

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

*To:* Cambridge City Joint Area Committee

*Meeting Date:* 24<sup>th</sup> January 2017

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

*Electoral divisions:* Market, Petersfield, Romsey and Trumpington

*Forward Plan ref:* *Key decision:* No

*Purpose:* The Committee is asked to support the advertisement of Traffic Regulation Orders to allow two-way cycling on restricted streets in Cambridge.

*Recommendation:* To support the advertising of Traffic Regulation Orders in order to allow two-way cycling on the following streets:

- a) Guest Road
- b) Collier Road
- c) Emery Street/ Road
- d) Perowne Street
- e) Sedgwick Street
- f) Catharine Street
- g) Thoday Street
- h) Ross Street (from St Philip's Road to Mill Road)
- i) Hemingford Road
- j) Argyle Street
- k) Panton Street
- l) St Eligius Street
- m) Coronation Street (west of junction with Panton Street)
- n) Norwich Street
- o) Union Road
- p) New Square

And, to agree not to progress any changes to the following streets:

- q) Willis Road
- r) Brookside

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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 Many restricted streets have already been opened up to two-way cycling over the last 10 years following a Department for Transport trial which included Mawson Road. There have been no reported accidents associated with two-way cycling on these streets.
- 1.3 The Department for Transport (DfT) changed the traffic signing regulations so that 'except cycles' plates can be attached to 'no entry' signs which makes it much easier to implement these changes and more easily understood by the public.
- 1.4 This is the last phase of the project to open up restricted streets to two-way cycling, and the proposed streets are the remaining streets on the original 'long list' of streets which are the less strategic and narrower, and/or busier streets. Officers assessed the suitability of each street for two-way cycling taking into consideration road width, traffic speeds and volume of traffic.
- 1.5 Local members were consulted, and feedback fed into the process. Stakeholders and residents on each of the streets in question were then consulted in July 2016, and members of the Cambridgeshire County Council Road Safety Team visited the streets and made comments on the proposals.
- 1.6 The proposed layouts are shown in **Appendix 1**.

## **2. CONSULTATION RESPONSES**

### **General**

- 2.1 The Cambridge Cycling Campaign and Sustrans were supportive of all of the proposed schemes.

### **Petersfield Area**

- 2.2 Both local ward members, some residents and Road Safety Officers raised the issue of the need for a marked cycle lane at the entrance to the roads off Mill Road in order to improve the visibility of cyclists, and thus make it safer for those travelling in a contra-flow direction. This is possible on all of the proposed streets except Willis Road where there is a planter which narrows the carriageway at the junction. Given that the majority of responses from Willis Road residents were against the proposal for Willis Road, we are therefore not proposing to proceed with works to this street.

### **Guest Road and Collier Road**

- 2.3 The only response was from the Guest Road Area Residents' Association which objected to the proposals for Willis Road, Guest Road and Collier Road. It is felt by the Association that there have been a number of near-

misses, minor accidents and scratching of vehicles as a result of the scheme in nearby Mackenzie Road, and so they do not want to see a similar scheme in the other connecting streets, particularly as cyclists have alternative routes that do not require a long detour.

- 2.4 Both Guest Road and Collier Road are wide, quiet residential streets. Whilst it is agreed that it is mainly only residents who live on the street who will benefit from the proposals, it is felt that there is no strong reason not to allow two-way cycling in these streets, and that with the additional signing and lining it will make it safer for those who currently ignore the restrictions.

#### Emery Street/Road

- 2.5 Three local respondents were against the proposals, and one wrote in favour. Those against were concerned that the streets were too narrow, particularly Emery Road where pedestrians often have to walk in the carriageway due to the very narrow footways being blocked by bins. Some respondents were also concerned that there was not space for a cycle lane.
- 2.6 A cycle lane is only proposed for the junction with Mill Road. Whilst these streets are narrow, particularly Emery Road, they are residential streets with very little, only very local, traffic.

#### Perowne Street

- 2.7 There were no objections or safety concerns regarding making this street two-way for cycling.

#### Romsey Area

- 2.8 There are Road Safety team concerns that the streets in this area have parking on both sides of the road, leaving a carriageway of less than four metres in width which they have highlighted as being a risk for head on collisions. The County Council Local Infrastructure and Streets Manager is concerned about safety on the narrower streets in Romsey and considers that reasonably convenient parallel alternative routes exist.
- 2.9 Whilst it is acknowledged that, with the parking, there is no space for a cyclist and vehicle to pass one another, there are enough gaps in the parking for cyclists to pull in out of the way. Footways are narrow along these streets and so it is difficult to push a cycle on the footway, so some residents have a significant detour to access their houses. As a result many already ignore the restrictions, and so the additional signs and lines will at least highlight to motorists that they should expect oncoming cyclists.
- 2.10 Cavendish Road also has car parking on both sides of the road leaving a carriageway width similar to the one-way streets in question, yet this street is two-way for all vehicles at present with no reported accidents or evident issues.
- 2.11 The other main safety concern is the narrow width of the junctions with St Philip's Road which does not allow for a cycle lane to be marked out. It is intended to mark a cycle symbol and arrow at the junctions with St Philip's Road, as well as to erect signage to alert drivers to expect contra-flow cycling. The northern end of Ross Street has had two-way cycling for over a year and

there have been no accidents associated with the junction with St Philip's Road.

- 2.12 A number of residents from the Romsey area were in favour of all of the proposals mainly because they felt that it would improve accessibility, would encourage cycling, and would make official, and therefore safer, what many do anyway. Many respondents in favour of the proposals underlined the need for clear signage.

#### Sedgwick Street

- 2.13 There were three responses from residents of Sedgwick Street in favour of the proposals and three against. Those against were concerned about an increase in accidents, more anti-social cycling, the narrowness of the street and increased damage to parked cars.

#### Catharine Street

- 2.14 Five local residents were in favour of the proposals, and 1 against.

#### Thoday Street

- 2.15 Three residents of Thoday Street were in favour of the proposals, mainly as they feel it will legitimise and make safer what is already happening. Five residents were against the proposals citing the narrowness of the street, the amount of traffic and the risk to cyclists, pedestrians and motorists. There was particular concern that those with cargo bikes would not be able to pass a car.

#### Ross Street (from St. Philip's Road to Mill Road)

- 2.16 There was one response from a Ross Street resident in favour of the scheme and none against.

#### Hemingford Road

- 2.17 There were four responses in favour of the proposal from Hemingford Road residents, and one against.
- 2.18 There were concerns regarding the safety of the junction with Mill Road. The proposals include a cycle lane at the junction with the reduction of traffic lanes to one and suitable changes to the traffic lights at the Coleridge Road junction to allow cyclists to go straight on. The Road Safety Team did not raise any concerns with regards to this junction.

#### Argyle Street

- 2.19 Two Argyle Street residents responded in favour of the scheme.

