

Staffordshire County Council LCWIP – Lichfield Cycle Audit

October 2019



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Head Office
Sustrans
2 Cathedral Square
College Green
Bristol
BS1 5DD


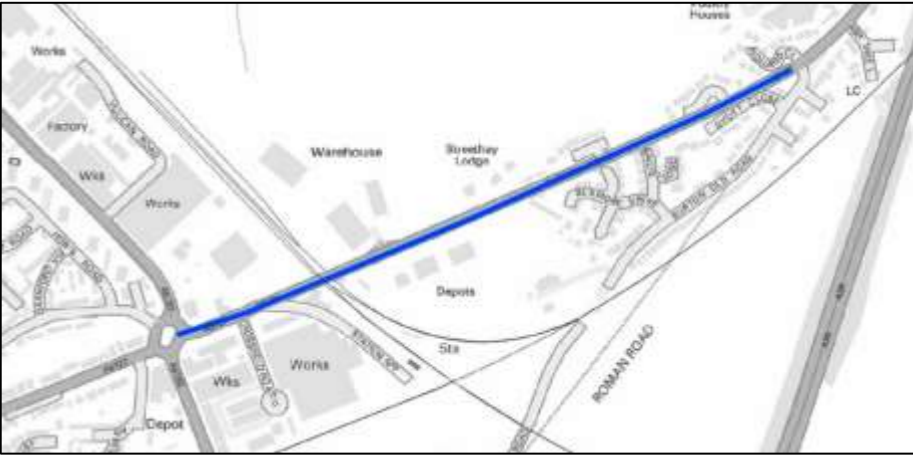
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1. Burton Road (A5127)
2. Burton Old Road
3. Rotten Row/Sturgeon Hill/Boley Lane
4. Broad Lane
5. Quarry Hills Lane
6. Tamworth Road (A51)
7. Birmingham Road (south)
8. Friary Road
9. Christchurch Lane
10. Birmingham Road
11. Grange Lane
12. Weston Road
13. Eastern Avenue
14. Dimbles Road/Weston Road
15. Watery Lane
16. Eastern Avenue
17. Curborough Road / St Chad's Road
18. Greenhill / George Lane
19. St Chad's Road

1 Route Audit

Location / Section to	Location reference number	Comments and recommendations	Photographs
Burton Road	1	<p>A busy route into the city from Streethay and Burton.</p> <p>Shared use cycle provision exists on the southern side of the carriageway from Lichfield Trent Valley Station to the new development at Oak Way, however the signalised crossing facility does not provide a cycling phase nor is there shared use footway to access the housing. There is no cycling provision at the signalised junction either.</p> <p>After Oak Way Burton Road becomes very narrow with no opportunity to provide a safe off-road cycle facility.</p> <p>It is proposed that an alternative route be used through the new housing estate with improved crossing facility at the existing crossing and associated shared use footway upgrade.</p> <p>(1 no. toucan crossing)</p> <p>(180m new shared use footway)</p>	 <p>Existing crossing on Burton Road</p> 



Existing crossing on Burton Road



Signalised junction at Oak Way

				
Burton Old Road	2	<p>A residential road that is closed at the railway crossing.</p> <p>An at grade level crossing for pedestrians and dismantled cyclists enables through access to Burton Old Road East.</p> <p>The route was well used at the time of survey and it is formed of a closed highway crossing.</p> <p>Limited opportunity to improve the existing access arrangements apart from constructing a bridge at high costs over the electrified railway.</p> <p>The residential road is quiet and fit for cycling with no intervention necessary.</p>		
			Burton Old Road	



Access to railway crossing



At grade level crossing

Rotten Row/
Sturgeon Hill/
Boley Lane

3

Rotten Row/ Sturgeon Hill/
Boley Lane form a busy
distributor road from the
residential areas on the south
east of Lichfield to access the
town centre and Birmingham
Road.

Traffic flows were relatively high
and speeds increased once
over the railway bridge and on
to Boley Lane.

Little opportunity exists within
the existing carriageway for
cycle facilities due to restricted
width.

Alternative options and routes
are also limited.

Recommend further
investigation of alternative
options and should none be
available a quietway treatment
and speed reduction should be
considered.

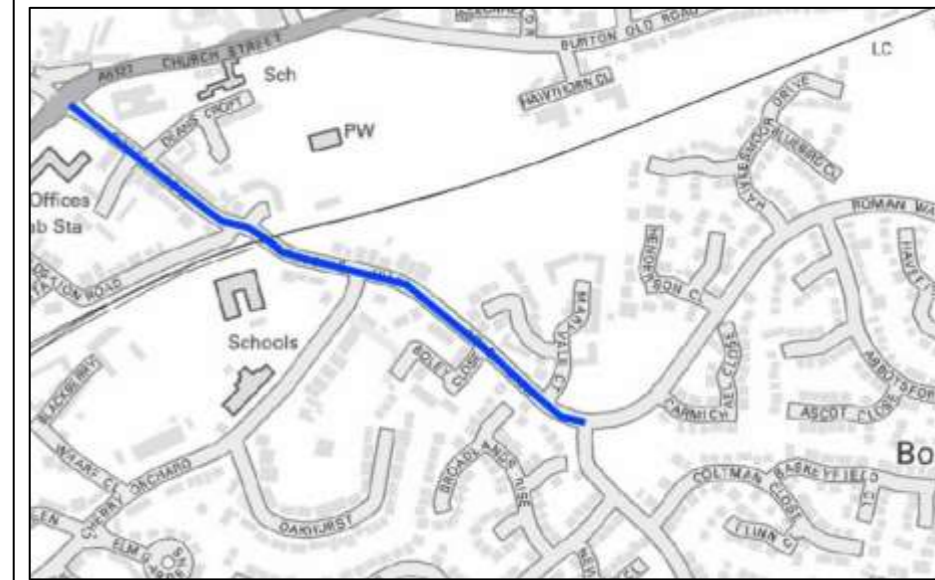
(643m of quietway treatment)



