

Storey's Way Residents' Association

28 Oct 2019

Dear Councillor Claire Richards

SWRA Chair's Report:

Improving safety for cyclists in Storey's Way

Storey's Way residents have become increasingly concerned about the safety in the road of cyclists and pedestrians. The Storey's Way Residents' Association (SWRA) is trying to address this.

Please would you: 1) consider this report; 2) advise us any next steps we should undertake, and; 3) forward this report to the relevant Highways Authorities, for their attention?

The SWRA looks forward to further discussions with you on ways to improve safety in the road.

1 The Problem

The problem areas are identified in the "Cycle Safety in Storey's Way" report (attached). Particular issues are the two bends in the road (Fitzwilliam corner and cul-de-sac corner). We hope the colleges will take a lead to improve the Fitzwilliam corner.

The SWRA is now trying to improve safety at the cul-de-sac corner, which is currently a problem due to the location of the width restriction. The danger here has grown in recent years, due to various changes, summarised in Table A (see Annex below).

Key amongst these was the opening in 2018 of the Ridgeway, the cycle path from Eddington, which opens into the cul-de-sac. The Ridgeway is shown on the Eddington maps as a key cycle route from Girton, through Eddington into town. As Eddington is being populated, cycle traffic is increasing. Eddington has been built as a cycle-safe environment, but both the University and the Highways Authority have ignored the safety of these cyclists as they leave Eddington. Parents with children attending the nursery at Eddington and the University of Cambridge primary school increasingly use this route, as do students from colleges in Storey's Way who we see on their way to shop at Eddington.

Cycle traffic in the cul-de-sac has also increased with the growth of the West Cambridge site. Cyclists increasingly commute from North Cambridge to the West Cambridge site along the route.

Navigating the current bollards has always been confusing for all users. However the problem is particularly acute for cyclists. Images of the problems are included in the attached "Cycle Safety in Storey's Way" report (page 4).

- i. Cyclists leaving the cul-de-sac turning left. This is a blind corner. Cars entering the cul-de-sac from Huntingdon Rd are frequently on the wrong side of the road, due to the location of the bollards.
- ii. Cyclists leaving the cul-de-sac heading straight on. This is the most complicated manoeuvre. It involves crossing to the right hand side of the road at the blind corner, cycling across the cobbles then crossing back across two lines of traffic. A site visit is needed to understand the confusion. It is so problematic that cyclists frequently cross over and cycle along the pavement, or go through the bollards in the wrong direction (images, page 2 of report attached). This is dangerous for cyclists and pedestrians.
- iii. Cyclists entering the cul-de-sac from Huntingdon Rd. The bollards encourage vehicles and cyclists towards the wrong side of the road at the blind corner bringing them head on into conflict with traffic.
- iv. Vehicles from Madingley Rd entering the cul-de-sac are forced onto the wrong side of the road at the blind corner, causing an obstacle for cyclists leaving the cul-de-sac.
- v. Lorries from Huntingdon Rd are unable to turn in the cul-de-sac without using private property (college and resident owned). They cause frequent blockages to cyclists, or resort to reversing to Huntingdon Rd, endangering cyclists in both directions. The SWRA has paid for "No through road for HGV" signs at the Huntingdon Rd end (one of which Fitzwilliam College kindly attached to their wall at the old hotel on the south side of Storey's Way). This has still not solved the problem for lorries, which continue to try to use the road as a shortcut, or are in the road of necessity and need to turn.

2 County Council Transport Strategy

The [Cambridgeshire Transport Strategy for Cambridge and South Cambridgeshire](#)** states the need to prioritise pedestrian and cycle use across the City and make these methods of transport more convenient than using a car.

In the light of this strategy, which is attempting to address the increasing problem of traffic in Cambridge and resulting pollution, and in the light of the problem at the cul-de-sac corner, residents have undertaken various efforts to find a solution. Residents' parking bays are due to be installed, but this will not help the problems at the corner/in the cul-de-sac.

3 Activities to address cycle safety in Storey's Way

3.1 Principles, Priorities and Opportunities for Change The SWRA Committee agreed its views of these issues; see Tables B and C in the Annex (below).