#### **Newtown Area (Trumpington Division)**

- 2.20 As for other streets in the proposed list there is a concern from residents and Road Safety Officers regarding the narrowness of the streets in the area with available carriageway widths less than four metres due to on-street parking. There are also concerns that some of the junctions are too narrow to mark

cycle lanes. Three residents objected to making any of the streets in the area two-way for cycling, whilst two residents were in favour of all of the proposals for the area.

- 2.21 The North Newtown Residents' Association was also against allowing two-way cycling in the one-way streets in Newtown as they feel that it would be unsafe given the amount of rat-running traffic, school traffic and number of children walking and cycling to schools in the area. They felt that the proposals for this area should be put on hold until the effects of the proposed point closure on Hills Road were known.

#### Brookside

- 2.22 There were three residents of Brookside who objected to the proposal, and MPW College also wrote to object to the scheme on grounds of safety, particularly given the number of schools located on the street. Brookside is generally a quiet street but at peak times in the morning it can be very busy with cars. With the amount of parking without any gaps and narrow space available it would be difficult to cycle in a contra-flow direction with queuing traffic. Given the lack of support from local residents, and safety concerns regarding the amount of traffic, it is not proposed to proceed with this scheme.

#### Panton Street

- 2.23 A similar proposal for Panton Street was considered at the Cambridge Joint Area Committee in September 2014, and was deferred in order for a traffic review to be undertaken. Due to a lack of resources this review was not undertaken, and now has been superseded by proposals for tackling peak time congestion which includes a possible closure point on Hills Road. The current proposal includes the removal of three car parking spaces in order to extend the cycle lane to Pemberton Terrace to open up additional alternative routes for cyclists (see plan of the scheme in Appendix 1). The three residential car parking spaces would be moved to Pemberton Terrace, replacing existing Pay and Display parking.
- 2.24 There were two responses from Panton Street residents in favour of the proposals, although one of these felt that in the first instance this should be a trial. Three Panton Street residents were against the proposals and safety was the main issue, particularly with the number of school children using the street. There was also concern from a number of local residents and the Residents' Association about the safety of cyclists turning right into Panton Street from Lensfield Road and into Pemberton Terrace and the likelihood of cyclists continuing down Panton Street further to Bateman Street.
- 2.25 Reducing the traffic lanes to one lane at the approach to Lensfield Road and subsequent increased queuing down Panton Street was again raised as an issue by residents. The traffic count and analysis undertaken in May 2014 to ascertain the effect of the proposal was fairly inconclusive, but did not indicate a significant problem.
- 2.26 This scheme would provide a very useful link to local schools avoiding the busy junctions at either end of Lensfield Road, and there were no significant concerns from the Road Safety Team. The Panton Street scheme is arguably the most valuable element of the whole programme under consideration.

## St Eligius Street

- 2.27 St Eligius Street is very narrow with parking on one side of the road, but traffic volumes are very low. Three residents of the street objected to the proposals and a number of local residents also expressed concern given the narrowness of the street. However, unlike Brookside, the lengths of parking are short with wide gaps between them and so there is plenty of space for a contra-flow cyclists to pull in to let a car past. The junctions with Pemberton Terrace and Bateman Street are too narrow for cycle lane markings and so it is proposed to mark cycle symbols and arrows to highlight the presence of contra-flow cyclists with suitable signage.

## Coronation Street (West of Panton Street)

- 2.28 There were three objections to the proposals for Coronation Street from local residents (there are no residents fronting onto Coronation Street). These were concerned at the narrowness of the street and number of children using it to access schools and visibility at the junctions. Whilst narrow this is, again, a very quiet road.

## Norwich Street

- 2.29 Four residents of Norwich Street responded in favour of the scheme.

## Union Road

- 2.30 There were no responses from residents or businesses along Union Road.

## **New Square (Market Division)**

- 2.31 One resident responded with suggestions about improving signage which will be considered.

## **3. CONCLUSION, RECOMMENDATIONS AND NEXT STEPS**

- 3.1 Allowing two way cycling in one way streets has proved to be a safe, low cost intervention to encourage cycling and add to the network of routes that can be used in the city, giving cyclists an advantage over motorists in terms of journey times, and thus making cycling an attractive option.
- 3.2 Extensive consultation has been undertaken, as well as careful thought given to balancing safety issues and levels of risk.
- 3.3 Having weighed up a number of factors including consultation responses, the views of local members and the views of Road Safety Officers it is recommended to take most of the proposed schemes forward to advertisement of Traffic Regulation Orders. This provides an opportunity for opponents to formally object and the items to return to Committee for resolution.

## **4. ALIGNMENT WITH CORPORATE PRIORITIES**

- 4.1 Developing the local economy for the benefit of all**

Encouraging the use of sustainable modes of transport helps people to get around Cambridge more effectively and efficiently, and so supports the development of the local economy.

#### **4.2 Helping people live healthy and independent lives**

Making streets more permeable for cycling makes cycling a more attractive mode of transport. Regular cycling has been shown to have significant health benefits and also gives more independence to those who do not have access to a car.

#### **4.3 Supporting and protecting vulnerable people**

There are no significant implications within this category.

### **5. SIGNIFICANT IMPLICATIONS**

#### **5.1 Resource Implications**

The works will be funded from the Department for Transport Cycle City Ambition Grant and S106 developer contributions.

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

Traffic regulation orders will be advertised for each scheme.

#### **4.3 Equality and Diversity Implications**

There are no significant implications within this category.

#### **4.4 Engagement and Consultation Implications**

There has been consultation with local residents, stakeholders and local members.

#### **4.5 Public Health Implications**

More people cycling and walking undoubtedly contributes to improved public health. Cycling is a physical activity that can prevent ill health and improve health. It is important that people are supported and encouraged to be physically active and any efforts should focus upon interventions that mitigate any barriers like perceived safety risks.

The Transport and Health Joint Strategic Needs Assessment makes reference to encouraging short trips of less than 2km within the city to be undertaken on foot or by cycle. The proposals support and encourage this

