

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 22 JUNE 2017
 LEAD OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER



SUBJECT: DENE STREET, DORKING – CYCLIST CONTRAFLOW
 FEASIBILITY REPORT

DIVISION: DORKING SOUTH AND HOLMWOODS

SUMMARY OF ISSUE:

Following concerns raised regarding the safety of pedestrians using the narrow section of Dene Street between the junctions of High Street and Heath Hill, a trial one-way working was installed in February 2016.

Following the outcome of traffic surveys and public consultation a report was presented to the Local Committee in September 2016 recommending that the trial one-way working in Dene Street be made permanent. However a member of the public at the Local Committee requested that consideration be given to the installation of a contra-flow cycle lane within the one-way system, and improvements to the footway for mobility scooter users. Therefore Members agreed to defer the decision on making the one-way system permanent until the feasibility of a contra-flow cycle lane and widening of the existing footway could be investigated.

This report presents the results of the feasibility study that was carried out looking at a contra-flow cycle lane and/or a widened footway being provided along the one-way section of Dene Street. The Local Committee is asked to note the findings of the feasibility study and to make a decision on how they wish to proceed.

RECOMMENDATIONS:**The Local Committee (Mole Valley) is asked to:**

- (i) Note the contents of the feasibility study in **Annex 1**, particularly that the study showed that the provision of a contra-flow cycle lane within Dene Street one-way would not meet the minimum width required by current guidance, and the provision of a substandard contra-flow cycle lane would lead to road safety concerns.
- (ii) Note that there is no funding available to widen the existing footway in Dene Street.
- (iii) Authorise the advertisement of a notice in accordance with the Road Traffic Regulation Act 1984, the effect of which will be to implement the one-way working permanently.

REASONS FOR RECOMMENDATIONS:

To inform the Local Committee of the outcome of the feasibility study into the provision of a contra-flow cycle lane within the Dene Street one-way working, and to seek authority for a way forward.

1. INTRODUCTION AND BACKGROUND:
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- 1.1 Following concerns raised regarding the safety of pedestrians using the narrow section of Dene Street between the junctions of High Street and Heath Hill, the Mole Valley Local Committee approved a scheme for one-way working for inclusion on the Integrated Transport Scheme forward programme for 2015/16. In order to assess the impact of a permanent one-way working in Dene Street, a trial one-way working was installed in February 2016. Traffic surveys were carried out before the trial was implemented and whilst it was in place. Then consultation was carried out with residents and businesses in May 2016 asking for their views on making the one-way working permanent.
- 1.2 The results of the traffic surveys and consultation were reported to the Mole Valley Local Committee on 5th September 2016. This report recommended that the one-way working should be made permanent based upon the results of the traffic surveys and consultation. However a member of the public at the Local Committee requested that consideration be given to the installation of a contra-flow cycle lane within the one-way system. Therefore Members agreed to defer the decision on making the one-way system permanent until the feasibility of a contra-flow cycle lane and improvements for pedestrians could be investigated.
- 1.3 This report presents the results of an investigation into the feasibility of installing a contra-flow cycle lane and/or widening the existing footway within the one-way system in Dene Street, Dorking.

2. ANALYSIS:

Proposals

- 2.1 **Annex 1** is a feasibility report on the provision of a contra-flow cycle lane and widening the existing footway within the one-way system in Dene Street, and considers the following 2 options.
1. Option One: On-carriageway cycle lane running in contra-flow to one way traffic.
 2. Option Two: Widen existing northern footway in order to provide more width for those using wheelchairs, mobility scooters or push chairs.
- 2.2 The feasibility report in **Annex 1** outlines the benefits and disadvantages of both options.

