

Report to Norwich Highways Agency Committee
16 March 2017

Report of Head of city development services

Subject Transport for Norwich – Mile Cross Lane (Fiddlewood to Catton Grove Road) Cycling Improvements

Item

12

Purpose

To consider consultation responses to the Mile Cross Lane cycling improvement project and agree to implement the scheme.

Recommendations

That the committee:

(1) approves the following changes required to implement the scheme:

- (a) widen and convert footways to shared use on the north side of Mile Cross Lane and the north-west of Catton Grove Road heading west into Mile Cross Lane and the footpaths between Mile Cross Lane and Blackthorn Close;
- (b) transfer strips of land from Norwich City Council ownership to adopted highway to facilitate the above;
- (c) reconfigure the existing traffic island on Mile Cross Lane to allow use by pedestrians and cyclists.

(2) asks the head of city development services at Norwich City Council to carry out the necessary statutory procedures to confirm the Traffic Regulation Order to convert the abovementioned footways and footpaths to shared use.

Corporate and service priorities

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

Financial implications

The scheme has been allocated funding of £485,000 from the Department for Transport (DfT) Cycle City Ambition Grant and approx. £15,000 of Section 106 funds.

Ward/s: Catton Grove (and Old Catton outside Norwich City boundary)

Cabinet member: Councillor Bremner - Environment and Sustainable Development

Contact officers

Joanne Deverick, transportation & network manager Norwich City Council	01603 212218
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Jeremy Wiggin, NATS/City agency manager Norfolk County Council	01603 223117
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Amy Cole, Project engineer Norfolk County Council	01603 638116
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Linda Abel, Senior transportation planner Norwich City Council	01603 212190
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Background documents

None

Report

Background

1. This scheme is located on Norwich's outer ring road at the junction of Mile Cross Lane/Chartwell Road/Catton Grove Road and St Faiths Road. Please see Appendix 1 for a Site Location Plan. This section of Mile Cross Lane forms a key part of the yellow Pedalway which links the area of employment and education at the airport at the north, with Lakenham, heading into the city centre, to the south. Please see Appendix 2 which shows the route of the Pedalway in the area. A detailed plan of the wider area is available at www.norwich.gov.uk/downloads/file/3488/norwich_cycle_map.
2. Details of the proposed scheme to be constructed can be seen on drawing PEA003-TFN-022 in Appendix 3.
3. This scheme is funded by a government grant from the DfT City Cycle Ambition Programme which aims to encourage cycling by implementing schemes to make cycling easier and safer. The changes to infrastructure proposed as part of this scheme are complemented by an announcement in January 2017 that Norfolk is to receive a £1.488m grant from the DfT scheme 'Pushing Ahead, Your Journey Your Way'. This funding will be spent on assisting people with journey planning, cycle events and training and focuses on people cycling to places of work and education.
4. The objective of this scheme is to encourage cycling by providing improved facilities in the form of protected space away from vehicular traffic. It will help to meet the corporate priority 'a safe, clean and low carbon city.'

Environment

5. The City Council Landscape Architect has offered advice in relation to the proposed highways design and measures have been taken to minimise impacts on trees. The Landscape Architect has also designed an improvement to the triangular shaped area to the immediate south-west of the main junction. Please see drawing reference CCAG2-08/L/001 Rev 1 in Appendix 4.

Traffic Impacts

6. Temporary traffic management will be required during the construction work. On Mile Cross Lane there will be a temporary mandatory 30mph speed limit in force to enable the works to be carried out safely. Lane closures will be in place and temporary traffic signals will be in operation for part of the works. In addition a road closure will be required for 6 days on Catton Grove Road for the work in this location only. Having a road closure in place for a relatively short duration here will allow works to progress quickly and minimise longer-term disruption. A press release will be issued closer to the start of works and discussions will take place with local businesses to try to minimise disruption to deliveries and customers.

Consultation

7. The consultation took place from 20 January–20 February 2017. Consultation material was sent out to 69 local residents and businesses. Please see Appendix 5 to view a copy of the consultation letter.

The material was available online at www.norwich.gov.uk/consultations and www.norfolk.gov.uk/tfn and available to view in person at the main reception of City Hall. The Traffic Regulation Order was published in the Norwich Evening News on Friday 20 January 2017 and notices were erected on site.

