WIDTH



FIG 13 EASTERN FOOTWAY OF NORWICH ROAD LOOKING NORTHWARDS



FIG14 EASTERN FOOTWAY OF NORWICH ROAD LOOKING NORTHWARDS TO CROMER TUNNEL - STREET FURNITURE BLOCKING FOOTWAY



FIG 15 EASTERN FOOTWAY/CYCLEWAY BRIDGE OVER FORMER RAIL LINE



FIG 16 EASTERN FOOTWAY OF NORWICH ROAD CROSSING STATION ROAD



FIG 17 EASTERN FOOTWAY OF NORWICH ROAD CROSSING STATION ROAD – NO CLEAR CROSSING POINT



FIG 18 EASTERN FOOTWAY NORWICH ROAD LOOKING NORTHWARDS-OVERGROWN VEGETATION AND INSUFFICIENT WIDTH



FIG19 EASTERN FOOTWAY OF NORWICH ROAD LOOKING SOUTHWARDS -RESTRICTED WIDTH



FIG 20 EASTERN FOOTWAY OF NORWICH ROAD LOOKING NORTHWARDS -RESTRICTED WIDTH



FIG 21 EASTERN FOOTWAY OF NORWICH ROAD LOOKING NORTHWARDS TOWARDS HIGHVIEW PARK-FOOTWAY OVERGROWN WITH VEGETATION RESTRICTING WIDTH