Option One – on-carriageway contra-flow cycle lane

- 2.3 Option One considers the feasibility of installing a 1m wide on-carriageway cycle lane running in contra-flow to the one-way traffic in Dene Street. This would be a low cost option, which would allow cyclists to travel in contra-flow and would designate road space for cyclists which motor vehicles should not enter. However, a 1m wide cycle lane would result in the width of carriageway for all other vehicles averaging 2.3m wide. This is of insufficient width to safely accommodate cyclists and all types of other vehicles. Indeed Sustrans Design Manual “Handbook for cycle friendly design” (2014) sets out a minimum width for a contraflow cycle lane of 1.5m. Therefore the provision of a 1m on-carriageway cycle lane will lead to vehicles overrunning the cycle lane putting cyclists using such a facility at risk of collision.
- 2.4 It has been previously suggested that a contra-flow on-carriageway cycle lane could be installed on Dene Street because a similar facility is present on Bury Fields in Guildford. However, the contra-flow cycle lane on Bury Fields is slightly wider than that proposed in option one, with an average width of 1.3m. Although this is less than the minimum width of 1.5m recommended within existing guidance, the carriageway width for all other vehicles in Bury Fields is an average of 2.7m. Providing a 1.3m width on street contra-flow cycle lane on Dene Street would result in a carriageway width for all other vehicles of less than 2m, which is less than the width of a parking space. Also Dene Street, Dorking provides direct access to Dorking town centre and is therefore more heavily trafficked in comparison to Bury Fields in Guildford, which although within the centre of Guildford, does not provide direct access to its commercial centre.
- 2.5 Advisory contraflow cycle lanes and contraflow cycling with no cycle lane, can be considered where the 85th percentile speed is less than 25mph and the traffic flows are below 1,000 vehicles a day (Department for Transport, Traffic Advisory Leaflet 6/98 “Contraflow Cycling”). However, the traffic surveys carried out when the trial one-way system was installed in Dene Street recorded over 1,400 vehicles using Dene Street a day. It is therefore not recommended to install an advisory contraflow cycle lane or contraflow cycling with no cycle lane in Dene Street.
- 2.6 Due to the above it is not recommended to install an on-carriageway contra-flow cycle lane on Dene Street.
- 2.7 Option Two – widened footway**
- 2.8 Option two considers the possibility of widening the existing northern footway in order to provide more width for those using wheelchairs, mobility scooters or push chairs.
- 2.9 This option would provide more space on the footway for pedestrians, wheelchair users, those with push chairs and mobility scooter users, by increasing the width of the footway by approximately 0.5m.
- 2.10 Whilst this would make the footway wider for pedestrians by widening the footway to an average of 1.5m, the estimated cost of carrying out these works is £10,000. There is no funding available in the Integrated Transport Scheme budget within the current financial year, to widen the existing

footway in Dene Street. Therefore it is not currently possible to widen the existing footway on Dene Street.

North Street, Dorking

- 2.11 North Street, Dorking has also been raised as an example of where cyclists are permitted to use a contra-flow cycle lane on a one-way street, but North Street is a two-way street. Access into North Street from High Street is banned, except cyclists that can access North Street from the High Street using a dedicated right-turn lane and traffic signal at the High Street/North Street traffic signal junction.

3. OPTIONS:

- 3.1 The outcome of the feasibility report in **Annex 1** shows that whilst the provision of a contra-flow cycle lane within Dene Street one-way would have been preferred it would not meet the minimum width required by government guidance, and the provision of a substandard contra-flow cycle lane would lead to road safety concerns. Therefore it is not recommended to install a contra-flow cycle lane in Dene Street.
- 3.2 The feasibility report in **Annex 1** also considered the possibility of widening the existing northern footway in order to provide more width for those using wheelchairs, mobility scooters or push chairs. However whilst the footway could be widened to an average of 1.5m, there is no funding available in the Integrated Transport Scheme budget within the current financial year to widen the existing footway in Dene Street. Therefore it is not currently possible to widen the existing footway on Dene Street.
- 3.3 The results of the consultation that was carried out with residents and businesses in June 2016, once the trial one-way working had been in place for 6 weeks, showed that the majority of those that responded to the consultation supported the retention of the one-way working. The implementation of a permanent one-way working in Dene Street without a contra-flow cycle lane will still help to address the concerns raised regarding the safety of pedestrians using this narrow section of Dene Street.

4. CONSULTATIONS:

- 4.1 Not applicable

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 There is funding allocated within the Integrated Transport Scheme (ITS) budget this financial year to make the trial one-way working in Dene Street permanent.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. The needs of all road users are considered as part of the design process for highway schemes.

7. LOCALISM:

7.1 The Highways Service is mindful of the localism agenda and engages with the local community as appropriate before proceeding with the construction of any highway scheme.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below
Sustainability (including Climate Change and Carbon Emissions)	Set out below
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

8.1 Crime and Disorder implications

A well-managed highway network can contribute to reduction in crime and disorder.

8.2 Sustainability implications

The use of sustainable materials and the recycling of materials is carried out wherever possible and appropriate.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The feasibility study showed that the provision of a contra-flow cycle lane within Dene Street one-way would not meet the minimum width required by government guidance, and the provision of a substandard contra-flow cycle lane would lead to road safety concerns.

9.2 There is currently no funding available within the Integrated Transport Scheme budget to widen the existing footway in Dene Street.

9.3 Therefore it is recommended that the existing trial one-way working be made permanent without the installation of a contraflow cycle lane. The implementation of a permanent one-way working in Dene Street, was supported by the majority of respondents to the consultation that was carried out in June 2016, and its implementation without a contra-flow cycle lane will still help to address the concerns raised regarding the safety of pedestrians using this narrow section of Dene Street.

10. WHAT HAPPENS NEXT:

10.1 Subject to Local Committee approval a One Way Traffic Order will be advertised in the local press, and following the making of the order, the contractor instructed to install the permanent signing.

Contact Officer:

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Consulted:

Not applicable

Annexes:

Annex 1: Feasibility report.

Sources/background papers:

- Sustrans design manual (2014) "Handbook for cycle friendly design".
 - Department for Transport Traffic Advisory Leaflet 6/98 "Contraflow Cycling".
 - Mole Valley Local Committee Report "Dene Street, Dorking – Results of trial one-way working", 5th September 2016.
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