

Report to Norwich highways agency committee

Item

17 March 2016

6

Joint report of Head of city development services and executive director of community and environmental services

Subject Transport for Norwich – Cycling improvements Fifers Lane area

Purpose

To inform members of the consultation response to the proposed cycle ambition funded improvements in the vicinity of the Fifers Lane / Heyford Road Roundabout and to seek approval to implement the scheme.

Recommendation

To:

- (1) note the results of the consultation
- (2) approve the installation of :-
 - (a) proposed works on Fifers lane, Ives Road and Heyford Road as shown on Plan No.PE4101-R1-031; and,
 - (b) proposed conversion of existing footpath between Bussey Road and Ives Road into footway / cycleway as shown on Plan No.PE4100-R1-010-P1

Corporate and service priorities

The report helps to meet the corporate priority to provide a safe, clean and low carbon city and the service plan priority to implement the Local Transport Plan and Norwich Area Transportation Strategy.

Financial implications

The budget for the scheme is £330,000 to be funded from the Department for Transport City Cycling Ambition Grant.

Ward/s: Catton Grove

Cabinet member: Councillor Bremner – Environment and sustainable development

Contact officers

Linda Abel, senior transportation planner 01603 212190

Mike Auger, project engineer 01603 228853

Background documents

Consultation returns

Report

Strategic Objectives

1. Norwich and its surrounding area is becoming an increasingly popular area to live, work and visit. It is the number one shopping destination in the Eastern Region and becoming one of the Nation's premier cultural centres. To ensure the Greater Norwich Area continues to be popular and grow, the transport systems need to be able to cope with the increased demand.
2. Norwich is a medieval city with a narrow road system; incorporating a 21st century transport system to cope with the increased demand without sacrificing highway space for a particular transport mode or at the expense of green space and historic buildings is challenging.
3. The Norwich area Transportation Strategy (NATS) now more widely known as Transport for Norwich (TfN), is the adopted strategy which will deliver the transport improvements needed over the next 15 plus years. The strategy recognises everybody's journeys are different and does not look to force people to use one particular mode. It does look to give people viable options on how they choose to travel and actively promote sustainable transport. To do this in some areas of the network there needs to be a re-balance of the highway space available.
4. The Strategy details the plan for future delivery of improvements in order to develop sustainable transport, reduce congestion and improve air quality within the Greater Norwich area. The strategy has already delivered key improvements such as the award winning Norwich Bus Station, St Augustine's Gyratory, a network of Park & Ride facilities, St Stephens and Chapel Field North and various Bus Rapid Transit (BRT) improvements. It also includes the recently completed Postwick hub and the Northern Distributor Road which is due for completion late 2017.
5. The implementation plan for the Norwich Area Transportation Strategy (NATSIP) was agreed by Norfolk County Council in April 2010 and updated in November 2013 ([see link for updated implementation plan http://www.norfolk.gov.uk/view/NCC158241](http://www.norfolk.gov.uk/view/NCC158241)). The plan sets out the range of transport measures, together with their general intended phasing, for delivery over the short to medium term.
6. The plan has now been updated to take account of what has been delivered since 2010, and to reflect the latest position on future scheme delivery, given progress with implementation, and now that the growth plans for the area are more clear ([see joint core strategy document: http://www.greaternorwichgrowth.org.uk/dmsdocument/1953](http://www.greaternorwichgrowth.org.uk/dmsdocument/1953)).
7. Cycling is on the increase for both recreation and commuting nationally and the area has a thriving cycling community. The implementation of a City wide cycling network (see link to cycle map <http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Documents/CyclingMapFront.pdf>) is a key part of the Transport for Norwich Strategy as by delivering a comprehensive city network this reduces a number of short distance car journeys removing pressure on the network, as well as offering improving quality of life and the health benefits that have been well documented.

8. The Greater Norwich area is one of eight urban areas across the country that has been successful in bidding for Cycle Ambition funding from the Department for Transport to comprehensively improve the quality of cycling infrastructure across the Norwich cycle network a copy of the application documents can be found here <http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Pages/CycleCityAmbitionGrant2015.aspx>.
9. This scheme is a key part of the Yellow Pedalway.