FIG 22 EASTERN FOOTWAY OF NORWICH ROAD CROSSING HIGHVIEW PARK -OVERGROWN



FIG 23 EASTERN FOOTWAY OF NORWICH ROAD LOOKING NORTHWARDS FROM HIGHVIEW PARK



FIG 24 EASTERN FOOTWAY OF NORWICH ROAD LOOKING TOWARDS CHICCANE TRAFFIC CALMING - OVERGROWN RESTRICTING WIDTH



FIG 25 EASTERN FOOTWAY OF NORWICH ROAD ADJACENT TO TRAFFIC CALMING -OVERGROWN



FIG 26 EASTERN FOOTWAY OF NORWICH ROAD ADJACENT TO TRAFFIC CALMING -RESTRICTED WIDTH AND OVERGROWN



FIG 26 EASTERN FOOTWAY OF NORWICH ROAD ADJACENT TO TRAFFIC CALMING WHICH DIRECTS TRAFFIC TOWARDS FOOTWAY



FIG 27 EASTERN FOOTWAY OF NORWICH ROAD ADJACENT TO TRAFFIC CALMING



FIG 28 EASTERN FOOTWAY OF NORWICH ROAD LOOKING TOWARDS CROMER ACADEMY- NO TACTILE PAVING



FIG 29 EASTERN FOOTWAY OF NORWICH ROAD AT CROMER JUNIOR SCHOOL ENTRANCE



FIG 30 EASTERN FOOTWAY OF NORWICH ROAD LOOKING TOWARDS CROMER ACADEMY ENTRANCE



FIG 31 EASTERN FOOTWAY OF NORWICH ROAD LOOKING TOWARDS CROMER ACADEMY – NO CROSSING



FIG 32 EASTERN FOOTWAY OF NORWICH ROAD AT CROMER ACADEMY ENTRANCE



FIG 33 -EASTERN FOOTWAY OF NORWICH ROAD LOOKING NORTHWARDS TOWARDS TOWN CENTRE



FIG 34 EASTERN FOOTWAY OF NORWICH ROAD LOOKING NORTHWARDS TO JUNCTION WITH ROUGHTON ROAD



FIG 35 EASTERN FOOTWAY OF NORWICH ROAD VIEW ROUGHTON ROAD JUNCTION -POINT E

7.0 ROUTE B-J ROUGHTON ROAD SOUTH OF BURNT HILLS

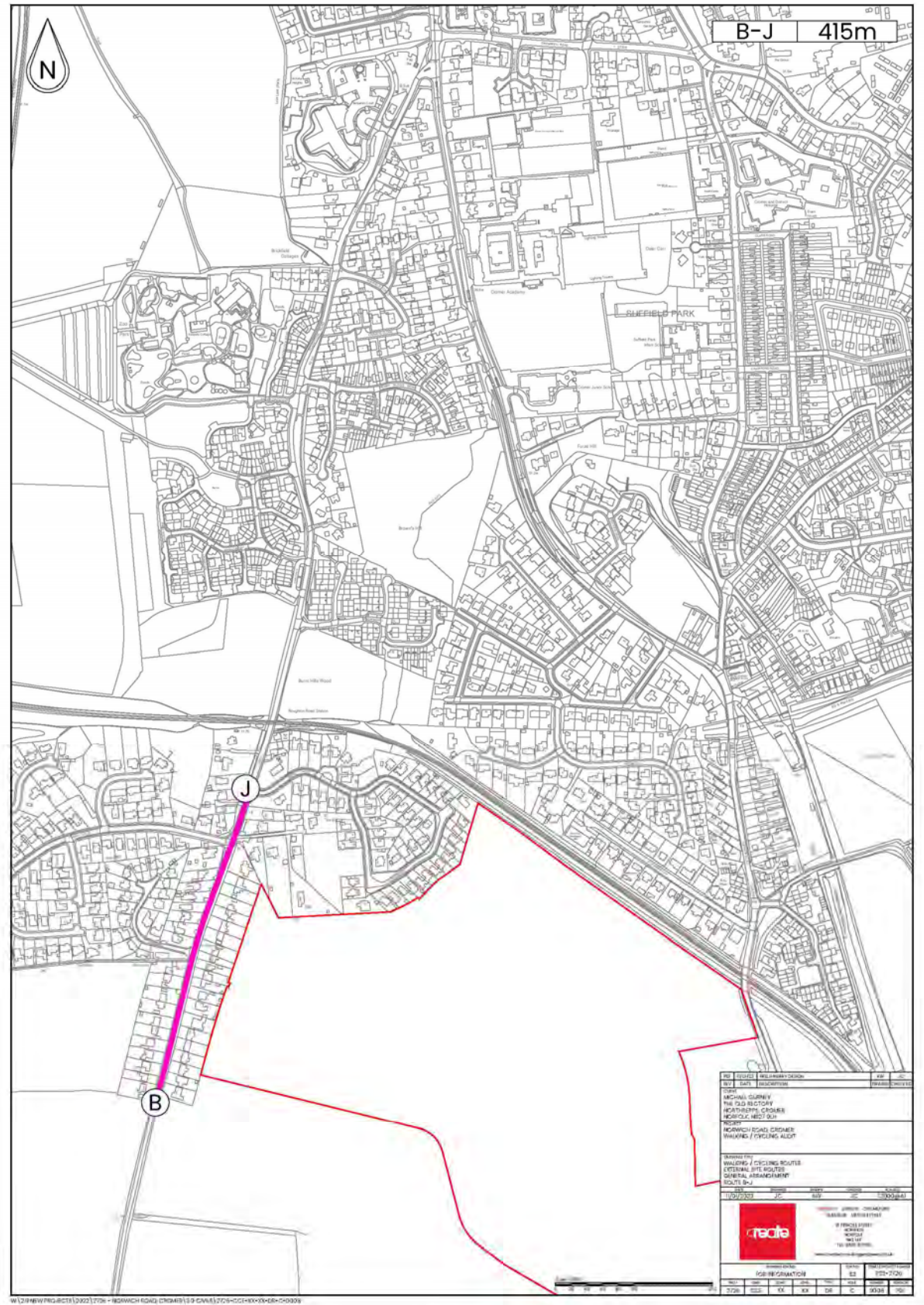




FIG 36 EASTERN VERGE ON ROUGHTON ROAD LOOKING NORTHWARDS -SUFFICIENTLY WIDTH TO PROVIDE NEW FWAY/CWAY.



FIG 37 EASTERN VERGE ON ROUGHTON ROAD LOOKING NORTHWARDS WIDTH FOR NEW FWAY/CWAY



FIG 38 EASTERN VERGE ROUGHTON ROAD LOOKING NORTHWARDS WIDTH FOR NEW FWAY/CWAY.



FIG 39 EASTERN VERGE ROUGHTON ROAD LOOKING NORTHWARDS WIDTH FOR NEW FWAY/CWAY



FIG 40 EASTERN VERGE ROUGHTON ROAD LOOKING NORTHWARDS WIDTH FOR NEW FWAY/CWAY



FIG 41 BRIDLEWAY LINK TO LAND SOUTH OF COMPIT HILLS.



