

**Report to** Norwich Highways Agency committee  
19 December 2019

**Report of** Head of city development services

**Subject** Transport for Norwich City Centre Access and  
Experimental Cycle Contraflow

Item

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## Purpose

To note the success of the changes to cycle access in the city centre and to consider the responses to the experimental order for contraflow cycle facilities.

## Recommendations

That members:

- (1) note that the changes to cycle access within the pedestrianised areas and the new contraflow facilities that were installed permanently in October 2018 have operated safely and successfully;
- (2) agree the improvements to the St Stephens Square contraflow arrangements detailed on the plan no. CCAG2-45-19-01 in Appendix 1.
- (3) ask the head of city development services to complete the statutory processes to make the contraflow cycle facilities in Cow Hill, Redwell Street, St Stephens Square (including Crooks Place) and Ten Bell Lane permanent

## Corporate and service priorities

The report helps to meet the corporate priority people living well.

## Financial implications

£5,000 for improving the junction of St Stephens Square and St Stephens Road. This work includes adjusting kerb lines and creating a cycle bypass. This will be funded by the Cycle City Ambition Grant

**Ward/s:** Town Close, Mancroft and Thorpe Hamlet

**Cabinet member:** Councillor Stonard - Sustainable and inclusive growth

## Contact officers

Ed Parnaby, Transport planner 01603 212446

Joanne Deverick, Transportation and network manager 01603 212461

## **Background documents**

None

# Report

## Background

1. In September 2017, as part of Cycle City Ambition Grant (CCAG) programme, this committee approved changes to cycling access in the city centre which allowed cycling at all times within the pedestrianised area and introduced a number of new facilities to allow two-way cycling (through the use of cycle contraflow facilities) on streets that historically were converted to one-way streets for all traffic. Cycle contraflow facilities furthers the objective of promoting cycling through increased cycle permeability.
2. At that time, following recommendations by the Road Safety Team at Norfolk County Council, four of the cycle contraflow facilities were introduced on an experimental basis using an 18 month experimental traffic regulation order (TRO). These facilities are on Cow Hill, Redwell Street, St Stephens Square (including Crooks Place) and Ten Bell Lane. The experimental orders commenced in October 2018.
3. It is a requirement that either the proposals are formally agreed within the 18 month period, and the experimental TROs made permanent, or that the experiment is ended. Such an approach allows anyone to comment on the proposals whilst they are actually in place and for those comments to be considered along with any other information that may become available.
4. It is now over twelve months since the experiment commenced so it is now time to consider whether to make these orders permanent.
5. The London Cycle Design Standards and European best practice regard allowing two-way cycling on all city streets as the norm. The approach of using an experimental order was taken, as these particular streets have sections with restricted carriageway widths, but with the mitigating factors of a low level of motorised traffic flow and being on routes that allow those cycling to avoid having to use busier roads.
6. This report summarises that information and provides the context of the wider area over which the changes made in the city centre access strategy.

## Summary of safety data

7. There have been no recorded accidents in any of the pedestrianised areas where cycling was permitted in October 2018, and no recorded accidents on any of the contra-flow cycling facilities introduced, including those only introduced on an experimental basis.

## Responses to the experimental schemes

8. There were no objections to the facilities on Redwell Street or Ten Bell Lane.
9. There were two objections to the St Stephens Square cycle contraflow on the grounds that:
  - (a) a safe speed of more than 10mph was not possible;

- (b) as a driver they had narrowly avoided an accident on three occasions at the junction with St Stephens Road;
- (c) more prominent signage was needed;
- (d) the amount of carriageway space was inadequate.

10. There was one objection to the Cow Hill cycle contraflow on the grounds that:

- (a) the amount of carriageway space was inadequate.
- (b) this street is heavily trafficked in the afternoon peak.

## **Conclusions and recommendations**

11. The changes made to create a city centre wide *Pedestrian and Cycle Zone* and the associated contraflow cycling facilities have proven to be a safe for all users since being implemented. The use of the *Share with care* signage was generally well received and these temporary signs are now being considered for use on other schemes where appropriate. We will continue to monitor how it is working. Cambridge has utilised a comparable policy to cycling access and some of the other cities with CCAG have shown interest in adopting a similar approach.
12. St Stephens Square contraflow facility allows those cycling to reach the city centre via the Toucan crossing over Chapel Field Road avoiding the busy St Stephens roundabout. It also provides access to those properties on St Stephens Square from the west of the city.
13. Due to the experimental nature of the scheme, no changes were made to the area that were not easily reversible, and that did mean the junction with St Stephens Road was less than satisfactory for cyclists turning in as was noted by one of the objectors. As the scheme is now recommended to be made permanent, changes can be made to overcome this issue and these are shown on the plan in Appendix 1. There will also be a review of the signage to see whether any additional signage is needed. Despite the concerns raised from those driving on St Stephens Square; fundamentally this facility has provided useful connectivity, creating a safe route from the west of the city to the centre and can be improved to overcome many of the concerns raised.
14. It is accepted that Cow Hill is busy with queuing motorised traffic at afternoon peak and would present some challenge to those cycling contraflow at that time. Given the speeds involved, this is not a safety issue and for the majority of the day this contraflow facility improves access for cycling.
15. The cycle contraflow facilities on Cow Hill, Redwell Street and Ten Bell Lane should be made permanent. These facilities have provided useful connectivity for cycling and have been shown to be safe.

