

**CAMCYCLE**



**Cambridge Cycling Campaign**

The Bike Depot  
140 Cowley Road  
Cambridge, CB4 0DL

01223 690718

[contact@camcycle.org.uk](mailto:contact@camcycle.org.uk)

[www.camcycle.org.uk](http://www.camcycle.org.uk)

Simon Manville, Project Manager  
**Melbourn Greenway**  
Greater Cambridge Partnership  
Shire Hall, Castle Hill  
Cambridge CB3 0AP

August 2, 2019

Dear Mr Manville,

Camcycle is a volunteer-led charity with over 1,350 members that works for more, better and safer cycling and walking for all ages and abilities in the Cambridge region. We are responding with strong support of the Melbourn Greenway project, and a number of comments to improve the project further.

### Question 1

Camcycle supports the Greenways project overall. It represents an ambitious vision to connect the villages surrounding Cambridge into the city, providing safe and attractive routes for commuters, for shoppers and for leisure. Furthermore, if the network is built, it will provide links between villages, providing an alternative to short car journeys.

### Question 2

Camcycle works for more, better and safer cycling and walking for all ages and abilities.

### Question 3

- 1. A bridge over the A505 to connect the route to Royston**  
Strongly support. A grade-separated crossing of the A505 is essential.
- 2. A new shared use path between Royston and Melbourn**  
Strongly support. The pathway should have sufficient separation from the A10 such that it is safe and usable at night without causing people to be dazzled by oncoming car headlights.
- 3. New surfacing along existing track 'London Way'**  
Strongly support. Please take care to ensure that the route is usable by people riding tricycles or

pulling trailers.

4. **High Street and Back Lane junction, Melbourn**  
Strongly support.
5. **High Street and Station Road junction, Melbourn**  
Strongly support.
6. **Entrance to Melbourn Science Park to include a new crossing of Cambridge Road with a central refuge**  
Strongly support. Be sure also to fix the pathway as it crosses the existing junction at the entrance to the Science Park, because it is currently very poor.
7. **New informal crossing at junction with Foxton and Shepreth Road**  
Strongly support.
8. **Route through Foxton options**
  - A) Strongly support.
  - B) Strongly support.
9. **Shared use path and junction changes at Foxton Level Crossing**  
Strongly support. However, it is unclear how this complies with Network Rail plans to grade-separate this level crossing. If a refuge is created in the middle of the A10 it should be 3m deep in order to safely accommodate a cycle with a trailer.
10. **Route through Harston**
  - A) Strongly support.
  - B) Strongly support. Other problems that need to be resolved include the problematic sequence of closely-spaced, difficult crossings around Mill Road, the poor geometry of the Church Street crossings, the severe narrowing of the path caused by the guardrail at the Puffin crossing near Station Road, and the poor visibility splays at various points (e.g. at Green Man Lane). This route provides more natural surveillance than 10a.
11. **A shared use path between Harston and Trumpington**  
Strongly support. Issues with the current path include the loose surface and poor lighting.
12. **Resurface access bridge and new approach ramps**  
Strongly support. Note that the Trumpington Park and Ride expansion project appears to be obviating this by needing to provide a separate walking, cycling and equestrian bridge away from bus movements.
13. **Route towards Trumpington**
  - A) Support. However, we do not anticipate that it will have much effect on the problems of Grantchester Road, which include speeding motor traffic and close passes. A better proposal may seek to reduce the number of cars using Grantchester Road or provide a protected pathway.
  - B) Support. However, the currently consented plans for the route via the Park and Ride site are circuitous and difficult to follow, despite our objections to those plans at the time. We would like to see this sorted out with a more straightforward and legible connection to the Guided Busway track.

#### Question 4

We strongly support all speed limit reduction proposals.

#### Question 5

We strongly support all solar stud installation locations. However, as the route gets closer to Cambridge, we would seek to have more substantial lighting as the route approaches and crosses the M11 motorway and enters the built-up area. There is an existing personal security issue that causes many people to avoid the darkened areas of Trumpington Meadows at night. A sensitive treatment is needed to alleviate those concerns while not causing excessive light pollution there. However, we consider that any location near a motorway or large A-road is already saturated with light from the road, and there is no reason not to have a reasonable level of lighting for the nearby pathway as well, so that non-motorised road users feel safe. Elsewhere, solar stud lighting should be appropriate, however there must be robust maintenance to ensure that these are not covered by vegetation.

#### Question 7

It is important to clearly distinguish 'northbound' and 'southbound', especially where the route actually has to include a east/west section or diverts from the prevailing direction.

#### Question 8

Good-quality walking and cycling infrastructure is beneficial for people with protected characteristics under the Equality Act 2010. Cycleways must be built to allow people of all ages and abilities to safely use them, and must be accessible to people assisted by adapted cycles, tricycles, handcycles and mobility scooters. Footways must be accessible to people with limited mobility or partial sight. We recommend consulting the Guide to Inclusive Cycling from the charity Wheels for Wellbeing.<sup>1</sup>

Yours sincerely,  
On behalf of Camcycle

Matthew Danish,  
Trustee

---

<sup>1</sup>[wheelsforwellbeing.org.uk/campaigning/guide/](https://wheelsforwellbeing.org.uk/campaigning/guide/)