

Date: Fri, 14 Jan 2005 16:39:38 -0000
From: James Woodburn <jameswoodburn@talk21.com>
To: Richard Preston <richard.preston@cambridgeshire.gov.uk>
Cc: Councillor Colin Rosenstiel <rosenstiel@cix.co.uk>
Subject: Consultation on Evening/Night-time Taxi Ranks

Dear Mr Preston,

Experimental Evening/ Night-time Taxi Ranks

I am writing on behalf of Cambridge Cycling Campaign to support some aspects of this scheme and to formally object to other aspects.

1. We support the principle of dispersed taxi ranks. The large number of people and taxis concentrated late at night in St Andrew's Street is a problem for cyclists as well as for other people.
2. We support the location of the rank outside Boots in Sidney Street.
3. We object to the suggested new location for a rank in a narrow section of Sidney Street close to the junction with Market Street. We would be concerned about taxis encroaching on the footway at this location because this would encourage more late-night pedestrians, including disorderly pedestrians, onto the carriageway creating potential difficulties for passing cyclists. We are also concerned about drivers and passengers opening taxi doors into the path of passing cyclists.
4. We strongly object to the location of the proposed rank in Corn Exchange Street. A rank in this location would create safety problems for both with-flow and, if a contraflow is approved, especially for contraflow cyclists as well as for pedestrians. We are concerned both about the taxi door problem and about the problem of taxis pulling into the path of passing cyclists. We believe that the rank should instead be located in Peas Hill or in Guildhall Street on the east side of the Guildhall close to the end of Petty Cury.
5. We strongly object to the location of the proposed rank in Emmanuel Street. At present Emmanuel Street is one of the most difficult streets in Cambridge for cyclists and a taxi rank would add to the difficulties. If Core Stage 4 is approved, Emmanuel Street would become one-way with a contraflow cycle lane. To have on-coming taxis on one side of this contraflow lane (with all the problems of taxi doors opening across the lane) together with on-coming buses approaching on the other side of the lane (and, no doubt, encroaching on it in their manoeuvres) would be

unacceptable. We would like instead to see more use by taxis of the little-used rank close to the cinema in Regent Street and better enforcement of the car parking regulations to enable them to do so easily.

We would be grateful if you would let us know whether any safety audit is planned for any component of this scheme.

Yours sincerely

James Woodburn on behalf of Cambridge Cycling Campaign.