

## Report for Resolution

<b>Report to</b>	Norwich Highways Agency Committee 24 November 2011	<b>Item</b>
<b>Report of</b>	Head of city development	<b>9</b>
<b>Subject</b>	Duke Street contra-flow cycle lane	

---

### **Purpose**

To consider objections to the proposal for introducing a contra-flow cycle lane on Duke Street from Colegate to St Andrews Street

### **Recommendations**

The Committee is recommended to approve the implementation of the contra-flow cycle lane on Duke Street as shown on plan number 10 HD 046 1/4.

### **Financial Consequences**

The installation of this scheme is funded jointly from S106 monies generated by developments in the north of the city and the local transport plan budget.

### **Strategic Priority and Outcome/Service Priorities**

The report helps to meet the strategic priority “Strong and prosperous city – working to improve quality of life for residents, visitors and those who work in the city now and in the future” and the service plan priority of encouraging modal shift

### **Contact Officers**

Phil Slater, principal technical officer	01603 212303
Joanne Deverick, transportation and network manager	01603 212461

### **Background Documents**

Consultation results

# Report

## Background

1. The City of Norwich Local Plan and the Norwich Area Transportation Implementation Plan identify a north – south strategic cycle route linking the airport, employment sites, school, residential areas and the city centre.
2. A route has been identified, a section of which follows Duke Street southwards from its junction with Colegate to St Andrews Street, and from St Andrews Street to the city centre via St John Maddernmarket Street, Pottergate and Upper Goat Lane.
3. The construction of a secure cycle park in the St Andrews multi-storey car park in 2010 has introduced a new destination on Duke Street for cyclists, including those using the nearby National Cycle Route 1 (following Colegate and St George Street).
4. Duke Street is currently one way northbound for all traffic, and presents a significant barrier to cyclists trying to access the city centre or the cycle park from the north side of the city.
5. Some cyclists currently cycle southbound along either footway and sometimes the carriageway to get to the city centre. This suggests a suppressed demand for contra-flow movement.
6. In 2010, consultation took place on a proposal to convert the west footway of Duke Street to 'shared use'. This consultation led to concerns from pedestrian and disability groups, and the proposal was not progressed.
7. A revised scheme has been produced, comprising of a contra-flow cycle lane on the east side of the Duke Street carriageway from Colegate St Andrews Street, and a cycle crossing of St Andrews Street into St John Maddernmarket

## Proposed contra-flow cycle lane

8. The proposed scheme consists of 2m width contra-flow cycle lane on the east side of Duke Street from Colegate to St Andrews Street, and modifications to the traffic signals at the St Andrews Street / Duke Street junction to provide a signalled cycle crossing to St John Maddernmarket, to connect with the existing cycle route to the city centre. It would also be necessary to convert some areas of footway on the east side of Duke Street to 'shared use'.
9. This scheme would provide a convenient and safe way for cyclists to access the St Andrews cycle park and the city centre from the Notional Cycle Route 1 (which runs along Colegate) or from the north of the city via Pitt Street, St Georges Street and Colegate.
10. The section of Duke Street between the St Crispins Roundabout to Colegate would remain one way for all traffic. To provide a contra-flow cycle lane on this section of Duke Street would require the removal of one of the two northbound traffic lanes, and would require have a detrimental effect on the capacity of

Duke Street. This option can be investigated in the future if funding becomes available.

11. The proposals are shown as appendix 1.

### **Public Consultation**

12. Consultation on the proposals took place between 17 September and 10 October 2011. Letters were sent to local residents, businesses and other stakeholders. Traffic Regulation Orders and Notices were advertised for the contra-flow cycle lane and 'shared use' areas at the same time.

