

**TWO WAY CYCLING IN ONE-WAY STREETS**

*To:* **Cambridge Joint Area Committee**

*Meeting Date:* **23<sup>rd</sup> September 2014**

*From:* **Executive Director: Economy, Transport & Environment**

*Electoral divisions:* **Abbey, Market, Romsey, Trumpington and West Chesterton**

*Forward Plan ref:* **N/a** *Key decision:* **No**

*Purpose:* **The Committee is asked to support signing and lining changes to allow two-way cycling on six restricted streets in Cambridge.**

*Recommendation:* **To support changes to signing and lining to allow two-way cycling on the following streets:**

- a) Belgrave Road,**
- b) Mercer's Row,**
- c) Panton Street,**
- d) Ross Street,**
- e) Springfield Road,**
- f) Trafalgar Street,**

**And, to agree not to progress any changes to the following street:**

- g) Albert Street**

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## **1. BACKGROUND**

- 1.1 Allowing cyclists to be exempt from no-entry restrictions, and to travel both ways on one-way streets, is a cost effective and easy way of expanding the city cycle network. With better permeability for cyclists it also encourages residents to cycle rather than use a car for short, local journeys, in accordance with the Cambridge City and South Cambridgeshire Transport Strategy.
- 1.2 A number of one-way or restricted entry streets in the city have already been opened up for cycling in both directions. These include Mawson Road, Covent Garden and Kingston Street, and they have all operated without any problems for many years.
- 1.3 The Department for Transport (DfT) has now changed the traffic signing regulations so that 'except cycles' plates can be attached to 'no entry' signs. The DfT has also published the draft new Traffic Signs Regulations and General Directions manual which removes the requirement for a Traffic Regulation Order for an exception for cycles at no entry signs. These two changes make it much easier to implement such schemes.
- 1.4 An initial 'long list' of potential streets was circulated to City and County Councillors, which was then amended and expanded upon, based on comments and suggestions received. The list is shown in **Appendix 1**.
- 1.5 Officers assessed the suitability of each street for two-way cycling by considering width of road, speed and volume of traffic, as well as the safety, attractiveness and convenience of alternative routes available, and thus a 'short list' was created, shown in **Appendix 2**. The list was supported by local members for each ward, though since producing the list there have been City and County elections and local members have changed.
- 1.6 Stakeholders and residents on each of the streets in question were then consulted. A road safety audit was also undertaken for each location.

## **2. ISSUES IN SPECIFIC STREETS**

- 2.1 No objections or concerns were raised with regards to proposals for Cockburn Street, Fairfax Road, Vinery Road and Fitzwilliam Street and these schemes were also deemed acceptable by the safety audit. It was therefore agreed in consultation with local members to go ahead with ordering the signs and lining work needed to allow two-way cycling on these streets.
- 2.2 It was also agreed to update the signage for Adam & Eve Street, Sidney Street, Hope Street and King Street with 'no entry' signs plus 'except cycles' plates in order to make the existing situation clearer.

### **Belgrave Road**

- 2.3 The proposed layout is shown on **Plan 1**.
- 2.4 There were two objections, and two responses in support. The objections relate to the cost and safety implications, particularly at the junction with Mill Road. There were no safety concerns raised in the road safety audit. This is

not a strategic route, but is beneficial to residents.

### **Mercer's Row**

- 2.5 The proposed layout is shown on **Plan 2**.
- 2.6 There was one objection to this scheme which was concerned with risks posed by vehicles travelling the wrong way, and turning lorries.
- 2.7 The safety audit raised the issue of HGVs turning right at the junction with Garlic Row and conflicting with contra-flow cyclists turning into Mercers Row. It is felt that the red surfacing and marked cycle lane proposed at the junction will highlight the presence of cyclists sufficiently for this not to be a problem. Whilst this link will not provide an additional route for cyclists as it is not proposed to make Swann's Row two-way for cyclists due to safety concerns, this link will allow cyclists to access the traders on Mercer's Row and the children's 'funhouse' at the end of the road without having to make a long detour via Newmarket Road.

### **Panton Street**

- 2.8 The proposed layout is shown on **Plan 3**.
- 2.9 There were five responses in favour of the scheme, including parents of children at nearby schools, and five against. Those against were concerned that cyclists would continue south beyond Union Road, that it was a waste of money and that traffic queues would lengthen. Some members of the North Newtown Residents' Association were also very concerned that reducing the traffic on Panton Street to one lane would significantly increase the queuing back from the junction with Lensfield Road.
- 2.10 The proposal includes the provision of a marked contra-flow cycle lane and so the with-flow traffic would be reduced to one lane. Some respondents in favour of the scheme asked that contra-flow cycling should be continued further to link to Pemberton Terrace or the whole length of Panton Street. It is felt that this is not safe due to the on street parking with relatively high traffic volume and speed. At the request of the safety audit the contra-flow cycle lane is proposed to continue into Union Road to emphasise that cyclists should not continue south down Panton Street.
- 2.11 Some observations were undertaken of traffic during the morning peak in May 2014 when the temporary removal of parking restrictions effectively reduced traffic to one lane. Some queuing was observed but there was no significant delay for motorists and the queue length did not go beyond Union Road. Turning movements were counted on one day, 4<sup>th</sup> June, and traffic modelling is being undertaken to ascertain the effect on queuing. It is anticipated that the results of this will be available to be tabled at the meeting.
- 2.12 This scheme would provide a very useful link to local schools avoiding the busy junctions at either end of Lensfield Road and this was reflected in some of the comments received which highlighted this as being the most important of the proposed schemes but also one of the most contentious.
- 2.13 This scheme was supported by the previous local County Councillor, and by the Newtown Residents' Association (the Chair of which has since changed).