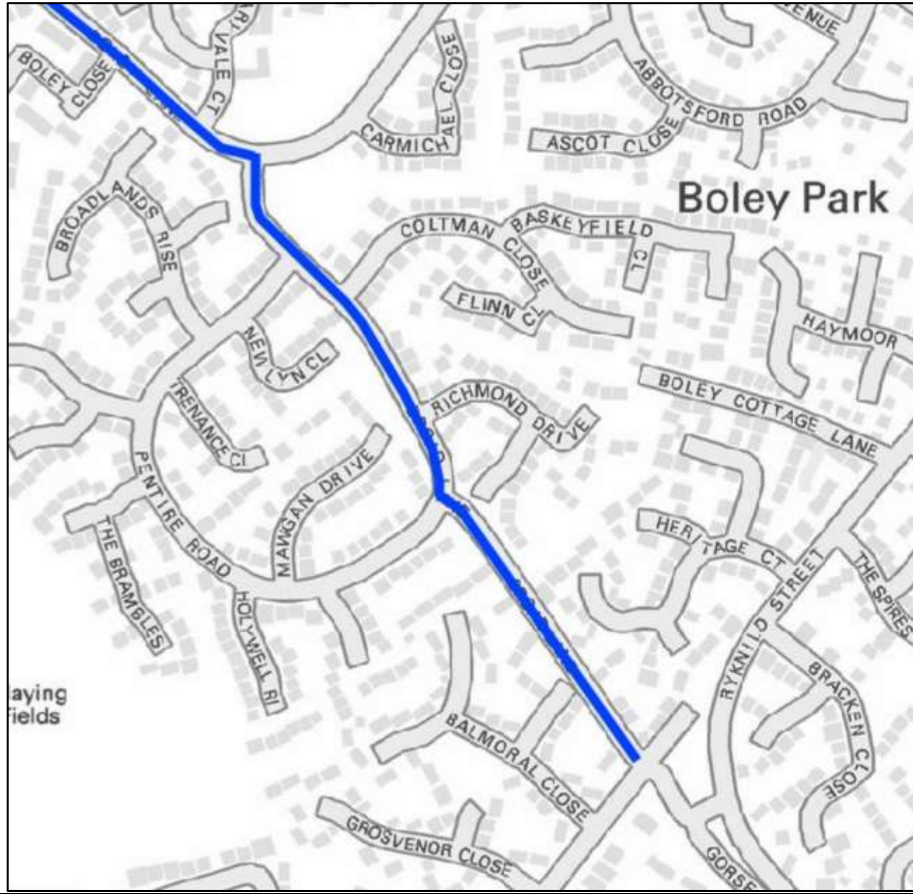


Rotten Row






Rotten Row



				
Broad Lane	4	<p>A quiet residential street that is already traffic calmed with build-outs.</p> <p>No special treatments are required apart from signage as a recommended cycle route and possibly quietway treatment.</p> <p>(564m of quietway treatment)</p>		

Sturgeon's Hill

Broad Lane

				
<p>Quarry Hills Lane</p>	<p>5</p>	<p>Predominantly a quiet residential road with low speed and volumes.</p> <p>The carriageway narrows considerably on approach to Tamworth Road.</p> <p>Previous investigation has been made into making this section one way and using filtered permeability to provide cycle contra-flow however these proposals were not progressed.</p> <p>Recommend further investigation into how Tamworth Road can be accessed.</p>		