Background

10. The yellow pedalway runs from the airport in the north to the technical college in the south. This report focuses on 2 projects that were allocated funding as part of the second round of cycle ambition funding;-
 - Projects 5 aims to redesign the roundabout junction of Fifers Lane / Heyford Road and Ives Road to enable easier passage for cyclist travelling on the yellow pedalway, crossing Fifers Lane at this point and re-joining the side roads. Also to enhance the area for pedestrians and redesign the existing roundabout to reduce traffic speeds.
 - Project 4 aims to improve direct travel on the yellow pedalway through the Fiddlewood estate, directing cyclists away from motorised traffic without the need to dismount on a lengthy footpath. By converting the existing footpath to a shared footway / cycleway, this also improves local cycle access to the nearby children's playground and BMX skate park.
11. A three week period of consultation was carried out in January 2016. An advert of the pedestrian crossing, road humps and cycle order notice was placed in the local press and posted on site in strategic positions. Relevant stakeholders were contacted and immediate residents and businesses written to. The two consultation drawings, Plan Nos. PE4101-R1-030 and PE4100-R1-010-P1 are attached as Appendix 2 and 3.

Consultation responses

12. Six responses to the consultation were received, each are summarised and discussed in Appendix 1. In general out of those that expressed an opinion, three supported the proposals and two objected.
13. First Eastern Counties Buses contacted us to ensure the bus route that turns from Fifers Lane onto Ives Road would not be compromised by the new design for the roundabout. The respondents were given assurance the new design would allow the necessary large vehicle movements.
14. Norwich Cycling Campaign does not support this proposal for the Fifers Lane area as they regard the proposal as a downgrade of the initial suggestion of a "Dutch style" roundabout. However, this location is close to the airport industrial site and a large number of HGVs are likely to use this junction. Recent research by Transport Research Laboratory using off-street trials of a 'Dutch-style' roundabout for the DfT gave considerations when proposing to trial this type of roundabout on-street. They reported that the initial findings concluded that "Given the limitations of the off-street trials a precautionary approach would be to conduct initial on-street trials at locations where traffic flows are comparatively low (especially of HGVs) and cycle and

pedestrian flows are comparatively high, so that drivers expect their presence". One of the reasons for this conclusion was the visibility of cyclists on the cycle track from HGVs. The report can be found here:

http://www.trl.co.uk/media/839260/ppr751_dutch_roundabout_safety_v1.pdf

Therefore, it is not considered appropriate to propose a "Dutch-style" roundabout in this location, due to the volume of HGV's generated by the nearby industrial areas.

15. The cycling campaign has also asked if the path between Bussey Road and Ives Road which is proposed to become shared use can be widened. While this would be desirable, as this involves moving street lighting it will be an expensive to achieve. It is suggested that this element of the scheme is held back until the end of the CCAG2 programme and implemented if funding allows.
16. The request for two more formal crossing points for pedestrians, widening the proposed cycleways / footpaths and extra traffic calming from Norfolk Living Streets is not considered necessary in these specific residential streets with low traffic numbers. The extra expense would not give a cost effective benefit to the scheme.

Conclusion

17. A small amendment to the proposals is considered necessary for the detailed design of widening the cycleway / footways for short lengths at the junctions with Fifers Lane and Heyford Road and Ives Road. This is shown on Plan No. PE4101-R1-0301 attached as Appendix 4.