3.2 Meeting with Highways Authority Councillor Claire Richards (County Councillor responsible for Highways), has been involved in much of our work). Cllr Richards and an SWRA Committee member met Joshua Rutherford, a senior Highways Officer, at the bollards and he agreed that the current status is not acceptable.

3.3 Open Meeting on Cycle Safety in Storey's Way In 2015 a group of residents organised this well-attended meeting, held in Fitzwilliam College and chaired by the then Master, Professor Padfield. The report, with links to relevant highways policy, is attached (Cycle Safety in Storey's Way Final Report).

3.4 SWRA Consensus 2015 SWRA set up a sub-committee chaired by resident Marcus Smith QC to consider residents' views on a solution to cycle safety. There was a consensus to close the road to through traffic, but the location of a closure was not specified. Closing the road to through traffic does not include emergency vehicles, dustbin lorries and cyclists, which would have access.

3.5 Traffic Consultant Report 2018 The SWRA employed a Traffic Consultant to obtain a professional view of the best location for a permanent barrier. He proposed that it should be north of Churchill Rd, before the Fitzwilliam Corner. We then consulted with the colleges, but they preferred to have access to Madingley Rd.

3.6 2019 Residents Survey This year we surveyed residents to see if they preferred a road closure near the current location, or to move the width restriction to somewhere near the Fitzwilliam College car park. The cul-de-sac corner could then be remodelled with a raised platform to limit speed.

The turnout and responses from our residents are summarised in Tables 1 and 2.

Table 1 Turnout of Storey's Way residents		Number	Percent
1	Residents in Storey's Way Residents' Association*	72	100.0%
2	Residents who responded	64	88.9%

*Excludes college owned houses and privately owned houses, which are either rented (2); not SWRA members (2) or for sale (1).

Table 2 Summary of residents' preferences		Number	Percent
A	Residents who responded	64	100.0%
B	Residents who responded who did not support at least one of the proposed changes	7	10.9%
C	Residents who responded who preferred shutting the road to through traffic (other than emergency services and dustbin lorries)	34	53.2%
D	Residents who responded who preferred moving a width restriction to somewhere near Fitzwilliam College Car Park	23	35.9%
E	Residents who responded who want some form of change (row C + row D)	57	89.1%

We had a high turnout (88.9%). In total 89.1% supported some form of change. However, residents differed on how to tackle safety in the road.

Of the 57 who supported some form of change, 34 preferred to shut the road to through traffic and 23 preferred to move the width restriction somewhere near Fitzwilliam College car park.

There was a cluster of support to shut the road to through traffic from residents in the cul-de-sac/close to the bollards. These residents are the most aware of the problems that the bollards cause to cyclists.

We have discussed solutions with the Cambridge Cycle Campaign, who support road closure as the safest option for cyclists.

We have also briefed the colleges in the road (Churchill, Fitzwilliam, Murray Edwards and Trinity Hall), so that they are able to send their views to you, in the light of residents' concerns.

We look forward to hearing from the relevant authorities so that improvements can be made in the road to make it safer for cyclists and pedestrians, in line with County Policy.

Yours sincerely

Harriet Gillett

Chair, Storey's Way Residents' Association

Email: harrietgillett@hotmail.co.uk

Annex**Table A Changes since the width restriction was built that impact traffic**

A Changes since the width restriction was built that impact traffic		
	Issue	Notes*
1	Growth of Cambridge & surroundings	More traffic generally.
2	Start of Eddington	More cyclists in SW to/from Eddington
3	The Ridgeway opened	Major cycle route from Eddington to town hence more cyclists exit cul-de-sac to MR, with dangerous conflict at cul-de-sac blind corner.
4	Eddington Avenue opened	Cars have a new route from HR to MR.
5	Growth of West Cambridge	Increasing cyclists from North Cambridge heading to West Cambridge site
6	20mph zone introduced	Measures need to enforce this
7	32A & 32B built. 34 occupied after years uninhabited.	More traffic uses cul-de-sac
8	Increase in College accommodation and access	New access to Fitzwilliam College in SW. Trinity Hall buildings new. Murray Edwards car park extended; Churchill College increased footprint. Møller Centre built.
9	Closing of Wychfield path between HR and SW	This has increased cycle traffic in SW in the north section.
10	New access to number 46 at bollards	Bollards make access to 46 problematic. Vehicles exiting 46 unable to turn left.
11	Residents parking due	Fewer parked cars will improve safety of cyclists in the road generally, with fewer parked cars to navigate, but will not help problem at cul-de-sac corner.