Officers feel that this is a particularly valuable scheme but there is some opposition from current local members and the Resident's Association.

### **Ross Street**

- 2.14 The proposed layout is shown on **Plan 4**.
- 2.15 There were five responses in support of this scheme (one with reservations concerning safety), and one response was concerned about the narrowness of the road and the possibility that parking would be removed.
- 2.16 The safety audit highlighted the narrow width of the traffic lane which does not meet their preferred minimum of 4 metres, and there was concern about the volume and speed of traffic which could result in southbound cyclists being squeezed between parked vehicles and passing northbound traffic.
- 2.17 Local Members and residents were keen to provide this very useful link to the park. It is felt that some cyclists would inevitably continue to St. Philip's Road and that it would be safer to allow this and warn motorists to expect contra-flow cycles with signage. There are existing streets with similar widths and parking which are two-way for all vehicles, such as Ainsworth Street where there do not appear to be any problems, and there are sections of double yellow lines along Ross Street, between the parking, which cyclists could use as passing places. However, an alternative solution could be to have two-way cycling only as far as the recreation ground with no-entry signs at this point for cyclists.

### **Springfield Road**

- 2.18 The proposed layout is shown on **Plan 5**.
- 2.19 There were three responses in support of this scheme (one with the proviso that the speed limit be reduced to 20mph), and no objections.
- 2.20 The safety audit expressed concern around this scheme due to the lack of visibility and narrow carriageway of the junction with Herbert Street, particularly where vehicles are turning right out as cyclists are turning in. However, it is felt that risk of an accident is very low given the low speeds and traffic flow at this location, and that the number of vehicles turning right will be very low as there is a dead end for motor vehicles at the Chesterton Road end of Herbert Street.

### **Trafalgar Street**

- 2.21 The proposed layout is shown on **Plan 6**.
- 2.22 There were no responses from the residents of Trafalgar Road. The scheme was requested by local members and a resident as a useful link avoiding Mitcham's Corner. The safety audit was not supportive of the scheme due to concerns about the narrow road width available where there is parking. Given the low speeds and traffic levels, and the fact that it means avoiding the need to cycle around Mitcham's Corner, it is felt that allowing the use of Trafalgar Road is an acceptable option.

### **Garden Walk**

- 2.23 The safety audit raised concerns regarding the junction of Garden Walk and Victoria Road, and the proposal to introduce 'no entry' signs and 'except cycles' plates. Instead, and in response to local concerns, more signage will be erected in Stretten Avenue near its junction with Bateson Road to reinforce the 'no motor vehicles except access' restriction in place in the street, to allow enforcement and to reduce vehicle movements, and thus to make it safer for cycling. Road markings will be added to highlight the fact that two way cycling is already permitted in this street, with a 'plug' in place at the Victoria Road/Garden Walk junction.
- 2.24 The proposed layout is shown in **Plan 7**, though the 'No entry' signs and 'except cycles' plates have now been omitted.

### **Albert Street**

- 2.25 The proposed layout is shown on **Plan 8**.
- 2.26 There were three objections to making this street two-way for cycling and four responses in support of the scheme, although two of these were qualified with concerns about safety. The safety audit report also questioned the safety of the scheme due to the narrow width available where cyclists and motorists would not be able to pass one another. The narrowness of this street is acknowledged, and given the lack of overall support from residents who would be the main beneficiaries, we are not proposing to progress this scheme.

### **General**

- 2.27 Three respondents wrote in to support of all of the schemes.

## **3. SIGNIFICANT IMPLICATIONS**

### **3.1 Resource Implications**

The works will be funded from the European funded Bike Friendly Cities project and Section 106 funds.

### **3.2 Statutory, Risk and Legal Implications**

There are no significant implications within this category

### **3.3 Equality and Diversity Implications**

There are no significant implications within this category.

### **3.4 Engagement and Consultation Implications**

There has been extensive consultation over a three year period with local residents, stakeholders and local members.

### **3.5 Public Health Implications**

Cycling regularly has been shown to have significant health benefits.

