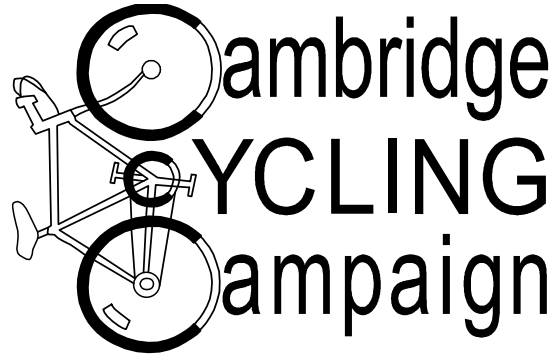


May 19, 2003

Our ref: NA03010
Your ref:

Mr Graham Taylor
Cambridge Projects Team
Highway Services
Cambridge City Council
The Guildhall
Cambridge CB2 3QJ



Cambridge Cycling Campaign

P.O. Box 204, Cambridge CB4 3FN
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Dear Mr Taylor,

Accident Reduction Scheme: Cherry Hinton Road, Cambridge

We are writing in response to the consultation on this scheme. Your help in explaining the details of the scheme to us is much appreciated.

While welcoming many aspects of the proposed designs, we would request that our suggestions for changes to these designs should be treated as formal objections. If our suggestions are accepted, we would, of course, withdraw our formal objections.

We note that the number of reported personal injury accidents since 1997 on the section of Cherry Hinton Road that is the subject of this consultation (46 accidents) is significantly higher than the number recorded in Barton Road (19), King's Hedges Road (26), Coldhams Lane (28) and Perne Road (38). We suspect that vehicle speed is a major factor here and we would advocate the installation of either a speed camera or, if this is not possible, a flashing sign like the one at Swaffham Prior. We suggest that this should be placed in the region of Greystoke Road.

We support the conversion of the existing Pelican crossing near Cherry Hinton Hall to a Toucan crossing to allow cyclists to cycle across. However, the location of the present Pelican crossing is unsatisfactory and needs to be changed when the conversion takes place. The present placing causes unnecessary conflicts between cyclists and pedestrians on the footway on the south side of the road especially at times of day when numbers of schoolchildren from Netherhall School are on their way home. The present placing also causes difficulties for those coming out of the passageway from Netherhall who wish to turn left onto the carriageway. We suggest that the new Toucan Crossing should be placed directly in front of the passageway. In addition to the push-button system of operation the crossing lights should also be triggered by detector loops in the passageway. Dropped kerbs and a straightforward access route to the crossing for on-road cyclists who wish to cross the road using the crossing are needed at both ends of the crossing.

We support the plan to install red road surfacing across the mouths of side roads and other entrances on both sides of this section of Cherry Hinton Road as an aid to on-road cyclists.

But we believe that the many cyclists using the shared-use path all along the north side of this section of Cherry Hinton Road should also be assisted at side roads and other crossings. What we suggest is needed is to allocate priority to the cyclists crossing Kelvin Close, Walpole Road and the many smaller side entrances all along the shared-use path between Perne Road and Cherry Hinton High Street. Not one of these side roads and entrances carries heavy traffic and it would be a real benefit to cyclists if they were to be allocated priority over traffic entering and leaving all these side roads. We would advocate red ramped crossings directly in line with the existing shared-use footway.

We would like to stress that any red bituminous macadam (skim coat) surfacing to be used in this scheme should be smooth. The techniques currently being employed in Cambridge for applying this surfacing are unsatisfactory and produce an uneven surface with constant junctions which is unpleasant and harder work to cycle along. We ask that this problem be resolved before more surfacing is installed.

Thank you again for your helpful explanations.

Yours sincerely,
on behalf of Cambridge Cycling Campaign,

Jim Chisholm