Junction with Quarry Hills Lane



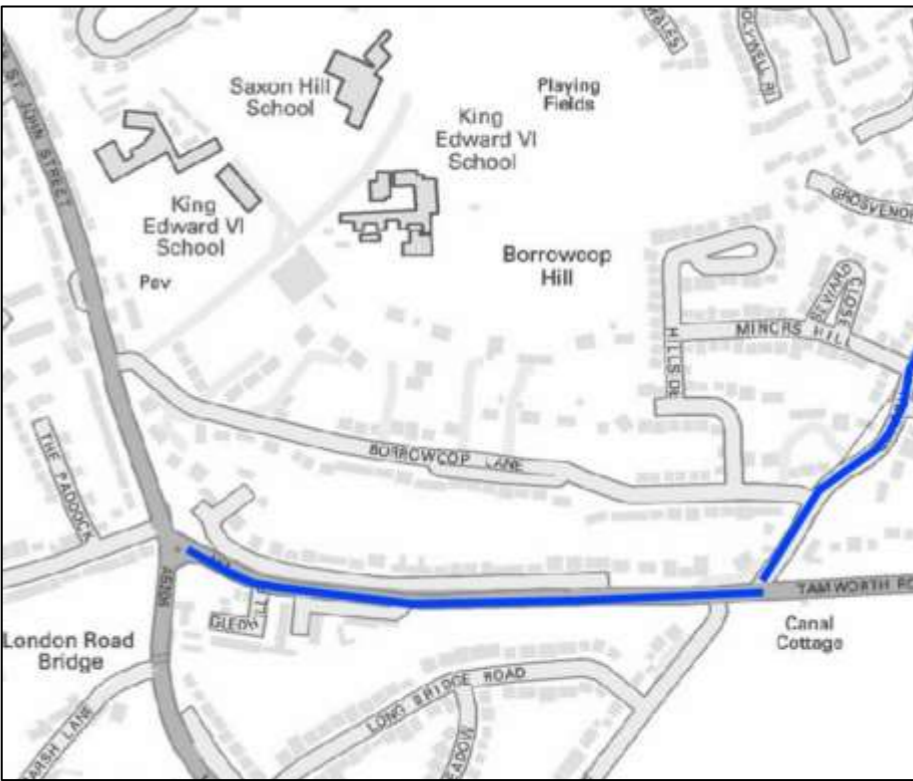
Quarry Hills Lane



Approach to Tamworth Road



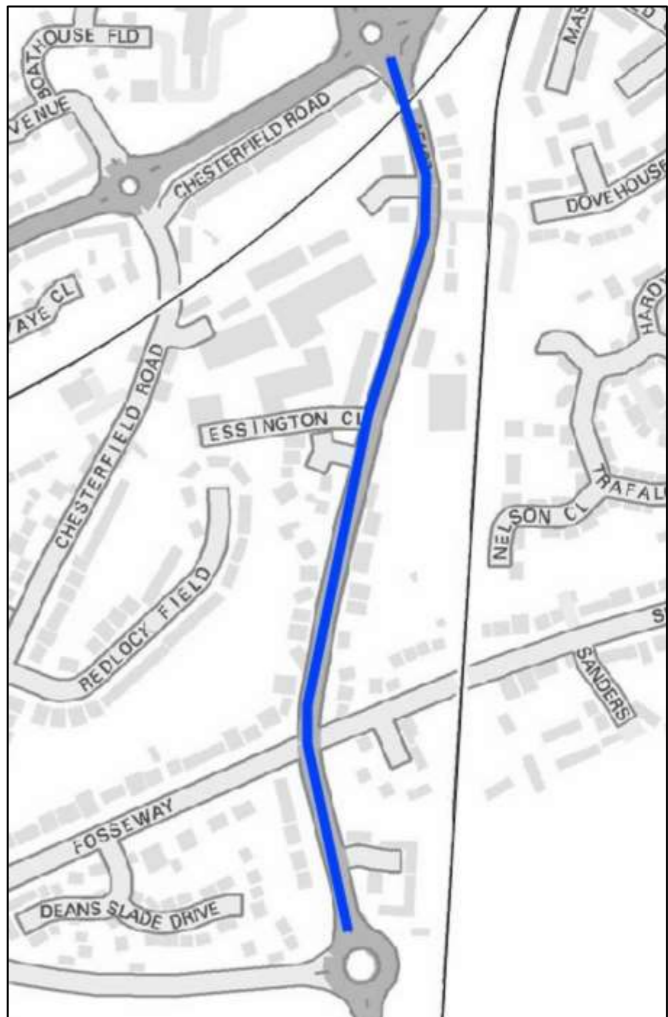


Cyclist on Quarry Hills Lane

				
Tamworth Road	6	<p>Tamworth Road is a heavily trafficked and fast road that requires off-road cycling provision.</p> <p>Footway only exists on one side of the carriageway and this is of limited width, which would require widening to shared use facility. Sufficient carriageway space appears to exist to widen into.</p> <p>A service road that runs parallel to Tamworth Road provides an alternative quiet cycle option and would reduce the amount of new shared use construction.</p> <p>Detail of the access/egress at the Shortbutts Lane junction would require further detail.</p> <p>It is acknowledged that the former canal runs on this alignment that would provide similar facility however this would require crossing and re-crossing to access.</p> <p>An alternative route to investigate would be to access St John's Street via Borrowcop Lane</p> <p>Further investigation required of the costs associated with all three options.</p>		

Junction with Tamworth Road

Tamworth Road

		<p>Recommend running all three options through the Route Selection Tool.</p> <p>(164m new shared use footway/ cycleway)</p>	 <p>Borrowcop Lane</p>	
<p>Birmingham Road (south)</p>	<p>7</p>	<p>Birmingham Road is a key route into the city centre from the southern residential areas of Lichfield.</p> <p>No current provision exists for cyclists and traffic speeds/ volumes are high.</p> <p>Shared use off-road facility would be required to encourage modal shift and support existing journeys.</p> <p>Sufficient carriageway width appears to be available to construct new cycleway by widening the footway into the carriageway.</p> <p>Recommend further engineering feasibility study to identify options and possibilities and/or alternative route alignments that may be available from new developments.</p> <p>(671m of new shared use footway cycleway)</p>	 <p>End of cycle route at Birmingham Road/ Falkland Road</p>	



Birmingham Road towards the city centre



Cycle provision at rail bridge

				
Friary Road	8	<p>Friary Road already has cycle provision which is adequate but requires maintenance, nothing further is required unless new off-road provision was deemed necessary to support new housing growth to the south of Lichfield.</p>		

Cycle provision at Birmingham Road/ The Friary

Friary Road cycle provision

Christchurch Lane

9

A key cut-through exists between Beacon Park/ the city centre and Christchurch Lane for the residential properties in Leomansley.

Improve the current footpath through the trees to shared use footway cycleway and improve dropped crossing access at Christchurch Lane.

Christchurch Lane is a narrow low speed residential road that has considerable on highway parking.

