

April 21, 2005

Our ref: <NC05002>
Your ref:

Andrew Gordon
Site Development Manager for West
Cambridge
The Old Schools, Trinity Lane
Cambridge CB2 1TT



Cambridge Cycling Campaign

P.O. Box 204, Cambridge CB4 3FN
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Dear Andrew Gordon,

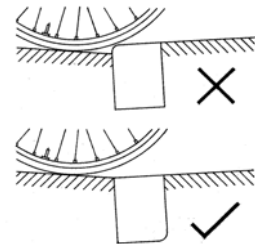
Planning application : Clerk Maxwell Road Cycle Access to West Cambridge Site

We are writing to support the above planning application. This forms an important part of the cycle link for hundreds of cyclists a day between the city centre and the growing west Cambridge site.

We have made minor comments on details as below.

We would prefer the access to from Clerk Maxwell road to be in a straight line, but accept the bend providing the planting is kept low as described in the application. We welcome the attention to detail with the splaying of the path where it meets Clerk Maxwell road.

The plans mention dropped kerbs. These should be flush kerbs, with the kerb stone laid upside down as per Cycle Friendly Infrastructure and picture right.



We believe the stop sign at the end of the path is unnecessary. Neither the visibility nor the traffic flows warrant a stop part way along this cycle route where it meets a residential cul-de-sac. A recent article in our Newsletter describes the extra effort required to stop and start, stating that each stop on a cycle route is equivalent to lengthening the cycle route by 100m.

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¹ <http://www.camcycle.org.uk/newsletters/46/article9.html>

We would like to see the coloured surfacing currently on Clerk Maxwell road and the new paved surfacing on the new proposed cycleway be joined into one continuous surface. This would not effect the turning circle of motor vehicles into or out from Perry court. If a continuous coloured surface is not possible then a give way sign should replace the stop sign.

Yours sincerely,
on behalf of Cambridge Cycling Campaign,

Richard Taylor