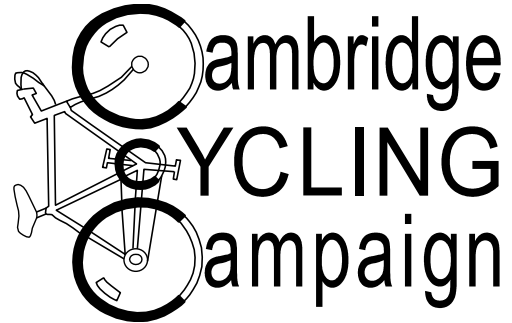


10 December, 2010

Our ref: NB 11 001



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Dear Sir/Madam,

Orchard Park to Riverside Cycleway

This letter is a hard copy of the comments I made on your email form.

The Orchard Park to Riverside A4 Leaflet states that funding is limited, “so a series of improvements have been designed that can be implemented in stages”. Unfortunately, the reality of these proposals means substandard cycling infrastructure being added, piecemeal, which will remain in place for years to come. Cambridge Cycling Campaign is appalled that the County Council appears to have gone back to the bad old days of simply allowing cycling on unimproved footways. No widths are given on the plans so it is impossible to judge whether the on or off-road cycleways are wide enough to meet national standards.

Plan 1a: the proposed off-road foot/cycleway, opposite St Lawrence’s school, seems to be designed with children and less confident cyclists in mind. However, the proposal is certainly a retrograde step for cyclists of any sort (local or long-distant, perhaps coming from the Riverside bridge) who, if they choose the off-road path, will need to cycle with great caution at peak times to avoid pedestrians and then dismount and walk their bikes across the entrance to St Catherine’s Road. And if cyclists remain on the road, they will find they are intimidated by some drivers who think they should be using the off-road path, as happens elsewhere in

such situations.

Plan 3: Arbury Road is narrow along this section and, as such, the Campaign thinks it is unlikely that a desirable width on the on-road southbound cycle lane can be achieved. As we have argued many times, a cycle lane that is too narrow can increase dangers for cyclists as vehicles drive right up to the white line.

The proposed northbound cycle lane feeds into the worst piece of shared-use foot/cycleway in Cambridge: it features a lamppost directly in the middle of an extremely narrow path which requires those cyclists, who are game enough to use it, to commit an offence by veering into the footway to avoid the poles. This stretch has recently been made even worse by the addition of signal poles in the middle of the path. Our objections to the latter were ignored at the time. In our opinion, it is really not desirable to direct people onto this pavement. The following photos illustrate these points:

<http://www.cyclestreets.net/location/12525/>

<http://www.cyclestreets.net/location/12526/>

Your stated aim is to make the area more cycle friendly. We feel there is little, if any, room on Arbury Road for any kind of cycling infrastructure that would actually be helpful. Indeed, the disjointed nature of the proposed 'improvements' is anathema to good cycling design.

Given the very many deficiencies of the scheme, Cambridge Cycling Campaign, therefore, call for the entire set of proposals to be abandoned completely. Efforts should instead be directed towards improving on-road conditions for cyclists. A 20mph speed limit would be a valuable start, provided of course Cambridgeshire Constabulary would be willing to enforce it.

Yours faithfully,

Vanessa Kelly  
on behalf of  
Cambridge Cycling Campaign