<b>Source Documents</b>	<b>Location</b>
Scheme plans	Castle Court 2 <sup>nd</sup> floor,

Consultation letters Road Safety Audit report	A wing.
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## APPENDIX 1

### TWO WAY CYCLING IN ONE WAY STREETS SCHEME 'LONG LIST'

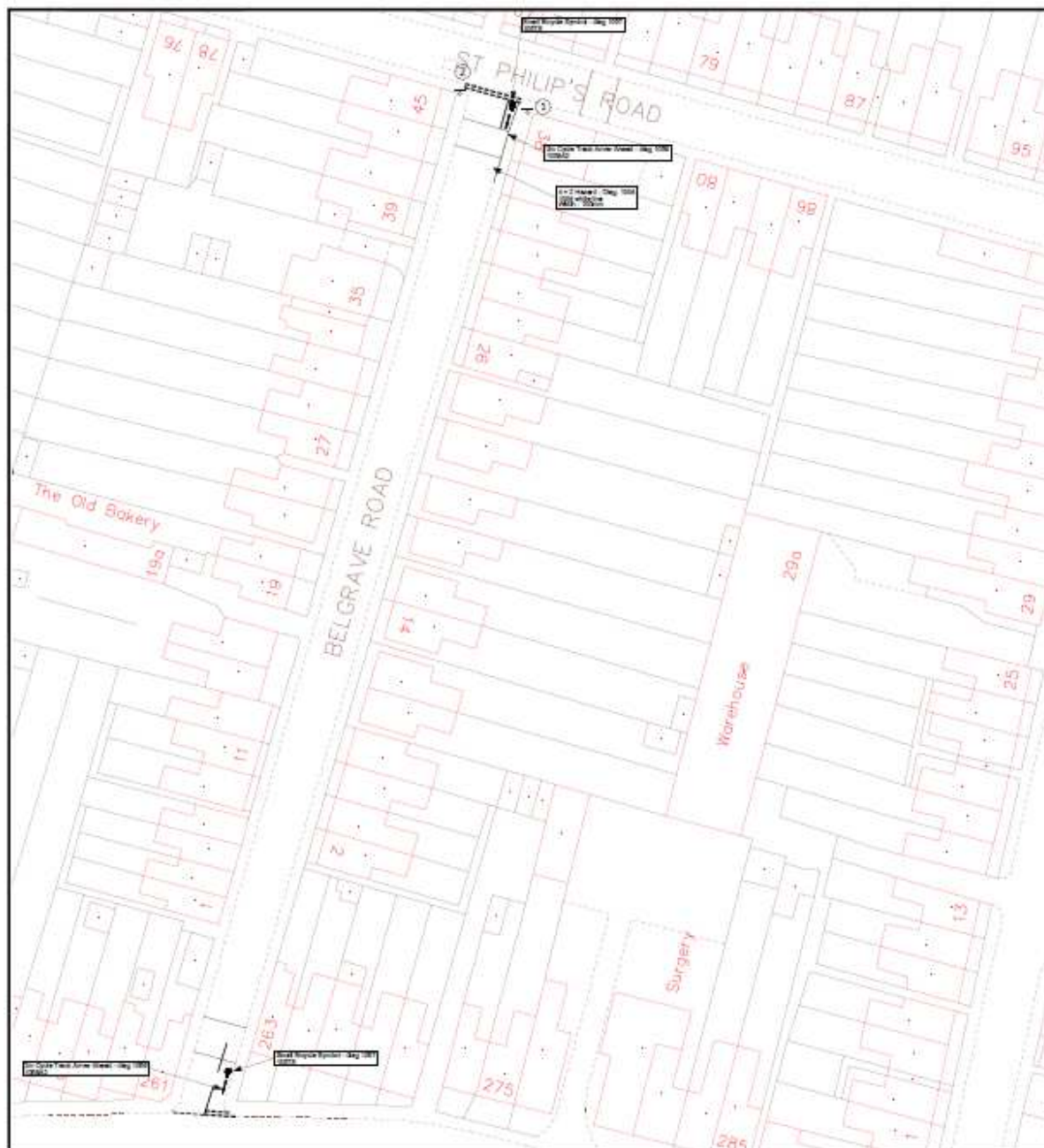
<b>One-way streets to be considered for conversion to two-way cycling using 'no entry' signs with 'except cyclists' plate.</b>
Panton Street
Brookside
Norwich Street
Coronation Street
Mercers Row
Swanns Road
New Square (south)
St Eligius Street
Mount Pleasant
Shelley Row
Albion Row
Perowne Street
Emery Road
Emery Street
Argyll Street (west)
Cockburn Street
Sedgwick Street
Catherine Street
Thoday Street
Ross Street
Hemingford Road
Belgrave Road
Vinery Road (north)
Harvest Way
Fitzwilliam Street
Park Terrace
Springfield Road
Albert Street
<b>Streets where signage etc could be changed e.g. replace no entry for motor vehicles signs as above, island plug removal etc.</b>
Adam and Eve Street at Burleigh St end
Hope St

## APPENDIX 2

### TWO WAY CYCLING IN ONE WAY STREETS SCHEME 'SHORT LIST'

<b>One-way streets to be considered for conversion to two-way cycling using 'no entry' signs with 'except cyclists' plate.</b>
Trafalgar Street
Albert Street
Springfield Road
Belgrave Road
Cockburn Street
Mercer's Row
Panton Street (north of Union Road junction)
Ross Street (from Fairfax Road to St Philip's Road)
Fairfax Road
Vinery Road
Fitzwilliam Street
<b>Streets where signage etc could be changed e.g. replace no entry for motor vehicles signs as above, island plug removal etc.</b>
Adam and Eve Street
Hope Street
Garden Walk
Sidney Street (Market Street junction)
King Street