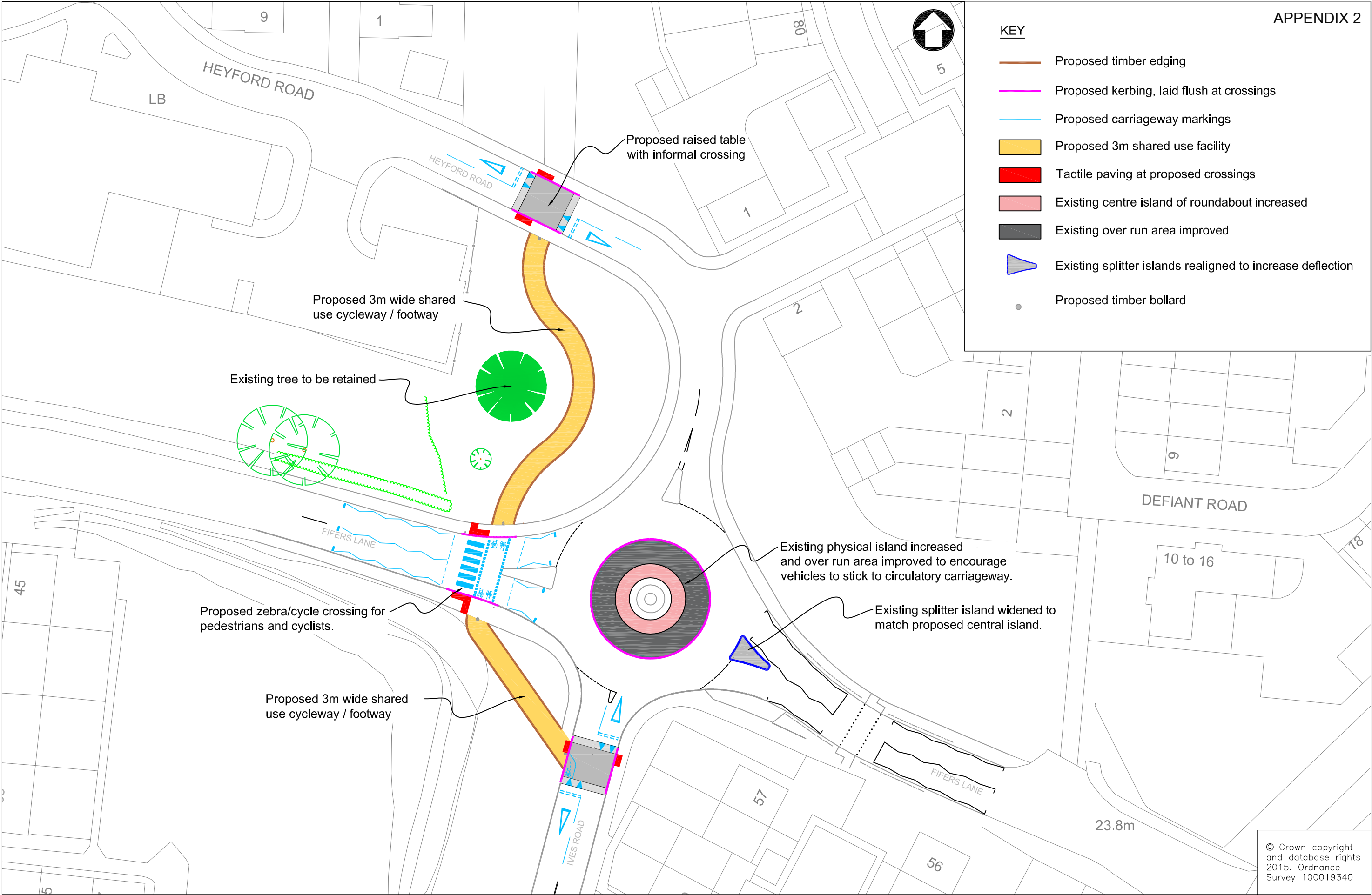
In consideration of the responses received, it is recommended that Members agree to the installation of the proposals as shown on Plan No. PE4101-R1-031 for Fifers Lane area and Plan No. PE4100-R1-010-P1 for the Bussey Road / Ives Road area.

Consultation responses

Respondent	Comments	Officer comments
First Eastern Counties Buses Ltd	Concerned with the new design of the roundabout on Fifers Lane as a 12m length single storey bus needs to turn from Fifers Lane into Ives Road at this junction.	This bus manoeuvre has been considered, the design will allow travel of large vehicles in all directions.
A resident of Ives Road	Believes enough money has been spent on cyclists in Norwich and the money would be better spent on improvement to bus infrastructure and on street car parking spaces.	It is part of the Norwich Area Transport Strategy (NATS), agreed by this committee, to encourage the use of sustainable transport. To encourage more cycling it is necessary to invest in the cycling infrastructure. The budget for these improvements to cycling facilities has specifically been allocated to the city council for this reason and cannot be used for other initiatives.
Norfolk Constabulary	Supports the proposal to install a zebra crossing on Fifers Lane, raised full width tables on Heyford Road and Ives Road, together with shared use facilities.	The support from Norfolk Constabulary is appreciated for these proposals.

