

CAMCYCLE



Cambridge Cycling Campaign

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

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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 Sawston 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

Firstly the Greenways team are to be congratulated on the 'quick wins' that are nearly completed on much of the section from Stapleford to the Village College in Sawston. It currently just needs the final surface. The widening for most of this section to 3.0m enables someone commuting on a bike to pass an adult cycling alongside a child also cycling, or friends walking side by side. This width is a minimum for such routes to feel safe and pleasant for those on foot and cycle.

We also think, for this and for the Melbourn Greenway, that improvements to the Southern Guided Busway are critical so as to provide a segregated walking route over much of this route. We will write separately on this.

1. **New roundabout at Long Road / Robinson Way junction**

Strongly support. We are pleased to see proposals to improve the junction of Robinson Way and Long Road so as to create better conditions for those on foot or cycle. However, should the roundabout conversion prove to be a step too far, much of the benefit can still be obtained with protected cycleways and the high-quality crossings being proposed. Aside from this junction, an improved connection and crossing to Sedley Taylor Road is needed. This road is also a rat run for motor vehicles. Some form of 'filtered permeability' is needed to make this a pleasant route from Hills Road for those on cycles.

2. **Cambridge Southern Approach via Francis Crick Avenue and Robinson Way**

Neutral. We have concerns over the proposal for a 3m wide 'shared use' path on Robinson Way and Francis Crick Avenue. This will be an increasingly busy route for those on foot or cycle as the CBC expands and more housing is built south of the city. The desire lines and ability to avoid two roundabouts do make it sensible to suggest a bi-directional cycleway on the west side, but it will be absolutely vital to have priority over all side entrances. It will need a segregated footway, even if this means narrowing the road. For those from Long Road and many on the CBC site a route along the now less (motor) trafficked section on Robinson Way, a better route past Car Park 2 to Dame Mary Archer Way, and the new routes provided as part of the Abcam developments would give an improved route to the Genome path.

3. **Widening the Genome Path**

Support. However, any new path should have a dedicated footway in addition to the widened cycleway (perhaps the new Genome stripes can line the segregation?). It is likely that this path will need to be realigned as part of the proposals to 4-track the railway along with the development of Cambridge South Station and the East/West railway.

4. **Improvements around Shelford Station and new connection through Mill Court**

Strongly support. These come into play only if Option B of (5) is considered so will be discussed below, under (5B).

5. **Route through Shelford options**

- A) Oppose. Improvements are needed along this route, however the Greenway should seek to follow the other option due to insurmountable problems with this one. This is an increasingly busy yet narrow route both for cycling and rat-running motor vehicles and despite the 20mph limit it is not a pleasant place for those cycling, many of whom are school-age children. Parts have only a single footway, and despite the 20mph limit, drivers of motor vehicles often do blind overtakes of cycles on the Church Street bends.

The crossing of London Road is only a pedestrian crossing and use by those on cycles, many of school age, inevitably requires the use of sections of footways not designated as shared-use. Those who remain on the road have a difficult 'weave' on a busy main road to join the start of the formal shared-use if going south or a difficult right turn going north. The shared use adjacent to London Rd is extremely narrow with as little as 1.4m from kerb-line at a couple of places where there are also, at rear, lighting columns and telephone poles such that the effective width of the path is under one metre. There are several accesses from dwellings with very limited visibility. It is difficult to see how even small improvements for cycling can be made without making it significantly more difficult for pedestrians on the footways accessing the shop or bus stops.

- B) Strongly support. A route through the car park of the Mill Court business units to cross Hinton Way adjacent to Shelford station would remove two difficult right/left turns. For some 500m adjacent to the rail line, Sustrans already have a licence to use the redundant rail land including that beneath London Rd. There are then two short stretches of undeveloped land in private ownership adjacent to the railway. For example, a lease of right-of-way some 10m

wide would allow adequate space for decent walking, cycling and horseback-riding provision, and would connect to the land around Dernford reservoir, for which there is already some limited public access. Negotiating access for a cycle route to meet with the already improved 3m-wide shared-use path should not be difficult.

The route alongside the railway, with a short link into a recent housing development, could be heavily used by those on foot or cycles. It would give easy access to the London-bound platform at the station as well as to an informal path around the reservoir. This section would need to be wider than 3m and ideally segregated. Such a route would be far safer and more pleasant than the existing route (Option A). Although not shorter in distance, the lack of obstruction, such as parked cars, junctions, and narrow shared use would make it shorter in time and likely to attract the vast majority of those currently using option A. Bringing the short section of concrete road adjacent to Dernford Lane up to adoptable highway standards would solve a number of conflicts, both practical and legal.

6. Route into Sawston / Whittlesford options

- A) Strongly support. This has already been much improved, but some extra work is needed at the A1301/Cambridge Road junction. The staggered crossing should be eliminated in favour of the single-stage crossing. Additionally, there was no reason to have two crossings here. A single crossing on the south side of the junction would have sufficed to connect the two bi-directional pathways.
- B) Strongly support. As a much better link to the existing route to Whittlesford this would be valuable, and any development, as proposed, on the old 'Spicers site', makes such a route essential. To be of use as a commuting or leisure route it must be separated from the busy fast road by a hedge or some means of obscuring headlights. Routes close to busy main roads, such as the A1307, are extremely difficult to cycle in the dark due to oncoming un-dipped motor vehicle headlights and hence unsuitable for year-round commuting. These are also unpleasant to cycle as leisure routes, due to noise and proximity of fast traffic. This route could have far higher cycle flows than those on A1307 due to villages with significant populations being close to new and existing employment sites.

Question 4

We strongly support installation of solar stud lighting in the locations indicated. We also call for proper street lighting to be provided in built-up areas and at junctions – both with roads, and between sections of the Greenway. Elsewhere, solar stud lighting should be appropriate, however there must be robust maintenance to ensure that these are not covered by vegetation.

Question 6

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 7

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.¹

Yours sincerely,
On behalf of Camcycle

Matthew Danish,
Trustee

¹wheelsforwellbeing.org.uk/campaigning/guide/