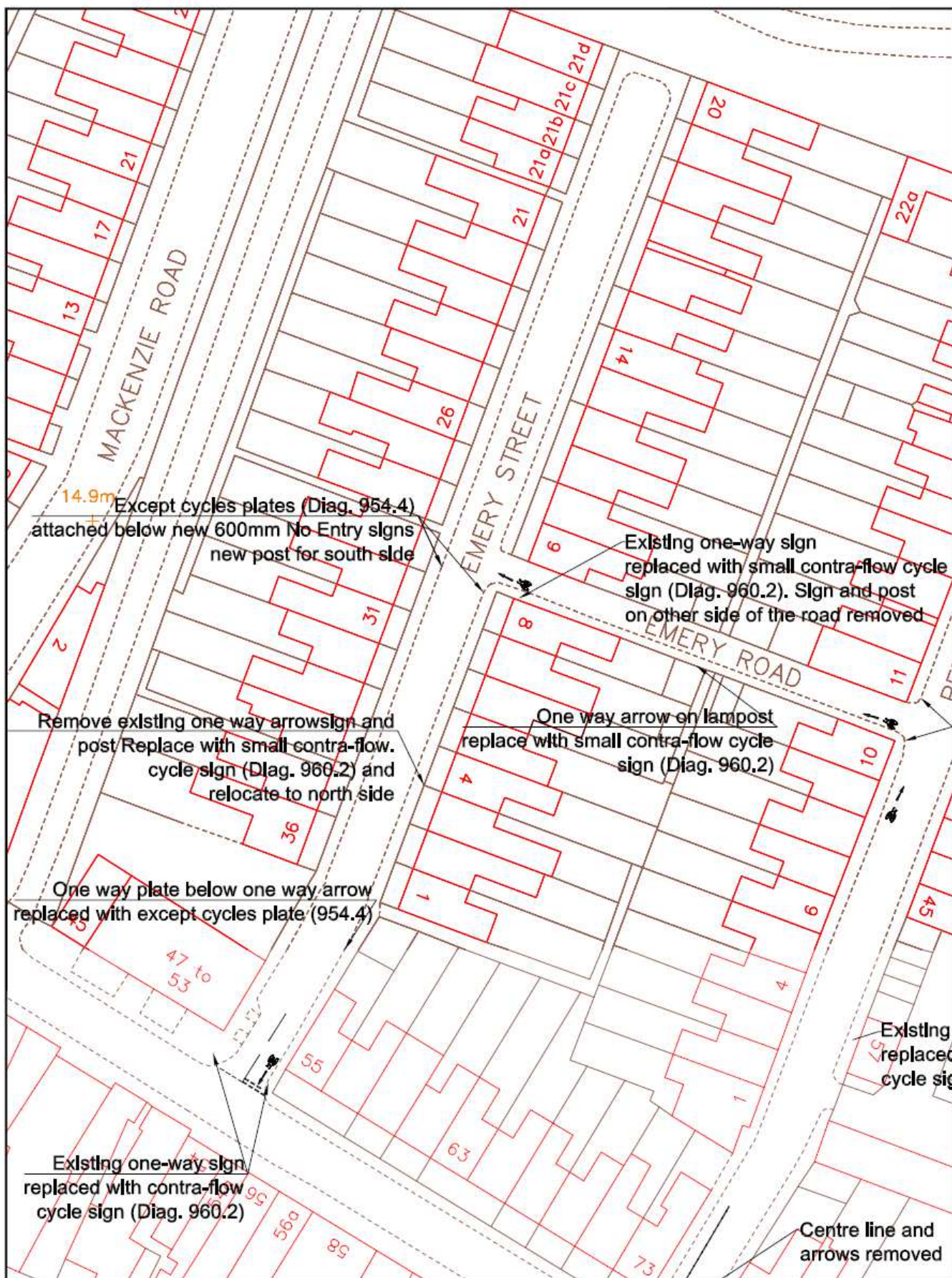
<b>Source Documents</b>	<b>Location</b>
Scheme plans Consultation responses from stakeholders and residents Road Safety Audit comments Papers for CJAC September 14	Shire Hall 3 <sup>rd</sup> Floor.

## APPENDIX 1









## Emery Street/ Road

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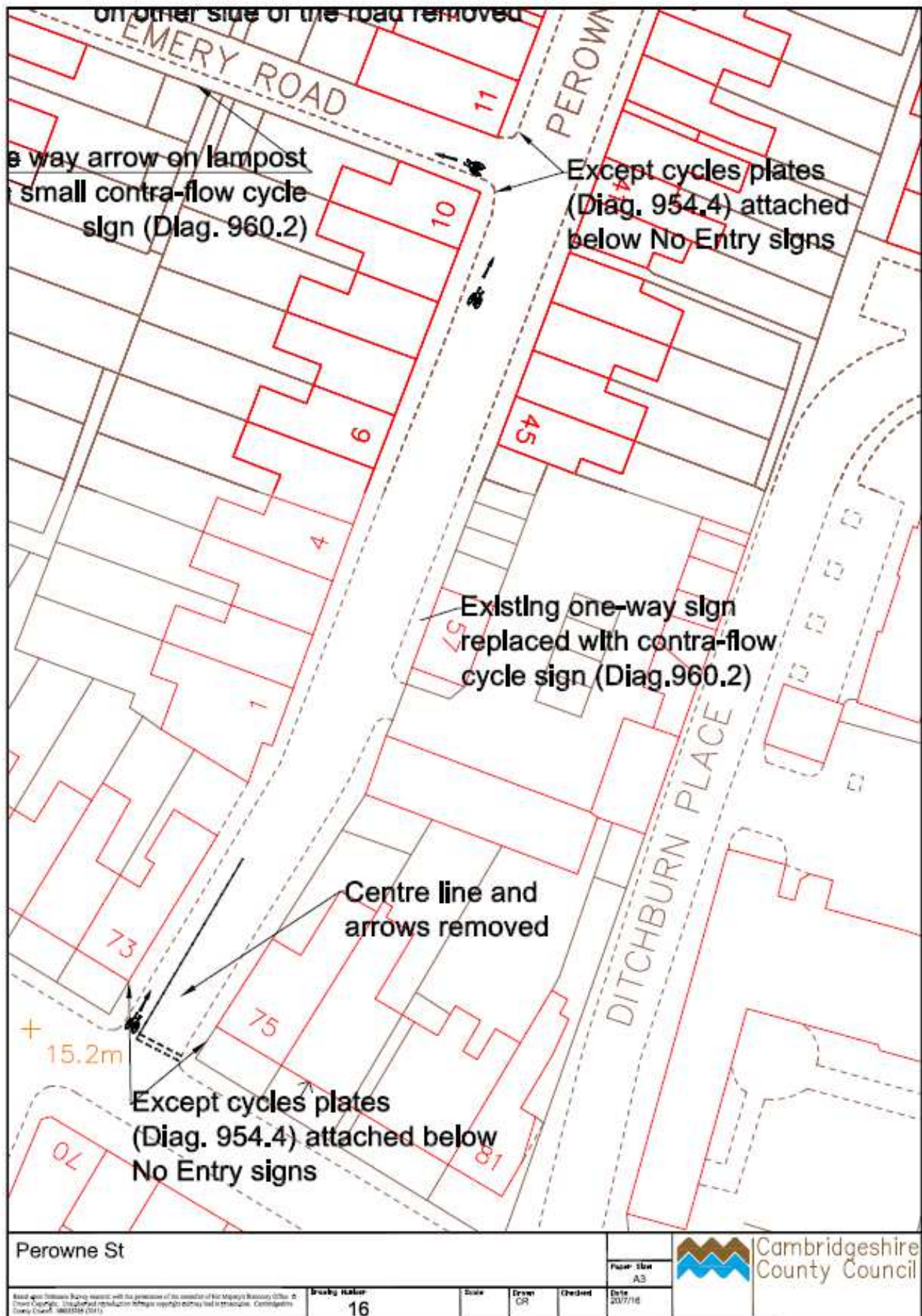
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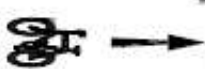