* SW=Storey's Way; HR = Huntingdon Rd; MR = Madingley Rd

Table B General principles/priorities

B General principles/priorities		Notes
1	Safety of pedestrians - cyclists to be discouraged from using pavement	If cyclists feel safe and are safe on the road they will be less likely to use the pavement.
2	Safety of cyclists – cyclists to have priority over cars at junctions	Redesign blind corner at cul-de-sac to give cyclists priority with clear route and prevent cyclists being forced into oncoming traffic.
3	Prevent lorries using SW as through road	Any barrier should be at least as narrow as the existing structure. Signage stressing no through road for HGVs should be improved [HR road done]. Add 6'6" triangles to the 20mph post at MR and HR junctions.
4	Lorries needing to access SW to be able to turn safely rather than reverse into HR/MR	Lorries cannot turn at the HR side of the bollards. They frequently do this with difficulty in the cul-de-sac creating a danger to pedestrians and cyclists, obstructing traffic and damaging property.
5	Discourage traffic from exceeding 20mph limit	Alter road at five locations to reduce speeding: MR junction; Fitzwilliam bend; Cul-de-sac junction; HR junction; location of barrier General points: 1) A barrier anywhere will slow traffic at that point. 2) Steeper road humps everywhere and raised platforms at the two corners (cul-de-sac and Fitzwilliam) would discourage speeding. 3) An electronic speed indicator telling motorists how fast they are going could be effective. 4) Narrowing junctions and changing curved bends into right angles will force vehicles to slow down.
9	Minimise pollution	Minimise through traffic and waiting vehicles. Encourage a safe cycle environment.

Table C Opportunities to discourage/slow traffic down in Storey's Way

C Opportunities to discourage/slow traffic down in Storey's Way		
Five locations in Storey's Way to discourage/slow traffic down: 1) Madingley Rd (MR) junction; 2) Fitzwilliam Corner; 3) Cul-de-sac corner; 4) Huntingdon Rd (HR) junction; 5) Future location of the barrier.		
Location & proposed structure	Notes	
1	MADINGLEY RD JUNCTION	Greater Cambridge Partnership (GCP) is funding MR improvements for cyclists and pedestrians including MR junction
2	FITZWILLIAM CORNER	
	Reduce width, remove curved bend and create right angle corner with raised platform across entire corner. Consider red lines outside Fitzwilliam College near corner.	The Master of Fitzwilliam College noted the danger of crossing from the Master's house on the corner to the college. Prevent coaches/taxis waiting on the double yellow lines outside Fitzwilliam entrance.
3	CUL-DE-SAC CORNER	
	Create T-junction and raised platform with signs indicating direction to/from HR/MR. No through road sign for cul-de-sac. Islands either side of platform.	Removal of current bollards will remove existing problem of blind corner. New structure must discourage cars from travelling faster and allow lorries to turn.
4	HUNTINGDON RD JUNCTION	
	A cobbled entrance or raised platform would visually deter through traffic. An island in SW would deter lorries/traffic.	HR cycle lane re-done April 2019. "No through road for HGVs" sign funded by SWRA installed 2016.
5	BARRIER LOCATION	Conditions/Issues
	Could be relocated. Could allow or prevent through traffic	Barrier should be in central section of SW to enable large vehicles to turn without backing into HR or MR. Fitzwilliam and Churchill to have vehicle access to MR. Barrier should be far enough from corner to allow visibility for cars turning corner and to minimise traffic queuing round corner. Location near no. 70 is far enough from corner to give cars time to see queue in good time to stop.

END