FIG 42 EASTERN VERGE ROUGHTON ROAD LOOKING NORTHWARDS WIDTH FOR NEW FWAY/CWAY



FIG 43 EASTERN VERGE ROUGHTON ROAD LOOKING NORTHWARDS WIDTH FOR NEW FWAY/CWAY



FIG 44 EASTERN VERGE ROUGHTON ROAD LOOKING NORTHWARDS WIDTH FOR NEW FWAY/CWAY



FIG 45 EASTERN VERGE ROUGHTON ROAD LOOKING NORTHWARDS TO BURNT MILLS JUNCTION EARTHWORKS REQUIRED AND PINCH POINT

8.0 ROUTE D-J BURNT HILLS AND ROUGHTON ROAD

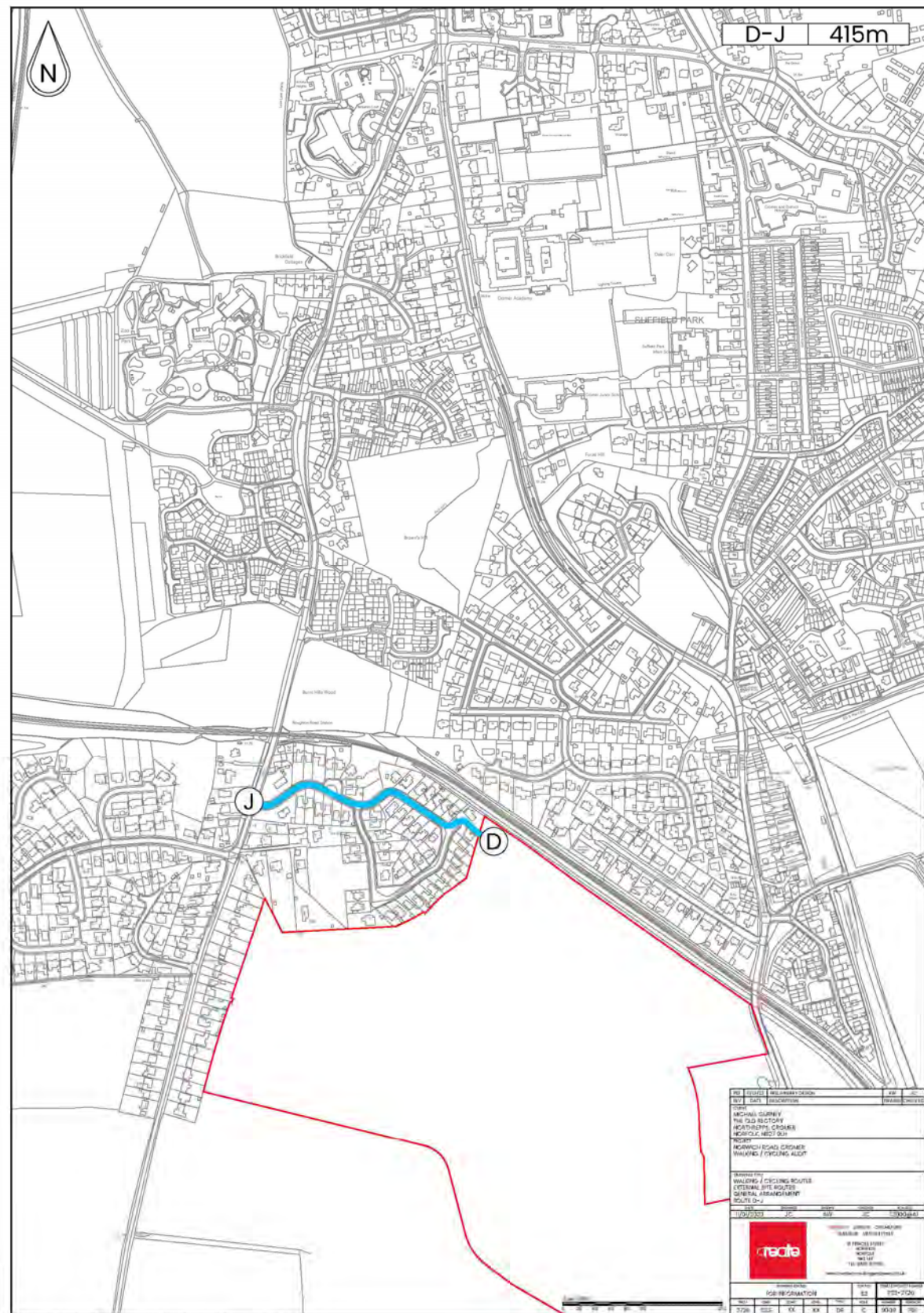




FIG 46 NO 33 BURNT HILLS POSSIBLE CONNECTION INTO SITE



FIG 47 NORTHERN FOOTWAY OF BURNT HILLS. -GOOD FOOTWAY PROVISION