13. Four objections have been received.

14. A summary of the objections and comments is shown as appendix 2, together with the Officers' response.

### **Conclusions**

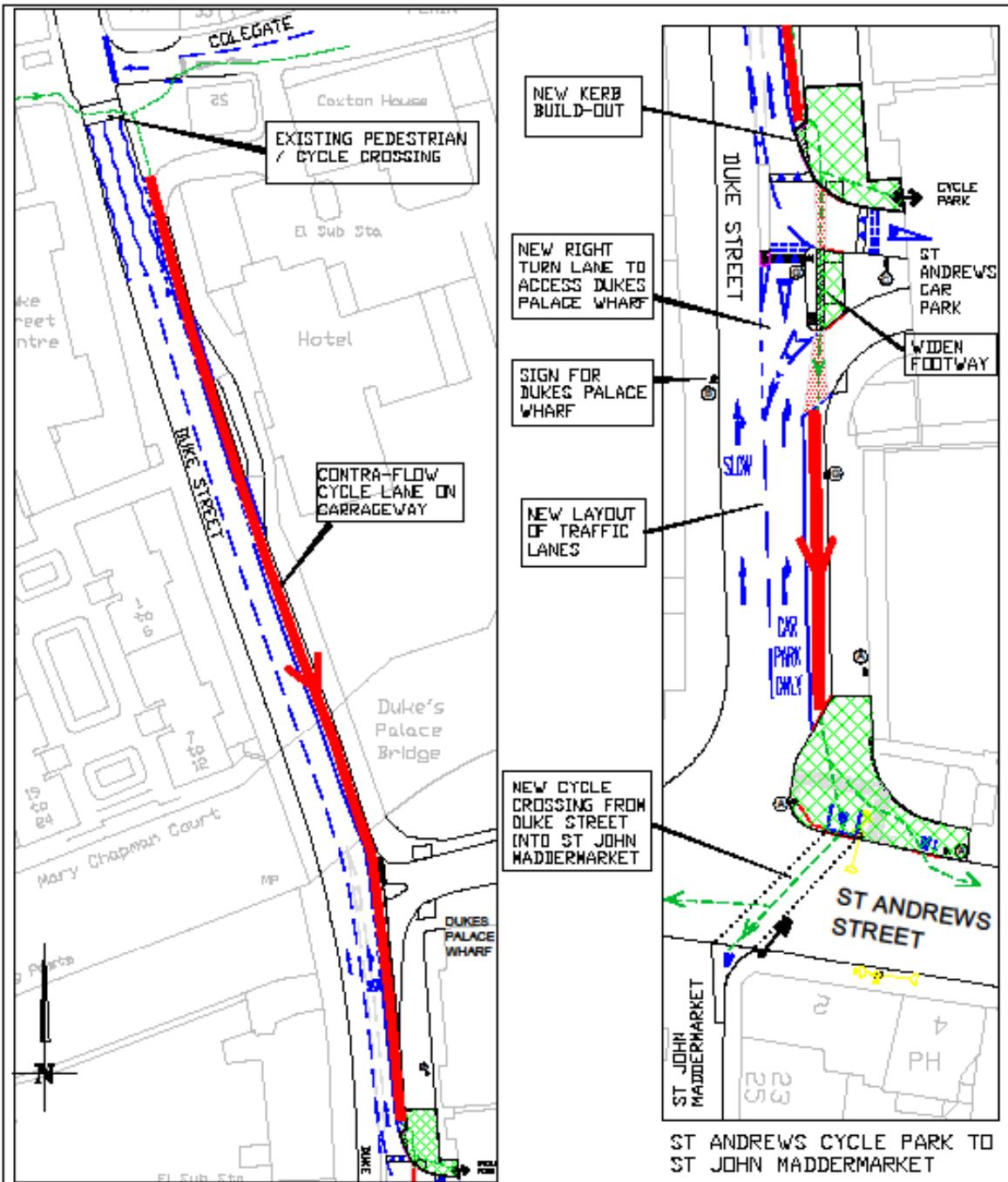
15. Some cyclists are currently cycling southbound along Duke Street against the one way traffic flow. This is potentially dangerous as northbound traffic does not expect to encounter any oncoming traffic.

16. Some cyclists are also crossing St Andrews Street at the traffic signals to get to the city centre via St John Maddermarket.

17. A secure cycle park was opened in St Andrews Car Park in 2010. Currently this can only be reached by cycle legally from south.

18. The proposed scheme will provide a safe and convenient route for cyclists from the north of the city to reach both the St Andrews Cycle Park and the city centre.

## APPENDIX 1



 <b>NORWICH</b> City Council	 <b>2M WIDTH CONTRAFLOW CYCLE LANE ON CARRIAGEWAY</b>	<b>Jerry Massey</b> Director of Development City Hall, Norwich, NR2 1NH tel 0844 980 3333 fax 01603 213548 <a href="mailto:highways@norwich.gov.uk">highways@norwich.gov.uk</a>																																			
<b>Title</b> <b>AIRPORT TO CITY CENTRE CYCLE IMPROVEMENTS PROPOSED CONTRAFLOW CYCLE ROUTE ON DUKE STREET</b>		<b>Proposed Layout</b>																																			
<b>PROPOSED LAYOUT</b>		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Date</th> <th>Scale(s)</th> <th>No.</th> <th>Date</th> <th>Notes</th> <th>REVISIONS</th> <th>Int. Clkd.</th> </tr> </thead> <tbody> <tr> <td>SEPT 2011</td> <td>NOT TO SCALE</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Drawn By PJS</td> <td>Designed By PJS</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Checked By</td> <td>NEG. No.</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="2">DWG. No. 10 HM 046 1/4</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Date	Scale(s)	No.	Date	Notes	REVISIONS	Int. Clkd.	SEPT 2011	NOT TO SCALE						Drawn By PJS	Designed By PJS						Checked By	NEG. No.						DWG. No. 10 HM 046 1/4						
Date	Scale(s)	No.	Date	Notes	REVISIONS	Int. Clkd.																															
SEPT 2011	NOT TO SCALE																																				
Drawn By PJS	Designed By PJS																																				
Checked By	NEG. No.																																				
DWG. No. 10 HM 046 1/4																																					

