

**Report to** Norwich highways agency committee

**Item**

20 March 2014

**Report of** Head of city development services

**6**

**Subject** Push the Pedalways - Magdalen Street and Cowgate cycle contra-flow

### **Purpose**

To seek approval to consult on the proposals for contra-flow cycling on sections of Magdalen Street and Cowgate.

### **Recommendations**

That the committee:

- (1) approves in principle the proposals to introduce contra flow cycling on Magdalen Street between Edward Street and Bull Close Road and on Cowgate between Magdalen Street and Peacock Street and asks that public consultation is carried out on these proposals
- (2) asks the head of city development services to progress statutory procedures associated with advertising legal orders and notices that are necessary for implementation of the scheme as shown on Drawings 301739 CA11 PE4080 PRE-02a & 03a – and plan PL/TR/4142/224.2 & 3, which will have the effect of ;
  - (a) banning the right turn from Magdalen Street into Bull Close Road
  - (b) introducing a mandatory southbound cycle lane on Magdalen Street between Bull Close Road and Edward Street and an advisory westbound cycle lane on Cowgate between Peacock Street and Magdalen Street
  - (c) Amend the position of the parking and loading bays on Magdalen Street to and the disabled bay on Cowgate
  - (d) Remove the signalled crossing on Magdalen Street by Magdalen Close.

### **Financial consequences**

The budget estimate for the scheme is £250,000. Funding is available from the following sources; £135,000 cycle city ambition grant, £32,000 local transport plan funding, £90,000 City S106 funding and £4,000 Clinical commissioning group funding (Total £261,000)

### **Corporate objective / Service plan priority**

The scheme helps to meet the corporate priority 'A safe and clean city' and the service plan priority to implement the Local Transport Plan.

**Wards:** Mancroft & Sewell

**Cabinet member:** Cllr Stonard – Environment, development and transport

### **Contact Officers**

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### **Background documents**

Traffic counts and traffic modelling data

Drawings 301739 CA11 PE4080 PRE-02a & 03a –  
Will be made available on line and tabled at the meeting

## Background

1. Members will be aware that the city council has received £3.73M of cycle city ambition grant funding from the Department for Transport to fund the Push the Pedalways programme of cycling infrastructure improvements. These are concentrated on the pink pedalway between the hospital / research park to Salhouse Road, along with some important, strategic links to that route. This funding is supplemented by over £1.8M of local funding contributions.
2. At your meeting in March 2011 you considered a report that looked at all one way streets in the city and considered the merits and feasibility of allowing contra-flow cycling on these streets. Magdalen Street and Cowgate were included in that study and it was concluded that Magdalen Street would have significant benefits for cyclists, but would be expensive and difficult to achieve, while the Cowgate solution was relatively straightforward and inexpensive.
3. The Push the Pedalways programme provides the opportunity to fund contra-flow cycling on Magdalen Street and Cowgate as they both form important links in the city centre to the pink pedalway.

## Existing situation

4. Magdalen Street forms an important part of the city's highway network and the blue pedalway, connecting the city centre to north city. From its' junction at Magdalen Gates to its' junction with Edward Street it is a one way street northbound. Cowgate is a one way street eastbound between its junctions with Magdalen Street and Peacock Street
5. One way streets cause significant problems for cyclists who wish to use the most direct route. Cyclists are forced to make unnecessary detours that incur additional delay and risk or they choose to cycle on the footway or against the one way restriction. Cycling on the pavement in the northern end of Magdalen is a long standing concern among local people and members and the police have in the past prioritised enforcement here but they do not have resources to constantly monitor the area.
6. Contra-flow cycling has been successfully introduced on several city centre streets in Norwich since guidance was issued by the Department for Transport in 1998, including on Duke Street, Opie Street, St Margaret's Street, Upper Goat Lane and Pottergate.
7. Good quality, safe, direct and convenient cycle routes encourage cycling and discourage cycling on the pavement; they also represent excellent value for money as the return on investment is significant<sup>1</sup> and can have benefits for sustainable transport policy and public health.