FIG 48 NORTHERN FOOTWAY OF BURNT HILLS



FIG 50 NORTHERN FOOTWAY OF BURNT MILLS GOOD FOOTWAY PROVISION



FIG 51 NORTHERN FOOTWAY OF BURNT HILLS – GOOD FOOTWAY PROVISION



FIG 52 NORTHERN FOOTWAY OF BURNT HILLS -GOOD FOOTWAY PROVISION



FIG 53 NORTHERN FOOTWAY OF BURNT HILLS GOOD FOOTWAY PROVISION



FIG 54 NORTHERN FOOTWAY OF BURNT MILLS JOINING ROUGHTON ROAD

9.0 ROUTE J TO C ROUGHTON ROAD

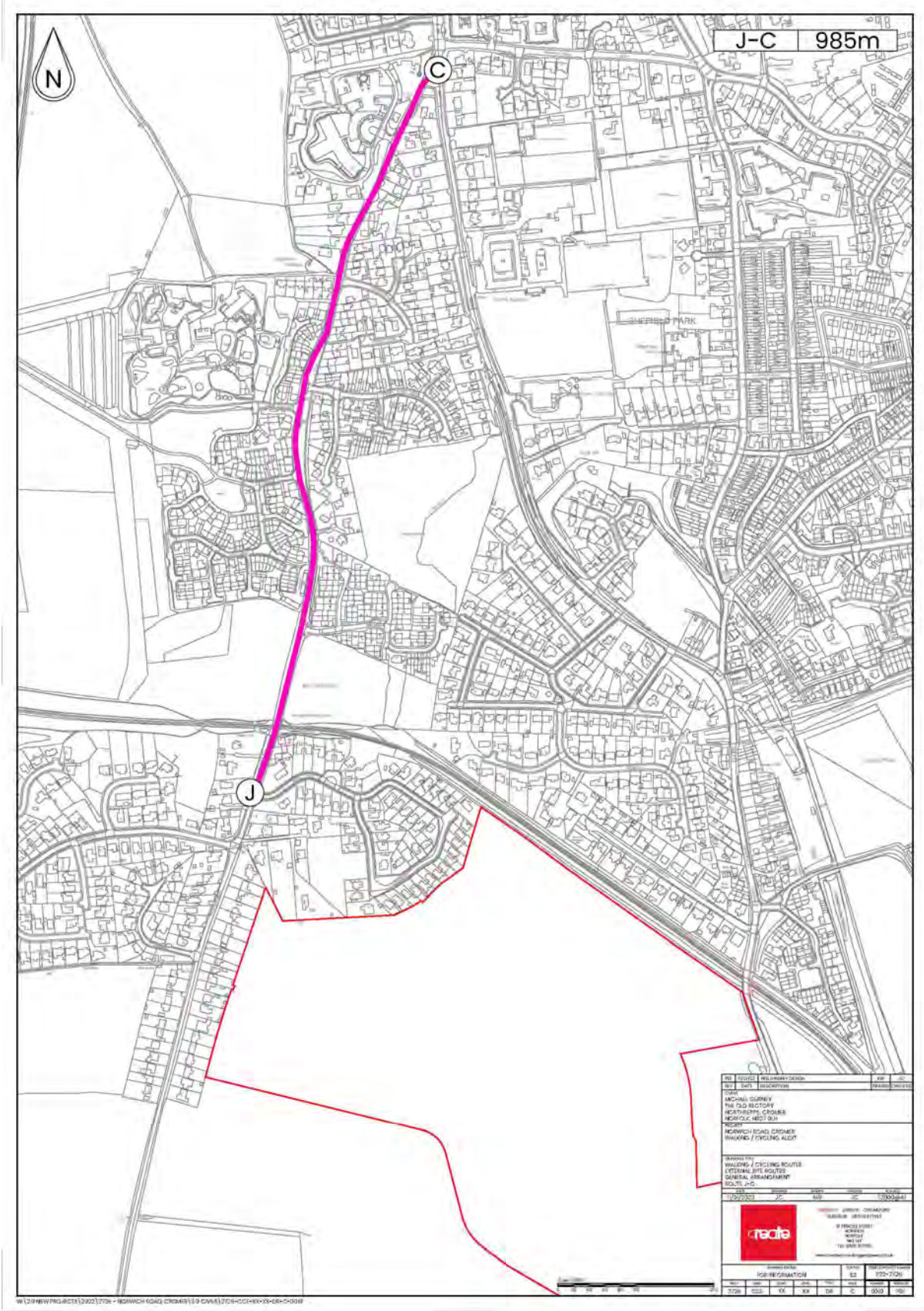




FIG 55 EASTERN FOOTWAY ROUGHTON ROAD FROM BURNT MILLS NORTHWARDS



FIG 56 EASTERN FOOTWAY ROUGHTON ROAD NORTHWARDS TOWARDS ROUGHTON STATION.



