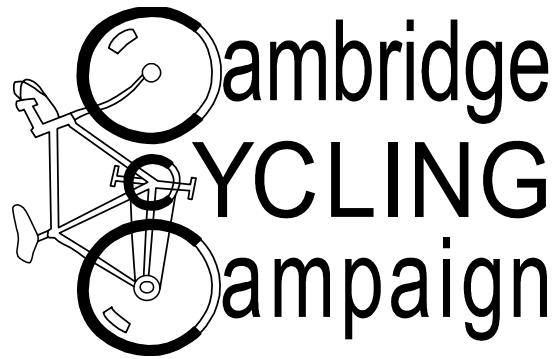


July 1, 2005

Our ref: C 05 016

Gareth Guest
Environment & Transport Department
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Cambridge Cycling Campaign

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Dear Mr Guest,

Temporary closure of the Station Cycle Bridge

We understand from an e-mail sent by you to Simon Nuttall on June 7th, and seen by us, that a month-long total closure of the cycle bridge in August to enable work to be carried out is proposed. We are disappointed that the closure will last so long and hope that the work can be expedited as much as possible and that the date for reopening can be prominently displayed onsite and kept to.

We write to propose some mitigating measures, following your offer of these in that e-mail.

Improving the diversionary route

We feel this is a good opportunity for removal of the awkward 'pram arms' (and the posts on which they are mounted) at the junction of Charles Street / Argyle Street and ask that this be actioned immediately. Both those for cyclists and pedestrians should be removed so that pedestrians are not diverted onto the cycle route. The current arrangement makes the route impassable by users of trailers, tricycles, etc.

For Stockwell Street to be usable as part of the diversionary route two important changes are needed:

- (a) A red strip should be marked out in the centre of Mill Road to facilitate right turns into Stockwell Street by outbound cyclists. This would be similar to the red strip in the centre of Mill Road for outbound cyclists turning right into St Barnabas Road.
- (b) The road entry point for cyclists into Stockwell Street from Mill Road needs urgent attention. It is too narrow, the surface is rough and dangerously sloping into the gutter and it has protuberant double-yellow lines on it. We ask that the island be narrowed to

provide a 1.5m wide entry for cyclists and that the entry be made flat and with a good cycling surface.

Over Mill Road bridge we wish to see a 20mph or lower speed limit in place. In our opinion the speed limit should be permanent and not just for the duration of the closure of the cycle bridge because Mill Road bridge is always heavily used by cyclists due to its directness despite its unpleasantness and danger due to fast moving traffic. Additionally, some yellow "Cyclists on Diversion" signs should be installed, as would be the case for motor vehicle diversions.

Lastly, we wish to see signage at points which would avoid cyclists making a long detour unnecessarily. We would suggest such signage be at the Cherry Hinton Road end of Rustat Road, at Brookfields at the end of Snaky Path and at some point between Sainsbury's and Coldham's Lane on Brooks Road.

Improvements to the bridge and its approaches

The closure of the bridge provides an ideal opportunity to correct some of the problems with it and its approaches since there will be no cyclists using it.

We would like the island at the city end of the bridge removed. At present because of the poor design practically all cyclists enter the bridge from the 'exit' side. Some white lines would make it clear to station-bound right turning cyclists coming down the bridge that they are crossing the path of outbound cyclists.

The road hump in Devonshire Road is breaking up and needs to be reconstructed. There is a case for making it more severe because at present it does not slow down vehicles sufficiently. Cycle by-passes are needed at each end of the hump. Some resurfacing work is required along the Devonshire Road cycle lane.

The following improvements are needed to the junction of the bridge cycleway with Rustat Road and to the mandatory cycle lane along Rustat Road:

- (a) The vegetation obstructing the entry to the bridge from the mandatory cycle lane and obstructing the line of sight for the cyclists coming off the bridge needs to be cut back and kept under control but without damaging the hawthorns of the old field boundary.
- (b) The area of Rustat Road where cyclists come off the bridge and have priority over cars travelling along Rustat Road should be given a fresh red surface.
- (c) Road space needed for safe exit from the bridge is taken up by parked cars. The double-yellow lines on the out-of-town side of the junction should be extended to prevent cars from parking across the road hump.
- (d) The road hump should be made more severe. At present it does not slow down vehicles sufficiently. The hump should be removed from the mandatory cycle lane to provide a cycle by-pass at the side of the hump. A cycle by-pass should also be provided at the other end of the hump. There is a case for the installation of a second hump (with cycle by-passes) for cars approaching the junction from the William Smith Close direction.
- (e) The mandatory cycle lane along Rustat Road should be reinstated from the mini-roundabout at the junction with Davy Road. During resurfacing work several months ago an important length of the lane was removed without a TRO or any consultation. It is essential that this should be put back. Where the lane crosses Rustat Avenue and where

it crosses the new entrance into the English Church Housing Group site it should be converted to a red non-mandatory lane. The surface of the lane at this second entrance is broken up and needs restoration.

Yours sincerely,
on behalf of Cambridge Cycling Campaign,

Martin Lucas-Smith
Co-ordinator

Copies to Councillor Martin Ballard (Martin.Ballard@cambridgeshire.gov.uk) and Simon Nuttall