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<sup>1</sup> Get Britain Cycling and Walking, (Sustrans) 2013  
<http://www.sustrans.org.uk/sites/default/files/images/files/connect2/Getting%20Britain%20Cycling%20and%20Walking%20WEB.pdf>

## Proposals

8. In order to achieve the contra-flow cycle lanes on Magdalen Street and Cowgate the measures shown on the plan attached as appendix 1 are proposed. These can be summarised as;
- (a) Reduce the 2 lane north bound approach on Magdalen Street to the Magdalen Gates junction to 1 lane and ban the right turn from Magdalen Street into Bull Close Road;
  - (b) Redesign the Magdalen Gates signal junction to cater for the additional cycle movements and incorporate the use of innovative low level cycle signals;
  - (c) Provide a southbound mandatory cycle lane on Magdalen Street between Bull Close Road and Edward Street using existing carriageway, amending kerb lines where necessary to achieve a average width for that lane of 1.5m;
  - (d) Amend the position of the parking and loading bays on Magdalen Street to accommodate the contra-flow cycle lane;
  - (e) Remove the signalled crossing on Magdalen Street by Magdalen Close, retaining the existing speed table as an informal crossing point;
  - (f) Modify the traffic signals at the Magdalen Street junction with Edward Street and Cowgate to accommodate the cycle contra-flows on Magdalen Street and Cowgate;
  - (g) Provide an westbound cycle lane on Cowgate between Peacock Street and Magdalen Street;
  - (h) Carry out de-cluttering in the street to remove all redundant street furniture, such as guard railing and unnecessary street signs.
9. **Banned right turn from Magdalen Street into Bull Close Road**  
Currently at the northern end of Magdalen Street there are 2 lanes approaching the Magdalen Gates junction. The left hand lane is for traffic proceeding north into Magdalen Road and turning left into Magpie Road and the right hand lane is for traffic turning right into Bull Close Road. In order to accommodate the southbound contra-flow cycle lane it is necessary to remove the right hand lane. If all traffic was required to use one lane this would impact on the capacity of the junction and in all likelihood cause delays for north bound buses. Instead it is proposed to ban the right turn from Magdalen Street into Bull Close Road.
10. Traffic surveys undertaken in November 2013 show that in a 12 hour period (7am-7pm) the following turning movements were recorded for traffic exiting Magdalen Street

Destination	Number	Percentage
Magpie Road (left)	496	17%
Magdalen Street (ahead)	2197	73%
Bull Close Road (right)	312	10%
<b>Total</b>	<b>3005</b>	<b>100%</b>

11. This equates to 26 vehicles an hour (or 1 every 2 minutes 18 seconds) making the turn. The breakdown by vehicle type of those making the right turn is

Vehicle type	Number
Car	242
Light Goods Vehicle (LGV)	52
Other goods vehicle 1 OGV1	9
Other goods vehicle 2 OGV2	2
Bus/Coach	2
Motorcycle	5
<b>Total</b>	<b>312</b>

