

September 13, 2005

Our ref: <NC05008>
Your ref:

Richard Preston
Environment & Transport Department
Cambridgeshire County Council
Castle Court, Shire Hall
Castle Hill
Cambridge CB3 0AP



Cambridge Cycling Campaign

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Dear Mr Preston,

East Road improvements

We would like to suggest further improvements to East Road that would fit in well with changes to the crossing at Norfolk Street (see letter NC02007). These would join the piecemeal cycle lanes in East Road into a continuous facility. The current facilities end at pinch points just where they are needed so cyclists can pass stationary traffic in safety.

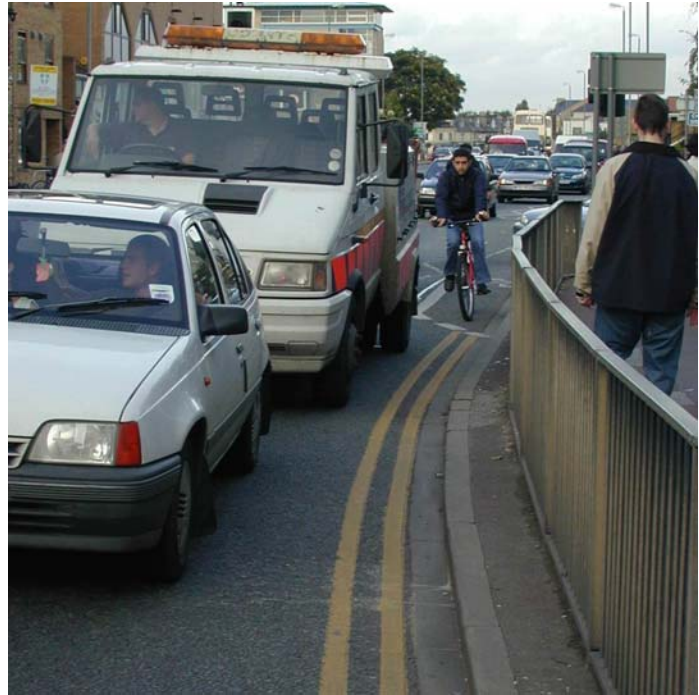
Southerly Direction

Firstly East Road in a Southerly direction at traffic light junction with St. Mathews St needs an advance stop line just like the junction with Mill Road.



For better, safer and more cycling in and around Cambridge

Continuing in a southerly direction the cycle lane comes to an end at a pinch point just after Norfolk Street. This is exactly the point at which cyclists require most help on the road.



Between Norfolk Street and Broad Street, after the planting on the corner of Norfolk Street the pavement is 3.5 meters wide.

Here we suggest continuing with a 1.5m mandatory cycle lane after the crossing by reducing the width of the pavement slightly.

We believe this could be done without compromising pedestrian comfort, as the pavement is so wide along this stretch. This would improve the cycling environment very significantly here, as well as improving traffic flow.

To do this would require setting back the fence on the planting at the junction with Norfolk Street, but not we believe, require the loss of any shrubs.

After Broad Street we believe the road is wide enough to have a mandatory cycle lane that continues to the advance stop lane at the Mill Road junction.

Northerly Direction

The mandatory cycle lane that comes from the Mill Road junction just stops, even though the road width here does not narrow. We would suggest continuing the mandatory cycle lane here up to Dover Street.

Between Dover Street and Burleigh Street we would like to see a removal of parking, thus allowing the continuation of the mandatory cycle lane to the existing mandatory cycle lane after Burleigh Street. This is currently a bottleneck for motor vehicles as well as a safety concern for cyclists and there is parking on Adam and Eve Street.

If removal of parking is not possible then we suggest continuing an advisory 1.5m cycle lane along this section. This will be of great assistance to cycles passing queuing traffic during the current 7am-7pm no waiting times.

Lane Widths

If there are sections where a 1.5m mandatory lane is not possible we would prefer to see a 1.5m wide advisory lane in preference to a narrower mandatory lane. We believe a advisory cycle lane that is of national standard that large vehicles have to enter is better than a narrower lane in which encourages all motorists to leave less room.

If there are specific locations where 1.5m is not possible, we would reluctantly accept a narrowing of the lane down to what is deemed necessary for a section, with a minimum acceptable width of 1.2m, on the proviso this is coloured red. This follows the standard practice set out by Cycle Friendly Infrastructure¹.

Yours sincerely,
on behalf of Cambridge Cycling Campaign,

Richard Taylor

¹ "Widths down to 1.2 m may be valuable in specific circumstances, for example where queuing traffic blocks a cyclist's route, but for short stretches only. In this latter situation, the lane should be identified by a coloured surface." (Cycle Friendly Infrastructure 1996 edition, paragraph 11.3.2).