Consider implementing quietway treatments and speed reduction to 20mph to highlight the cycle route.

(160m new shared use footway/ cycleway)

(Improved dropped kerb arrangement)

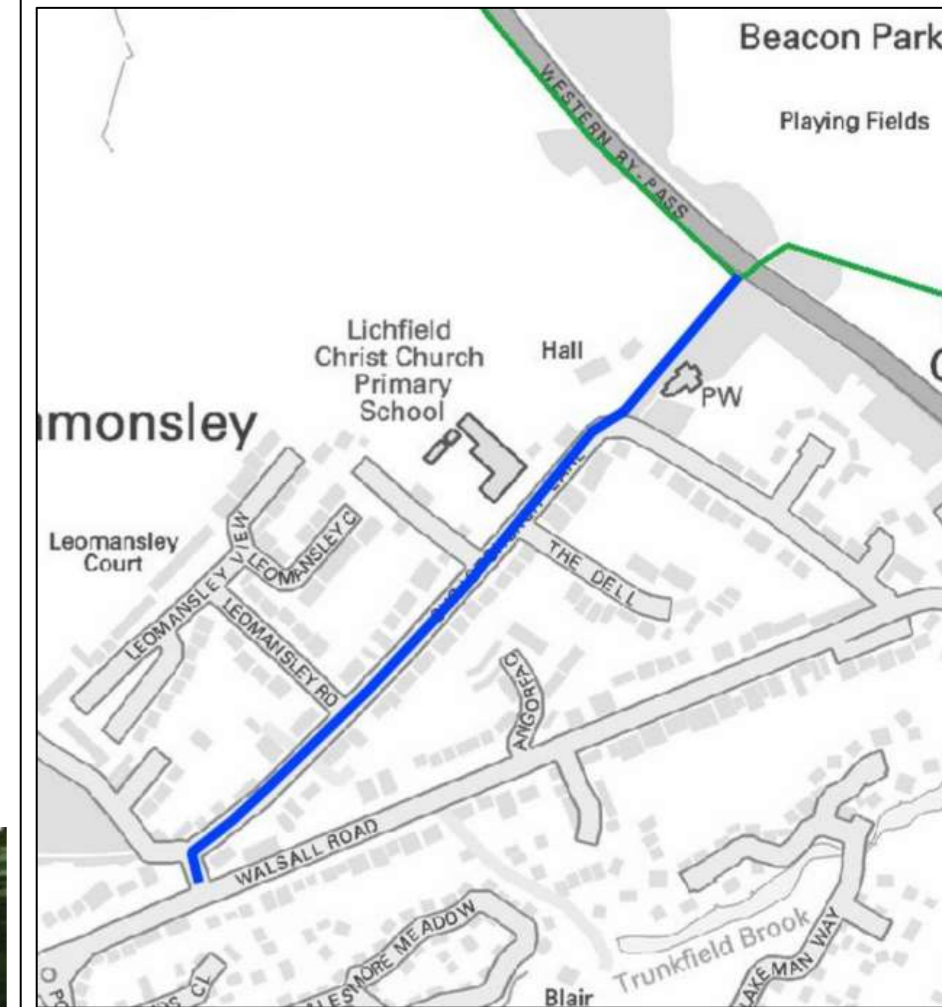
(470m of quietway treatment)



Access to Western bypass toucan crossing and Beacon Park



Toucan crossing on Western bypass





Christchurch Lane and primary school access.

Birmingham Road
(The Friary to St
John's)

10

Existing cycle provision is provided along Birmingham Road from the junction of The Friary to St John's.

This facility is some years old now and requires revising to meet with current guidance and standards.

The route alternates between segregated provision where width is available and reduces to shared use where less highway space is available. This mix and match approach is confusing to both pedestrians and cyclists and a consistent approach should be adopted throughout.

Especially hazardous is where the cycle route is marked directly in front of residential driveways.

The route also requires cycling and pedestrian phases to be introduced at the junction with St John's. There is no facility for either pedestrians or cyclists nor are there even refuges. The crossing distances are large, and this junction presents a significant hazard.

Recommend revision of existing cycle route to provide shared use footway/ cycleway throughout.

New pedestrian/ cycle phases at junction.

(488m of cycleway revision)

(New pedestrian/ cycle crossings)



Existing cycle provision on Birmingham Road.



Existing cycle provision on Birmingham Road.



Birmingham
Road/ Church

Sufficient highway width and
verge exists to provide new



Signage intrusions into the footway on approach to junction with St John Street



Signal junction of Birmingham Road and St John Street

Street/ Trent Valley Road (St John's to Capper's Lane)

shared use footway cycleway on the northern side of Birmingham Road from the signal junction at St Johns past the existing toucan crossing to the station and on to Church Street at the junction with St Michael's Road.

The signal controlled junction at Rotten Row/ Greenhill will require cycle crossing phases incorporating into its design.

A new toucan crossing will be required between St Michael's Road and Burton Old Road West to allow access to the quiet residential road network.

Beyond this point available highway width reduces significantly and it would not be possible to introduce cycle facilities without seriously reducing highway capacity.

An existing signed quiet cycle route along Valley Lane allows for journeys to the north of Trent Valley Road and the quiet streets of Burton Old Road allows access for cyclists to the south of Trent Valley Road.