## PLAN 1 – PROPOSALS FOR BELGRAVE ROAD

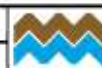


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2	C.H.S.	2	954.4	SOUTH	NO	GREY	PROPOSED

NO ENTRY EXCEPT CYCLES  
BELGRAVE ROAD  
GENERAL ARRANGEMENTS

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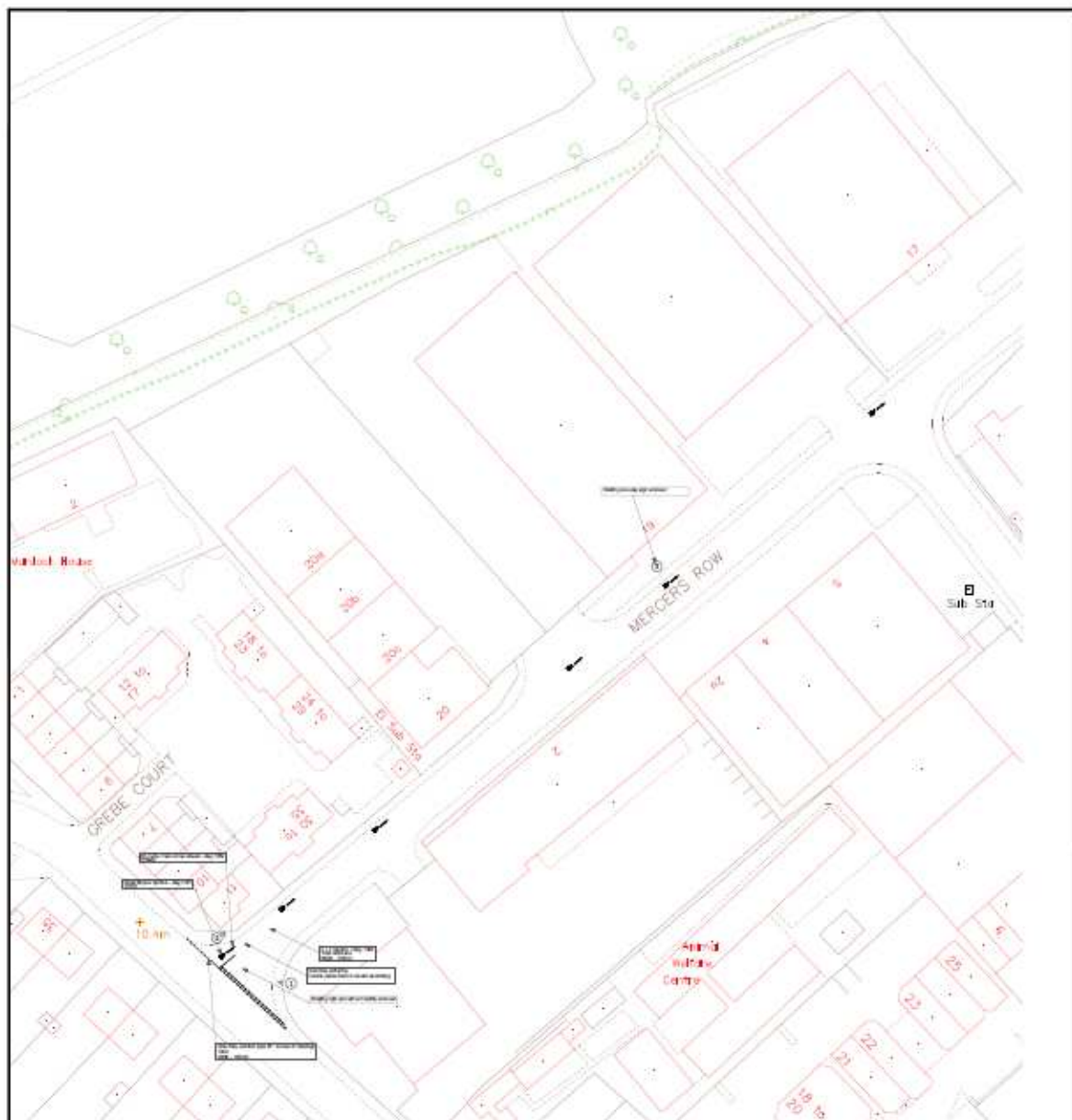
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## PLAN 2 – PROPOSALS FOR MERCER'S ROW

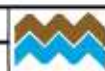


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3	C.H.S.	3	960.02	NORTH	NO	GREY	PROPOSED

NO ENTRY EXCEPT CYCLES  
MERCER'S ROW  
GENERAL ARRANGEMENTS

Sign Size  
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Small signs (indicated by a small sign icon) are subject to the provisions of the Traffic Signs Regulations and General Directions (TSRGD) 2002. All signs must be in accordance with the TSRGD 2002. The design of the signs must be in accordance with the TSRGD 2002. The design of the signs must be in accordance with the TSRGD 2002.