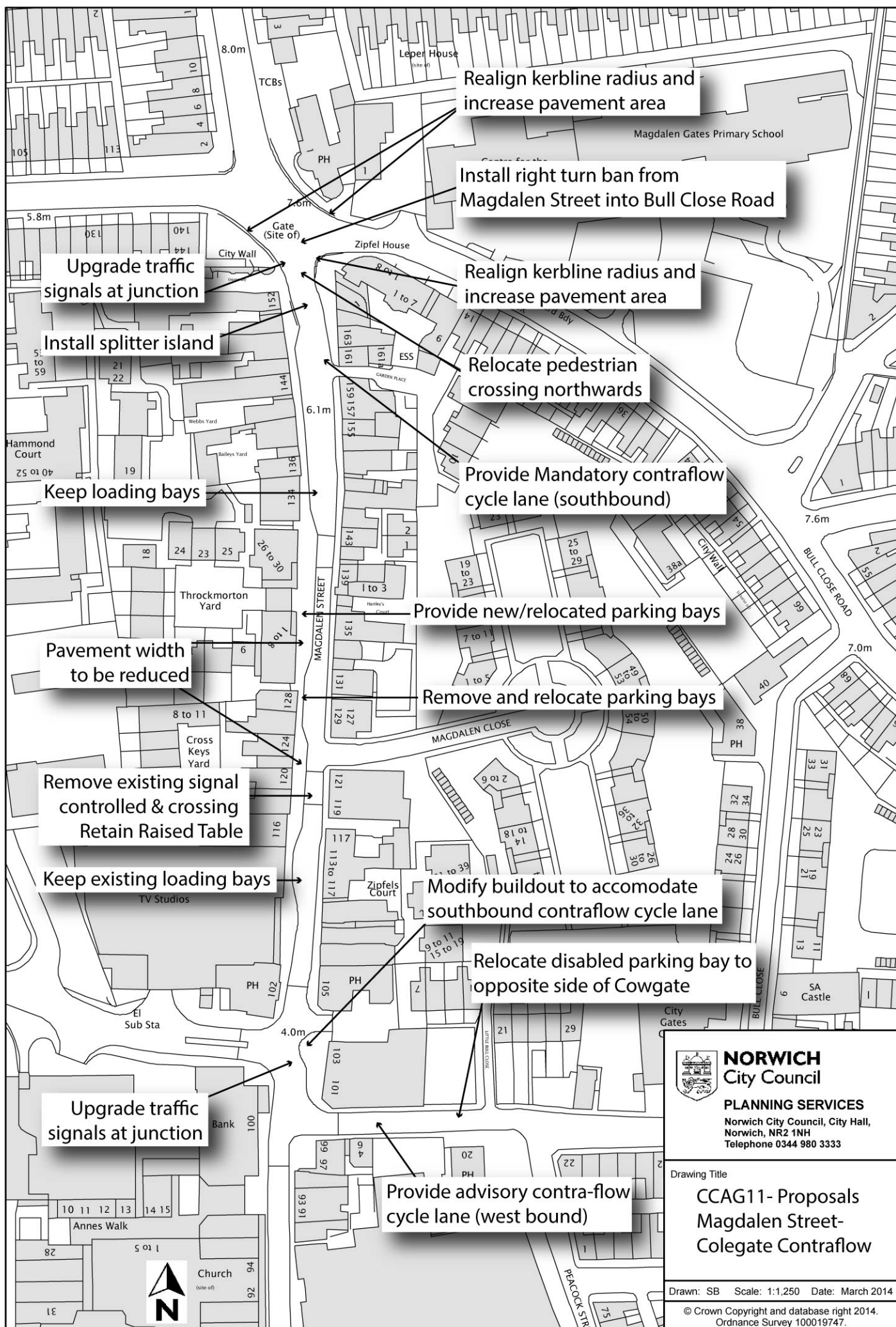
12. For through traffic using Magdalen Street to get to Bull Close Road an alternative is readily available via Cowgate. Only traffic that is using the parking / loading bays at the northern end of Magdalen Street, or accessing Magdalen Close is forced to use that junction. It is likely that the right turning traffic would proceed north bound and may divert through the residential streets to the east. However given the low numbers involved the benefits achieved for cyclists at the junction are consider to outweigh any tiny increase in dispersed traffic in the residential area.
13. Cyclists and emergency vehicles will be exempt from the right turn ban.
14. **Low level cycle signals at Magdalen Gates junction** Nationally there is growing interest in the use of low level cycle lights that are sited at cyclists' eye level. These are in addition to existing signals and are more convenient for cyclists. The Department for Transport is considering approving them for use and has indicated that it will look favourably on applications for authorisation from the city cycle ambition cities.
15. **Southbound mandatory cycle lane on Magdalen Street between Bull Close Road and Edward Street** This will be created using existing carriageway; it will be necessary to amend kerb-lines which in some places will mean a very minor narrowing of the footpath. While this is not ideal, removing the cyclists from the pavement combined with the removal of unnecessary street clutter will benefit pedestrians
16. **Parking and loading bays on Magdalen Street** It is necessary to make some amendments to the position of parking and loading bays. Details of these are shown on the plan attached as appendix 2. Overall the kerbside space given over to parking and loading remains the same. A survey has been undertaken of the usage of the on street parking and loading facilities which shows that they are operating under capacity for the majority of the time.
17. **Signalised crossing on Magdalen Street by Magdalen Close** This crossing sits on a speed table to the immediate south of Magdalen Close. On site observations show that given the low volume of traffic using this section of Magdalen Street (312 vehicles a day, based on the turning

count above) pedestrians rarely use the crossing as intended. This is supported by the data collected from the push button controller, which saw the button pressed just 24 times in 24 hours. In order to accommodate the contra-flow cycle lane major modifications would be required to the crossing at significant cost, which is not justified given the extremely low usage. It is proposed to remove the push button crossing, leaving the existing speed table as an informal crossing point. This will afford more pavement space for pedestrians on the very narrow western side of the street and enable the removal of unsightly and unnecessary guard railing.