(808m new shared use footway/ cycleway)

(new cycle phases at signal controlled junction)

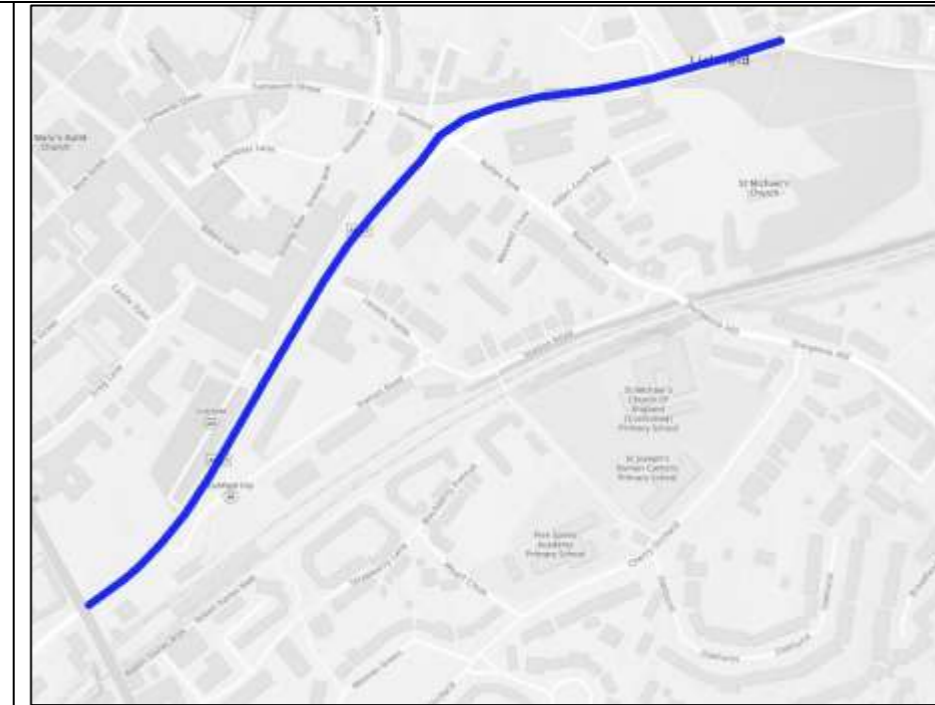
(1no new toucan crossing)



Birmingham Road at railway station.



Birmingham Road to rear of Spires Shopping Centre





Birmingham Road on approach to Greenhill/Rotten Row signal controlled junction



Trent Valley Road

Grange Lane

11

Grange lane is a 20mph traffic calmed road that widens considerably as it approaches Western Avenue.

The speed bumps are less effective with modern cars being larger and do not effectively reduce speed.

Travelling up Grange Lane from Weston Road the gradient is relatively steep and cyclists would benefit from an uphill cycle lane to give some separation from the traffic at low speeds.

Whilst the road is already designated 20mph it would benefit from a quietway treatment to further reduce speeds.

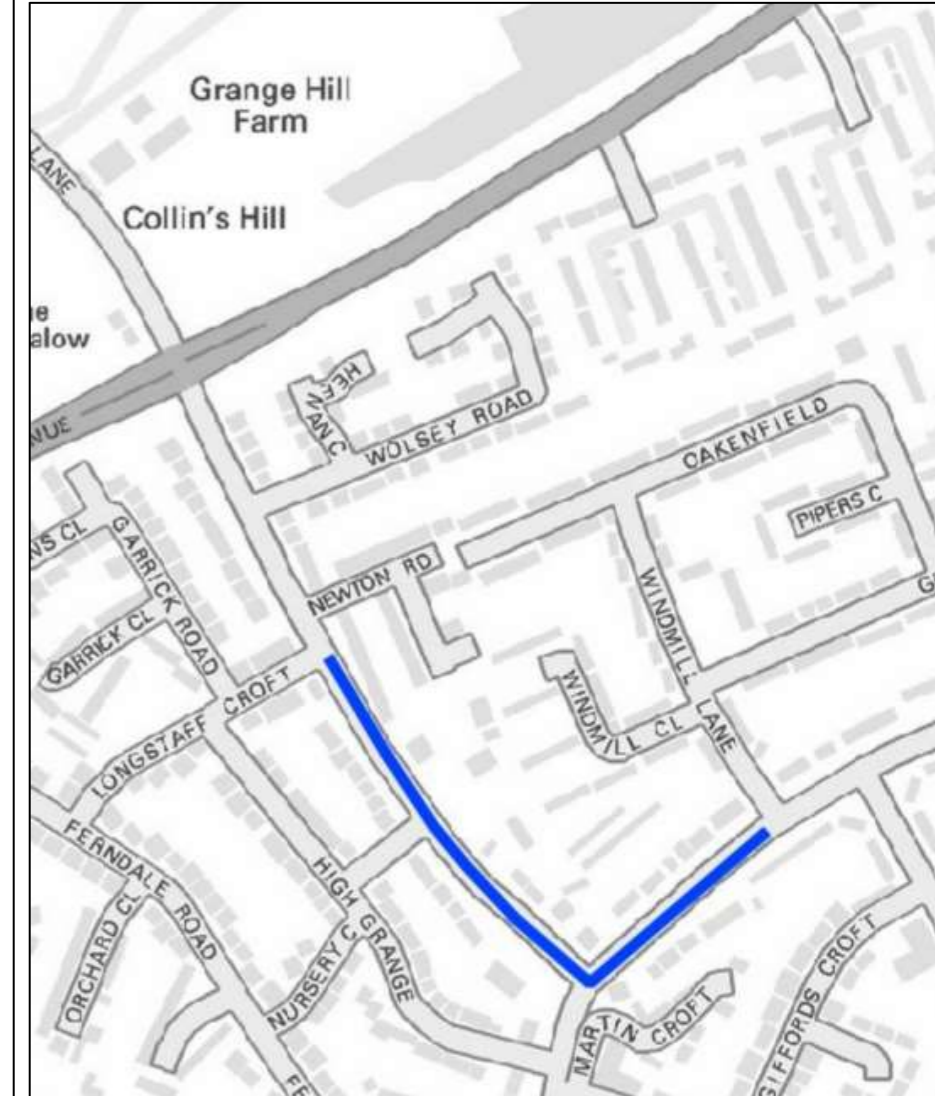
(470m of quietway treatment)