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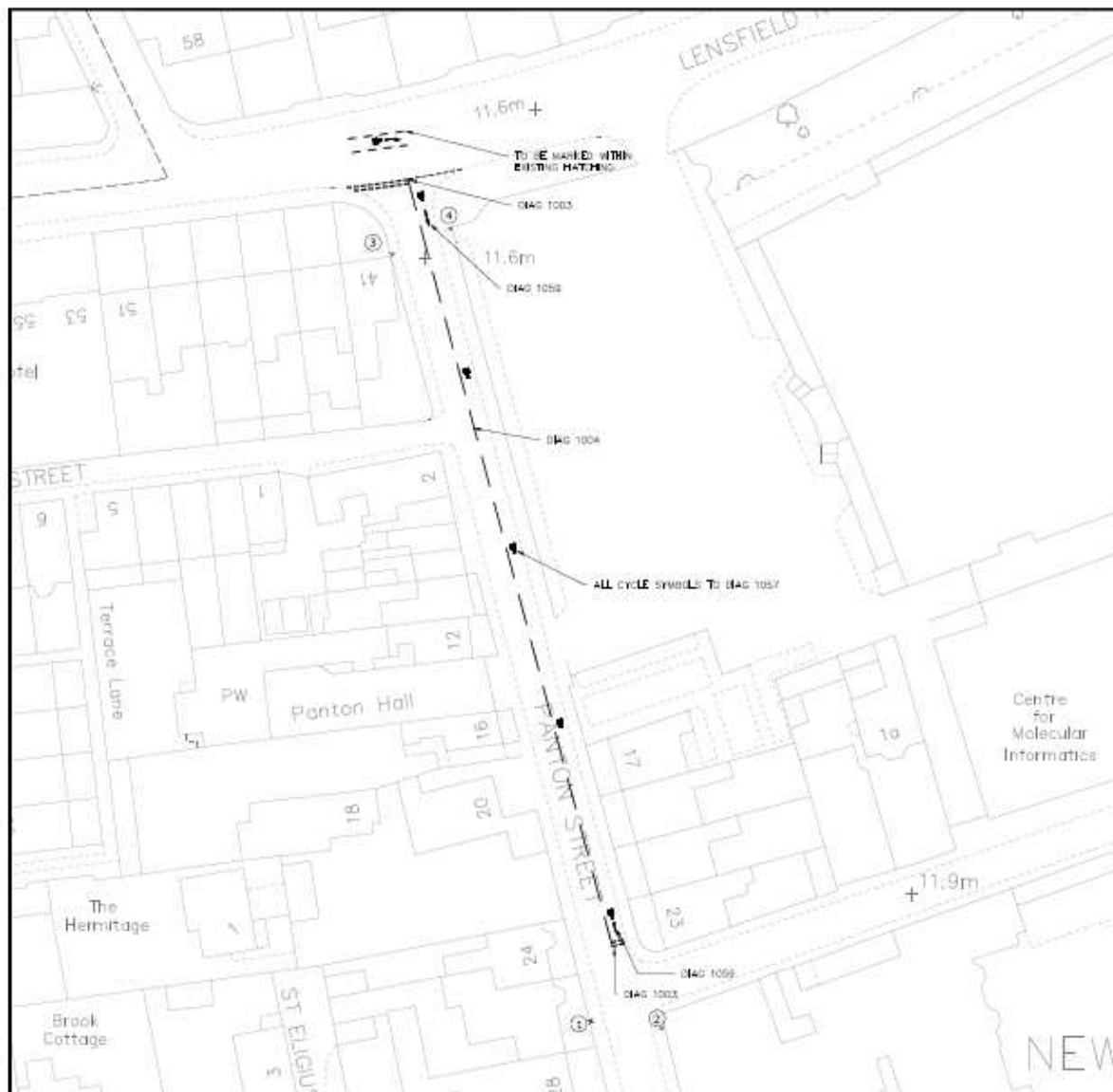
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## PLAN 3 – PROPOSALS FOR PANTON STREET

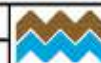


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4	C.H.S.	2	616	NORTH	NO	GREY
4	C.H.S.	3	954-4	NORTH	NO	GREY

