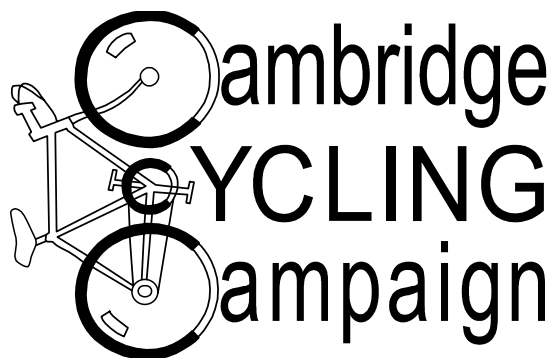


27th June 2006

Our ref: P06 013
Your ref:

Councillor Members
Cambridge Environment and
Transport Area Joint Committee



Cambridge Cycling Campaign

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

Dear Councillor

AREA JOINT COMMITTEE MEETING ON 3 JULY 2006

In this letter we make a number of observations and comments on matters affecting cyclists which will be considered by the AJC at its meeting on Monday 3rd July. We hope that our comments will provide a useful contribution to the discussion and assessment of these issues.

**Agenda Item 6a. Cambridge Core Traffic Scheme Stage 5:
Victoria Avenue – Maid's Causeway**

Our detailed response to consultation on this issue (submitted on 3rd June) is set out at <http://www.camcycle.org.uk/campaigning/letters/2006/C06016CoreSchemeStage5.pdf>

Having studied the Officer's report for the Committee on the consultation on this issue, we acknowledge both the large public response and the relatively small amount of support from those who responded for either Option A (which we favour) or Option B (which is our second choice).

However, we cannot accept the Officer's recommendation that, in effect, nothing should be done at present. If there are difficulties in pressing ahead with either Option A or Option B at this stage, we believe that a compromise which could achieve more support should be attempted.

The suggested main elements would be:

1. An experimental 20mph restriction along the whole of Victoria Avenue, Maid's Causeway and Newmarket Road as far as the roundabout. The restriction could be enforced for through traffic by two of the new speed cameras which calculate average speeds, one sited at the beginning and the other at the end of this length of roadway. (The issue of the compatibility of such a restriction with existing rules governing the imposition of 20mph limits and with rules governing the location of speed cameras would obviously need to be investigated, but we believe that a good

case could be made.) These averaging cameras are currently undergoing trials by Transport for London (Draft Manual for Streets, paragraph 7.9.6, <http://www.manualforstreets.org.uk/>). We suggest that trials should also be held in Cambridge and that this would be an appropriate location.

Such a camera-enforced restriction would have the following advantages:

- (a) It would be contiguous with the already-agreed 20mph zone.
 - (b) It could be expected to reduce traffic.
 - (c) It would make the road much safer for pedestrians and cyclists as well as for motorists themselves.
 - (d) It would enhance the attractions of the Commons (Jesus Green, Butt Green and Midsummer Common) through which the road passes and make them more safely accessible by pedestrians and cyclists.
 - (e) It would reduce vehicle emissions and noise.
2. A prohibition, ideally for 24 hours a day, on heavy goods vehicles. The present number of HGVs which pass through the area is incompatible with its visual attractiveness and with the scale of cycle and pedestrian activity.

Agenda Item 8. Corn Exchange Street/Wheeler Street Contra-Flow Cycle Measures

We welcome the fact that the cycle contraflow is soon to be implemented and that we have been consulted by Officers about the road layout at various stages of the process. There are many good elements in the layout as now proposed. However, three issues still give us cause for concern and we hope that even at this late stage they can still be changed:

1. We consider that it is entirely inappropriate that contraflow cyclists going straight ahead should be expected to give way to motor vehicles turning right across their path to enter the car park. This is contrary to normal road practice and more specifically is contrary to the County Council's stated hierarchy of priority in which cycling is supposed to come before motoring.
2. We strongly object to the large sign shown in the top left-hand corner of Plan No.1 and in the bottom centre of Plan No.3 (entitled Sign 1). This obtrusive sign, which looks as though it has been designed for a fast out-of-town road rather than a relatively quiet backstreet with speed-reducing measures in a visually sensitive location in a city centre, gives the impression that motor vehicles have a straight run into the car park entrances instead of indicating directly on the sign that they have to cross a contra-flow cycle lane to do so and should exercise caution at the crossing point. The contra-flow cycle lane must, in our opinion, be marked directly on the sign at the same time as the sign is modified in other respects to constrain the impression of the dominance of motor vehicles turning right into the car park.
3. The cycle parking for the Magistrate's Court, an important requirement in the approved planning application for the Grand Arcade, appears to have been deleted from the plans. We would welcome clarification of this issue. It would be unacceptable for there to be a further reduction in the quantity of the Grand Arcade's cycle parking which is already well below the amount which is mandatory under the City's Cycle Parking Standards.

Agenda Item 9(b). Objections to Advertised Traffic Regulation Orders: St Philip's Road

Neither the Officer's report nor the Map (Plan I) showing the location of the proposed additional on-street car parking reveal that St Philip's Road, which is one-way for motor vehicles, is two-way for bicycles and at every junction (including the junction with Belgrave Road shown in the plan), there is a red contraflow cycle lane. We believe that knowledge of the presence of this cycle lane is essential for assessing the merits of this proposal and that it should have been shown in the plan. Indeed, we believe that the presence of the cycle lane is the probable reason for the existence of the prohibition on car parking at this location.

Allowing car parking at this location would block cyclists from effective access to the red contraflow lane at the junction. Indeed, if the location of the parking place is exactly as shown on the plan, a small length of the red cycle lane might have to be removed. We regard it as entirely unacceptable to degrade established cycle facilities to create additional on-street car parking and request that the advertised TRO should not be implemented.

Agenda Item 10. Report on Progress in Developing Heavy Commercial (HCV) Route Management Initiatives in Cambridgeshire

We suggest that the map of the proposed "appropriate routes" for HCVs within and near Cambridge should be submitted for comment to the AJC and should be made available for public consultation before publication. HCV routes are of critical importance for cyclists. We also suggest that proposals for HCV route signing (paragraph 2.1.iii) in Cambridge should be assessed by the AJC before decisions are taken.

Yours sincerely,
on behalf of Cambridge Cycling Campaign,

James Woodburn