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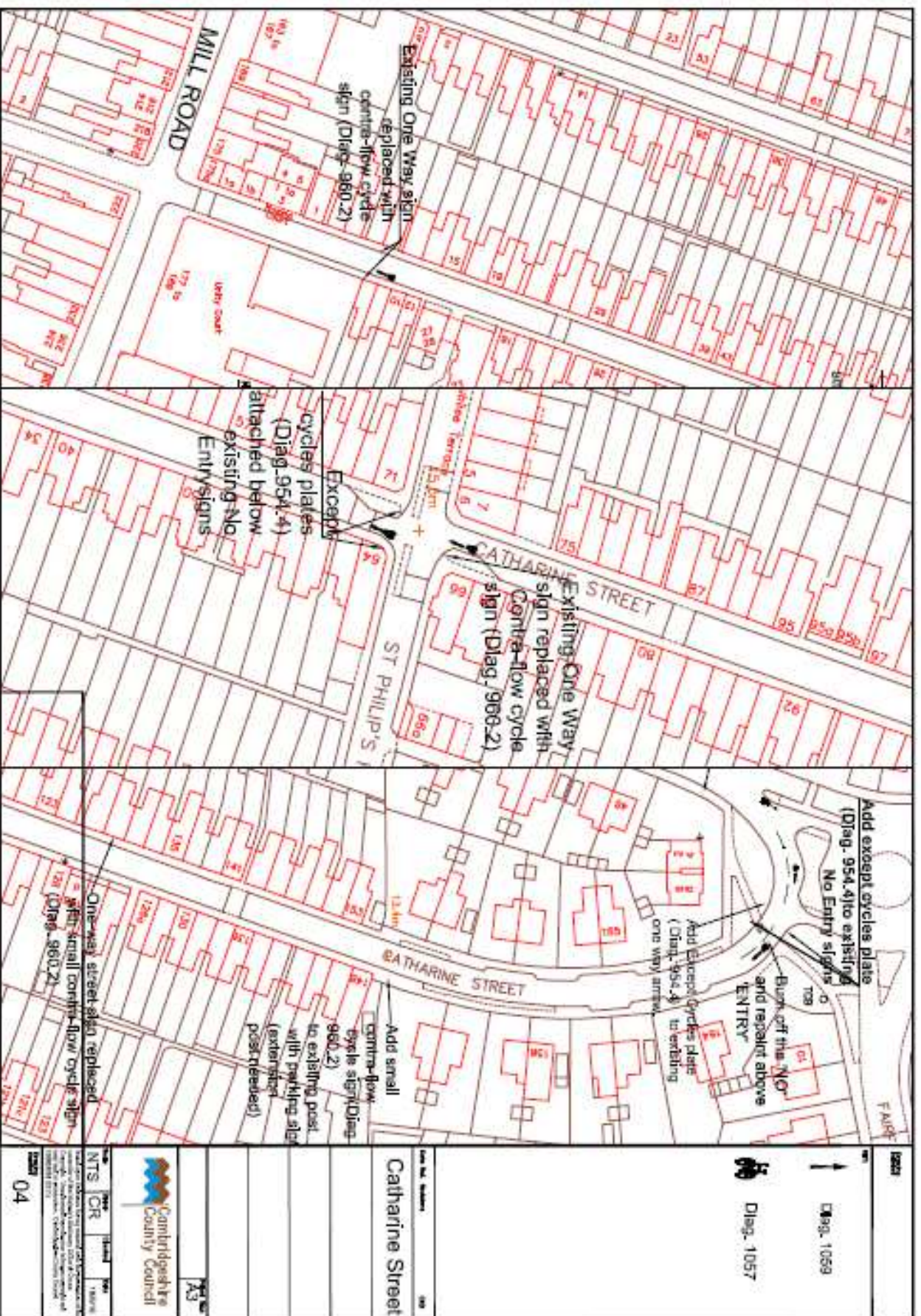
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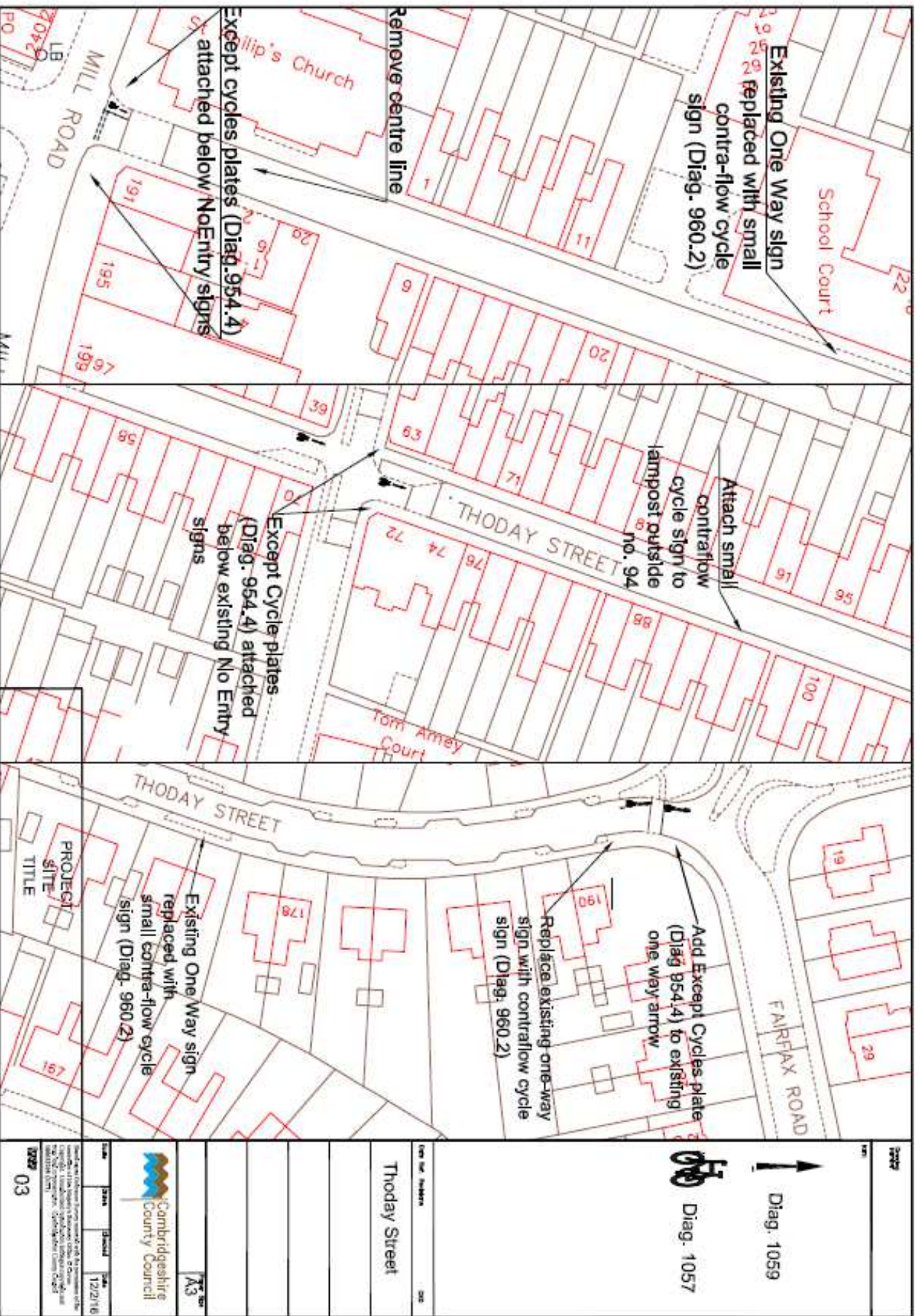