Respondent	Comments	Officer comments
Norfolk Living Streets	<p>Supports the Fifers Lane proposals in general as this improves the facilities for pedestrians, however they would like to see</p> <p>The proposed new shared cycleway / footways increased to 4m wide</p> <p>A formal crossing provision on both the proposed raised tables on Heyford Road and Ives Road.</p> <p>Traffic calming on Ives Road.</p> <p>A separate cycle path instead of converting the existing footpath into a shared cycleway / footway between Bussey Road and Ives Road.</p> <p>However, they welcomed the use of signs saying “Share with Care” and suggested alternative text. It was also requested that these types of signs be used in other locations in Norwich.</p>	<p>It is acknowledged that Norfolk Living Streets supports the proposals for Fifers Lane In general, but the request to enhance the proposals by widening the proposed paths or providing a separate cycle path between Bussey Road and Ives Road is not considered necessary. DfT guidance advises that a 3m wide path is suitable for shared use purpose.</p> <p>It is not considered necessary to install formal crossings on the raised tables on Heyford Road and Ives Road as the traffic on these residential roads is limited and the raised tables will have a traffic calming effect. There are insufficient funds to consider further traffic calming on Ives Road.</p> <p>The initiative of installing “Share with care” signs along the shared cycleway / footway between Bussey Road and Ives Road, which is the first use of these signs in Norwich, will help reinforce the need to travel responsibly. However for the message to have any impact; these signs should only be used in specific areas. This particular path has been chosen because of the existing width.</p>
The Norfolk and Norwich Association for the Blind (NNAB)	<p>Satisfied that a zebra is proposed west of the roundabout on Fifers Lane as at present there is no crossing provision there. They stated that although shared use cycleway / footways can cause problems for the visually impaired, there are alternate footpaths to use if preferred.</p>	<p>It is appreciated that the NNAB have considered the proposals and have no objection to them.</p>

Respondent	Comments	Officer comments
<p>Norwich Cycling Campaign</p>	<p>Do not support this proposal for Fifers Lane:-</p> <p>The initial suggestion for this junction as used in the 'Bid' to the Government was for a "Dutch style" roundabout which would add greater benefit for cyclists.</p> <p>It is felt more consideration has been given to pedestrians.</p> <p>The footpath to be converted between Bussey Road and Ives Road needs to be at least 3m wide as there are many groups of pedestrians, some with pushchairs, in this recreation area.</p>	<p>Although a Dutch style roundabout was considered for this junction in the original 'Bid', after further assessment it was not considered appropriate due to recent research carried out by Transport Research Laboratory and the high number of HGVs that use this roundabout (see main text). With this proposal, cyclists travelling on the yellow pedalway are diverted from the roundabout to a safer crossing point to the west. For cyclist travelling along Fifers Lane the roundabout will be safer as the new design will slow traffic down.</p> <p>As with all proposals for the highway, the aim is to give benefit for all road users.</p> <p>The footpath to be converted into a shared cycleway / footway between Bussey Road and Ives Road is nominally 2.4m wide. To widen the whole footpath, which would involve moving street lights would make the scheme very expensive and greatly lower the cost / benefit ratio of the project. It is judged that the existing width is acceptable in this location with the number of cyclists and pedestrians using this path. In effect by converting this footpath into a shared cycleway / footway we are managing the current practice of cycling on this footpath. However, it is accepted that it would be preferable to widen the path if possible, therefore this will be added to a list for consideration at the end of the CCAG2 programme if funding allows.</p>



- KEY**
- Proposed timber edging
 - Proposed kerbing, laid flush at crossings
 - Proposed carriageway markings
 - Proposed 3m shared use facility
 - Tactile paving at proposed crossings
 - Existing centre island of roundabout increased
 - Existing over run area improved
 - Existing splitter islands realigned to increase deflection
 - Proposed timber bollard

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**Transport
for Norwich**

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
Fifers Road-Ives Road Roundabout
Consultation Plan

