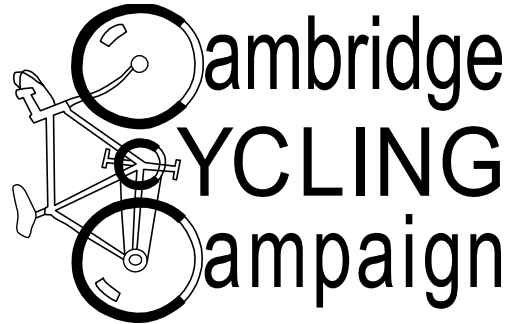


March 2, 2005

Our ref: <NA 05 005>
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Dear Sarah Collins,

Cambridge and South Cambridgeshire Area Transport Plans

Cambridge Cycling Campaign is pleased to have had an opportunity to comment on the review of these plans. We have followed the progress of Area Transport Plans (ATPs) with interest over a number of years and consider it a better way of dealing with S106 monies than previous schemes.

We have some questions regarding Growth Area Delivery Grants (GADG) for which we request an answer outside this consultation:

What is the effect on these plans of monies received by way of GADG? There is no mention of such income in the ATPs, yet we are aware of a number of items, especially in the Southern Area that we believe are now about to proceed because of this extra funding stream. Does this now mean that other projects can be added to the list using LTP or S106 monies so released?

In general

We note with interest that the boundaries of the areas have been adjusted to include the 'inner ring of necklace villages' and that it is stated that 'all these villages are within reasonable cycling distance of Cambridge city'. We hope that this will enable better, safer, and more cycling in and around Cambridge through the creation of links both from Cambridge, and between these villages.

We believe that some more definite timescales need to be attached to all the schemes in the lists.

Policy

We note the references in 2.7, and are concerned that proposals for Park and Ride sites conflict with (i) 'not increase car traffic in the area'.

It is clear that traffic in the necklace villages has increased, both as a result of newly generated trips and abstraction from existing public transport. We hope that use of 'Rural Interchanges' (5.2(ii)) will remove the need for further development of P&R within this area.

Schemes

We now refer to the schemes listed in Appendix B, followed by a list of 'missing links'.

Bus Priority Schemes:

As you may be aware Cambridge Cycling Campaign has contested the benefit of some recently proposed bus priority schemes using data that we ourselves have collected. Any such schemes need to be properly assessed, and not just put forward on the say-so of bus companies. Such schemes need to consider the disbenefits to cyclists, especially as these occur 24 hours a day, seven days a week, 52 weeks a year, whereas the benefits to bus operators may only be for an hour or two on well under half of the days in the year

We are concerned that the deliverability of the proposed improvements to Hills Road Bridge is listed as low. These improvements are important for cyclists as well as for buses and we consider that greater efforts should be put into improving their deliverability.

Core Traffic Scheme:

Much of this scheme has given great benefits to cyclists, but on the ring road itself some schemes labelled 'improvements for cyclists' have actually disadvantaged cyclists. Two components of the core scheme which would give benefit to cyclists are the introduction of a 'core' wide 20 mph limit, and the removal of car parking to allow space to be reallocated to cyclists (e.g. Queen's Road). Loss of revenue from paid parking needs to be included as a cost, but the benefits to cycling would be large.

Pedestrian/ Cycle Improvements. We have not included those schemes completed, or currently under consultation and being funded via GADG in our list

1. *Upgrade existing cycle and pedestrian links in corridors:* We hope that the £1.6 million to be spent on existing links will allow them, and all other new routes, to meet the 'soon to be announced' Manual for Streets standards.
2. *Whittlesford - Sawston:* We are puzzled by the inclusion of this scheme as it falls entirely outside the area.
3. *Robinson Way – Babraham Road cycle route:* For this to be of general use measures to prevent parking and reduce the speed of traffic on Robinson Way itself must be implemented.
4. *Station Road/Hills Road junction:* To improve conditions for both pedestrians and cyclists, parking on Station Road itself needs to be prohibited.
5. *Ramp to Carter Bridge:* We are pleased to see this scheme added to the list.
6. *Riverside Bridge:* We applaud this scheme
7. *Railway Cycle Route:* Given the large number of cyclists and pedestrians using the route across Mill Road and to or through the Station Area we believe creating this route using the spare arch under Mill Road should be important. If programmed in with other changes in the Station Area we think its deliverability could be increased.
8. *Off-road cycle links to Cherry Hinton:* We have been very disappointed at the abuse of S106 monies for the Site off Coldhams Lane, and the failure to pursue an upgrade suitable for

cyclists on the Network Rail bridge (on the Tins path from Burnside to Coldham's Lane) in this area. Links in this area urgently need upgrading

9. *Pedestrian/Cycle Improvement at Histon Interchange*: We cannot see how the small sum of £50,000 can make the significant improvement necessary here.
10. *Pedestrian/Cycle crossing of railway, Chesterton sidings*: Although this is given a low priority it will become important in this area if developments start, even if the station is not constructed at that time (see also missing links).
11. *Kings Hedges Road-Riverside Cycle Route*: Given the large sums involved and that it is given as highly deliverable, we are surprised we've not seen further details (see also missing links).
12. *Cambridge western orbital cycle route*: We applaud this route. Given that much of the route from Histon Road to Huntingdon Rd is already a concrete (farm/NIAB) road, and that planning applications are in for parts of this area, we think this section should be highly deliverable.
13. *Madingley Road cycle improvements*: Given that money spent on cycle facilities here in the past has not made 'improvements' for cyclists, we remain suspicious that new cycle facilities may again be inadequate.
14. *Widening/ Lighting Coton Footpath*: We believe that this work is funded under GADG. We strongly support this upgrade.