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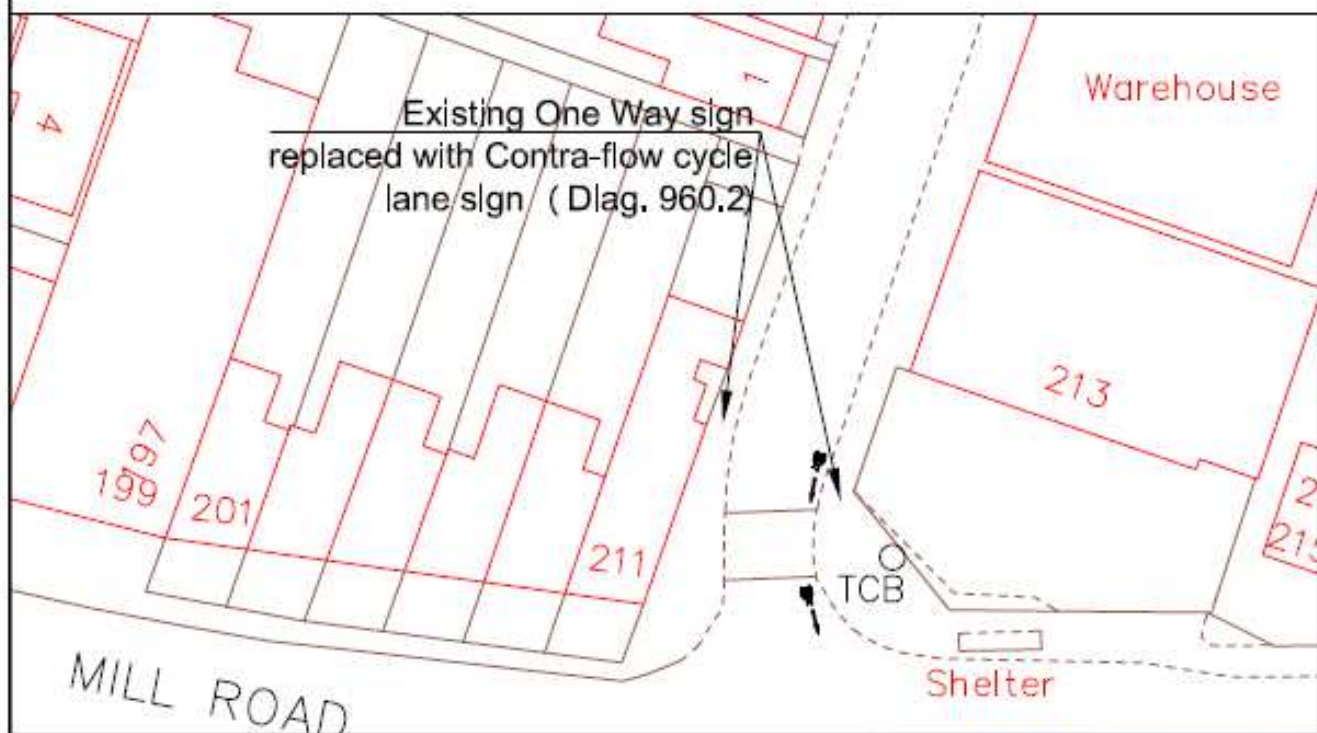
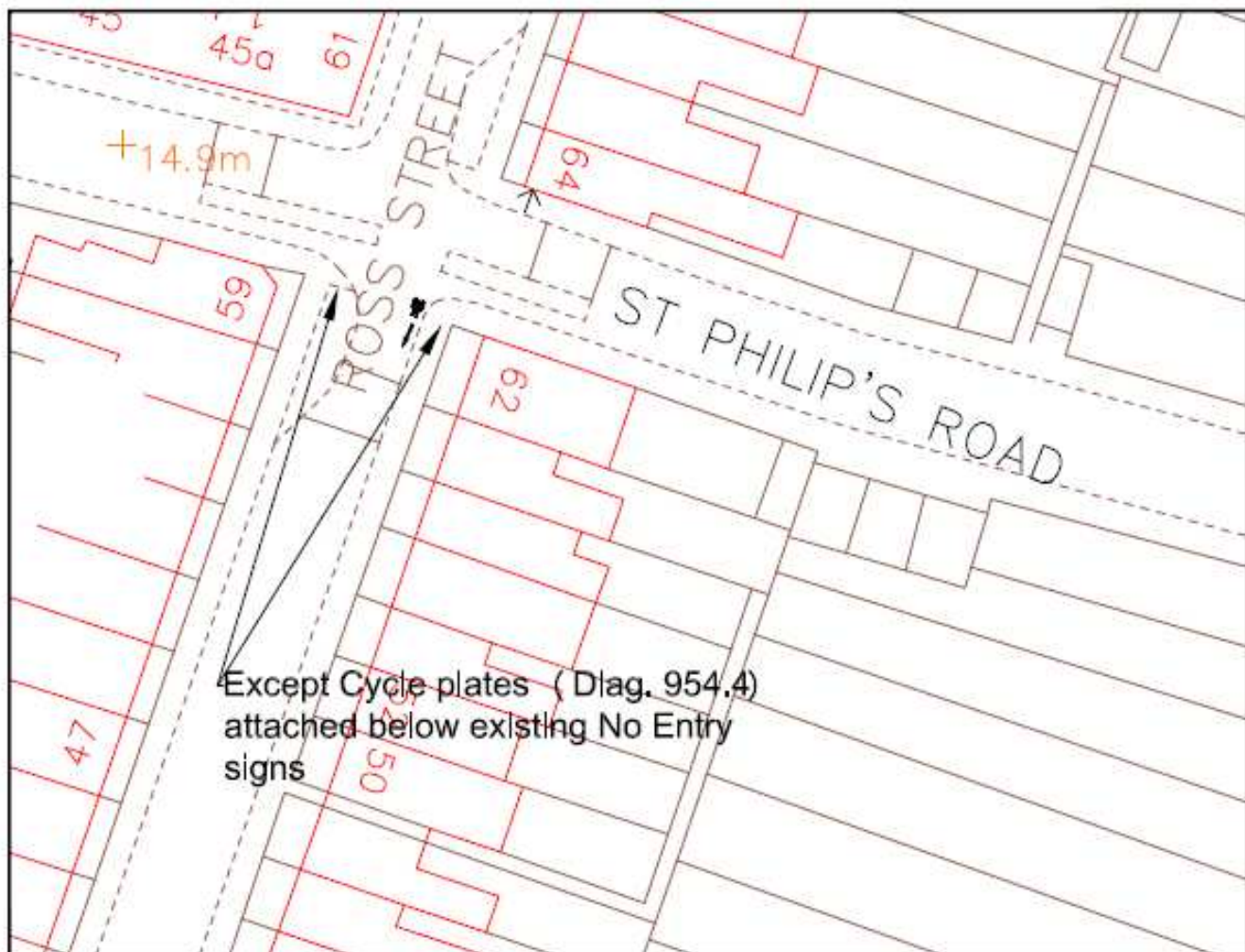





