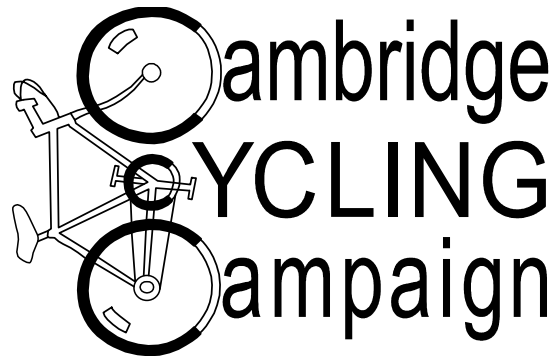


August 6, 2004

Our ref: C 04 016
Your ref:

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cc: Stephen Hills, Living Streets



Cambridge Cycling Campaign

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Dear Mr Isaacs,

Pedestrian Strategy

We write in response to the draft Pedestrian Strategy. Although Cambridge Cycling Campaign's principal focus is naturally on cycling, walkers and cyclists share many common interests. The strategy also makes reference to cyclists in a number of places, so it is appropriate that the Campaign should submit a response.

In general, we feel the draft Strategy is disappointing and unimaginative. Aside from the poor quality of grammar, which we presume will be corrected in the final version, we feel that the strategy merely sets out what we feel is the minimum that walkers should expect as a matter of course. Many of the points are woolly, minimal aspirations, and a series of potential policy initiatives are not even mentioned.

Speed limits

We are highly disappointed to note that speed limits are not mentioned at all. We feel strongly that reduction of vehicle speeds would significantly enhance the quality of the walking (and cycling) environment, as well as increasing safety.

We would like to see the policy state a commitment from the County Council to reduce speed limits where possible to give greater priority to the needs of walkers. Such a policy would naturally also benefit cyclists.

Home Zones

The lack of any reference to Home Zones is similarly disappointing. We feel the County Council should aim to become involved in the national Home Zone initiative developed in future years. Home Zones, which give priority to walkers and cyclists through a higher standard of urban design, would clearly encourage walking.

Furthermore, the County Council should aim to facilitate the creation of Home Zones in new developments and should offer advice and assistance to developers towards this aim.

Pedestrianisation schemes

The draft Strategy appears to make no mention of pedestrianisation schemes, including that of Cambridge city centre, despite the obvious fact that such schemes greatly benefit walkers. This needs to be rectified.

In general, we would welcome pedestrianisation schemes which give proper regard to the needs of cyclists. Research¹ shows that cyclists and walkers can co-exist happily. Indeed, the government's forthcoming Local Transport Notes, in their current draft, note that "there are no real factors to justify excluding cyclists from pedestrianised areas", in reference to TAL 9/93, Cycling in Pedestrian Areas².

'Caging-in'

We would like to see a commitment to reducing the 'caging-in' of walkers, such as at junctions. Guard-rails and the like encourage faster traffic speeds, and mean that walkers are unable to follow their natural desire line.

We wish to see a programme of removal of such infrastructure, which we feel represents an outdated approach to safety.

Obstructions in the highway

Section 5.13 of the draft Strategy makes reference to the "careless parking of bikes". We agree that this can be a problem, which can be rectified in many cases by increased provision of additional, secure cycle parking and by cyclists being more considerate. However, we would take issue with the statement that "[cycle] parking facilities are provided where possible". Cycle parking is woefully short in many areas.

New cycle parking, including in residential areas (which are often blocked by wheelie bins) would significantly reduce blockages to walkers as well as improving matter for cyclists. The Council should therefore commit to a programme of greatly increased levels of cycle parking, including new on-road cycle parking potentially at the expense of car parking spaces. A target should be set for the provision of a specified number of new spaces each year.

We would like to see greater levels of enforcement against motor vehicles illegally parked/driven on the pavement.

Joint provision with cyclists

We feel that the Council should give greater emphasis to on-road forms of provision for cyclists, a matter we have consistently raised in other consultations.

¹ Cycling in vehicle restricted areas, Transport Research Laboratory;
<http://www.trl.co.uk/static/dttr/cycling/TRL583.pdf>

² http://www.dft.gov.uk/stellent/groups/dft_roads/documents/page/dft_roads_504728.hcsp

Toucan crossings

We would like to see increased financial commitment for new toucan crossings and replacement of existing non-cycleable crossings with toucan crossings.

External advice

We feel it unfortunate that the Strategy makes no reference to either the Department for Transport's forthcoming Local Transport Notes³, nos. LTN 1/04 and LTN 2/04, which contain a large amount of good advice to local authorities. The Department's recently-issued strategy "Walking and cycling: an action plan"⁴ is also not mentioned. Advice from these documents needs to be incorporated into the Strategy.

Yours sincerely,
on behalf of Cambridge Cycling Campaign,

Martin Lucas-Smith
Co-ordinator

³ http://www.dft.gov.uk/stellent/groups/dft_localtrans/documents/page/dft_localtrans_028706.hcsp and http://www.dft.gov.uk/stellent/groups/dft_localtrans/documents/page/dft_localtrans_028707.hcsp

⁴ http://www.dft.gov.uk/stellent/groups/dft_susttravel/documents/page/dft_susttravel_029200.hcsp