Stakeholder views

8. Four responses to the consultation were received. Three supported the proposals, of which one suggested improvements be carried out to the area of land to the south-west corner of the junction (currently used as an informal parking area). The Norfolk and Norwich Association for the Blind (NNAB) raised concerns about the proposed shared space here and the wider impact on cyclist behaviour city-wide. Please refer to Appendix 6 for details of the responses.

Timescales

9. If implementation of the scheme is approved construction is planned to start on 30 May 2017 and is expected to last for 10 weeks.

Conclusion

10. The shared use path scheme was put forward for consultation following a feasibility exercise to examine a variety of options. This scheme makes the best use of available space and provides a good quality facility that is suitable for expected levels of use. It is therefore recommended that the scheme be approved for construction.

Resource implications

11. Finance: The TfN programme forms an integral part of the strategic infrastructure as set out in the Joint Core Strategy (JCS). The delivery of this scheme is funded by a government grant as part of the City Cycle Ambition programme and Section 106 funding.
12. Staff: The project will be delivered through joint team working involving both County Council and City Council officers.
13. Property: Strips of City Council owned land will be acquired as highway in order to provide the shared use facilities.
14. IT: None.

Other Implications

15. Legal implications: None.
16. Human Rights: None.
17. Communications: The Communications Project Manager for TfN schemes will continue to manage publicity and enquiries.

Section 17 – Crime and Disorder Act

18. Some street lighting columns require minor relocation to accommodate the new shared use facility. An assessment of street lighting has taken place and adequate lighting levels will continue to be provided upon the schemes' completion.
19. Overhanging branches and foliage will be trimmed back prior to the start of construction works which will improve visibility in the area.

Risk Implications / Assessment

20. A risk assessment has been undertaken for development of the NATS Implementation Plan (TfN). The key risks for delivering this area around funding, timescales and planning. These risks are being managed through active project management and ongoing engagement with stakeholders.
21. A risk register is being maintained as part of the technical design and construction delivery process.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	16 March 2017
Director / Head of service	Head of City Development Services and Executive Director of Community and Environmental Services
Report subject:	Transport for Norwich – Mile Cross Lane (Fiddlewood to Catton Grove Road) Cycling Improvements
Date assessed:	February 2017
Description:	To consider consultation responses to the Mile Cross Lane cycling improvement project and agree to implement the scheme.

	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"/>	The scheme can be delivered within the allocated budget
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A small area of City Council housing land will be required to be dedicated as highway to allow the construction of the shared cycle/pedestrian facility
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme contributes to the corporate priority 'a prosperous and vibrant city' by improving part of the yellow Pedalway which links to Norwich International Airport. This improves access to employment areas at and close to the airport. The scheme promotes cycle use to help reduce congestion which aids the flow of people and goods/services on the road network.
Financial inclusion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme will make it easier for people to travel between their homes and places of work, i.e. improving access to employment, particularly for people who are unable to use a car
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The area will remain lit to standard and work to trim overhanging branches and foliage will improve visibility in the area
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
Health and well being	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme aims to improve health and subsequently well-being by reducing congestion and the resulting vehicle emissions and noise. The route across the outer ring road is also improved for pedestrians as the traffic signals upgrade will result in shorter wait times to cross. Mental wellbeing is also affected positively as the scheme provides the infrastructure to allow people to walk, cycle and more easily access local services.
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"/>	Consultation has been carried out with local residents and businesses and has also been advertised in the local press and on City Council and County Council websites
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"/>	The scheme will make it easier for people to travel between their homes and places of work and to access local community facilities and services
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme promotes a shift from car use to cycle use to contribute to improved air quality

	Impact			
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Landscaping work will improve the area to the north of Mile Cross Lane and also the triangular shaped piece of land on the south-western corner of the Mile Cross Lane/Catton Grove Road junction
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"/>	The scheme contributes to the corporate priority 'a safe, clean and low carbon city' by seeking to reduce congestion and improve air quality.
Sustainable procurement	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Recycled plastic fencing to be used
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme contributes to the corporate priority 'a safe, clean and low carbon city' by encouraging cycle use, reducing car use and CO2 emissions.
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The construction phase of the scheme attracts some risk due to disruption to local residents, local businesses and the travelling public. However the design team have been working with the Streetworks team and the contractor to produce a traffic management plan that will minimise negative impacts.

