

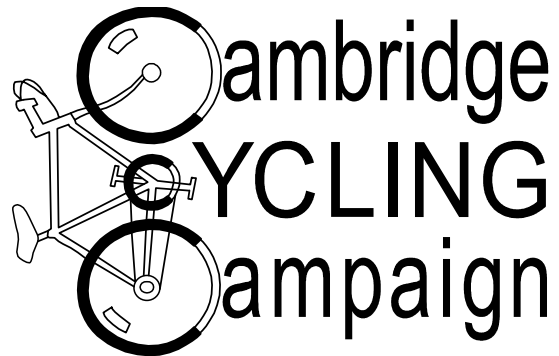
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Cambridge Cycling Campaign

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Dear Ms Rawlinson and Mr Foster-Clark,

Cambridgeshire Long Term Transport Strategy

We write in response your letter of 4th August regarding the above, setting out a number of key themes which we feel the Strategy will need to address.

Congestion Charging

We are disappointed that the Briefing Note makes not a single mention of congestion charging or of the potential for a Workplace Parking Levy.

Whilst Cambridge Cycling Campaign does not currently take any position either way on either of these, we feel that both need thorough investigation in any strategy which attempts to address transport provision in the long-term.

Traffic reduction

Traffic reduction we feel ought to be a key aim of the strategy. Whilst we acknowledge that increases in the amount of housing provision are naturally likely to increase the amount of travel overall, *per-capita* travel need not necessarily increase, if a strong package of demand management measures, with appropriate sticks and carrots, is implemented.

Home Zones and cycle-friendly housing areas

New housing must be designed in such a way as to make cycling and walking a natural choice for many routine journeys. This means integrated work, leisure and shopping areas. Typical low-density car-based suburban housing would be the largest threat to sustainable transport in Cambridgeshire.

We would like the strategy to propose innovative solutions such as designed-from-start Home Zones and other pedestrian/cycle-friendly infrastructure.

The 'Chisholm Trail' in Cambridge

We have been advocating a new 'cycle super-highway' route called the Chisholm Trail, roughly running North/South near the railway from one side of Cambridge to the other, connecting many areas of employment, housing and leisure. We feel this is particularly relevant with regard to question (ix) in your questionnaire. More information about this proposal is available on our website at <http://www.camcycle.org.uk/campaigning/cycleroutes/chisholmtrail/>.

The route would free up much roadspace, would make cycling the quickest route for many journeys (many of which are tortuous by car), and considerably increase accessibility to many locations.

Parking control

Availability of car parking space in urban areas represents one key aspect of demand management which we feel the County Council is ignoring and which ought to be highly effective. As in London, people will use alternative forms of transport if they are unsure of being able to park at their destination.

At present, parking policy appears to centre around increases in parking provision through park and ride. We feel that current park and ride policy is against government guidance which clearly states that Park and Ride schemes should not aim to increase the overall amount of parking provision in an urban area. As such, current Park and Ride implementation is furthering car dependency. Furthermore, a key opportunity to remove on-road car parking in order to free up road space for genuinely sustainable forms of transport – such as cycling and walking – as well as for public transport, is being lost.

Speed management

We feel that any long-term strategy ought to set out proposals to standardise on lower speed limits across the area. Consistent 20 or 30mph limits in urban areas and through villages would be more appropriate than current limits.

Furthermore, we wish to see speed limits less than 60 on unclassified country lanes, possibly with designation as "Quiet Lanes".

Cycle permeability for new roads

If new roads are built, then cycling must be made possible along the length of the road. This is a particular problem at present with the A14, for example, where cycling is unpleasant and dangerous.

Furthermore, new infrastructure should not sever existing links, as happened with the existing road north of Cambridge, where it has taken many years to have the new Jane Coston Cycle Bridge in Milton installed, in order to reconnect the route from Milton into Cambridge since that route was cut off from Cambridge for pedestrians and cyclists by the construction of the Cambridge northern bypass in the 1970s.

We hope the above points are useful and we look forward to our continued involvement in the creation of the strategy.

Yours sincerely,
on behalf of Cambridge Cycling Campaign,

Martin Lucas-Smith
Co-ordinator