

Report of the Director of City and Environmental Services

## **TANNER ROW ADVISORY CONTRA-FLOW CYCLE LANE**

### **Summary**

1. This report outlines proposals to introduce an advisory contra-flow cycle lane on the north eastern section of Tanner Row, allowing cyclists to ride against the existing flow of one-way traffic.
2. The Executive Member is requested to give in-principle approval for the proposed measures and to authorise the advertisement of the Traffic Regulation Order (TRO) that will be required along with further public consultation.

### **Background**

3. As part of the council's new West Offices development, a number of improvements to cycle accessibility around the new offices are currently being undertaken with the aim of encouraging employees and members of the public to cycle to and from the new offices.
4. One of the suggested improvements is to create a contra-flow cycle lane on the section of Tanner Row between North Street and Rougier Street. Under the current arrangement a cyclist wishing to travel from West Offices to get to Cinder Lane, must make the right turn from Rougier Street onto Tanner's Moat, against oncoming traffic. A cyclist travelling from West Office and heading to Skeldergate, must make the right turn onto George Hudson Street and another right turn at the junction of Bridge Street, Micklegate and Skeldergate. This is illustrated in **Annex A**.
5. If a cyclist had the option to travel north eastbound on the section of Tanner Row that is currently one-way, they would have much easier journey options and travel on roads with less traffic. Cyclists

have already been observed contravening the one-way order on Tanner Row, suggesting a contra-flow facility would be well used.

6. Contra-flow cycle lanes have, until quite recently, been mandatory, which meant they were bound by a solid line and had a total ban on vehicles entering them, including for loading and waiting. This meant they could not easily be introduced on most urban streets.
7. Contra-flow cycle lanes are widely used in Europe and have been shown to increase the number of cyclists using a route. Recent studies carried out in London on the use of contra-flow cycle lanes did not report an increase in the number of accidents involving cyclists.
8. This evidence has led to changes in the guidance which have allowed advisory contra-flow cycle lanes to be introduced where some vehicle encroachment cannot be realistically avoided. Advisory cycle lanes are only recommended for situations where traffic flow is low and the speed of traffic is also low.
9. Visibility on Tanner Row excellent. As drivers turn onto Tanner Row to follow the one-way street a motorist can see the length of the road and cyclists coming towards them, as shown in figure 7.1. Where a cyclist would enter the contra-flow cycle lane, the cyclist has good view of Tanner Row and any oncoming vehicles, shown in figure 7.2.



Figure 7.1 Looking from Wellington Row towards Rougier Street



Figure 7.2 Looking from Rougier Street towards Wellington Road

10. In addition to good visibility the speed of traffic on Tanner Row is low, due to the short stretch before the junctions a vehicle is unable to gather speed. The volume of traffic is also low.

## **Proposals**

11. A TRO is required to allow cyclists to travel along Tanner Row, enforcing the one-way order for vehicles, but allowing cyclists to travel against the flow of traffic. To ensure the TRO is enforceable, new signs and road markings must be installed on site. **Annex B** details the proposed signs and road markings for the proposed contra-flow cycle lane.
12. At the entry to Tanner Row from North Street / Wellington Row the existing signs will be replaced with new signs which will highlight to road users it is a one-way street where cyclists can be travelling against the flow of traffic on this section of road.
13. The existing no entry signs at Rougier Street will remain, with added supplementary plates exempting cycles from the no entry restriction.
14. The road markings will be amended to include an entry point for cyclists at the Rougier Street junction. The dashed line delineating the advisory cycle lane will be reinforced with cycle symbols and directional arrows. These road markings will ensure it is clear that the cycle lane is contra-flow.

## **Consultation**

15. Initial consultation has been carried out with relevant councillors and the police. The responses received are summarised below along with the officer comments on the points raised.

## **Ward Member and Group Spokespersons Views**

16. Councillor A D'Agorne - Supports the provision of the cycle lane.
17. Councillor A Reid - In support of the scheme, but highlights the need for clear signing to ensure that motorists are aware that a cyclist could be travelling towards them.

### *Officer comments*

In conjunction new signs, cycle symbols and directional arrows will be installed on the road which are visible from any location of Tanner Row. Together these should make it clear to motorists that

a cyclist could be travelling on Tanner Row in the contra-flow cycle lane.

### **Police Views**

18. NYP believes there is a risk to cyclists as some drivers may not understand the new style contra-flow cycle lane as they enter Tanner Row. They also state that the footways are very narrow and there is a danger of pedestrians stepping into the carriageway and not expecting a cyclist to be travelling along the one way street.

#### *Officer comments*

The signs at the entrance to Tanner Row on North Street / Wellington Street are recommended for use in this situation and have been widely used in similar circumstances outside of York. The signs are quite self explanatory, and will be backed up by the cycle lane road markings.

19. The cycle lane on the ground and cycle symbols should also increase pedestrian's awareness on the path that a cyclist could be travelling along Tanner Road. The visibility along Tanner Row is good and pedestrians can see the entire length of Tanner Row.

### **Options**

20. Option 1 – Approve the scheme as shown in Appendix A in principle and authorise the advertisement of the TRO, along with a wider public consultation on the proposal.
21. Option 2 – Do nothing.

### **Analysis**

22. Introducing the advisory contra-flow cycle lane would provide an option for cyclists travelling from West Offices towards the river routes which will avoid the busy junctions they would currently have to negotiate. The facility is intended as a means of encouraging employees and the public to cycle to and from West Offices, which this facility could help encourage as a safer route. Concerns raised by the police and Councillor Reid about the signing of the scheme are noted, but the proposals are considered robust enough to create a safe environment for all users.

23. Not installing the cycle link would force cyclists continue to use the existing highway junctions or illegally use Tanner Row in convention of the one-way order. The lack of a safe route option for their return journey might discourage cyclists from cycling to West Offices.

## **Council Plan**

### **Implications**

24. The report has the following implications:

- **Financial** – Low cost of implementation. Approximately £5,000. The funding has been allocated from the priority cycle schemes budget.
- **Human Resources (HR)** – None.
- **Equalities** – It is likely that cyclists, who are more vulnerable road users would benefit the most from the safer routes the scheme provides.
- **Legal** – The City of York Council, as Highways Authority of the area, has powers under the Highways Act 1980 and associated Road Traffic Regulations Act 1984 to implement the measures proposed.
- **Crime and Disorder** – None.
- **Information Technology (IT)** – None.
- **Property** – None.
- **Other** – None.

### **Risk Management**

25. No significant risks for this scheme. Accidents will be monitored and safety audit procedures undertaken to minimise risks in design.

## Recommendations

26. The Cabinet Member is asked to:

- 1) Approve in principle the contra-flow cycle lane scheme on Tanner Row as shown in **Annex B**.

Reason: To provide safer route choices for cyclists.

- 2) Authorise the necessary TRO to be advertised, along with a wider public consultation covering local residents, businesses and road user organisations.

Reason: So that the required TRO can be advertised and wider views sought prior to a final decision on the scheme.

## Contact Details

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**Richard Wood**  
**Assistant Director**  
**(Strategic Planning and Transport)**

**Report**  
**Approved**

**Date**

**Wards Affected:** Micklegate

**All**

**Background Papers:**

None

**Annexes**

**Annex A:** Existing and proposed cycle route options

**Annex B:** Proposal of the works