Recommendations from impact assessment

Positive

Many positive recommendations have been indicated in the above assessment. It is considered that the scheme will have a positive impact in the areas of climate change, pollution and public health and it is therefore been put forward to the Norwich Highways Agency Committee to request approval for implementation

Negative

No negative impacts have been identified

Neutral

No recommendations have been identified in relation to neutral impacts

Issues

No further comments

Mile Cross Lane Cycling Improvements - Appendix 1



DRAWING TITLE

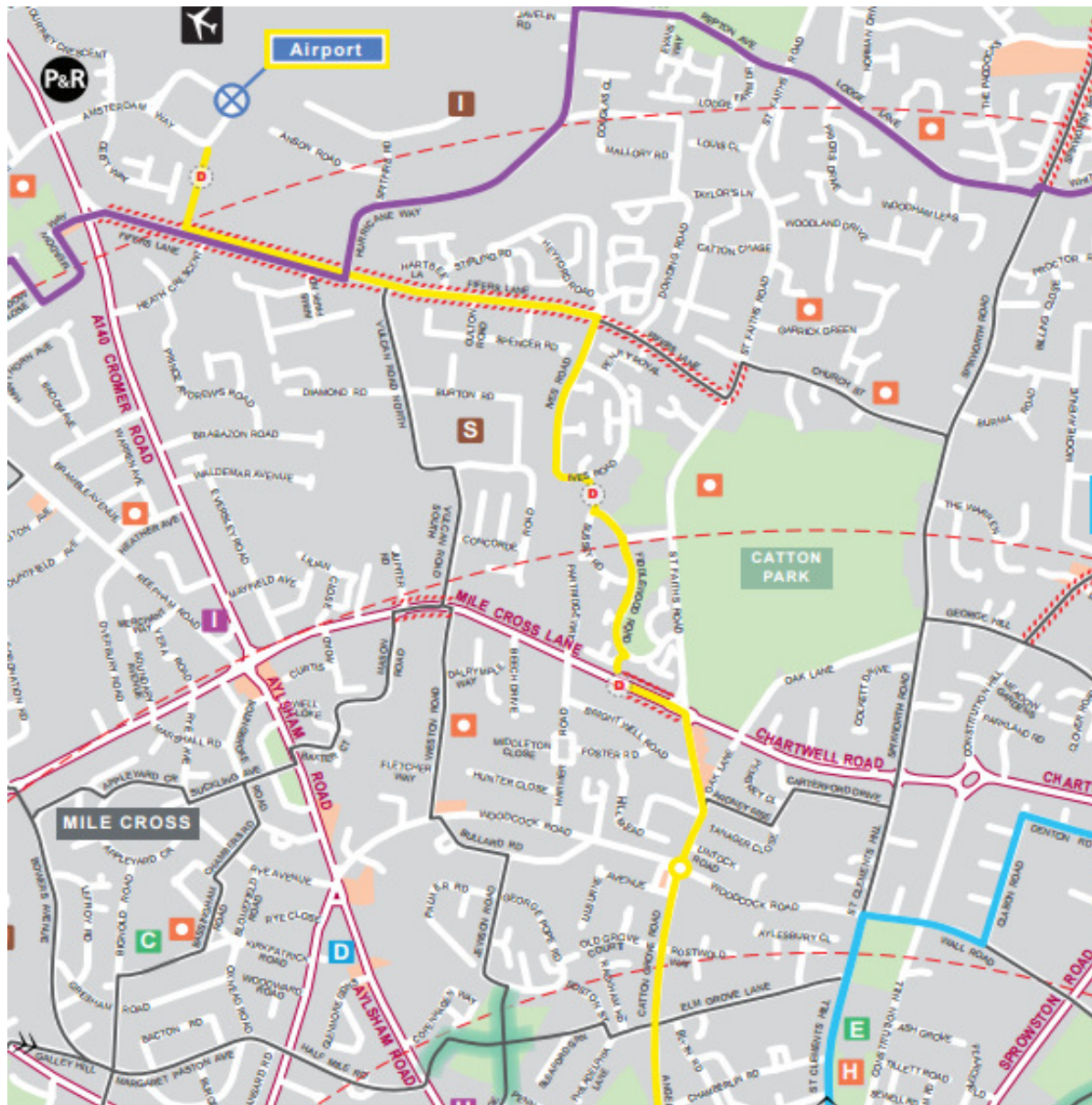
A1042/18 Norwich: Mile Cross Lane
Cycling Improvements
Site Location Plan

Tom McCabe
Executive Director of
Community and Environmental Services
Norfolk County Council
County Hall
Martineau Lane
Norwich NR1 2SG

