

ITEM 115 – ADDENDUM:

Amended section 4.2 of North Laine cycle contraflow network TRO Update Report:

4.2 TRO Feedback

This section summarises the comments made in response to the TROs which were advertised between 12 April and Thursday 3 May 2012. These comments are listed in full in the amended Appendix 5: 'North Laine cycle contraflow network' TROs comments.

Summary of Objections

There have been seven objections to the TROs to date. Concerns include the following:

- General visibility of contraflow cyclists for partially sighted people in particular; the objector wants marked cycle lanes throughout the length of all 14 street sections proposed for contraflow facilities.
- Contraflow facilities would make the North Laine inaccessible for partially sighted people.
- Drivers and cyclists not abiding by legal speed limits in the North Laine area.
- Non-compliance with speed limits may make the proposed contraflow facilities unsafe.
- The width of some streets may not accommodate two-way cycling and one-way vehicular access.

Consideration of Objections

The designs as originally proposed meet the Department for Transport's (DfT) design standards for contraflow cycle facilities in 20 mph speed limit areas. However officers will trial additional road markings in some of the streets in this scheme, to test the effectiveness of additional road markings.

Officers have also agreed to meet with the NLCA again to discuss any practical concerns that they might have regarding the scheme, three months post-implementation.

The widths of all one-way streets in the North Laine were tested against minimum width guidance for contraflow facilities from Brussels Municipality. Cheltenham Place was the only street found to be unsuitable for contraflow facilities based on these standards. Brussels' contraflow width standards have been used by the municipality since 2006 on all one-way streets; they provided a good starting point in assessing the feasibility of contraflow facilities in the North Laine.

Work to promote the facilities and educate people on how to get the most out of the changes to access will include liaison with local Police to agree how to focus enforcement resources for the best result. This will include addressing non-compliance of speed restrictions in the area.

Support

There have been 36 responses supporting the introduction of contraflow cycle facilities. Comments in support include the following:

- Cycle contraflow facilities are long overdue and much needed to address the current convoluted routes for cyclists.
- There are currently not enough north-south links through the North Laine area; contraflow facilities will create new useful and attractive routes with other parts of the City Centre, which will increase the cycling permeability of the North Laine.
- The contraflow facilities will provide new alternative routes for cyclists to travel through the city centre, without having to travel on more heavily-trafficked routes, which is particularly important for less confident cyclists.
- Contraflow facilities will make the North Laine safer for cyclists and pedestrians. The facilities will increase the visibility of contraflow-ing cyclists, promote cyclists' use of roads rather than pedestrian tways and footways. Contraflow will also remove the temptation to cycle on pavements for either convenience or safety, and therefore improve pedestrians' safety in the area.
- The current one-way arrangements in the North Laine cause conflicts between cyclists and other road users, these facilities will reduce conflict by legalising contraflow manoeuvres.
- Completing the Church Street contraflow facility is long overdue. It will create an important direct west-east link for cyclists between Queens Road and the Valley Gardens.
- Contraflow facilities should be installed in all one-way streets in the North Laine, and in all other suitable one-way streets in the city.

Appendix: Appendix 5 'North Laine Permeability TRO comments' amended to include comments received after publication of Item 115 'North Laine cycle contraflow network TRO Update' Report.