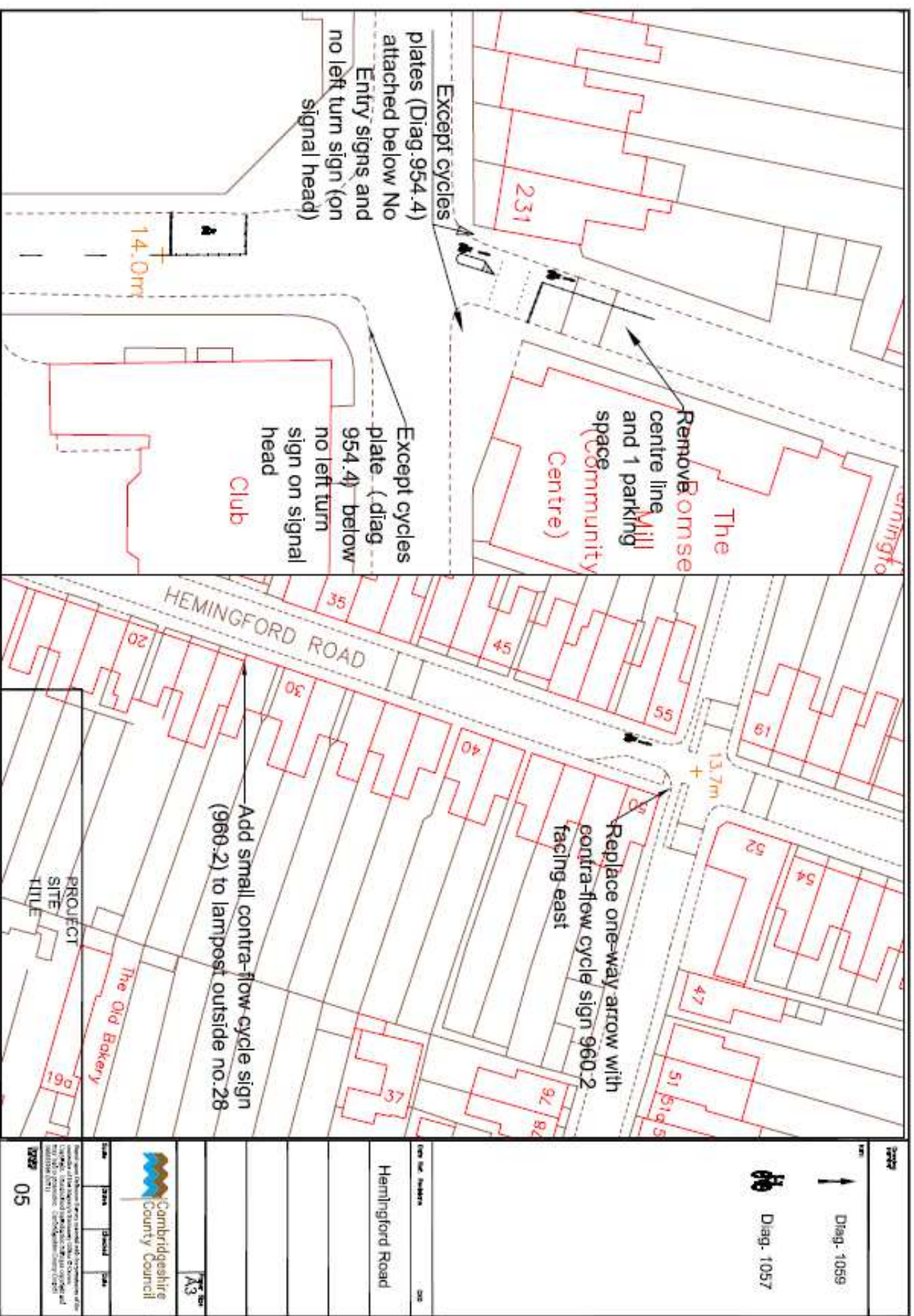








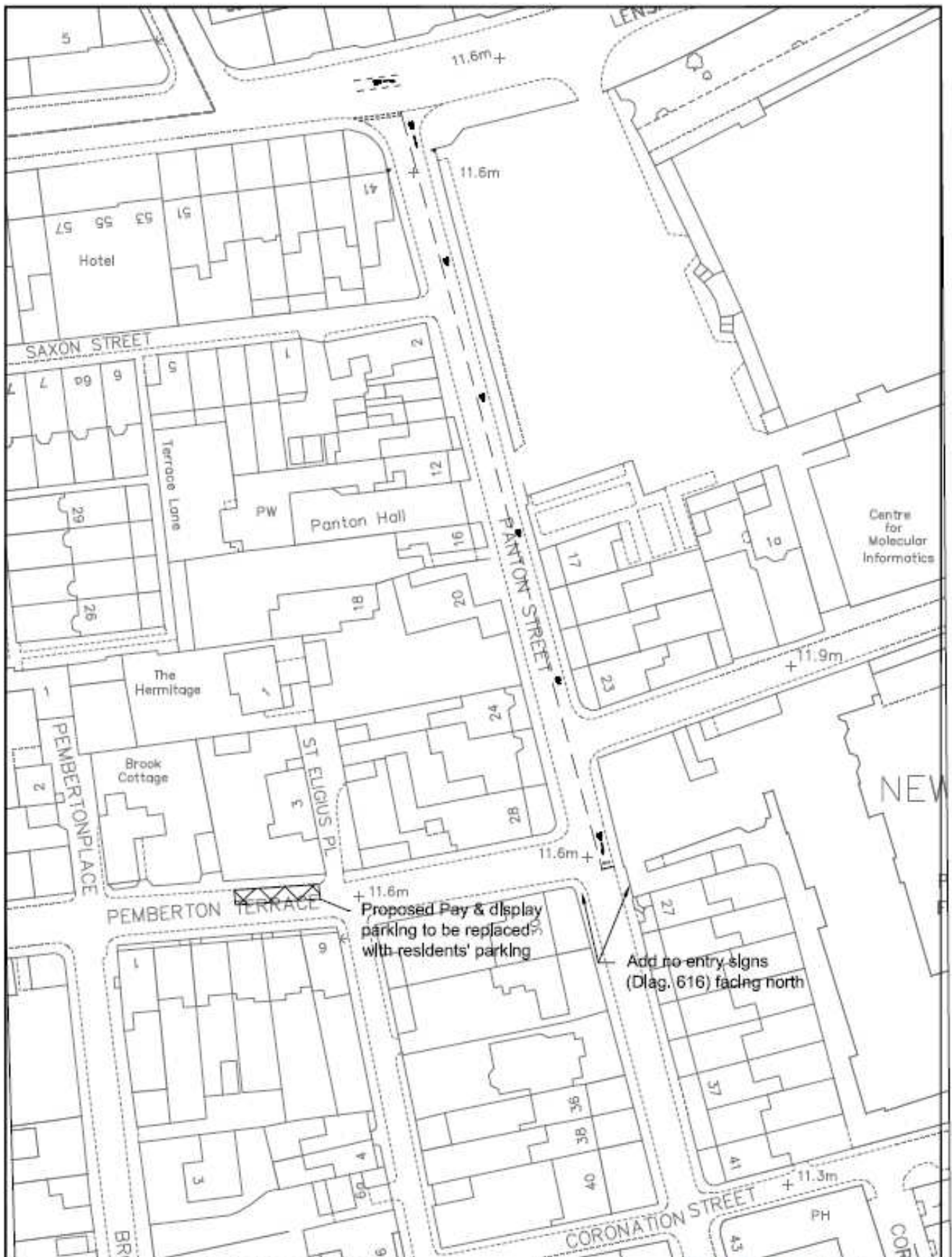
Ross Street					 Cambridgeshire County Council	
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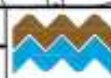