FIG 57 EASTERN FOOTWAY ROUGHTON ROAD UNDER NORWICH/CROMER RAILWAY LINE



FIG 58 EASTERN FOOTWAY ROUGHTON ROAD LOOKING NORTHWARDS



FIG 59 EASTERN FOOTWAY ROUGHTON ROAD NORTHWARDS BROWNSHILL



FIG 60-EASTERN FOOTWAY ROUGHTON ROAD NORTHWARDS TOWARDS RANSOME DRIVE



FIG 61 EASTERN FOOTWAY ROUGHTON ROAD LOOKING NORTHWARDS



FIG 62 EASTERN FOOTWAY ROUGHTON ROAD LOOKING NORTHWARDS



FIG 62 EASTERN FOOTWAY ROUGHTON ROAD LOOKING NORTHWARDS



FIG 63 EASTERN FOOTWAY ROUGHTON ROAD NORTHWARDS- BUSHES NEED CUTTING BACK



FIG 64 EASTERN FOOTWAY ROUGHTON ROAD HEADING TOWARDS HENRY BLOGG ROAD



FIG 65 EASTERN FOOTWAY ROUGHTON ROAD AT HENRY BLOGG ROAD



FIG 65 EASTERN FOOTWAY ROUGHTON ROAD FOOTWAY LINK TO NORWICH ROAD



FIG 66 EASTERN FOOTWAY ROUGHTON ROAD NORTHWARDS TOWARDS MAYFIELDS DRIVE



FIG 67 EASTERN FOOTWAY NORTHWARDS TOWARDS MAYFIELD DRIVE JUNCTION



FIG 68 EASTERN FOOTWAY CROSSING AT MAYFIELD DRIVE AND CYCLEWAY LINK TO NORWICH ROAD



FIG 69 EASTERN FOOTWAY OF ROUGHTON ROAD NORTHWARDS



FIG 70 EASTERN FOOTWAY OF ROUGHTON ROAD NORTHWARDS TOWARDS NORWICH ROAD.



