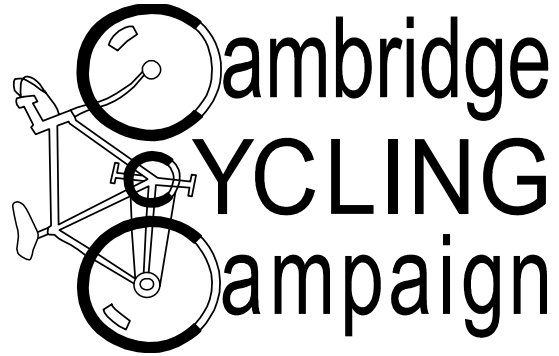


October 26, 2005

Our ref: NA05009>  
Your ref:

Penelope Hird  
Consultation Officer  
Cambridge City Council  
Environment and Planning  
The Guildhall  
Cambridge CB2 3QJ



**Cambridge Cycling Campaign**

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Dear Pen,

### **Cambridge Southern Fringe Area Development Framework**

Cambridge Cycling Campaign is pleased at the vision for cycling and walking in this area. It will be very important that all the major cycling links are in place before the first houses are ready for occupation.

We comment on the principles, and have a couple of comments on the existing documentation. Comments on the detail will need more detailed drawings and explanation from the Council.

#### Principles

The principles are laid out in Section 3.2 'Cycling and Pedestrian Networks.'

We are pleased that reference is made to DfT LTN 2/04, and would like to see a commitment to ensure that all routes meet the standards in that document. If this is done it can then be seen as an example of good design for cyclists for other developments.

We would hope that all roads within the developments would have 20 mph limits, and need no special provision for cyclists but it may be that extra provision will need to be made on roads that are also bus routes or will carry significant numbers of delivery vehicles

We do have concerns over ambiguity of the wording regarding the Addenbrooke's Access road, especially when compared with the wording in the document put to the AJC on October 17<sup>t</sup>. IF the cycle paths are to be above road level it is important that cyclists still retain priority over any side roads and that routes are integrated correctly into all junctions. Cycle lanes at road level, but in contrasting material or colour, may be a better alternative, making the integration of cycling into the 'fast' modes easier, rather than relegating them to a 'slow' mode along with walking.

Given some recent concerns we would like to see a commitment for continued maintenance of cycleways, especially those away from the normal highway, and also a commitment to ensure that ironwork is kept clear of cycleways in any new construction.

#### Existing Documentation

The final route of NCN 11 is shown incorrectly on the map (8) It should continue North through the Addenbrooke's '2020' site and not be deflected round on the 'interim' route.

The map shows no cycle routes on the main roads in the area. It needs to be made clear that the main roads in the area will always be well-used by cyclists irrespective of provision elsewhere, and the map should recognise this

Yours sincerely,  
on behalf of Cambridge Cycling Campaign,

Jim Chisholm