Additional Cycle Improvements: We would like to propose two further schemes to benefit cyclists:

15. *Mill Road*: Within the City, measures are needed to improve conditions for pedestrians and cyclists in Mill Road, especially to reduce traffic speeds and to ameliorate the impact of the extra traffic generated from the proposed new eastern developments. This road seems to have been overlooked as a candidate for attention in recent years but remains a real problem despite being used by enormous numbers of cyclists.
16. *One-Way Streets*: We wish to see allocation of funds for schemes to convert one-way streets for use by two-way cyclists, work already agreed in principle by the Cambridge Environment and Transport Area Joint Committee.

Missing links: We would particularly like to see the following 'missing links' for cyclists and pedestrians added to the plans:

1. *Trumpington (Church & P&R) to Harston (SCATP)*: This link, which would enable cyclists to avoid the very difficult M11 junction and the traffic lights in the area, has been discussed as part of the developments on the old Monsanto site. It should be highly deliverable as much of the route already exists as a concrete farm road, which lies on the edge of the development. The existing accommodation bridge over the M11 is a valuable but under-used resource, which this route will utilise. Completion before the start of the Addenbrooke's link road would remove most cyclists from an area of major road works.
2. *Bridge for cyclists and pedestrians over Cam adjacent to railway bridge (E/NCATP)*: The lack of a link from the Ditton Fields/Jubilee Way to the Northern Fringe and the proposed Chesterton Parkway station makes a major block for trips by sustainable modes. It needs to be programmed in before the link across the railway at Chesterton sidings
3. *Cambridge Commercial Park/Business Park to Nuffield Road and Long Reach Road (NCATP)*: The 'operational' St Ives branch railway has long provided a barrier in this area to creating a valuable link. Now that this is officially closed, a route from the Northern Fringe (East) to both Nuffield Road and Long Reach Road should be highly deliverable at little cost. Such a route would allow many cyclists including those from Milton to avoid a difficult section

of busy road. We think these links should be included as part the '*Kings Hedges to Riverside*' project if they are not so included already.

4. *West Cambridge (University Site) to Bar Hill (WCATP)*: Bar Hill is the most inaccessible 'necklace' village for cyclists with the A14 acting as a major barrier. With the extension of the WACTP there is the opportunity to include a route to Madingley, Dry Drayton, and hence Bar Hill by using existing accommodation bridges both under the M11 west of the University Farm, and then over the A428(T). Land to the east of the M11 is likely to be developed in the longer term as part of the Universities 'NW Cambridge' plan, so an interim route would be needed here. Beyond that the route should provide a valuable route both into Cambridge for people from those villages, as well as a way out of Cambridge that avoids main roads for those making leisure trips. We believe that much of this land is in University ownership. We would also suggest investigation of a cycle track alongside the A14 towards Bar Hill.
5. *Haslingfield to Granchester (WCATP)*: This route over concrete farm roads is already used by some cyclists. The crossing of the motorway avoids the alternative busy M11 junctions (J11 or 12). It is a 'permissive' route by kind permission of a Mr Pemberton (possibly Sir Anthony Pemberton) who asks that cyclists write for individual permission and carry the authorising letter. The status needs to be upgraded to a 'normal' permissive path. This route should be easily deliverable at little cost.
6. *Cycle track along A1307* towards the major new employment developments at Babraham and Abington (extending the existing route which ends at the roundabout south of the P&R) and the leisure sites of Magog Down and Wandlebury. At least the first part of this route is within the plan area.
7. *Major refurbishment of the existing cycle track along the A603 to Barton and Comberton*. This is an existing and well-used link which has deteriorated alarmingly in numerous places and which is continuing to get worse. Some sections appear to be collapsing. The collapses at each end of the M11 bridge are so severe that the path there has been closed for nearly two years and there appears to be no prospect of it being reopened. Deep cracks have appeared on other sections but repairs have left the surface uneven and uncomfortable. The entire route needs major refurbishment and several sections need to be completely reconstructed

We would expect that some sections of these links would be more easily achievable if they were of 'permissive' rather than 'RoW' status. Many links used by cyclists within Cambridge are currently simply 'footpaths' with permissive status for cyclists.

We hope that it will be possible to include these additional valuable links for cyclists and pedestrians in the Area Transport plans, perhaps in place of those now funded by GADG monies. With the exception of that over the river Cam we believe they are all highly deliverable at low cost.

Given the tight timescale that we find ourselves in for this response, we cannot include a detailed list of the valuable achievable links between necklace villages around Cambridge. There are many possibilities for such links at comparatively low cost. They could provide links to schools, and between villages with, and those without shops. We would welcome the opportunity to discuss such possible links at a later date.

Yours sincerely,
on behalf of Cambridge Cycling Campaign,

Jim Chisholm