FIG 71 EASTERN FOOTWAY OF ROUGHTON ROAD NORTHWARDS TO NORWICH ROAD



FIG 72 EASTERN FOOTWAY OF ROUGHTON ROAD NORTHWARDS RESTRICTED WIDTH ALTHOUGH SPACE TO WIDEN CROMER HOSPITAL SIDE



FIG 73 EASTERN FOOTWAY OF ROUGHTON ROAD NORTHWARD TOWARDS NORWICH ROAD



FIG 74 EASTERN FOOTWAY OF ROUGHTON ROAD NORTHWARD TOWARDS NORWICH ROAD

10 LINK E2 GREENFIELDS CYCLEWAY LINK

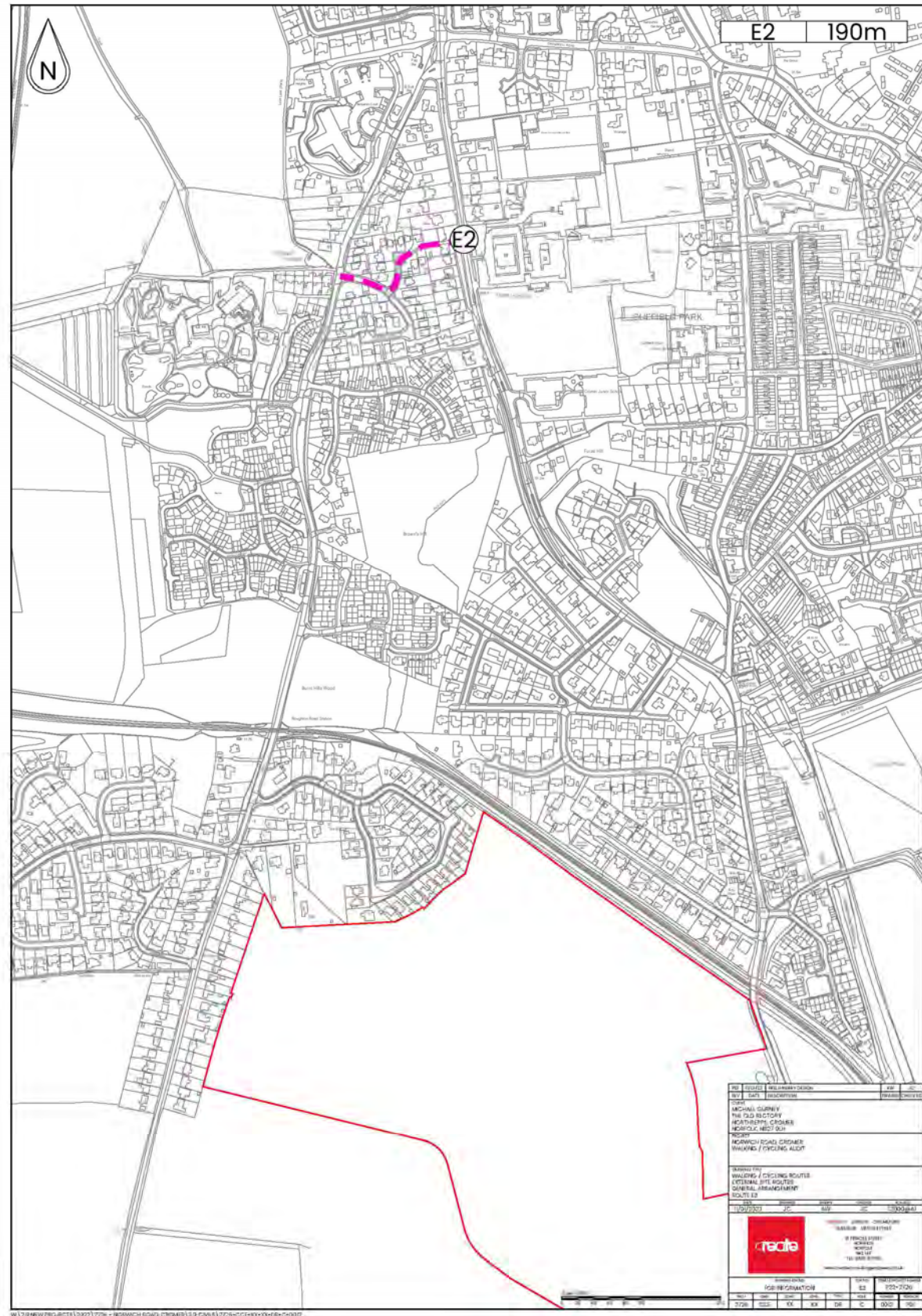




FIG 75 GREENFIELD CLOSE SIGN CYCLEWAY LINK BETWEEN ROUGHTON ROAD AND NORWICH ROAD.



FIG 76 GREENFIELD CLOSE LOOKING WESTWARDS



FIG 77 GREENFIELD CLOSE FOOTWAY CYCLEWAY LINK



FIG 78 GREENFIELD CLOSE FOOTWAY CYCLEWAY LINK TO MAYFIELDS DRIVE



FIG 79 GREENFIELDS LEADING TO MAYFIELDS DRIVE



FIG 80 GREENFIELD CLOSE LEADING TO MAYFIELD DRIVE



FIG 81 JUNCTION OF GREENFIELD CLOSE.MAYFIELDS DRIVE



FIG 82 MAYFIELDS DRIVE NORTHERN FOOTWAY LINK TO ROUGHTON ROAD.

