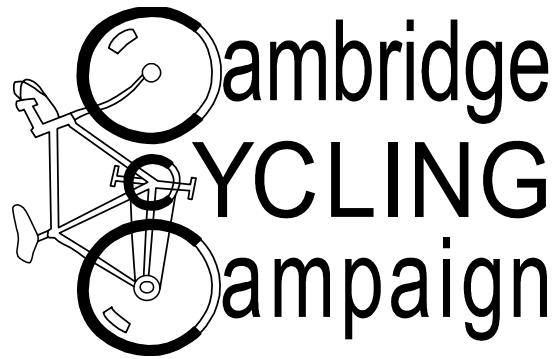


June 3, 2006

Our ref: C 06 016
Your ref:

Cambridge Projects
Environment & Community Services
Cambridgeshire County Council
Castle Court, Shire Hall
Castle Hill
Cambridge CB3 0AP



Cambridge Cycling Campaign

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

Dear Mr Preston,

Cambridge Core Traffic Scheme Stage 5

We write in response to this consultation.

Our support for Option A

Cambridge Cycling Campaign supports Option A (part-time closure to through traffic), as it is the only option that will fully achieve the objectives for the scheme and properly deter through traffic, and thereby improve the environment for walkers and cyclists.

However, we feel that the proposed closure should operate on a 24-hour basis, rather than suffer the complexity of the Silver Street scheme. This would be simpler and involve less signage. If a full closure cannot be achieved at present, but a partial closure goes ahead, we believe officers should set a timetable for review, so that consideration remains given to whether the ring road could withstand a complete closure, as we believe ought now to happen to Silver Street.

We believe that if a road closure is introduced it should be in Maid's Causeway rather than Victoria Avenue. As one of the main destinations now for traffic is surely to Park Street Car Park, most users will enter via Victoria Avenue, as vehicles going via Maid's Causeway would have entered the Grafton Centre car parks.

Option B

If Option A is refused, we feel that Option B should go ahead, as long as any traffic calming proposed is properly cycle friendly.

Additional considerations

Reduction from two lanes to one lane at the Victoria Avenue roundabout entrance

We believe the time is now right for the Victoria Avenue southbound approach and the Jesus Lane eastbound approach to the Four Lamps roundabout to be reduced from two lanes to one. This would slow down the speed of traffic (which surely must be an objective of the scheme) and considerably improve the ability for cyclists to navigate this roundabout safely. The two-lane approaches here are a relic of the old days before the Bridge Street and Emmanuel Road closures, when Four Lamps roundabout was much more congested than it is now.

We believe that there is a good case for removing the left-turn-only lane irrespective of whether the amount of left-turning traffic increases or decreases at these two junctions:

- If left-turning traffic increases, conflict with straight-ahead cyclists will increase and so the left-turning lane should be removed to prevent this conflict.
- If, instead, left-turning traffic decreases, there is less need for a left-turning lane and so it can be removed.

Our position paper on left-turn lanes¹ explains why such lanes are difficult for cyclists to deal with. If two lane approaches really have to remain the left-lane should be for straight-ahead as well as left-turning traffic.

We see no reasonable justification, given the relatively low traffic volumes that these roads now have, for retaining the current arrangements.

20mph zone

We feel strongly that both roads must become part of the proposed 20mph zone.

Consideration for cyclists using the inner ring road

We are concerned to ensure that cyclists using the inner ring road are not unduly disadvantaged by increases in traffic there, as a result of the scheme.

Elizabeth Way has absolutely no provision for cyclists between the north end of the bridge and the Chesterton Road roundabout, and has high traffic speeds and scarily narrow lanes, especially southbound. This is probably one of the most off-putting sections of road in the city for many cyclists despite being a key north-south route. We would thus like to see proposals forthcoming to address the needs of cyclists in this area.

We also again reiterate our view that the nearby East Road should be made a clearway and feature fully joined-up cycle lanes along both sides of the road from Newmarket Road all the way to the junction with Mill Road. If Maid's Causeway were closed, traffic from anywhere on the East part of Cambridge will now find it better to go to Queen Anne's Terrace or Lion Yard car parks, because Park Street will now be too far in comparison.

The section between Victoria Avenue and Castle Street needs better provision for cyclists, especially following the unwarranted new pedestrian island (at Chesterton Road / Chesterton Lane) which has been installed and which causes a hazardous pinch-point.

Yours sincerely,
on behalf of Cambridge Cycling Campaign,

¹ <http://www.camcycle.org.uk/campaigning/papers/LeftTurnLanes.pdf>

Martin Lucas-Smith
Co-ordinator