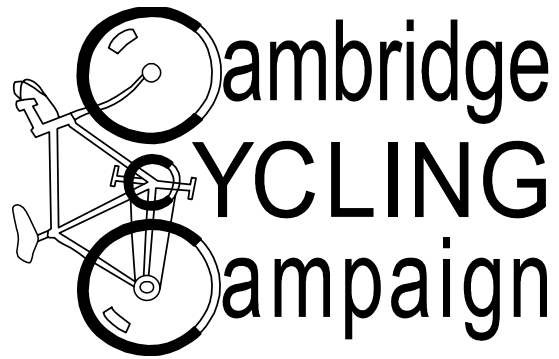


April 1, 2004

Our ref: NB04004
Your ref:

The Secretary of State for Transport
TWA Orders Unit
Department for Transport
Zone 3/11 Great Minster House
76 Marsham Street
London
SW1P 4DR



Cambridge Cycling Campaign

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Dear Secretary of State,

Cambridgeshire Guided Busway

I am writing on behalf of Cambridge Cycling Campaign to object to a number of aspects of the proposed Transport Works Act Order for the Cambridgeshire Guided Busway.

This letter supplements our letter NB04003 dated 31st March and contains a further objection.

By way of introduction, Cambridge Cycling Campaign is a local voluntary organisation with over 700 members. We work closely with local government and others to improve conditions for cyclists in Cambridge and the surrounding area. Government statistics show that in Cambridge more than 25% of local people cycle to work and that this is much the highest figure for the UK. We therefore believe that the maintenance track/cycleway along the guided bus route needs to be designed for the needs of commuter as well as leisure cyclists.

Milton Road Bus Lanes

We object to the proposal to introduce outbound and inbound bus lanes along sections of Milton Road between Lovell Road and the guideway and the consequent removal of sections of cycle lane along this section.

Northbound: At present there is a mandatory cycle lane northbound along this section of Milton Road from the Golden Hind junction to beyond the existing level crossing. The application proposes that south of the start of the bus lane this cycle lane will be completely removed, and that north of the start of the bus lane this cycle lane will be converted to an advisory lane and reduced in width.

Southbound: At present there is a mandatory cycle lane southbound along this section of Milton Road from the south end of the subway until a point south of Lovell Road. The application proposes to remove this cycle lane completely (within the bounds of the section included in the TWA application).

We don't object to the bus lanes in principle. However we do object to the removal of the existing cycle lanes on the grounds that the reduced lane widths will increase conflict between cyclists and motorists and cause harassment of cyclists by motorists wishing to overtake.

We don't accept the adjacent pavement provision to be an adequate alternative. For cyclists heading northbound (perhaps intending to join the maintenance track) the pavement is on the wrong side of the road. For cyclists heading southbound (perhaps from the maintenance track) the pavement cycleway does not allow them to take the appropriate position on the road for the King's Hedges Road signals.

We wish to make representations on this and our other objections to any Public Inquiry and are prepared to present a more detailed "Statement of Case".

Yours sincerely,
on behalf of Cambridge Cycling Campaign,

Nigel Deakin