REV.	DESCRIPTION	CHECKED	DATE

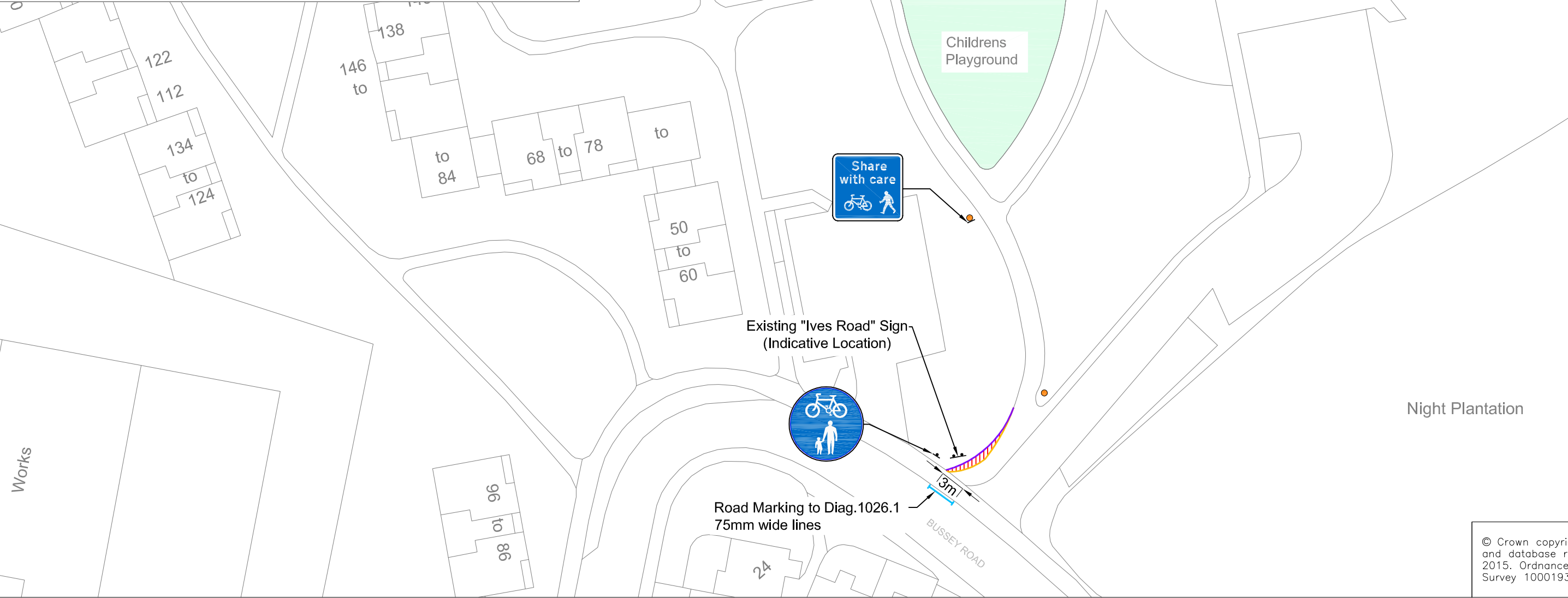
	INITIALS	DATE	DRAWING No. PE4101-R1-030
SURVEYED BY	OS	2015	PROJECT TITLE Fifers Road-Ives Road-Heyford Road Roundabout Improvements
DESIGNED BY	RH	11/15	
DRAWN BY	JCR	11/15	
CHECKED BY	MA	11/15	SCALE 1:500 FILE No. PE4101

Key

- Bull nose Kerb 125 x 150 with 6mm upstand as per NCD1100-01
- Transition Kerb 125 x 225 as per NCD1100-20
- Proposed lining
- Concrete footway edging 50 x 150 as per NCD1100-01
- Existing Footway edging to be removed and reused on site
- Proposed surfacing to tie into the existing footway surfacing
- Existing surface regraded to proposed dropped kerbs
- Proposed shared use area sign (TSRGD number 956). Refer to appendix 12/1 for more information. (mounting height 2.3m)
- Proposed 'share with care sign', mounted on existing street lighting column. Refer to appendix 12/1 for more information. (mounting height 2.3m)
- Existing street lighting column

Notes

1) Design is based on OS data.