11 LINK E1 ROUGHTON ROAD TO NORWICH ROAD FOOTPATH LINK

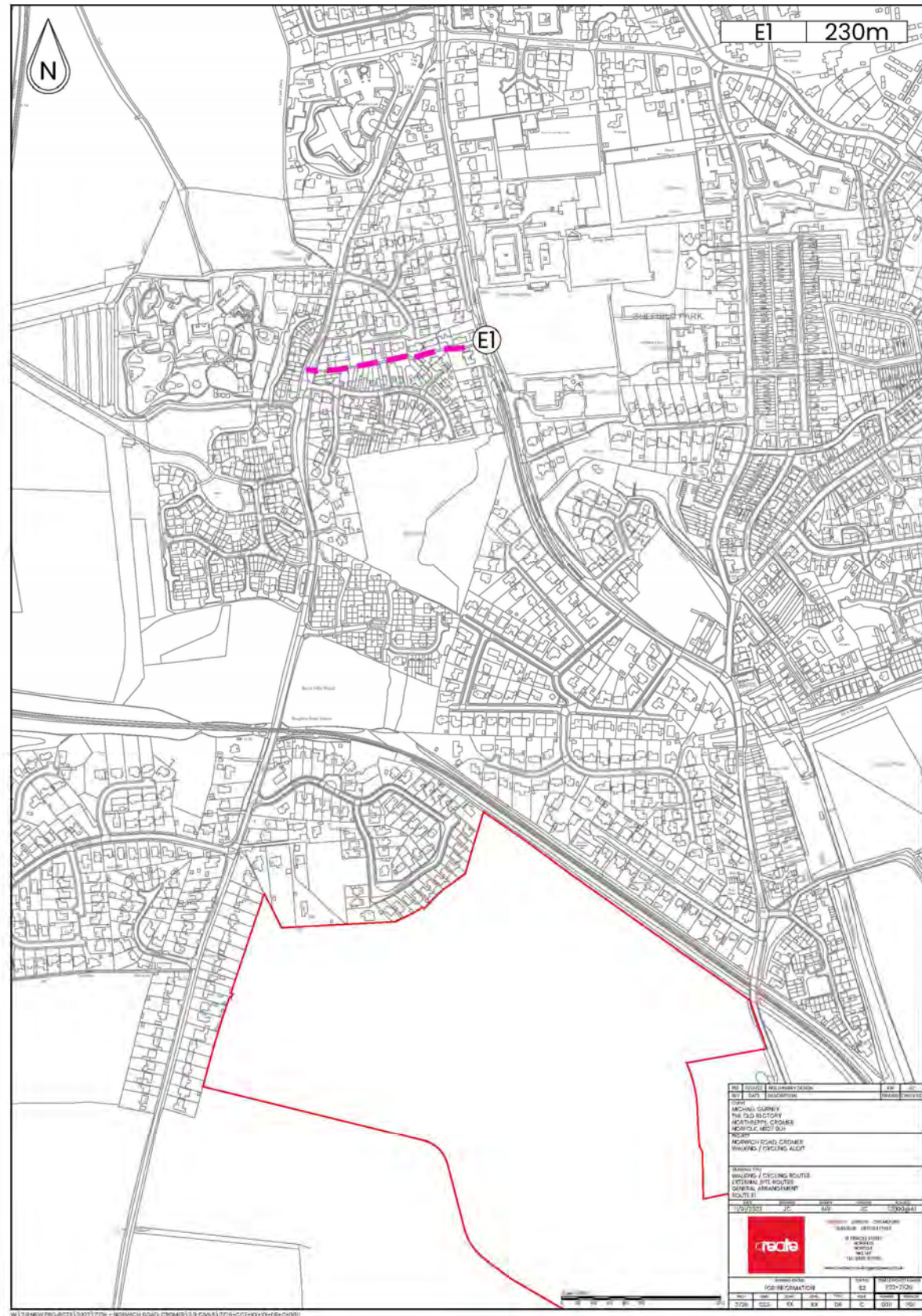




FIG 83 ROUGHTON ROAD END OF FOOTPATH LINK



FIG 84 FOOTPATH LINK FROM ROUGHTON ROAD TO NORWICH ROAD LOOKING EASTWARDS



FIG 85 ROUGHTON ROAD TO NORWICH ROAD FOOTPATH LINK LOOKING EASTWARDS



FIG 86 ROUGHTON ROAD TO NORWICH ROAD FOOTPATH LINK LOOKING EASTWARDS



FIG 87 ROUGHTON ROAD TO NORWICH ROAD FOOTPATH

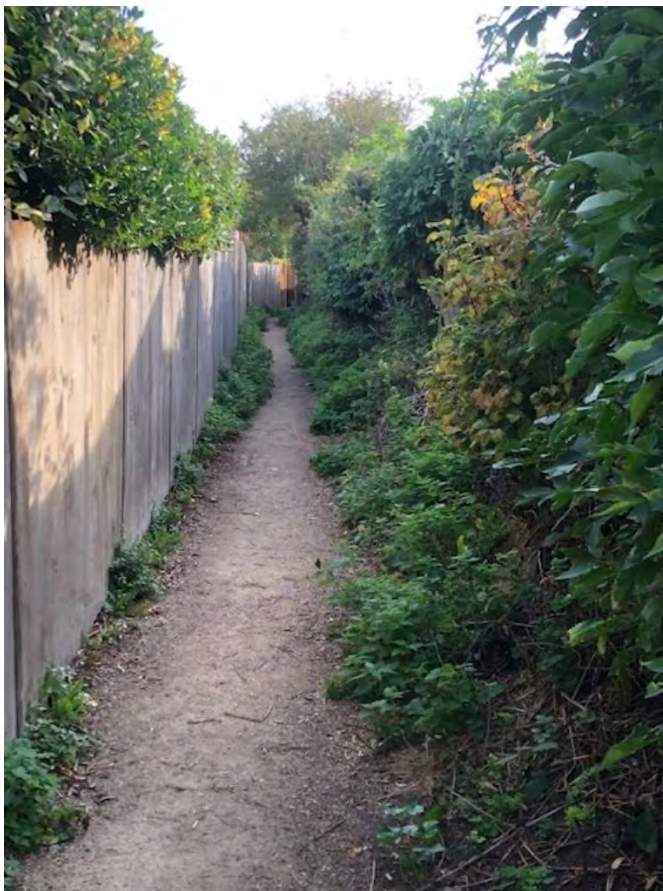


FIG 88 ROUGHTON ROAD TO NORWICH ROAD FOOTPATH



FIG 89 ROUGHTON ROAD TO NORWICH ROAD FOOTPATH



FIG 90 ROUGHTON ROAD TO NORWICH ROAD FOOTPATH



FIG 91 ROUGHTON ROAD TO NORWICH ROAD FOOTPATH LINK



FIG 92 ROUGHTON ROAD TO NORWICH ROAD FOOTPATH LINK

12 PREFERRED ROUTE

12.1 There are a number of factors which will determine the preferred route. The key ones which we have considered in this review are the following;

- a) Distance
- b) Available Width and Ability to Improve
- c) Speed of Vehicles
- d) No of Vehicles/HGVs
- e) Third Party Land/Network Rail
- f) Gradient

Norwich Road

12.2 This route would require either the improvement of the Norwich Road overbridge or a new dedicated footway/cycleway bridge. Both of these options involve third party land for the construction of the bridge as well as the requirement to pay a financial contribution to Network Rail. The cost of a structure in this location will be substantial.