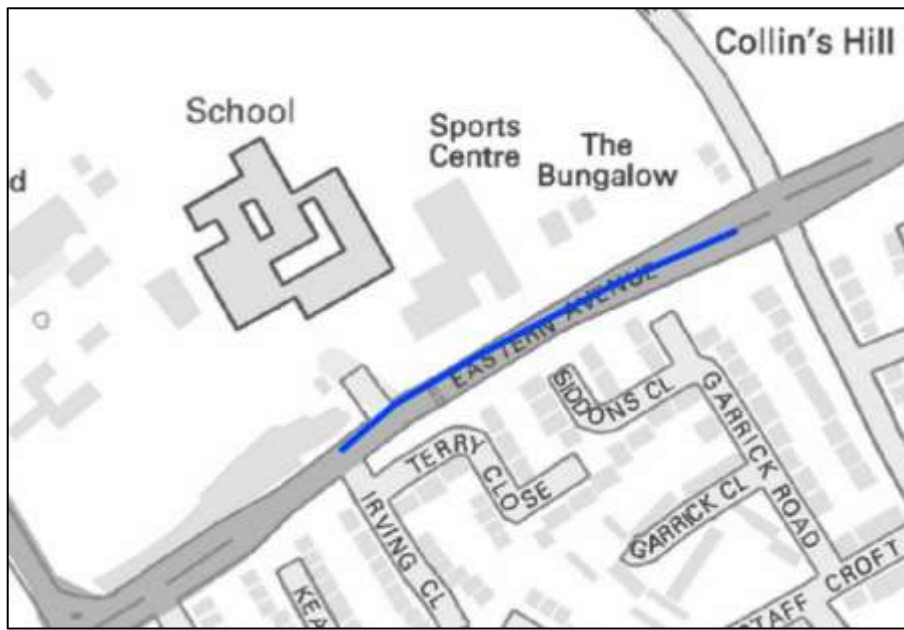


Grange Lane from Weston Road.



Grange Lane approaching Eastern Avenue



<p>Weston Road</p>	<p>12</p>	<p>As with Grange Road, Weston Road is a traffic calmed residential road that would benefit from a quietway treatment to further reduce speeds and highlight the cycle route.</p> <p>(148m of quietway treatment)</p>	 <p>Weston Road looking east</p>	
<p>Eastern Avenue</p>	<p>13</p>	<p>New shared use footway/ cycleway is required on the north side of Eastern Avenue to support existing journeys from the residential areas south of Eastern Avenue to The Friary School, Friary Grange Leisure Centre and the care home.</p> <p>Currently no cycle provision exists to access these locations and there was clear evidence of demand at the time of the audit.</p> <p>Space exists within the highway verge to widen and provide shared use footway/ cycleway with room for the required 500mm separation from the carriageway on this busy 40mph road.</p> <p>There appears to be sufficient room at each pedestrian crossing to incorporate cycle provision.</p>	 <p>Pedestrian crossing on Eastern Avenue adjacent Grange Lane</p>	

Recommend further study to identify feasibility.

(226m of new shared use footway/ cycleway)




2no pedestrian crossing upgrades to toucan crossings)



Cyclist on footway on Eastern Avenue



Footway on north side of Eastern Avenue

				
Dimbles Lane/ Weston Road	14	<p>Both Dimbles Lane and Weston Road are relatively quiet residential roads that may get busier at peak times.</p> <p>Both are traffic calmed however the main challenge to cyclists here is the very wide mini roundabout at the junction. This does not provide any speed reduction for vehicle and the good visibility allows vehicles to proceed without slowing.</p> <p>Roundabouts are the most challenging highway feature for cyclists and improvement here would improve the cycle route considerably.</p> <p>Further design feasibility would be required to identify what options could be delivered here.</p>		

Pedestrian crossing on Eastern Avenue adjacent to Irvine Close

Mini roundabout at junction of Dimbles Road/ Weston Road

Watery Lane

15

Watery Lane only has a short section that is within the urban boundary and once under the railway bridge becomes a national speed limit rural lane.

New residential properties have been constructed off Watery Lane however no shared use cycleway/ footway has been provided that could support journeys into Lichfield. Similarly, new shared use could have allowed access to the employment zone prior to the rail bridge.

Any further new development in this location should allow for new shared use up to the employment zone.

