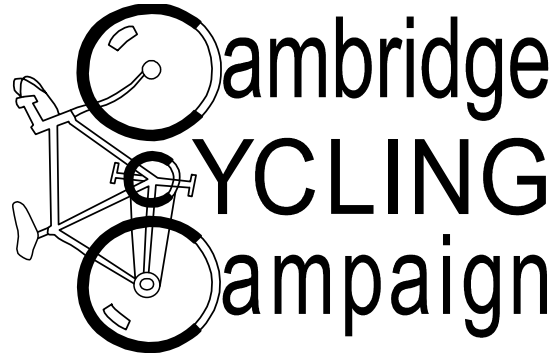


24th March 2006

Our ref: PO6 007
Your ref:

Helen Green
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Cambridge Cycling Campaign

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Dear Helen Green

Emmanuel Street – detailed designs

This is Cambridge Cycling Campaign's formal objection to two aspects of the detailed proposals for Emmanuel Street.

Off-peak loading area at the western end of the street

We consider that this proposed loading area would create unacceptable difficulties for cyclists using the cycle contraflow lane. The problems are these:

1. Cyclists using the contraflow lane would become meat in the sandwich caught between buses and other traffic coming towards them along Emmanuel Street and vehicles entering and leaving the loading bay.
2. Many vans load and unload from nearside doors. In this location they would have to unload into the contraflow cycle lane.
3. Inevitably such a loading area would, in practice, become used additionally for other purposes – for private cars stopping to drop off or pick up passengers, for drivers of private cars stopping to use the adjacent bank cash machines, for evening taxis and so on – causing increased problems for contraflow cyclists.
4. The existence of this loading bay would make it impracticable to have a kerbed border on the street side of the contraflow cycle lane. Without such a kerbed edge, buses pulling into and out of the saw-toothed bus spaces on the south side of the street would be likely to encroach on the contraflow cycle lane almost routinely. Whether or not a street-side kerbed edge to the lane is installed, we consider it essential that the street-side edge should be very well marked and defined but should not create any kind of hazard for cyclists using the contraflow lane. If the edge can be driven over, it is inevitable that vehicles, unless very rigorously controlled, will stop in the cycle lane and cyclists will have to cross the edging in order to pass them. I and some other members of our Committee believe that a kerbed edge is essential to keep vehicles out of the cycle contraflow lane. Some others believe that rigorous control to keep rogue drivers out of the lane is

practicable without a kerb. What we all agree about is that a safe and unblocked contraflow lane is essential and that effective means are needed to secure this in this very difficult location. The contraflow lane must not be intimidating and must be safe and suitable for all cyclists, both confident and less confident.

In order to make the legitimate presence of cyclists using the contraflow lane as clear and visible as possible, we ask that it be surfaced in red throughout with repeated cycle logos.

5. Not only would delivery vehicles have to cross the path of oncoming cyclists both when entering and when leaving the proposed loading area, but leaving vehicles are very likely to have to wait for buses leaving Emmanuel Street, thereby holding up the progress of cyclists

Our considered view is that there should be no bay of any sort on the north side of the contraflow cycle lane at the western end of Emmanuel Street. Any bay will create unacceptable difficulties for contraflow cyclists. The area of the proposed bay should be allocated primarily to pedestrians who need additional space here because of the queues for the bank cash machines. However, some of the space could be allocated to pavement cycle parking which is urgently needed at this location.

Taxi rank

The arrangements for the taxi rank next to Christ's Pieces in the section of Drummer Street outside the bus station are, in our opinion, much better than previous proposals. However, we consider that more attention should be given to the area of potential conflict between contraflow cyclists, buses and taxis at the entrance into Drummer Street bus station. We would like to see the red contraflow cycle lane with cycle logos extended across the mouth of the bus station and also, if possible, along the outside of the taxi rank to increase the awareness of the legitimate presence of cyclists to bus drivers, taxi drivers and everyone else.

Yours sincerely,
on behalf of Cambridge Cycling Campaign,

James Woodburn