NO ENTRY EXCEPT CYCLES  
PANTON STREET, CAMBRIDGE  
GENERAL ARRANGEMENTS

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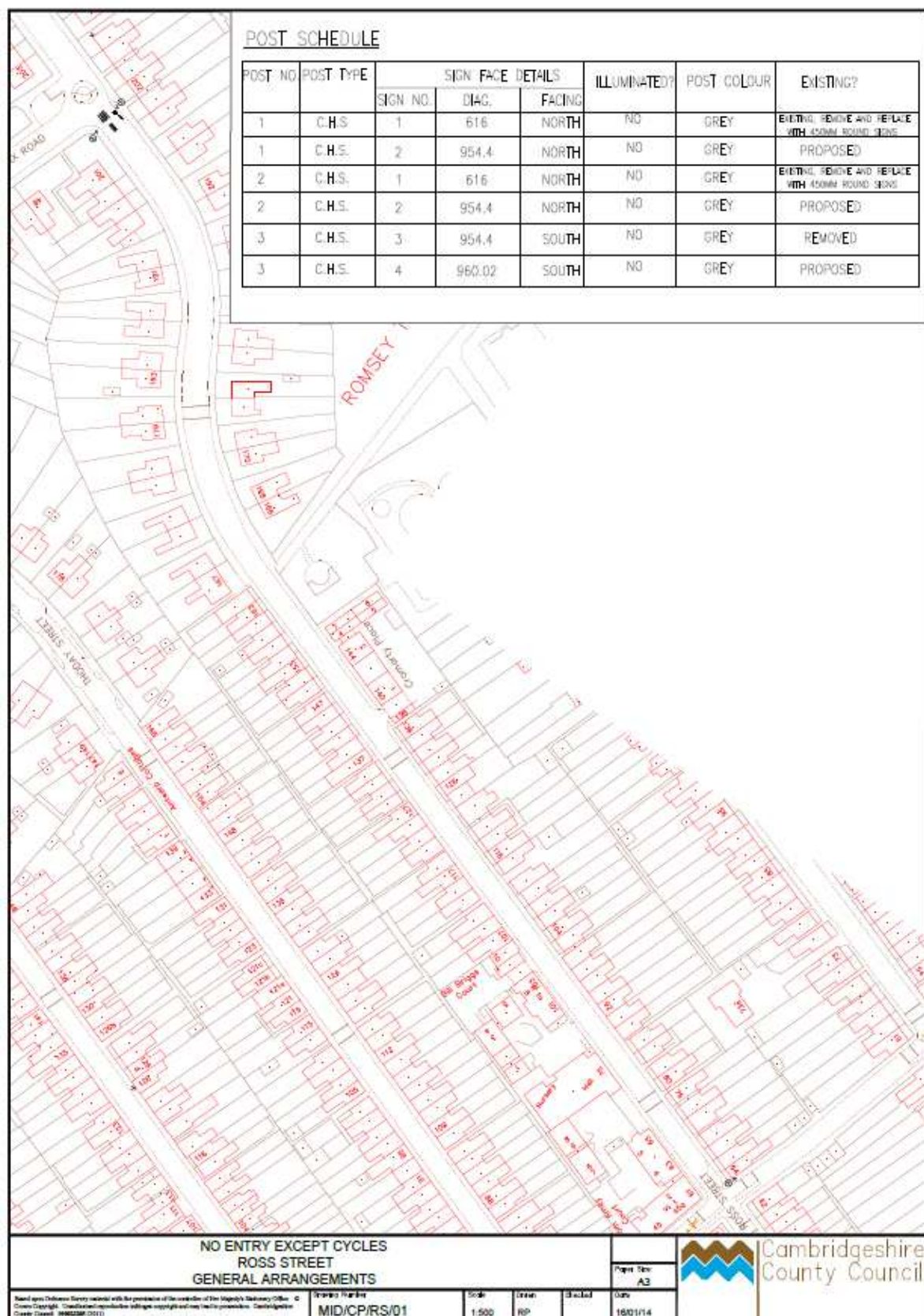
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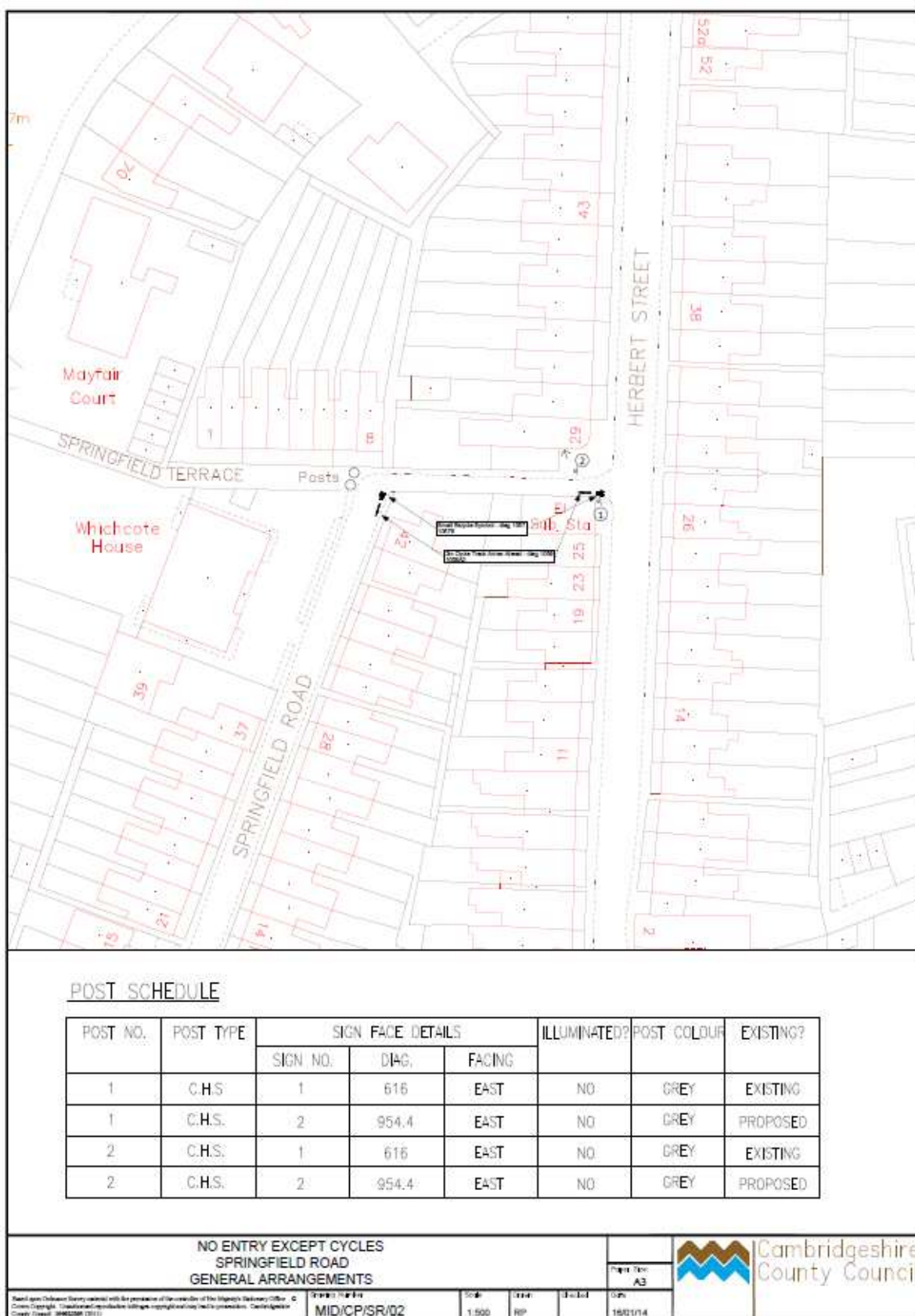
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## PLAN 4 – PROPOSALS FOR ROSS STREET