REV.	DESCRIPTION	CHECKED	DATE

	INIT.	DATE	DRAWING No.
	OS	2016	PEA003-T1N-012
	DESIGNED BY	-	PROJECT TITLE
	DRAWN BY	AJC	A1042 Norwich: Mile Cross Lane
	CHECKED BY	LO	Cycling Improvements
		10/16	SCALE
			1:50000
			FILE No.
			PEA003

Mile Cross Lane Cycling Improvements – Appendix 2 - Yellow Pedalway route shown through the Mile Cross Lane area
 (Source: Norwich City Council (2016))



Pedalways

- Bowthorpe ↔ Broadland Business Park
- Cringleford ↔ Sprowston
- Drayton ↔ Whitlingham (National Cycle Route 1)
- Lakenham ↔ Airport
- N&N Hospital ↔ Heartsease
- Inner circuit
- Outer circuit
- Neighbourhood routes

Cycle network route conditions

- ▲ ▲ ▲ One way
- - - Route along busy road
(without off carriageway option – take particular care)
- Traffic free path
- D Cyclists dismount
- >> Steep hill (arrows point uphill)



KEY

- Proposed pedestrian/cyclist shared use path
- Existing footway to remain
- Area to be landscaped
- Proposed road markings
- Tactile paving
- Grass verge/general landscaping
- New kerbing
- Trees/shrubs to be trimmed back

Notes:

1. Topographical survey data shown in green, Ordnance Survey data shown in grey. DO NOT scale from OS data.

Funded by:

Department for Transport

NEWANGLIA

Local Enterprise Partnership for Norfolk and Suffolk

Tom McCabe
Executive Director of
Community and Environmental Services
Norfolk County Council
County Hall, Martineau Lane
Norwich NR1 2SG

DRAWING TITLE
A1042/18 Norwich: Mile Cross Lane
Cycling Improvements
Scheme Plan

REV.	DESCRIPTION	CHECKED	DATE

	INITIALS	DATE	DRAWING No.
	OS/PC	08/2016	PEA003-TFN-022
DESIGNED BY	LO	01/17	PROJECT TITLE
DRAWN BY	LO	01/17	A1042/18 Norwich:
CHECKED BY	AC	02/17	Mile Cross Lane Cycling Improvements
			SCALE
			1:500 @ A1
			FILE No.
			PEA003

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Survey 100019340

Mile Cross Lane Cycling Improvements - Appendix 4

NOTES

NOTE:
Any concrete footings within the tree root protection areas to be wrapped in DP membrane to prevent leachate into tree rooting systems

Tree root issues:
Contact Sally Ward 01603 212766
or Mark Dunthorne 01603 212426

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REVISIONS

No.	Date	Notes	Int.	Ckc
1	2.2.17	Bulb specification changed and sub-base specified as Type 4	SW	

Title
Mile Cross Lane
Catton Grove Junction
Landscape proposals

Scale(s) Not to scale

Date	21.12.2016	DWG. No.
Designed by	SW	CCAG2-08/L/001 Rev 1
Drawn By	SW	NEG. No.
Checked By		

Dave Moorcroft
Executive Head of Services
Regeneration & Development
City Hall, Norwich, NR2 1NH
tel 0344 980 3333
planning@norwich.gov.uk

Exceedge edging detail: End point to be determined on site - ensure existing line of access for vehicles parking on house frontage of No 153 Catton Grove Road is maintained

Footway extension to 3 mtrs: Footway extended to the north, into the existing verge. Existing grass to be retained and reinstated with topsoil and all purpose amenity grass seed (Parkers No 5 or similar) if damaged during construction phase..

Refurbishment of grassed area: Back fill with topsoil over scattered snowdrop bulbs @ 35 bulbs per sq mtr and grass seed. Topsoil to be graded down to meet existing ground levels of footway and to east of existing tree. See section A - A' below

Existing post and kee klamp rail: Take up and dispose off site 30mtrs of existing post and kee klamp rail fence. Replace with 44mtrs Versa recycled plastic Runner Barrier System (or similar approved). Posts to be 500mm above ground at approx 1.75mtr centres and set 250mm (min) from the back edge of the path. Posts to be brown with a white reflective banding and a galvanised rail. Note: Existing post holes to be re-used where possible. Adapt location of new posts to avoid major tree roots. All concrete footings in root protection areas to be lined with a d.p.lining to prevent leaching into tree roots.