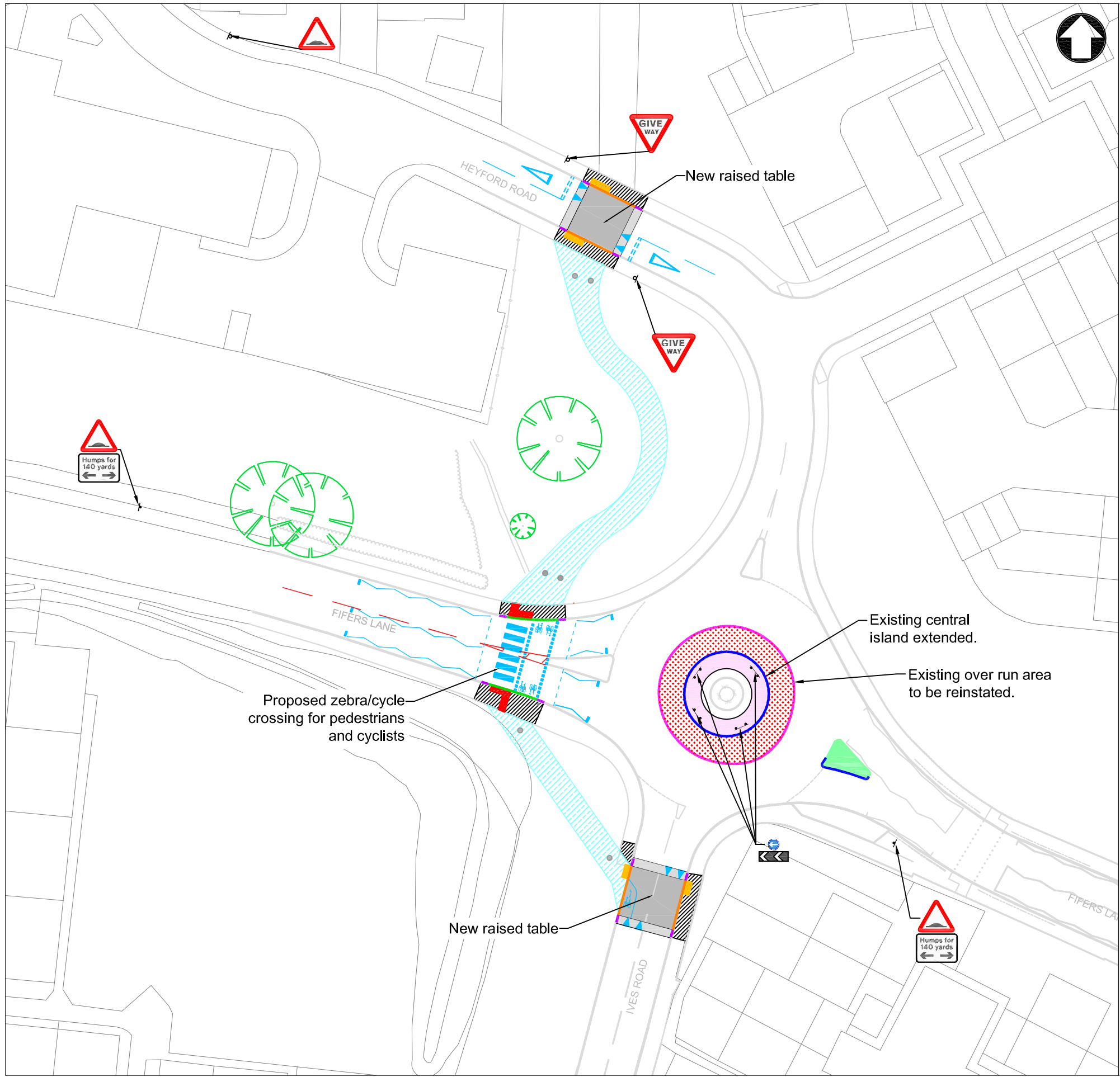


REV.	DESCRIPTION	CHECKED	DATE
P1	For stage 2 safety audit	MA	09/15

SURVEYED BY	INITIALS	DATE	DRAWING No.
OS	OS	2015	PE4100-R1-010-P1
DESIGNED BY	INITIALS	DATE	PROJECT TITLE
RH	RH	09/15	Bussey Road - Ives Road Shared Use Conversion
DRAWN BY	INITIALS	DATE	SCALE
JCR	JCR	09/15	1:500
CHECKED BY	INITIALS	DATE	FILE No.
MA	MA	09/15	PE4100

APPENDIX 4

- KEY
- Proposed kerbing with 125mm upstand
 - Transition Kerb
 - Proposed kerbing with 0-6mm upstand
 - Proposed kerbing with 0-6mm upstand from raised table
 - Proposed kerbing with 25mm upstand
 - Proposed lining
 - Existing lining to be removed
 - Proposed 3m shared use facility
 - Buff tactile paving
 - Red tactile paving
 - Existing physical island increased
 - Existing over run area to be reinstated
 - Existing footway to be resurfaced to tie into proposed kerbing/tactile paving
 - Splitter island resurfaced
 - New timber bollard 1.2m x 200mm x 200mm with shared use cycle route sign



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Department for Transport



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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
Fifers Road-Ives Road Roundabout
Proposed Layout

REV.	DESCRIPTION	CHECKED	DATE

	INITIALS	DATE	DRAWING No. PE4101-R1-031	
SURVEYED BY	OS	2015	PROJECT TITLE Fifers Road-Ives Road-Heyford Road Roundabout Improvements	
DESIGNED BY	RH	02/16		
DRAWN BY	JCR	02/16		
CHECKED BY	MA	02/16	SCALE 1:500	FILE No. PE4101