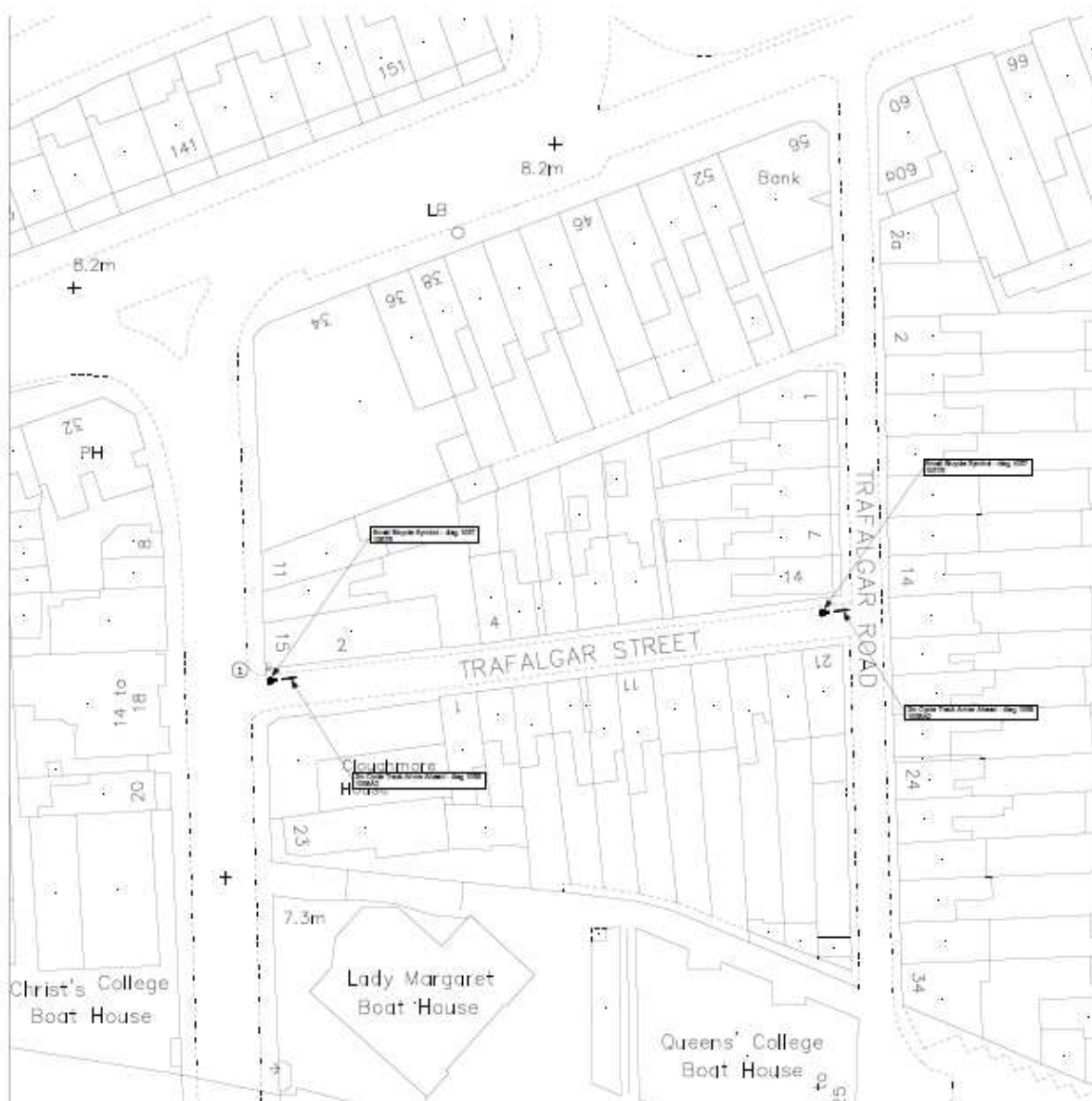




## PLAN 5 – PROPOSALS FOR SPRINGFIELD ROAD



## PLAN 6 – PROPOSALS FOR TRAFALGAR STREET

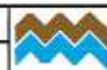


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NO ENTRY EXCEPT CYCLES  
TRAFALGAR STREET  
GENERAL ARRANGEMENTS

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A3



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Check  
28/6/13

(‘no entry’ signs and ‘except cycles’ plates now not proposed)



