



Camcycle's comments in response to the East Barnwell East Barnwell Conversation - Framework For Change consultation

1) In relation to the new vision for East Barnwell, Camcycle agrees that East Barnwell needs to support everyone who lives there, ensuring good access to work, education, shops, services, open space and leisure amenities within a short walk or cycle ride. A Newmarket Road where active travel is safe and attractive, and a thriving Local Centre will improve both actual and perceived safety for local residents. High-quality walking and cycling connections including links to central Cambridge and the Chisholm Trail route are essential and barriers to active travel such as dangerous roads and junctions should be improved with all active travel routes designed to be accessible to all types of rider and cycle. We take no position on the level of housing required, but all new residences should have excellent access to sustainable travel routes and be provided with high-quality cycle parking.

2) We believe that all new development should focus on the need to build true '15-minute neighbourhoods' so that residents of East Barnwell do not have to be dependent on car use and can access the majority of their destinations, such as work, education, shops, services, open space and leisure amenities within a short walk or cycle ride.

3) The new local centre should include facilities and activities which are currently missing from East Barnwell, ensuring that local people can access these within a short walk or cycle ride rather than having to travel, often by car, to other areas of the city for their everyday needs.

4) Camcycle supports the Greater Cambridge Partnership's plans to install a new segregated cycle lane along all of Newmarket Road in both directions, from East Road to Airport Way, which would allow all shared-use provision to be removed and footways restored and improved for pedestrian use. The dangerous Newmarket Road/Barnwell Road junction should be replaced with a Dutch-style intersection that is safe and convenient for people walking and cycling and all junctions along the road should prioritise active travel, with separation in time and space and better management of traffic signals. Additional crossings should be included for walking and cycling to break down the current barrier to active travel created by the road.

5) To encourage more people to walk and cycle more, all active travel infrastructure should be coherent, direct, safe, comfortable and attractive - the easy choice for everyday journeys. New cycle infrastructure and changes to existing cycle infrastructure should be designed in accordance with the principles set out in Local Transport Note (LTN) 1/20, published by the Department for Transport in July 2020. Improvements should include:

- Safe, separated cycle lanes and junctions on Newmarket Road
- A clearly signposted cycle network of safe, connected routes
- Upgrades to existing cycleways e.g. on Barnwell Road and Wadloes Road

- Dutch-style protected roundabouts at Newmarket Road/Barnwell Road and Barnwell Road/Coldhams Lane
- The completion and opening of the Chisholm Trail with good links to other walking and cycling routes
- Removal of barriers to inclusive access such as narrowly-spaced bollards or chicanes
- Installation of more secure cycle parking e.g. at the Newmarket Road Park & Ride
- Improved facilities for cycling and walking on Coldhams Lane including a safer crossing from Coldham's Common to Cromwell Road
- Cycleways and footways where surfaces are smooth and high-quality, obstructions have been removed and people walking and cycling are given priority at side roads

6) Improvements to signage and access for walking and cycling are needed into and around the Abbey Leisure Complex, including an upgrade of the right-of-way past the Splash Pad. Plenty of cycle parking should be installed, with a variety of stands suitable for cycles including cargo bikes, tricycles, trailers and handcycles.

7) Development and changes to transport infrastructure in East Barnwell should be integrated with plans for the whole Greater Cambridge area, in particular the Greater Cambridge Partnership's city access project as this will tackle issues raised in the document around high levels of car dependency and 'streetscapes dominated by cars'. Demand management schemes should be introduced alongside improvements to active travel infrastructure; these should include resident parking zones, car clubs, community or on-demand public transport and low-cost cycle hire or loan schemes which include provision for local businesses, families and those with disabilities who would like to travel by cycle. Walking and cycling routes should enable as many people as possible to choose active travel for their everyday journeys.