Scheme objectives

- Enhance public spaces and provide new ‘green’ areas
- Reduce the impact of the road, bringing together the north and south and improving community links
- Unlock major regeneration and make the most of opportunities to provide new homes
- Enable and encourage walking, cycling and use of public transport
- Reduce the negative impacts of transport on the environment and the physical surroundings
- Contribute to improved health
- Improve access to employment and education opportunities

Creating Beam Parkway

The existing layout of New Road is based on its former function as a major road corridor (the A13). It acts as a barrier to movement between areas to the north and south. Our design has therefore focused on improving the quality and functionality of New Road, ahead of planned growth in the area.

The Beam Parkway scheme involves reallocating existing carriageway space (that is not required to maintain traffic capacity) to other uses. This is similar to what has already taken place at the eastern end of New Road, towards Dovers Corner.

The space which is gained from narrowing the roadway will provide improved footways, a new two-way cycle track and space for planting and public spaces. Other improvements include new street lighting, improved crossings, new places to sit and rest, and some specific proposals in key locations which will be covered in more detail on the following boards.

New trees and planting have the potential to improve air quality, provide new and extended habitats for wildlife, reduce the risk of flooding, and give a much more pleasant look and feel to the area which can be enjoyed by existing and future residents as well as visitors to the area.

Existing view looking west along New Road at Spencer Road junction.

Proposed view with reduced carriageway, new two way cycle track, improved footways on both sides of the Parkway, new energy efficient streetlighting, planted swales and other planting. Connections are improved through new raised informal crossings to the Parkway and continuous footways across existing side roads.

Is transformed into ...

40,100 m² of existing carriageway

29,000 m²
Remodelled carriageway

4,200 m²
New planting (including 350 m² new trees)

2,000 m²
New cycle track

4,300 m²
New footway

Equivalent in size to 42 tennis courts