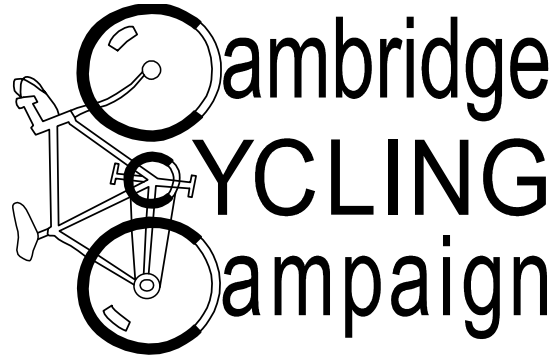


November 24, 2005

Our ref: <NC06001>
Your ref:

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



Cambridge Cycling Campaign

CC Clare Rankin
Councillor John Durrant
Councillor Caroline Hart
Councillor Richard Smith
Councillor Paul Sales

P.O. Box 204, Cambridge CB4 3FN
01223 690718 (phone & fax)
contact@camcycle.org.uk
www.camcycle.org.uk

Dear Brian Stinton

Riverside Changes

We welcome the closure of Riverside as a through route for motor vehicles and would like to add the following suggestions.

1. Add give way road markings to the end of Stanley Road (some cars coming down River Lane fail to give way as they don't expect any vehicles to come from the 'dead end' on the right) and preferably add give way markings to River Lane, Saxon Road and Priory Road.
2. Add one street lamp on Stourbridge Common just after the cattle grid. The grid is used by most pedestrians and it is very hard to see anything at night after passing from the brightly illuminated Riverside to onto Stourbridge Common. The muddy desire line also needs a bit more tarmac here.
3. Add 5m of double yellow lines on Riverside either side of the cycle path that comes down from Tesco. This will prevent parking and ensure visibility.
4. At the road closure ensure have two openings so cyclists can pass each other in the opposite direction and that the openings are wide enough for cycle trailers and trikes.
5. Whatever the new road layout make sure that cyclists are not forced to cycle close past parked cars in the 'car door opening zone'
6. Look at changing the priorities at River Lane/ Abbey Road/ Walnut Tree Avenue. The vast majority of users are cyclists travelling down Riverside, along Walnut Tree Avenue (or the cycle path) and then onto to Midsummer common (& visa versa). The current road layout does not acknowledge this (See figure1). This will be even more marked when Riverside is a no-through route to motor vehicles.

We would like to see this junction remodelled so that motorists requiring access to this dead end road would give way to cyclists. (See figure 2).

7. Addition of cycle parking. There are various points along the road and near the bridge where cycle parking could be provided. We believe that addition of cycle parking, to start to address the shortage across the city, should be considered whenever road layout changes take place.