12.3 The key distance from Points A to C is 1330m. There are areas of no footway provision on the eastern side of Norwich Road just to the north of Stevens Road. The western section of footway has restricted width in a number of locations with overgrown hedges encroaching on the available width.

12.4 The gradient is quite steep as the footway passes the traffic calming features. The traffic chicane feature directs traffic towards the footway in a number of locations and this can be quite disconcerting if the vehicle is moving at speed or is an HGV.

12.5 Daily two way traffic flows on Norwich Road have been recorded as 9867 vehicles on the 5th July 2022 and 9041 vehicles on the 3rd September 2022. The number of HGVs recorded was 541 northbound and 490 Southbound on the 5th July and 606 northbound and 437 southbound on the 3rd September.

12.6 The 85 percentile speed was recorded as 37 northbound and 39 southbound on the 5th July 2022 and 38 northbound and 38 southbound on the 3rd September 2022

Roughton Road

12.3 This route requires the purchase of a strip of land through a single property at the end of Burnt Hills to enable the connection. A direct connection can be provided to Roughton Road at Point B, however the Burnt Hills route provides a more direct connection.

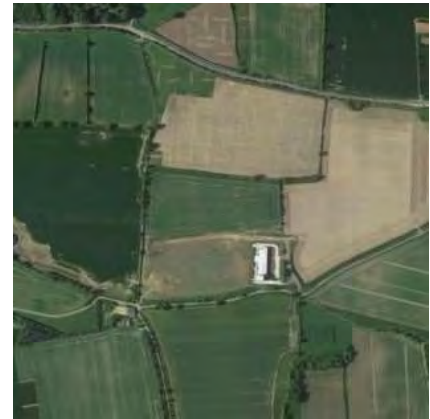
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- 12.4 No requirement for any financial payments to Network Rail. No expensive structures required.
- 12.5 The gradient is more relaxed than Norwich Road, with no particularly steep sections.
- 12.6 The key distance is Point D to C is 1310 m which is 20m shorter than route A to C on Norwich Road. There is a good footway provision for the majority of the route, with only one section near the former Cromer Hospital entrance where the footway narrows. This could be widened by effectively moving over the road at the entrance to the former hospital, subject to their being sufficient public highway available. There are also numerous places where this footway could be upgraded to be a dedicated footway./cycleway route.
- 12.7 Daily two-way traffic flows on Roughton Road have been recorded as 1324 vehicles on the 5th July 2022 and 1268 vehicles on the 3rd September 2022. The number of HGVs recorded was 61 northbound and 60 Southbound on the 5th July and 54 northbound and 56 southbound on the 3rd September. The number of vehicles is nearly 10 times more on Norwich Road than Roughton Road.
- 12.6 The 85-percentile speed was recorded as 32 northbound and 33 southbound on the 5th July 2022 and 33 northbound and 33 southbound on the 3rd September 2022. Again, vehicle speeds on Norwich Road are 15 to 20 % more than Roughton Road.
- 12.7 With the relatively low vehicle movements and speeds along Roughton Road it would be safe to ride a bicycle along Roughton Road on carriageway, which is a completely different environment to that experienced along Norwich Road.
- 12.8 This route would also be easily adapted to provide dedicated facilities for both electric scooters and other more personnel forms of transport which maybe developed in the future.

SUMMARY

- 12.9 On reviewing the various external footway and cycle routes as well as how the site can be arranged internally it is recommended that Option 3 is progressed as the preferred option in terms of providing a high-quality footway/cycleway link to the town centre.
- 12.10 The route along Burnt Hills and Roughton Road provides the shortest route in the most pleasant environment linking the development with Roughton Station. In addition, the link will also enable residents of all the housing areas along Roughton Road to connect back into the new development to access the sports facilities.
- 12.11 The site is clear of any financial arrangements with Network Rail and also does not require any expensive new structures, ensuring that the site can be developed without delay. It is

understood that terms have been agreed with the third party land owner at the end of Burnt Hiils.

- 12.22 It is therefore recommended that the proposed site is allocated with the requirement for a upgraded footway/cycleway link to Cromer Town Centre. If a specific route needs to be specified at this stage, then this should be focussed on Roughton Road.



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