18. For any blind or partially sighted pedestrians fully controlled signalled crossings are available on the Magdalen Street arm of the Magdalen Gates junction and to the immediate south of Cowgate
19. **Magdalen Street junction with Edward Street and Cowgate** This will be modified to accommodate the cycle contra-flows on Magdalen Street and Cowgate and will include the provision of low level cycle signals as mentioned above.
20. **Advisory westbound cycle lane on Cowgate between Peacock Street and Magdalen Street** This will be provided and the existing disabled parking bay will be relocated to the other side of the road so as not to interfere with the new cycle lane.
21. **Magdalen Gates junction** Consideration was given to providing cycle facilities and all approaches to the signalled junction, particular to cater for the southbound movement from Magdalen Road. However it was not possible to provide these facilities within existing kerb lines, meaning that the improvements were unaffordable within the budget for this scheme. These improvements will be considered at a future date as part of the blue pedalway. The improvements to the Magdalen Street arm of the junction are fully compatible with any future work.

## **Consultation**

22. It is intended that public consultation is carried out on these proposals in early June. Any objections will then be brought before this committee in July for consideration. Construction work is planned for early 2015.



**NORWICH**  
City Council

**PLANNING SERVICES**

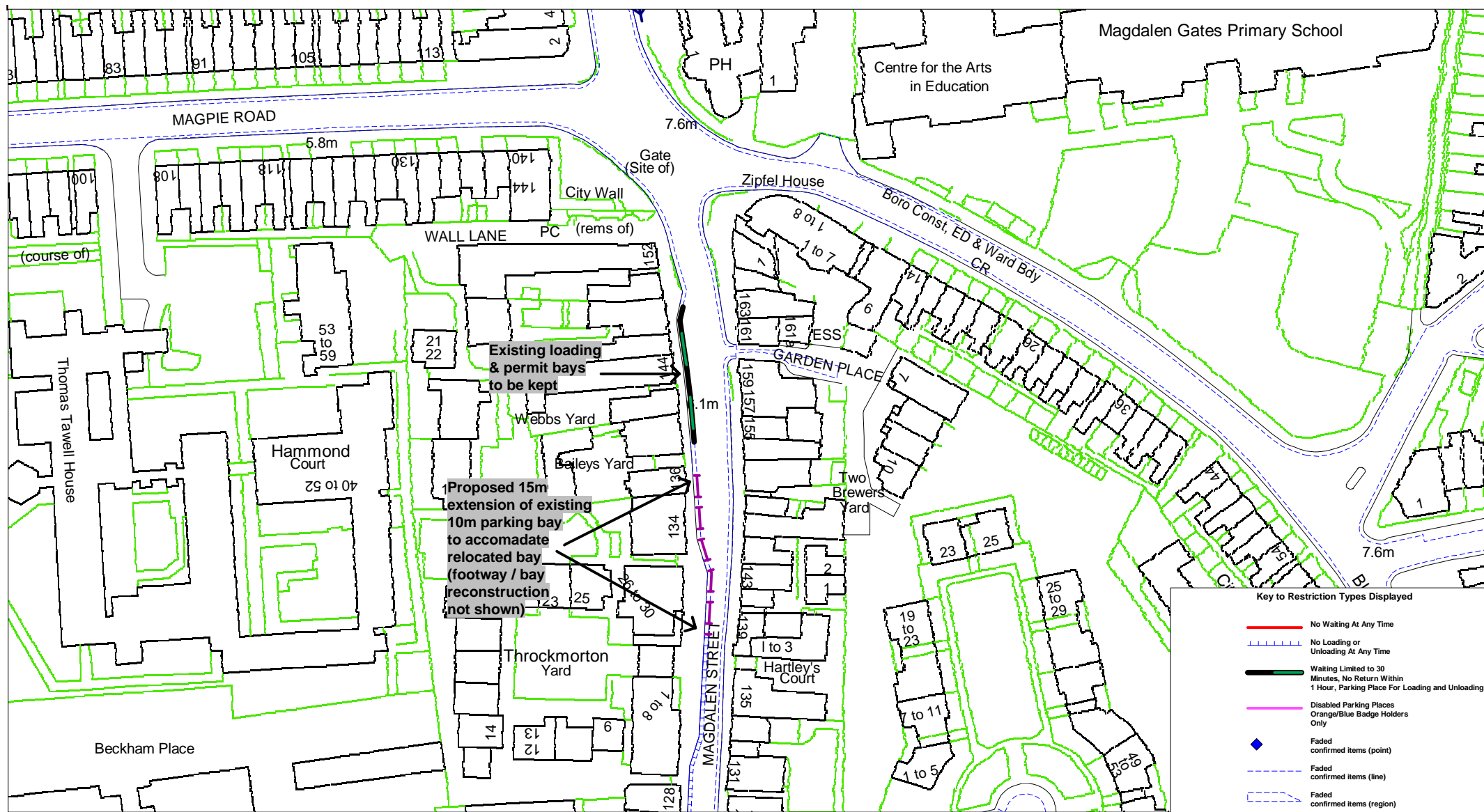
Norwich City Council, City Hall,  
Norwich, NR2 1NH  
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Drawing Title

**CCAG11- Proposals**  
**Magdalen Street-**  
**Colegate Contraflow**

Drawn: SB Scale: 1:1,250 Date: March 2014

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Ordnance Survey 100019747.