**NO ENTRY EXCEPT CYCLES  
PANTON STREET, CAMBRIDGE  
GENERAL ARRANGEMENTS**

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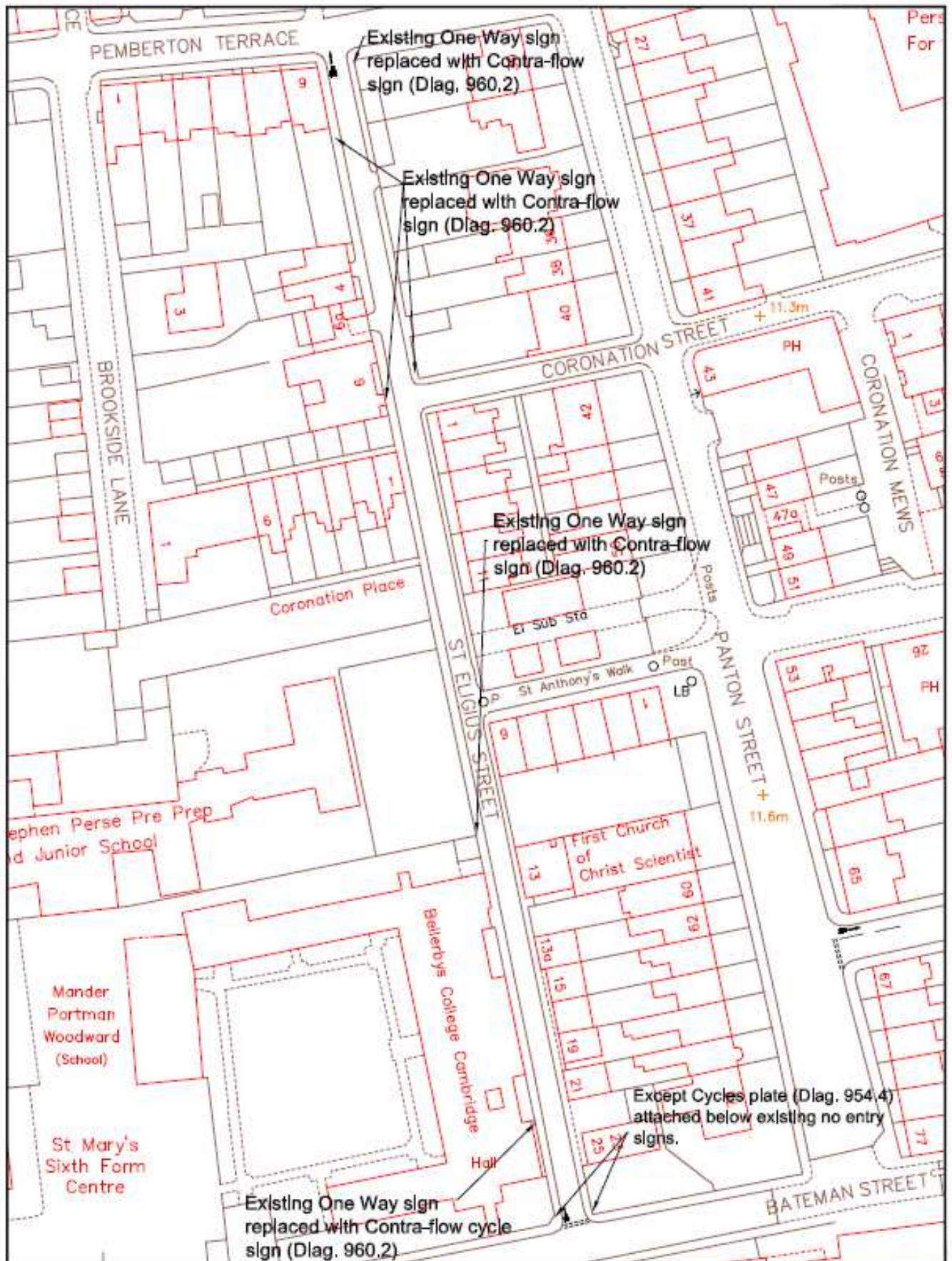
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St Elggus St

