

August 12, 2014

Ref RB 14 001

Director of Environment
Cambridgeshire City Council
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Cambridge Cycling Campaign

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Dear Sir,

Tenison Road Consultation Response

Cambridge Cycling Campaign believes that in the light of existing traffic levels, and the expected rise in cycle usage on the completion of the residences for ARU students, the measures proposed for Tenison Road will do little to improve the desired aims to 'Maintain safety and comfort for pedestrians and cyclists' and 'Improve the environment' without action to enforce speed limits in the short term and to reduce traffic levels in the longer term.

Within this context the Campaign regards the proposed changes as follows:

- We agree in the principle that the landscaping of Tenison Road could be undertaken to give a sense of place to the road, rather than a through route to traverse as quickly as possible.
- We would like to see investigated the idea of a bollard-based closure, such that taxis, buses and cycles would be permitted, but all other vehicles would be able only to enter or exit the area. We think a bollard closure could slow down those vehicles such as taxis which remain. This could remove both problems of speeding and traffic volume.
- We believe that the system of lights at the bottom of Devonshire Road and at Lyndewode Road has operated effectively and would not wish to see any change in these priorities, other than some measures to assist pedestrians.
- We oppose any buildouts on the eastern side of the road; these will reduce the carriageway width and leave cyclists vulnerable to being squeezed against these new constructions. In addition, it is at the location of these proposed buildouts that cars currently wait whilst Tenison Road is in single file mode, which is the majority of the time, and the resulting reduced space will provide further potential for cyclists to be squeezed and intimidated.
- We are concerned that the additional proposed 'parking or cycling spaces' entail the spaces being situated near the Mill Road junction, resulting in congestion at busy times with the increased possibility of cyclists being squeezed against parked cars.

- We would like clarity over the stated intention to 'Provide new residential car parking or cycle stands', and how this would be reconciled with the need to lose some parking spaces to tree planting. We are against the idea of using this scheme as a way to increase car parking. That is not the intent of the funding, and the streetscape is already dominated by car parking already to the exclusion of other uses.
- We wish to retain all the existing cycle lanes and advanced stop boxes between Tenison Avenue and Lyndewode Road. We accept that a small northbound section by the zebra crossing could be lost to cycle parking and tree planting but, keen as we are for additional cycle parking, are concerned as to who this provision would serve as there are only private dwellings in the immediate vicinity.

Specifics of each proposed section

On the specifics of the Masterplan our position is as follows:

- Ref 1. Mill Road. We note that although the bollards on the Mill Road pavement are not mentioned these are indicated by the red dots on the Plan and would like to see these included.
- Ref 2. Bolton's Warehouse. We note the introduction of cycle parking on this section but, as observed above, are concerned at possible congestion near the junction with Mill Road.
- Refs 3 and 5. At the junctions with Felton Street and Wilkin Street. We would not rank these as a priority within the scheme.
- Ref 4, King's Church. We believe that the introduction of buildouts on this section would not necessarily reduce traffic speeds but would create a potentially dangerous pinch point for cyclists, especially those travelling southward.
- Ref 6. Canon's Green. We support the whole concept and intentions of the proposal but are not sure of the design. It appears that it could be a mini roundabout, and if so wonder if the volume of traffic from Lyndewode Road would be sufficient to justify this?
- Ref 7. Zebra Crossing. We approve of these proposals provided that the northbound cycle lane between Tenison Avenue and Devonshire Road is retained as indicated on the plan.
- We note that no physical changes are intended for the St Barnabas/ Lyndewode Avenue junction but that the sequencing of the lights is to be altered to include a pedestrian phase. We approve of this in principle but would wish to be consulted on the sequencing.
- Refs 8 and 9. Devonshire Road. We accept the need for the changes to both these junctions but believe that there are alternative plans for this area. Bearing this in mind we note that the proposed exit from Carter Bridge onto Devonshire Road does not indicate any priority for cyclists over light traffic from Ravensworth Gardens so expect this to be a point of conflict as cyclists will have reached the bottom of the slope and therefore be moving relatively quickly.

We therefore believe the options on which the limited funding should be concentrated are Reference numbers 1, 6, 8 and 9.

Related Issues and Recommendations.

Although outside the scope of this consultation:

- We noted a tendency to think that the 'Chisholm Trail' would eventually carry the bulk of Tenison Road cycle traffic. We regard this as an error and observe that Tenison

Road should be so arranged as to carry in safety all expected increases in cycle traffic.

- The development must not preclude traffic calming works that must eventually be carried out on Devonshire Road when the need has been removed for heavy vehicles to gain access to the Travis and Perkins site.
- There are parking spaces for two cars on the east side of Tenison Road up by Ravensworth Gardens which create a slight bottleneck for motorists but push any southbound cyclist into the path of motorised vehicles. These also preclude any possibility of a cycle lane along that section. We recommend that for the loss of two car parking spaces a proper cycle lane be established from St Barnabas Road, across any new station access, to Station Road.

Conclusion

The Campaign believes that the brief for the improvement of the Tenison Road area is too limited and that, desirable as it may be to improve the general environment, the considerable amount of money set aside for the project will not be well spent. We believe that that the wider brief would include:

- Traffic reduction measures with regard to the station by providing access via the east side of the railway line to lessen the volume of traffic needing to use Mill Road and Hills Road.
- The installation of fixed and rising bollards at various locations in roads in the Tenison Road area to reduce the flow of traffic along Tenison Road. This principle has been successfully implemented in the Gwydir Street/ Sturton Street area, resulting in a considerable improvement to the local environment.

For these reasons the Campaign cannot support the measures and believes that the scheme needs to be re-addressed with a wider brief.

Yours faithfully,

Richard Burgess
Committee Member