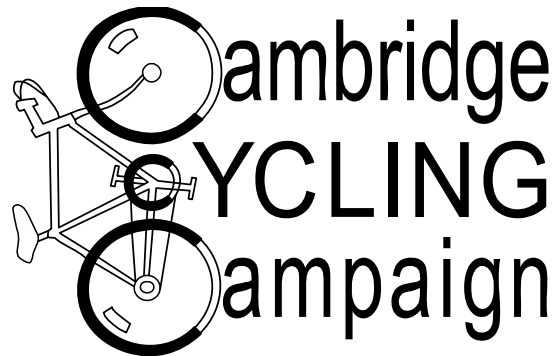


1<sup>st</sup> January 2007

Our ref: P07003  
Your ref:

Cambridge Operations Team  
PO Box ET 1038  
Castle Court  
Castle Street  
Cambridge CB3 0AP



For the Attention of Jon Finney

**Cambridge Cycling Campaign**

P.O. Box 204, Cambridge CB4 3FN  
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Dear Jon Finney,

### **Two-Way Cycling in Kingston Street, Mackenzie Road and Willis Road**

I am writing on behalf of Cambridge Cycling Campaign to give our strong support to the proposal to permit two-way cycling in Kingston Street, Mackenzie Road and Willis Road (all of which are side roads off Mill Road).

While giving our strong support to this proposal, we have reservations about the proposed designs for implementing it. We list our suggestions for modifications to these designs and provide certain additional suggestions for ways in which we believe the proposal should be put into effect.

So overall our view should be described as strong support with reservations. We would greatly welcome an opportunity for on-site discussion of these reservations preferably well before the meeting later this month of the Cambridge Traffic Management Area Joint Committee.

#### Reasons for our Support

1. A substantial body of evidence now exists which demonstrates that two-way cycling can be safely accommodated in streets that are one-way for other vehicles. This has been recognized in draft government guidance: "Cyclists should be exempted from ... one-way orders ... unless there are overriding safety considerations that cannot be resolved." "In assessing the safety issues, it is important to recognize that if a one-way street is not made available to cyclists in contraflow, they may have to use a more hazardous alternative ..." (Sections 4.2.8 and 4.11.6, *Local Transport Note 1/04*).
2. Two-way cycling has operated safely and successfully for a number of years in several of the narrow streets in the vicinity of Mill Road which are one-way for other vehicles. Hope Street, St Phillip's Road and Stockwell Street are noteworthy examples. The fears of some local residents that two-way cycling in Kingston Street, Mackenzie Road and Willis Road would be hazardous are understandable but entirely unjustifiable in the light of the available evidence. We believe that, on the contrary, safety will be improved if two-way cycling is permitted in these streets

because fewer cyclists will then need to divert via Mill Road which does have a record of cycle accidents and which some cyclists find intimidating.

3. For the encouragement and promotion of cycling, which is, of course, a declared aim of central government as well as both the City and the County Councils, permeability and easy access without diversions for cyclists are important. Two-way cycling in all three of these streets will make a significant contribution to permeability. Two-way cycling in Mackenzie Road and Willis Road will improve access particularly for students of Anglia Ruskin University. Two-way cycling in Kingston Street is even more important because this will open up an important two-way cycle route linking the station area with North and West Cambridge.

### Our Reservations about the Proposed Designs and Some Additional Suggestions.

For all three streets we support the removal of the existing planting beds and the installation of dedicated red-surfaced cycle entry lanes. We ask that in each case the cycle entry lanes be prominently marked with white surface cycle logos close to where pedestrians cross to remind them of the presence of two-way cycling.

We welcome the fact that pedestrian guard rails are not shown in any of the designs and hope that this indicates recognition of the value of the government guidance in the new draft *Manual for Streets* which states in paragraph 7.4.25: "Guard railing should not be included in new schemes – any perceived requirements for it are to be designed out."

#### **1. Kingston Street**

- a) The proposed pedestrian refuge is, for a side road like this, entirely unnecessary and in conflict with the latest government guidance ("Central islands are not needed on most residential streets ... They provide little benefit to pedestrians where traffic is light." draft *Manual for Streets*, paragraph 7.4.24). All that is needed at the entrance to Kingston Street is a bollard on a small, narrow island similar to those used at the entrance to other Cambridge one-way streets in which two-way cycling is permitted. The difficulties with the proposed pedestrian refuge are: firstly, that, because it has to be set back into the side road to permit vehicle turns, it is off the pedestrian desire line and will for this reason almost never be used by pedestrians; secondly that it narrows the cycle lane to 1.2m wide when the minimum according to national guidance should be 1.5m (a width of 1.2m is potentially difficult for those towing cycle trailers); thirdly that it narrows the carriageway width to only 2.75m which is insufficient for a large vehicle such as a removal van to get through and which creates an awkward pinch point if a car attempts to go through with a cyclist alongside; fourthly that, because it is set back into the side road, it fails in its declared purpose which is to provide some form of physical protection to cyclists entering the side road (protection from motor vehicles turning right out of the side road).
- b) The proposal states: "For safety reasons the right turn ban from Mill Road will stay in force." This refers to right turns by northbound cyclists from the bottom of the railway bridge into Kingston Street. We consider this prohibition unjustifiable for the following reasons: firstly such a right turn could be made sufficiently safe by the simple device of painting a short red approach/waiting lane with a cycle logo in the centre of the road as has been done successfully nearby for southbound cyclists wishing to turn right into St Barnabas Road; secondly right turns *are* permitted for northbound cyclists a few metres before Kingston Street, that is for cyclists going into the council depot; thirdly right turns into Argyle Street *are* permitted for southbound cyclists in a very similar position at the other end of Mill Road railway bridge; fourthly to maintain the right turn prohibition for Kingston Street and only Kingston Street would create confusing anomaly.

- c) Attention is needed to the far end of Kingston Street where it joins Hooper Street. Cars and cyclists turning right around the blind corner from Hooper Street into Kingston Street might collide with cyclists coming out from Kingston Street into Hooper Street. This issue should be remedied by appropriate road marking to keep vehicles turning from Hooper Street into Kingston Street over to the left side of the street.

**2. Mackenzie Road and Willis Road.**

The designs for these two roads are much more acceptable. We would however suggest that in each case a narrow island with a bollard would be better than the proposed wide pedestrian refuge which we think is unnecessary in roads of this width and would be potentially confusing.

We look forward to hearing from you and, as stated earlier, would particularly welcome an early on-site discussion.

Yours sincerely,  
on behalf of Cambridge Cycling Campaign,

James Woodburn

Copies to:  
Members of the AJC and Local Councillors  
Graham Lowe  
Richard Preston  
Patrick Joyce  
Clare Rankin  
David Bradford