

Summary of Silver Street area problems

December 2001



Pembroke Street / Mill Lane junction

- Pembroke Street a primary route for cyclists (between Pembroke Street and Mill Lane in both directions)
- Main cycle demands at this junction are
 - straight across (between Pembroke Street and Mill Lane in both directions)
 - along Trumpington Street in both directions, and
 - the right turn from Pembroke Street into Trumpington Street (towards King's Parade and Silver Street)
- We think it is unlikely a solution could be found which did not require traffic lights.
- Traffic lights have potential to introduce very long delays for cyclists if not given sufficient priority. A change of priorities here (without signals) may advantage motorists and disadvantage cyclists. i.e. giving priority to traffic turning right from Trumpington Street into Pembroke Street will make things worse for cyclists emerging from Pembroke Street.

Silver Street / Kings Parade junction

- If traffic could still use Silver Street eastbound poor visibility and limited gaps in traffic make Trumpington street to Kings Parade a difficult manoeuvre
- Cyclists routinely ignore Give Way when travelling south from Kings Parade (partly because gaps in traffic are so rare).
- Northbound cyclists waiting to proceed into the northern part of Trumpington Street (towards Kings Parade), who position themselves correctly on their own side of the central white line (where they can see round the corner) are vulnerable to coaches and other long vehicles turning right from Silver Street into Trumpington.

Mill Lane / Coe Fen junction

- Awkward gate on the bridge over the sluice. A cattle grid and separation from pedestrians is needed.
- Blind corner for cyclists wanting to travel from Mill Lane to Coe Fen
- Very narrow; conflict with traffic, especially delivery vehicles
- Some cycle traffic uses Laundress Lane

Royal Cambridge Hotel junction

- Still an extremely intimidating junction (though two lanes in central section helps; would be better if Trumpington Street and Road approaches were also two lanes)
- Presumably still reflected in casualty statistics
- Would become even more of a problem if Silver Street were closed
- Commitment to review this junction as part of Silver Street scheme. We still think traffic signals are the desirable solution here.

Wider impact on cyclists of closure

- Newnham Road, Fen Causeway, Lensfield Road, Regent Street, Gonville Place and Tennis Court Road are all likely to be adversely affected by additional traffic. Cycle demands on these streets unlikely to be reduced. Therefore mitigating measures necessary.

Trumpington Street south of Pembroke Street

- Is traffic likely to increase in Trumpington Street with a closure at Silver Street?
- Traffic queuing for Lion Yard car park
- Car parking is a problem off-peak on Trumpington Street (outside Fitzwilliam Museum for example is a problem on Sundays)
- Hobsons Conduit gutters are a trap for unwary cyclists and has been responsible for injuries and serious damage to cycles.

Silver street, general

- Blocked solid with cars at peak times, prevents cycle movements and encourages pavement cycling; (where is all the traffic going? Is it being used as a rat-run to avoid Fen Causeway and/or Lensfield Road?)
- Unsafe overtaking of cycles common outside peak times
- Speeds too high for such a narrow street when blocked. 20mph limit desirable on all streets where any traffic remains

Silver Street, eastern section

- Extreme narrowness of busy pavements (we experienced an incident of 'pedestrian rage' when walking there on Monday!). Pedestrians get a particularly poor deal on this street.
- Extreme narrowness of carriageway (we estimated between 4 - 4.5m)
- Hard to see how anything other than access to properties could be continued (e.g. one-way or even one-way for buses and taxis only) and still have room to improve matters for both pedestrians and cyclists. Pavements clearly need widening, so there would not then be room for one-way vehicle lane plus two-way cycle lanes. Putting cyclists in one direction in a general traffic lane would mean even more intimidating conditions for cyclists would exist than currently. A single (say) 3.5m roadway usable by cyclists in both directions but restricted traffic only one way would not be wide enough. Such a solution could only work satisfactorily if non-essential traffic were banned.
- Hard to cross street on foot because gaps in traffic are rare

Silver street, western section

- Unnecessary slight carriageway narrowing at pelican crossing
- Coach stop would have to be moved (turning coaches would be a major hazard for cyclists)
- No special provision for cyclists at Queen's Road signals; cyclists often use the pedestrian phase. Scope for innovative cycle phasing?

Queen's Green

- Possibility of significantly upgrading path between Queen's College entrance and Queen's Road (at West Road) for West Cambridge access
- Subject to serious improvements at each end, and surface and width considerations. Consider especially right turns off Silver Street

Queen's Road

- A vital north-south cycle route used by large numbers of cyclists.
- Narrowed by on-street parking
- Artificially narrowed by build-outs
- Environment ruined by on-street parking

Cycle parking

- Only formal cycle parking in the area is a small number of stands on Silver St Bridge.
- Particular needs near or opposite St Botolph's Church (railings consistently full); at Millers Yard; at the GradPad (there is a little round the back; railings opposite consistently full); near Ben Hayward cycle shop, Kings Parade.