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2	CHS	1	010	001H	E	00E	EXTING
2	CHS	2	000	001H	E	00E	POST E

NO ENTRY EXCEPT CYCLING  
GARDEN WALK  
GENERAL ARRANGEMENTS

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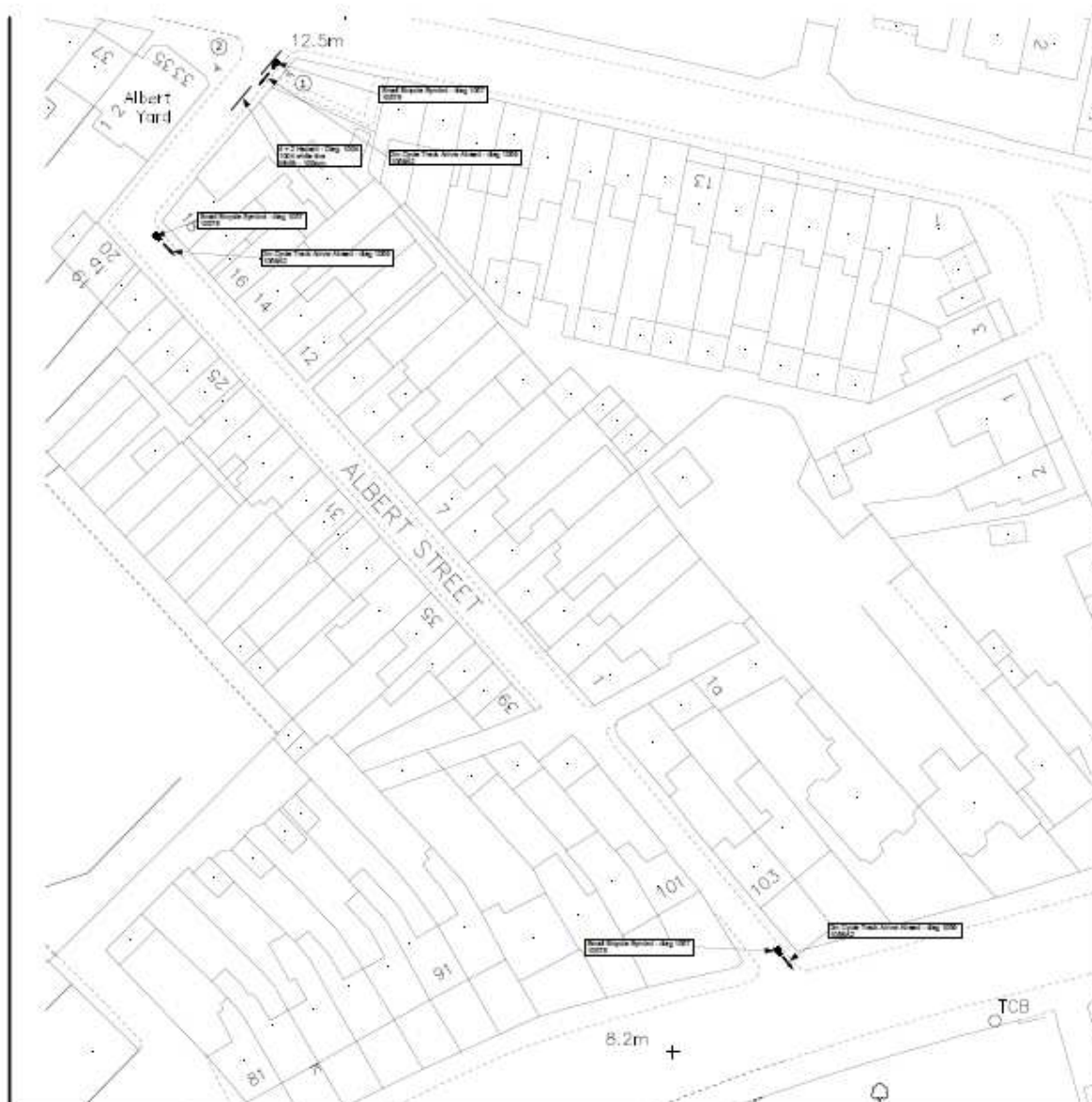
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## PLAN 8 - PLAN CONSULTED ON FOR ALBERT STREET



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2	C.H.S.	2	954.4	NORTH EAST	NO	GREY	PROPOSED

NO ENTRY EXCEPT CYCLES  
ALBERT STREET  
GENERAL ARRANGEMENTS

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