## APPENDIX 2

### PROPOSED CONTRA-FLOW CYCLE LANE FOR DUKE STREET, NORWICH

#### RESULTS OF PUBLIC CONSULTATION, OCTOBER 2011

ADDRESS	SUMMARY OF OBJECTION / COMMENTS	OFFICERS' RESPONSE
Duke Street (exact address not given)	<p><b>OBJECTION</b> 1. Northbound traffic will not have a clear view of on-coming cyclists due to the rise in Duke Street caused by the bridge. 2. Cyclists will be in conflict with traffic entering and leaving the Premier Inn, Dukes Palace Wharf and St Andrews Car Park. 3. The shared use area on St Andrews Street is heavily used by pedestrians. 4. The proposal is unsafe and expensive to implement. 5. It would be better to convert the west footway to shared use.</p>	<p>1. The bridge does not create a significant visibility problem. Also, through traffic heading north will be on the west side as it passes the car park, and cyclists will be in the cycle lane on the east side, with the car park exit lane separating them. There should not be any risk of them coming into contact before the bridge. 2. Warning signs will be provided at these exists. 3. Shared use areas have worked successfully elsewhere. 4. The scheme has been audited by Safety Engineers. 5. The west footway was looked at for shared use but there were concerns about the Arts college and also the height of the parapet of the bridge</p>
20 Dukes Palace Wharf	<p><b>OBJECTION</b> 1. A 2m cycle lane will narrow down the traffic lanes, and parking outside Mary Chapman Court will need to be banned. 2. The areas of shared use are heavily used by pedestrians. It would be safer to make the west footway into shared use. 3. Cars and vans often park in the area outside the cycle park entrance, and in the access road to Duke Palace Wharf. This will make the problems worse. 3. The 2m width lane may not be wide enough to allow 2 cyclists to pass in opposite direction. 4. With a give way line at the car park exit, who has right of way? 5. It would be cheaper to mark out a cycle lane on the west footway.</p>	<p>1. There are 2 northbound traffic lanes, so it should not be necessary to ban parking / loading outside Mary Chapman Court. 2. The west footway was looked at for shared use but there were concerns about the Arts college and also the height of the parapet of the bridge. 3. Illegal parking is an enforcement issue. 4. The contra-flow cycle lane is for southbound cyclists only. Northbound cyclists should use the northbound traffic lanes. 4. The give way will raise awareness of cyclists and encourage car drivers to give way. 5. See 2 above.</p>
48 Dukes palace Wharf	<p><b>OBJECTION</b> - The cycle route should be on the west footway. <u>Comments</u> - Cars exit the car park at speed, cyclists exiting riverside walk may be a problem for traffic exiting Dukes Palace wharf, vehicles using the slip road to access Duke's palace Wharf will tail back into Duke Street causing congestion</p>	<p>The west footway was looked at for shared use but there were concerns about the Arts college and also the height of the parapet of the bridge.</p>

Norwich Hackney Trade Association	<b>OBJECTION</b> - This scheme will encourage more cyclists to use the section of Duke Street from the roundabout to Colegate as an unofficial contra-flow cycle lane, which will be very dangerous.	The feasibility of providing a southbound cycle route along this section may be looked at in the future if funding permits. There is a proposal to remove the sub-way on St Crispins Road and install a pedestrian ctycle crossing near the St George Street junction, which would provide an alternative for cyclist.
Exposure Cameras, Colegate	<u>Comments</u> - 1. Concerned that if the St Andrews Cycle park is made more popular, it will need to be enlarged at the expense of spaces for cars. 2. The exit to St Andrews Car Park will become more dangerous as cyclists don't currently give way to vehicles. 3. Cyclists should be able to use the west footway.	1. There are currently no proposals to extend the cycle park. 2. Cars exiting the car park will be warned of the cycle crossing and required to give way to them. 3. The west footway was looked at for shared use but there were concerns about the Arts college and also the height of the parapet of the bridge
50 Duke's Palace Wharf	<u>Comments</u> - 1. Concerned about safety around the car park exit with cyclists crossing. 2. Some vehicles have been seen driving southbound along Duke Street. 3. It would be safer if cyclists were able to use the west footway.	1. Cars exiting the car park will be warned of the cycle crossing and required to give way to them. 2. Noted. 3. The west footway was looked at for shared use but there were concerns about the Arts college and also the height of the parapet of the bridge
Norwich Cycle Campaign	In favour of the proposals	Noted