

Policy I/ST: Sustainable Transport and Connectivity

COMMENT IN SUPPORT (<100 words):

✓ Vision-led integration of vehicular transport, prioritising active transport and better connectivity: with reference S/PRIA/EG and the Elizabeth Way bridge and Underpass(es) project, I support reduced reliance on vehicular transport and better integration of pedestrians and active transport users within a car-dominated infrastructure.

✓ I support integration of a bus network to mitigate reliance on vehicular traffic in this central, congested area.

✓ the new urban realm surrounding the infrastructure must achieve better connectivity N/S and E/W by redesigning the roundabout transport node, Prioritise pedestrian and cyclist desire lines and active transport modes (pedestrians, cyclists a.o.).

SUPPORT Comment 1b - better connectivity:

with reference to S/PRIA/EG and the Elizabeth Way bridge and Underpass(es) community project, I strongly support a walkable neighbourhood and better integration of pedestrian and other active transport modes with the current roundabout and bridge infrastructures, which are impossible to navigate safely or other. Better connectivity and prioritising pedestrians and cyclists encourages cross-ward movement and improves safety for vulnerable users including children, children in or on bikes, elderly and disabled users.

OPPOSE demolition, SUPPORT: better connectivity:

with reference to S/PRIA/EG and the Elizabeth Way bridge and Underpass(es) community project, I strongly object to proposals to demolish the Underpass. Demolition is claimed to 'create a safer, surface-level crossing for pedestrians and cyclists' but this can be achieved without demolition of the drum. The current on-grade arrangement offers no safe way for a low-speed, active transport participant to cross or negotiate the roundabout. There are no pedestrian crossings or suitable crossing lines, nor any integrated cycle paths protecting cyclists from cars. The current roundabout is a car-centric arrangement which could be addressed fairly quickly - by prioritising active transport, and in the long term, by integrating vehicular transport considerations with multi-disciplinary, urban design addressing the infrastructure as a whole.

SUPPORT Comment 1b - better and high quality public transport network:

I strongly support better integration of low-carbon/electric bus routes, to serve the wider network of Cambridgeshire and reduce reliance on cars for out-of-town day trips into the city. Commuters should have viable alternatives to cars and a reliable public transport system. The decision to drive into Cambridge is surely not taken lightly considering the time it takes to get to Cambridge central including regular traffic jams, inclement weather delays, peak rush hour traffic and weekend shopping traffic.

SUPPORT Vision plan and Transport assessment:

I strongly support mitigation of traffic and related issues including noise, vibration, pollution, health risks, general nuisance of traffic jams and potential dangers including emergency vehicles getting delayed or risks negotiating car traffic on foot and on bike. I strongly support evidence to highlight the lack of perceived physical safety, especially for vulnerable pedestrians and cyclists navigating the Newmarket Road, Elizabeth Way bridge and East Road underpass.

SUPPORT Comment 1b - Vision plan and Transport assessment:

I strongly support better integration of pedestrian and other active transport modes with the Elizabeth way Bridge and underpass, and for any proposals to be accompanied by a vision-led Transport Assessment and Travel Plan, including desire lines, priority users, capacity and safety assessments and integration of elderly users and children, as well as defensive planting strategies including hedges and trees and mitigation efforts which help combat pollution.