Yours sincerely,
on behalf of Cambridge Cycling Campaign,

Richard Taylor

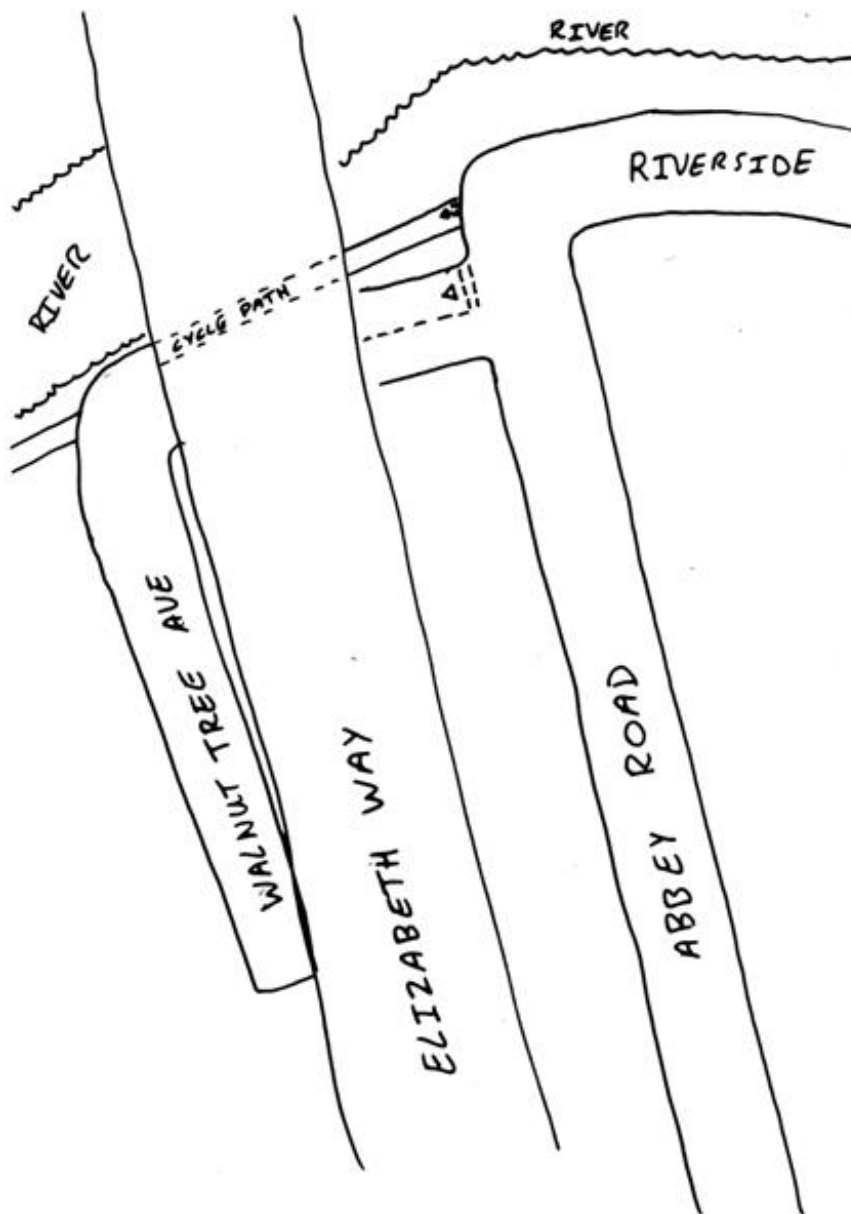


Figure 1 - Current Layout

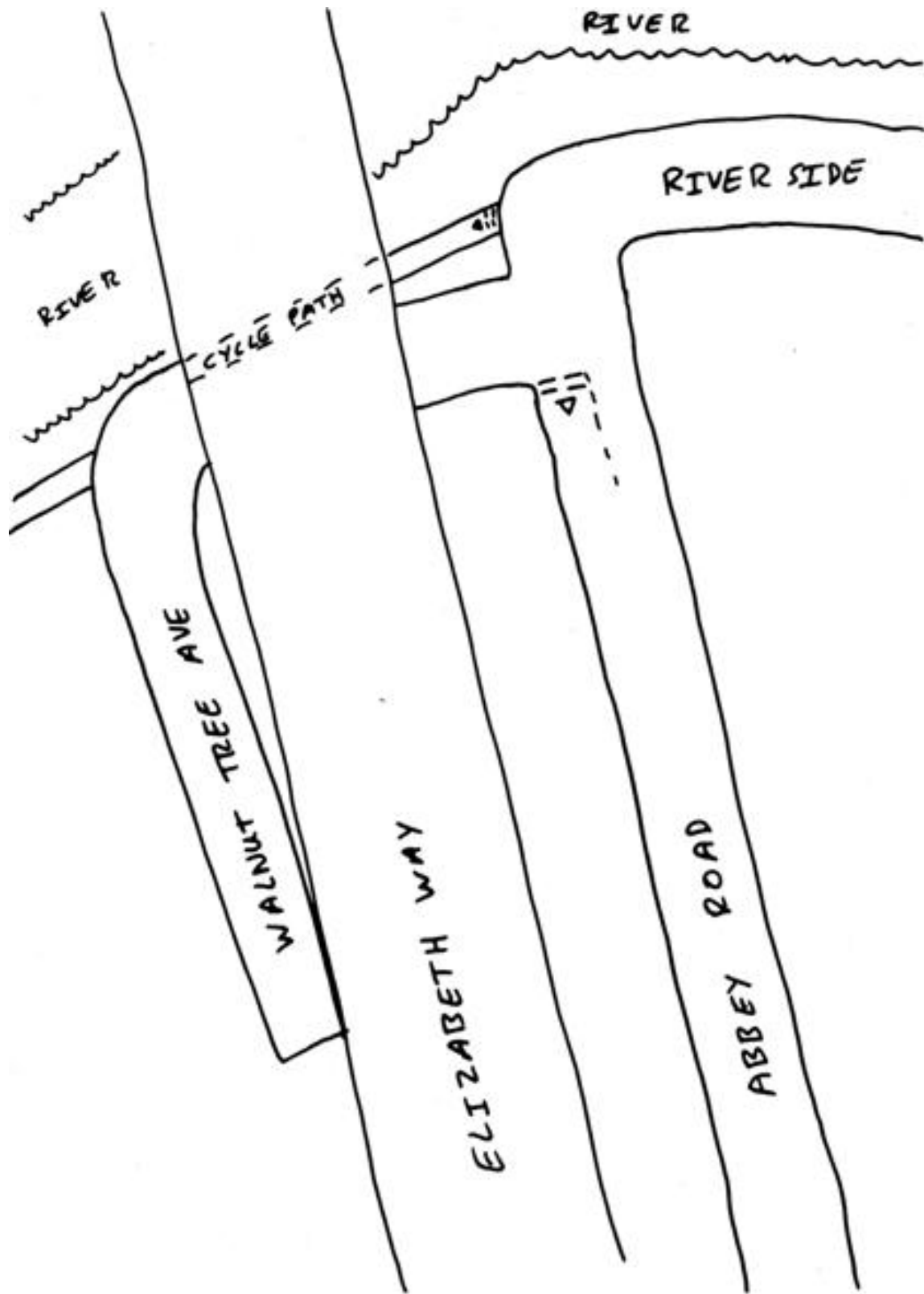


Figure 2 - Proposed layout