## Integrated impact assessment



**NORWICH**  
City Council

### Report author to complete

<b>Committee:</b>	NHAC
<b>Committee date:</b>	19 December 2019
<b>Director / Head of service</b>	Andy Watt
<b>Report subject:</b>	City centre access and experimental contraflow
<b>Date assessed:</b>	26 November 2019

	Impact			
<b>Economic (please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Finance (value for money)</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Other departments and services e.g. office facilities, customer contact</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>ICT services</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Economic development</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Financial inclusion</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Social (please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Safeguarding children and adults</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b><u>S17 crime and disorder act 1998</u></b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Human Rights Act 1998</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Health and well being</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Better cycle access encourages active travel

	Impact			
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"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Makes better use of street space for moving people
Natural and built environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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"/>	Better access encourages zero emission
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Recommendations from impact assessment

### Positive

Making these orders permanent will encourage efficient, active, low cost, zero emission transport

### Negative

N/A

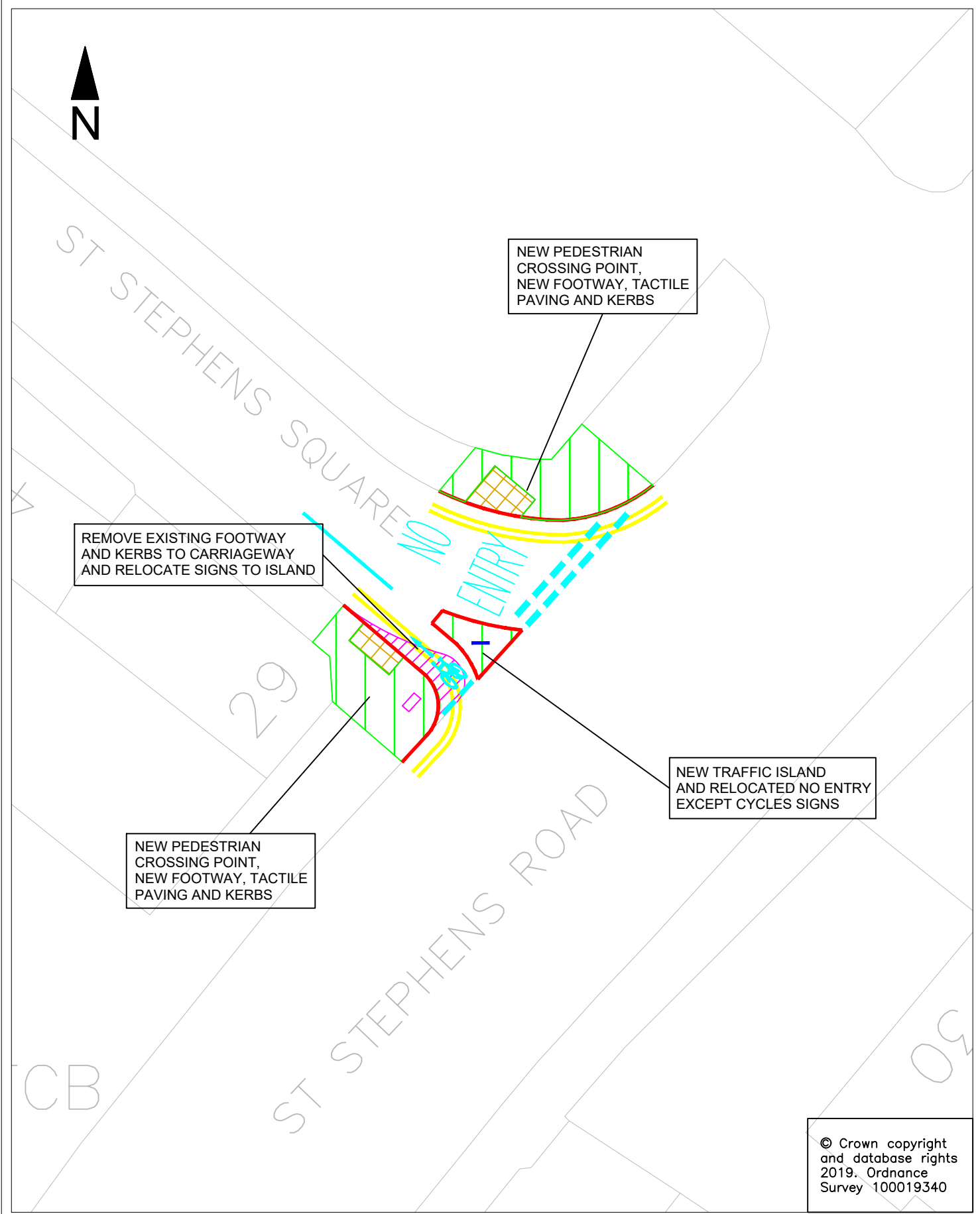
### Neutral

There are some small indirect benefits such as providing a legal contraflow facility removes some potential for a moving traffic offence

### Issues

N/A





REMOVE EXISTING FOOTWAY AND KERBS TO CARRIAGEWAY AND RELOCATE SIGNS TO ISLAND

NEW PEDESTRIAN CROSSING POINT, NEW FOOTWAY, TACTILE PAVING AND KERBS

NEW TRAFFIC ISLAND AND RELOCATED NO ENTRY EXCEPT CYCLES SIGNS

NEW PEDESTRIAN CROSSING POINT, NEW FOOTWAY, TACTILE PAVING AND KERBS

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 <b>Norfolk County Council</b>	<b>DRAWING TITLE</b> St Stephens Square Cycle Contra-flow
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**Tom McCabe**  
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 Community and Environmental Services  
 Norfolk County Council  
 County Hall  
 Martineau Lane  
 Norwich NR1 2SG

REV.	DESCRIPTION	DRAWN	CHECKED	DATE

SURVEYED BY	INIT.	DATE	DRAWING No. CCAG2-45-19-01
DESIGNED BY	EP	12/19	PROJECT TITLE City Centre Access
DRAWN BY	TC	12/19	SCALE NTS
CHECKED BY			FILE No. CCAG2-45