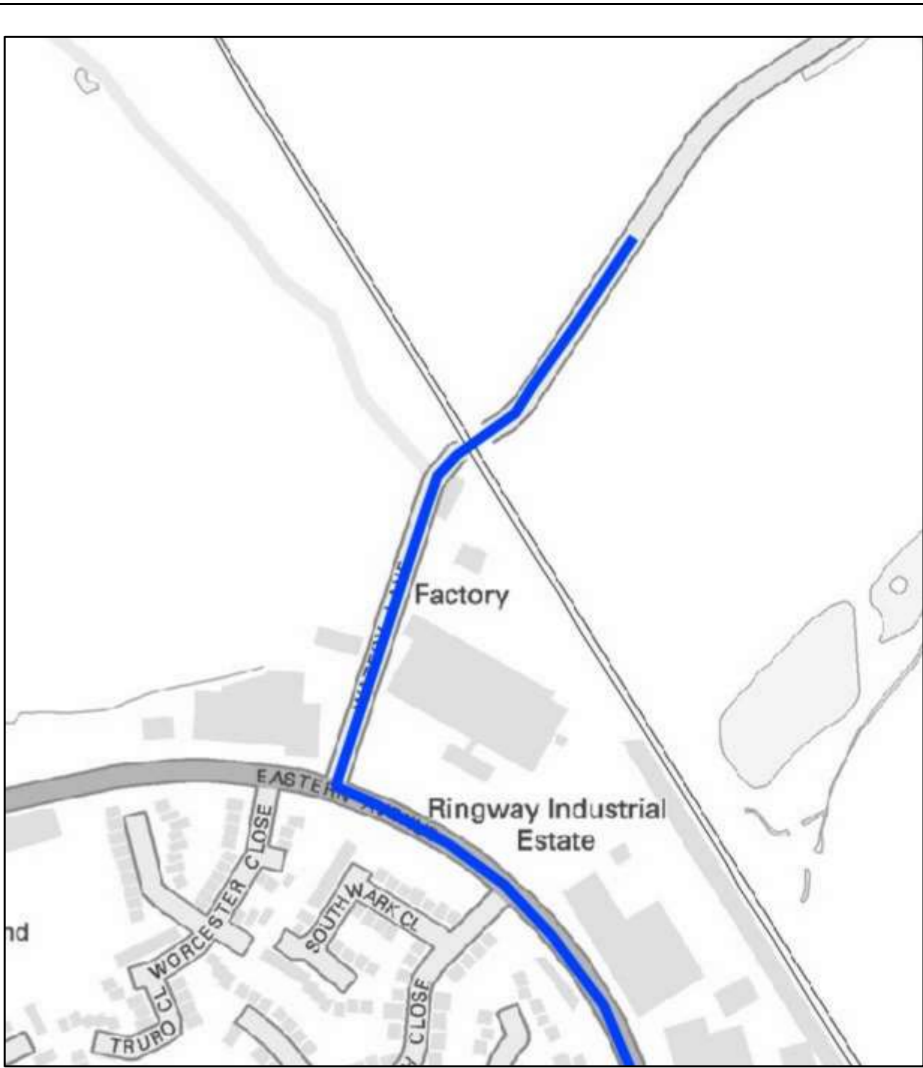
(234m new shared use footway/ cycleway)



Watery Lane from Eastern Avenue



Watery Lane beyond residential extent.



Eastern Avenue

16

Eastern Avenue is a fast and busy distributor road and forms a northern bypass of Lichfield.

Fortunately for the majority of its length it provides cycle facility located off-carriageway.

Unfortunately, this does not connect the new housing off Watery Lane nor is there a safe crossing facility from Watery Lane to existing pedestrian facility on the southern side of Eastern Avenue.

A spur path has been constructed to access the housing however no safe crossing exists, and traffic flows are such that crossing delays are significant.

A network of existing footpaths runs parallel to Eastern Avenue in greenspace that could be easily widened and upgraded to shared use footway/ cycleway to join with existing provision adjacent to Netherstowe Lane where Nation Cycle Network route 54 provides access to the city centre.

(750m of new shared use footway/ cycleway)

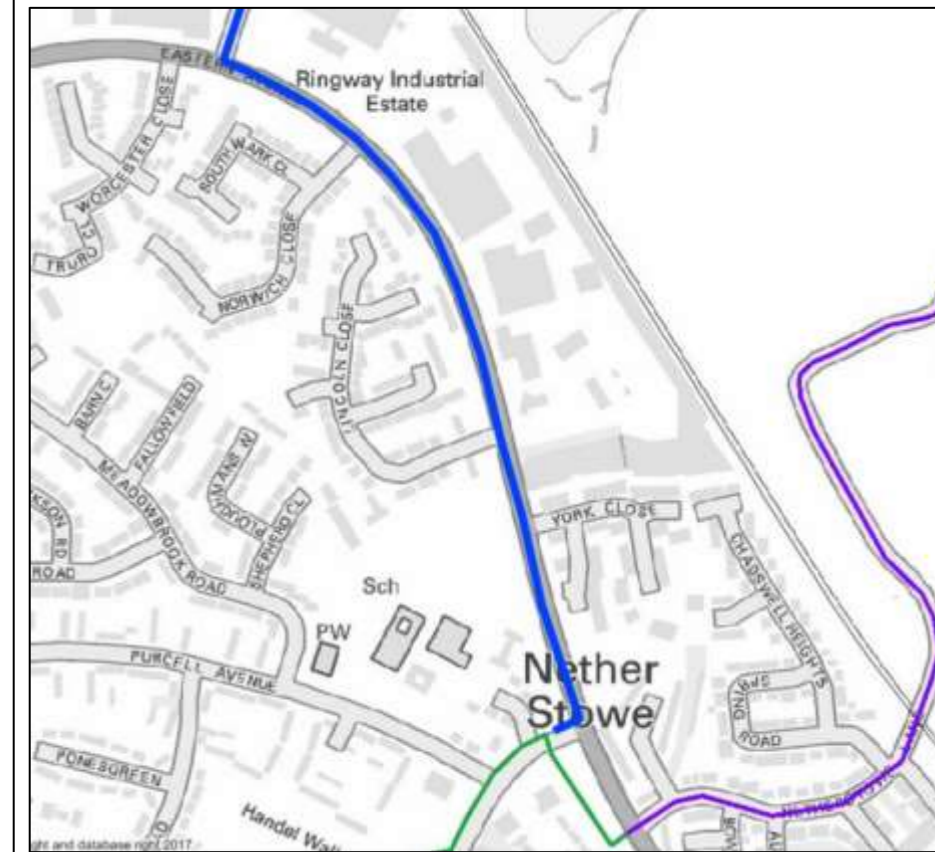
(1 no toucan crossing)