Raised edging: 37 mtrs Everedge 'Titanic' 200 x 6mm steel edging secured to manufacturers instructions. installed above existing ground levels and the ends run into the existing gradient.

Visitor parking: 3 No visitor parking bays - no surface markings

Cycle/Footway extension to to 3 mtrs:

Re-surfacing of central area: Clear existing surface of leaves and detritus prior to works. Infill existing ruts and top up surface of central area with nominal 30mm inert Type 4 sub-base material to match existing. Grade out at the edges to tie in with existing levels. New surface to be compacted with a hand whacker plate.

End of cycle/footpath extension: Exact location to be determined on site to accommodate existing tree roots and allow adequate access to car parking area .

NOTE: Location of existing 40mph sign protects adjacent tree from vehicles turning into the landscaped/parking area

Existing dropped Kerb: indicative extent.

Section A - A'
Not to Scale

Scatter snowdrop bulbs at approx. 35 bulbs per sq mtr. Backfill with topsoil and grade to adjacent levels. Grass seed with general purpose amenity grass seed (Parkers No 5 or similar)

Everedge Titan 200 x 6mm metal edging, secured to manufacturers instructions

Nominal 30mm overlay to car park surface

Versa recycled plastic 'Runner Barrier System' (or similar approved). Posts to beat approx 1.75mtr centres, 500mm above ground and set 250mm (min) from the back edge of the path. Posts to be brown with a white reflective banding and a galvanised rail. All footings to be encased in d.p. membrane within root protection areas.

Existing Ground Levels

Residents/businesses of Catton Grove
Rd / Mile Cross Lane

Transport
City development services
Norwich City Council
City Hall
Norwich
NR2 1NH

January 2017

Our reference TR/LA

Dear Sir or Madam,

Proposed cycle improvements to Mile Cross Lane and Catton Grove Road

I would like to inform you of a consultation on proposals to improve the existing pedestrian crossing facility at the signalised Mile Cross Lane/Catton Grove Road junction. The plans are designed to help cyclists to cross Mile Cross Lane and also to widen and convert some footpaths into shared-use footpath/cycleways.

The proposed work also includes moving the existing bus stop outside no.139 Catton Grove Road south to outside No.133, with some grass area protection and improvements to the hard standing area outside Nos.143 to 153 Catton Grove Road. These plans are intended to improve road safety for all users in this area and provide better facilities for cyclists and pedestrians.

A notice of this proposal was advertised in the Norwich Evening News on Friday 20 January 2017. If you would like further information or to see plans for the proposals, please visit www.norwich.gov.uk/consultations or visit main reception of City Hall at the address above. Alternatively, you can contact me on the details below to discuss the proposals or request a hard copy of plans through the post.

If you would like to comment on this proposal, please do so in writing either by letter to the above address or by email to transport@norwich.gov.uk. The deadline for responses is Monday 20 February 2017. This project is part of Transport for Norwich and is being delivered in partnership with Norfolk County Council.

Yours faithfully,



Linda Abel
Senior planner (transport)
t: 01603 212190 e: lindaabel@norwich.gov.uk

Mile Cross Lane Cycling Improvements – Appendix 6 – Consultation responses

Ref.	Issue raised	Officer response
1	Improvements to the area welcomed. Concerns raised about access and egress to/from the area of land to the south-west corner of the junction. The position of parked vehicles, signage, a tree and the position of dropped kerbs can make access and egress difficult.	Support welcomed. The area highlighted will be considered as part of the detailed design to determine whether any improvements can be made.
2	Strongly in favour of scheme. Welcome tidying up of area by the junction on the south side.	Support welcomed.
3	First Bus – happy with proposals.	Support welcomed.
4	<p>NNAB – concerns expressed about the volume of shared space that is being introduced. For the visually impaired sharing pavements with cyclists is not an improvement.</p> <p>As the volume of shared space increases city wide it contributes to the culture that it is acceptable for cyclists to cycle on the pavement regardless of where they are.</p>	<p>The outer ring road including the Mile Cross Lane/Catton Grove Road junction is very busy and subject to a 40mph speed limit. This scheme seeks to provide protected space for cyclists.</p> <p>There is insufficient room to provide separate cycleways on the highway. Widening the footway and converting to shared use makes the best use of available space, is a suitable solution given the anticipated numbers of users and encourages cyclists to 'look out' for other users and cycle at a suitably slow speed.</p>