

July 25, 2011

Our ref: C 11 013

Planning Dept  
Cambridge City Council



**Cambridge Cycling Campaign**

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Dear Sir or Madam,

**Draft Eastern Gate Development Framework SPD**

Cambridge Cycling Campaign welcomes and supports this supplementary planning document. This part of Cambridge is currently very car-dominated and offers a hostile environment to both cyclists and pedestrians, and we welcome the proposal to reduce this car-dominance and make the environment much more cycle- and pedestrian friendly.

We particularly welcome the proposals to:

- Reduce the proportion of road space allocated to private motor vehicles in favour of cyclists, pedestrians and bus users.
- Increase the general permeability of the area by creating additional road crossings, allowing additional movements at junctions, and removing the New Street/Harvest Way one-way systems.
- Replace the Elizabeth Way / East Road roundabout with traffic signals, to reduce the overall size of the junction, and to replace the subways with surface crossings.
- Allow cyclists and pedestrians to cross Newmarket Road directly from Occupation Road to Abbey Road. This will be of great benefit both to local cyclists and pedestrians but also to cyclists making longer journeys between, for example, the station to Chesterton and north-east Cambridge.
- We would, however, like to make it clear that although all these changes have our support in principle, the detail of any road changes is critical and we would want to be consulted on the detail of any given change before we could give it our complete support.

We do have the following reservations and suggestions:

- We note with interest the proposal to introduce a pair of bus lanes along the middle of Newmarket Road, with a single lane for other traffic on each side, plus cycle lanes. This is an innovative idea but it is difficult for us to assess the impact on cyclists without seeing a more detailed design which takes account of the limited space available. Until then we cannot give this scheme our full support.
- We welcome the proposal for cycle lanes along Newmarket Road (and East Road) but would like to stress the importance that these lanes be wide and continuous. We believe a width of 2m is essential, especially if any "central" bus lane is separated by a kerb. It is also essential that the cycle lanes are continuous, especially in the vicinity of junctions. Our vision is of continuous cycle lanes all the way along Newmarket Road, East Road, Gonville Place and Lensfield Road.
- It was not clear to us whether the changes proposed at the East Road / St Matthew's Street junction would allow traffic leaving the Grafton Centre Car Park to proceed towards St Matthew's Street or turn right into East Road, neither of which is possible at the moment. We would welcome these movements being allowed because they would benefit cyclists using the signposted cycle route around the northern edge of the Grafton Centre, which allows cyclists to avoid the existing 10-4 cycle ban in Fitzroy and Burleigh Street.

Yours sincerely,  
on behalf of Cambridge Cycling Campaign,

Martin Lucas-Smith  
Co-ordinator