

The Norwich Lanes is a cluster of independent businesses within the intricate mesh of medieval streets that lie between the market and the river. The experience of walking, browsing and being sociable is intrinsic to its success. Over the years cars have been moved out of its narrowest streets but traffic remains on the edge in St Andrews Street and St Giles Street, while Exchange Street bisects it.




We can support the economy of The Lanes to recover and thrive by providing more space for walking and cycling and enabling its architectural beauty and character to be better appreciated. We can bind the area together so assets on the edge feel closer to its heart - the Market, Jarrols, Upper St Giles and St Andrews car park. The presence of students from NUA infuses the area with energy and creativity. We can knit its campus together by providing the missing link in the riverside walk between Duke Street and St Georges Street. All this is fundamental to achieving the vision expressed in the Norwich City Centre Public Spaces Plan.



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Key

-  Pedalways new route
-  Pedalways former route
-  Boundary of Norwich Lanes

- 1** 1a - Make the temporary exclusion of general traffic in Exchange St permanent, allowing cycling in both directions

1b - Redesign Exchange Street with a high quality pedestrian priority treatment to link St Andrews car park with the market place (funding permitting)

In association with the above, relocation of taxi rank from Guildhall Hill to Bethel Street/St Peters Street
- 2** Force residual vehicles to turn left from Exchange Street into St Andrews Street removing eastbound traffic route across the city centre from Grapes Hill roundabout to Foundry Bridge
- 3** Force vehicles to turn left from Charing Cross into Duke Street removing eastbound traffic route across the city centre from Barn Road to Foundry Bridge
- 4** Widen footways, plant trees and install two-way cycle track enabled by much lower traffic level in St Andrews Street
- 5** Remove traffic signals and install zebra crossing over St Andrews Street
- 6** Install separate zebra crossing and cycle crossing between St John Maddermarket and Duke Street. Install zebra crossings on St Andrews Street and Duke Street
- 7** Provide loading bay in Charing Cross
- 8** Move two-way cycle track away from St Andrews car park entrance to west side of Duke Street between St Andrews Street and Colegate
- 9** Provide crossing over Duke Street on alignment of riverside walk for pedestrians and cyclists
- 10** Create bridge structure between Duke Street and St Georges Street to fill the final missing link in the city centre section of the River Wensum path and enable easy movement between Norwich University of the Arts buildings
- 11** Provide parallel cycle and pedestrian crossing across Duke Street on alignment of Colegate and prevent vehicles driving from Duke Street to Colegate through Premier Inn car park
- 12** Widen footway on the east side of Duke Street between Colegate and Muspole Street
- 13** Install zebra crossing and prevent traffic turning left from Duke Street into St Mary's Plain
- 14** Reverse traffic flow and cycle contraflow on Muspole Street to prevent motorists bypassing St Andrews Street eastbound restriction
- 15** Make temporary traffic restrictions on St Benedicts Street permanent and retain planters and barriers
- 16** Redesign Upper St Giles with high quality pedestrian priority treatment
- 17** Install zebra crossing over Cleveland Road from Upper St Giles to Bethel Street
- 18** Widen footways, plant trees and provide parking and loading bays on both sides of St Giles Street
- 19** Reverse traffic flow and cycle contraflow on Upper Goat Lane to prevent motorists bypassing Exchange Street traffic restriction
- 20** St Peters Street to be one-way southbound for motorised vehicles, with cycling contraflow