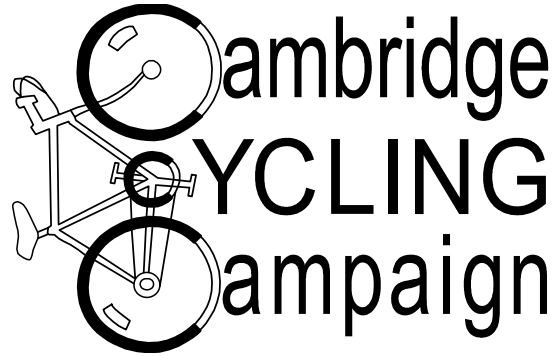


October 13, 2005

Our ref: C 05 029  
Your ref:

Councillors of the Cambridge Environment  
& Transport Area Joint Committee

Cc: Councillor Shona Johnstone, Patrick  
Joyce, Clare Rankin



**Cambridge Cycling Campaign**

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Dear Councillors,

**Cambridge Environment & Transport Area Joint Committee meeting, October 2005**

We write to give our views on various matters on the agenda for this meeting.

**Addenbrookes Access Road: Proposed bridge over the rail line**

Our only concern is that Option 1 provides restricted space on each side for cycle and foot access beneath the bridge. This means 'personal safety' aspects become important due to restricted visibility and the route will be 'enclosed' rather than open. It is important that the chosen option allows cyclists and pedestrians travelling N-S or S-N to cross the railway at that point without large diversions. The eventual route for the National Cycle Network route 11 will pass under this bridge.

**Cambridge Core Traffic Scheme - Stage 4**

We are very pleased that the Downing Street/Tennis Court Road major changes are deferred.

We are pleased that it is proposed to introduce an area wide 20mph zone.

However, we are disappointed that this excludes Pembroke Street, Downing Street, Tennis Court Road and Fitzwilliam Street, with the limit applying only in that section of Trumpington Street immediately north of the Pembroke Street junction. We feel that inclusion of such streets would create a more consistent and understandable zone and would further enhance this proposal.

### **Cambridge Cycleways: Sheep's Green Bridge**

We are extremely disappointed that it has not been possible to schedule the replacement of the Sheep's Green Bridge. This was for us much the most important component of the Southern Fringe Cycleways Programme.

We regard as thoroughly unsatisfactory the failure to obtain reliable estimates together with the failure to consult conservation interests, groups such as ourselves and those representing pedestrians and the disabled about the design of the bridge. As a result, a prime opportunity has been lost at a time when money is available.

We totally oppose the spending of money to bodge the approach ramps at a (high) cost of £250,000. We are extremely concerned that this would prejudice a later improvement to the bridge itself, one which has been identified long ago as needing upgrading to allow cycling. No money should be spent here unless it is part of a scheme that will eventually allow cycling.

Furthermore, there already exist conflicts between pedestrians and cyclists (who, walking their cycles across the bridge, take up more space than if they were able to cycle across it). Replacing the steps at each end would not resolve this and would make it much more difficult to get a decision to build a new bridge in the foreseeable future. Nor would it address the structural problems with the bridge, which in any case will have to be addressed at some point.

We would welcome a site meeting with the Cambridge Preservation Society, local Councillors, and the County Bridge Engineer.

We believe that it should be possible to remove, restore, and if necessary, strengthen, the trusses without the need for heavy plant access. We would hope that by replacing on a modified base the bridge could then be widened with a modified lightweight deck, approach spans and ramps suitable for both cyclists and the disabled.

As it is unlikely that such work could be completed by April we would like to see section 106 monies from the Brooklands Avenue development used to support the work. Children from these areas will certainly be crossing the bridge to use the play facilities on the Newnham side and may also be attending Newnham Croft primary school and crossing the bridge daily to get to it.

The suggestion that some of the GADG funding should be spent on the route alongside Hobson's Conduit (ID 8) does not make sense. The Report says explicitly that "It should be noted that the funding referred to in this paper is specifically for the provision of cycleway links." (para. 2.1). However, the Report states that no suitable cycling route along the Conduit could be negotiated with the landowners (para. 2.3).

We favour spending the £250,000 available on the following:

1. The Stone Bridge improvements (ID 3). Whether or not permission can be obtained to move the milestone, much that is important for cyclists could be done here. In particular we would like to see action on the much-needed improvements to the traffic signals at the exit from Chaucer Road at Trumpington Road which we set out in our response to consultation:

"We are surprised that no attempt is being made to provide a signal- controlled crossing of the Chaucer Road exit and consider that this absence is a major failing of the proposals. Such lights were shown on the original plans for the improvement of Trumpington Road, but were, we believe, removed after a 'Safety Audit' suggested that drivers might be confused by the additional signals. Currently cyclists and pedestrians crossing the Chaucer Road exit get

no direct indication of the state of the signals for vehicles waiting to exit from Chaucer Road. This means that some cyclists stop unnecessarily when it is safe to go and others go just as motor traffic is given a green light to cross their path. We believe the type of low-level signals for cyclists and pedestrians as installed at the new crossing of Fen Causeway would be suitable here. What is of particular concern is that motorists here can behave aggressively to vulnerable users as the motorists may wrongly believe that cyclists and pedestrians are disobeying a red light, which of course they cannot as no lights exist. Signal control over the crossing of this exit road is essential. The lights for cyclists and pedestrians should be set to green at all times except when the road lights are set to green, or about to be set to green. This would be of great benefit to all cyclists on the Trumpington to Cambridge path, especially the many less skilled cyclists who use this as part of a 'Safer Route to School.'

We have given Officers figures showing that over 650 cyclists, including a high percentage of children pass this junction within one hour between 08:00 and 09:00. We are happy to provide these figures to AJC members upon request.

2. We would like to see two major improvements made to the Coe Fen path (ID1). Detector loops which change the lights as cyclists approach are urgently needed for the Fen Causeway crossing. Such loops have been used very effectively for the cycle crossings of Gonville Place, Maid's Causeway and Queen's Road (at Burrell's Walk). Secondly the path across the common alongside Vicar's Brook from the Stone Bridge needs to be widened for the first few hundred metres. It is much narrower than the rest of the path across Coe Fen.

3. If any of the GADG money remains after these improvements have been carried out, it should not be wasted but should be used to resurface the lengths of poor-condition shared-use pavements in Long Road which connect up with those in the present scheme."

### **Proposed Toucan Crossing on Long Road**

We welcome and support this provision.

Yours sincerely,  
on behalf of Cambridge Cycling Campaign,

Martin Lucas-Smith  
Co-ordinator