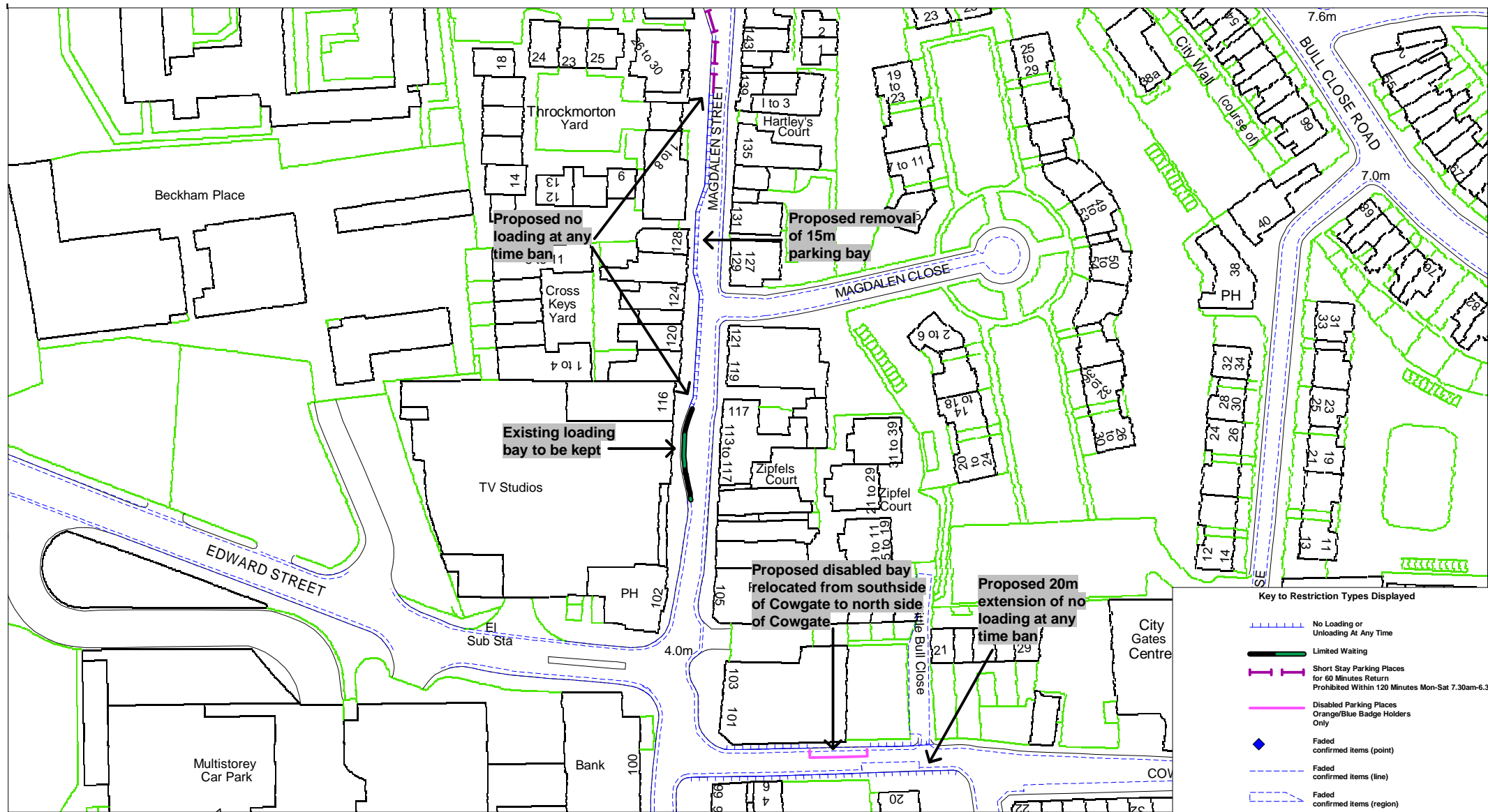


Magdalen Street Contra Flow Cycle Lane:  
Proposed waiting restriction changes

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Magdalen Street Contra Flow Cycle Lane:  
Proposed waiting restriction changes

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