Looking toward the new housing off Watery Lane across Eastern Avenue



Network of existing footpaths parallel to Eastern Avenue and away from the carriageway



Curborough Road/
St Chad's Road

17

Both Curborough and St Chad's Roads are quiet, traffic calmed and 20mph residential roads.

Both have low speeds due to parked cars that provide further traffic calming.

At peak school drop off times it is anticipated that these roads are significantly congested. The audit was undertaken during school hours.

Limited further improvements could be made given the width of the highway available and/or the need for school access.

A quietway treatment may highlight the cycle route further and other options such as filtered permeability or by controlling vehicle access with one-way streets, etc.

(325m of quietway treatment)



Curborough Road



St Chad's Road at Netherstowe Primary School



Greenhill/ George Lane

18

These two short sections of highway cross a busy town centre junction with numerous vehicle movements from each side road.

There are no cycle facilities and other alternative routes should be explored to achieve an access into and out of the city centre at this point.

Other options that avoid the steep gradient up to Greenhill from George Street would be preferable as no matter what cycle provision could be implemented the gradient cannot be eased at this location due to insufficient space between buildings.

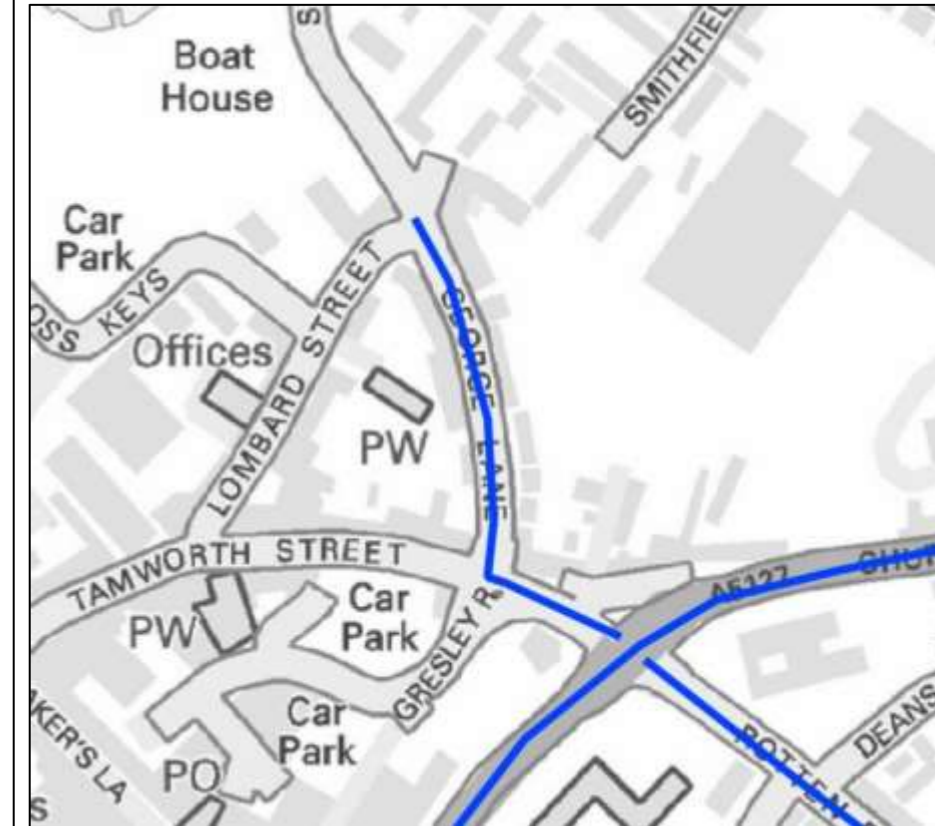
Options include utilising the proposed cycle route improvements along Birmingham Road to sign a route from Rotten Row into the city centre and avoiding Greenhill.



Greenhill form Birmingham Road junction



George Lane from Greenhill





Greenhill from George Lane

St Chad's Road

19

St Chad's Road provides a key link from the northern residential areas to the south east conurbation and destinations such as the edge of city retail and Lichfield City Station. It allows access without having to detour on existing cycle routes through the city.

The short section of highway is relatively busy but is traffic calmed with speed humps that are less effective with the move towards larger vehicles.

Due to the topography of the retaining earthworks and narrow footways off-highway provision could not be implemented here without removing carriageway space significantly.

Recommend a quietway treatment to further highlight the cycle route.

(143m of quietway treatment)



St Chad's Road from mini roundabout



Traffic calming on St Chad's Road





St Chad's Road at splitter island