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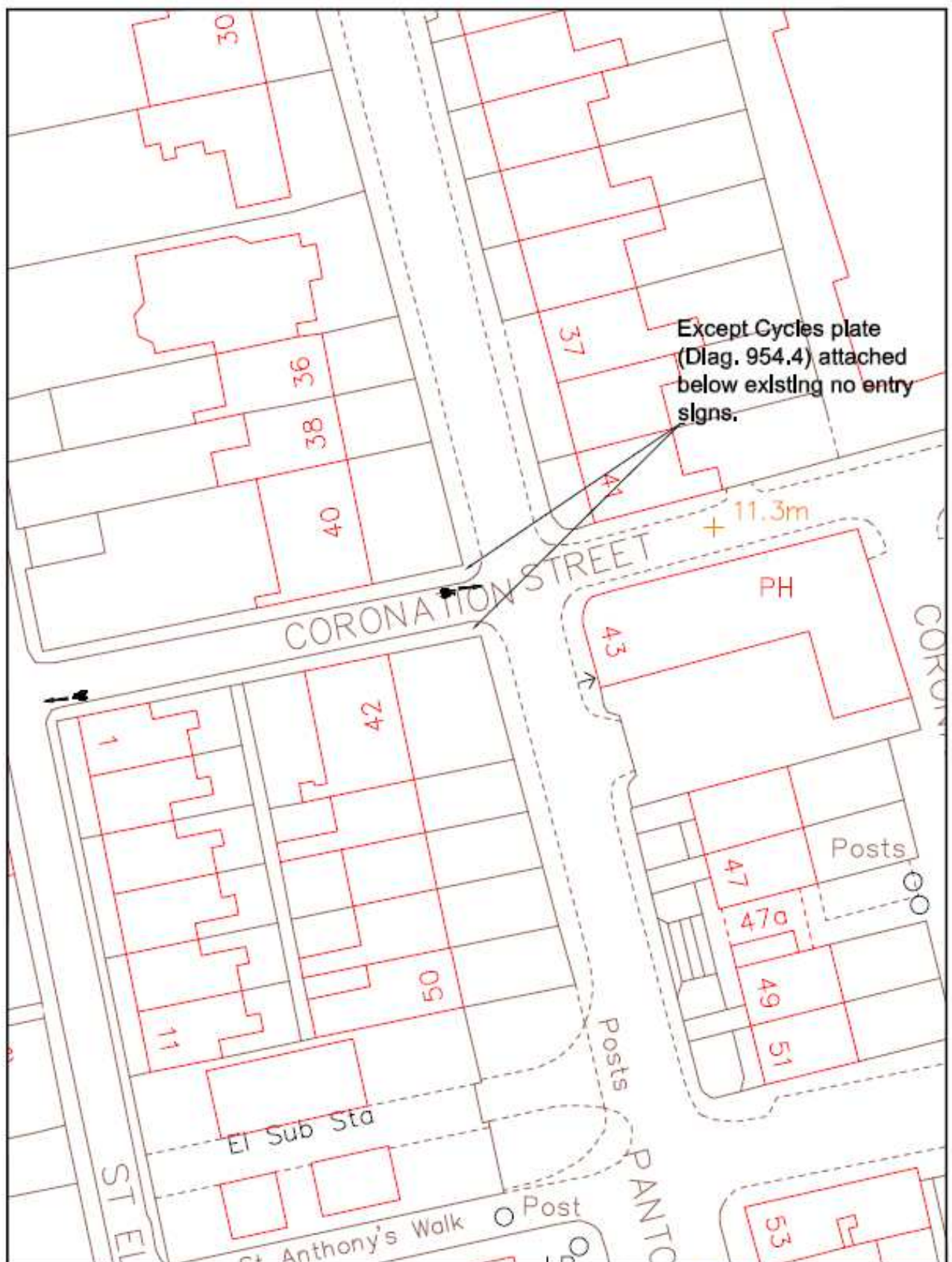
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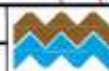
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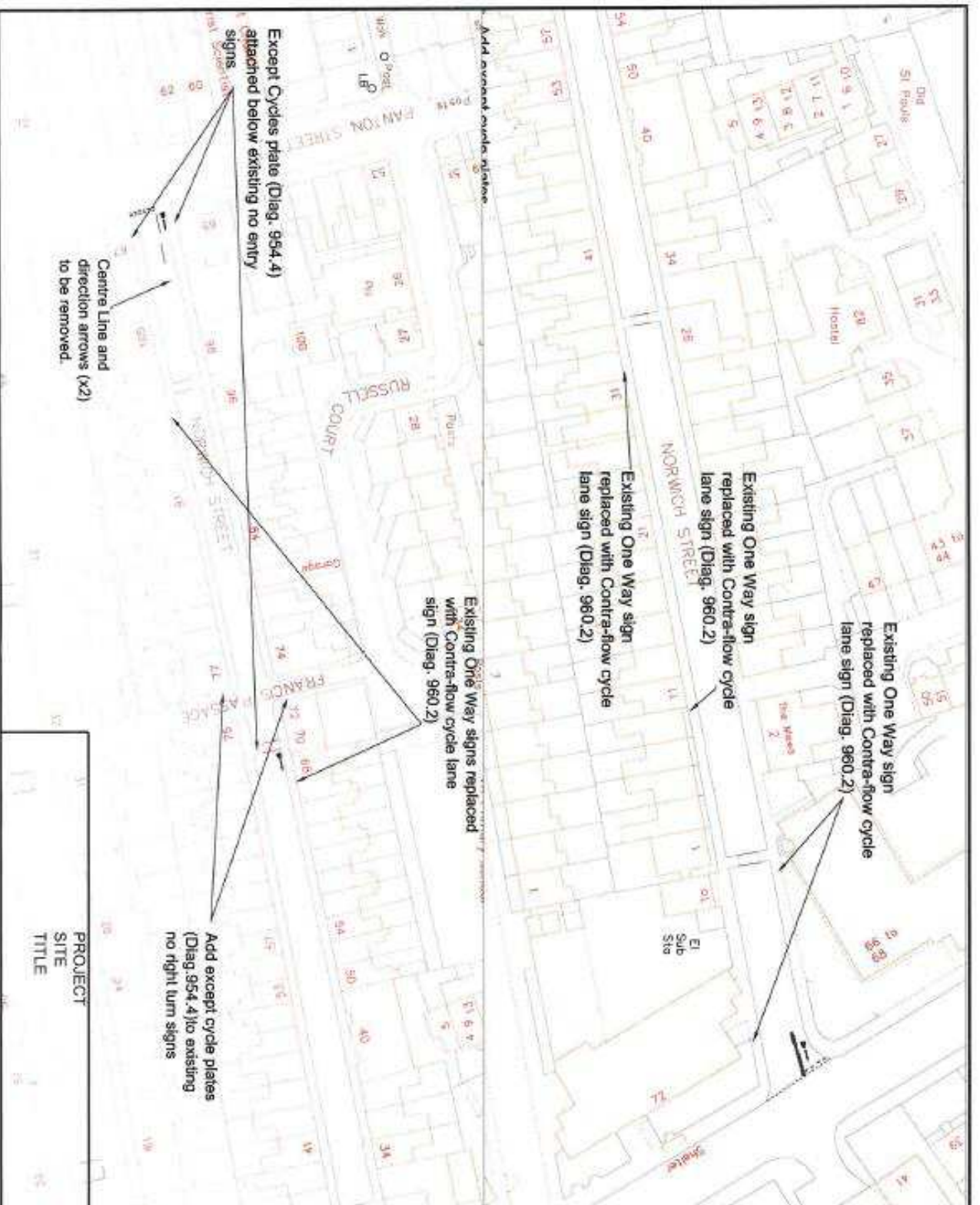
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<b>Implications</b>	<b>Officer Clearance</b>
<b>Have the resource implications been cleared by Finance?</b>	Yes Name of Financial Officer: S Heywood
<b>Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?</b>	Yes Name of Legal Officer: F McMillan
<b>Are there any Equality and Diversity implications?</b>	Yes Name of Officer: T Oviatt-Ham
<b>Have any engagement and communication implications been cleared by Communications?</b>	Yes Name of Officer: M Miller
<b>Are there any Localism and Local Member involvement issues?</b>	Yes Name of Officer: P Tadd
<b>Have any Public Health implications been cleared by Public Health</b>	Yes Name of Officer: T Campbell