

# Emails

001

Subject	<b>Cross City Cycling E. Fulbourn Road</b>
From	[REDACTED]
To	City Deal
Sent	04 January 2016 13:22

Dear City Deal,

Thanks for sharing the proposals to improve cycling routes, which are sincerely welcomed.

As a regular cyclist from Fulbourn into Cambridge I have some comments on Proposal E.

Whilst a good design for people working at ARM or visiting Tesco, the routes proposed provide a poor option for cyclists travelling from Fulbourn into Cambridge.

- (1) Cyclists encouraged to use the thin multi-use pedestrian path east of the roundabout to get onto the new routes
- (2) the section to get around the roadabout is slow for cyclists, down-hill, stop, navigate cars at the roundabout, then back up-hill,
- (3) Hedge view-obstruction on Area 4 drawing will still be a safety hazard,
- (4) have to re-cross the road later on to get to the right side.

A better route and more suitable for the long-term expansion in this area would be a separate East / West path on each side of the road for the full length of Fulbourn Road between Yarrow Road roundabout and the Robin Hood junction. The cost would be low, as this area is simply hedgerow at the moment. The added value would be longevity of the design, given the plans to expand the size of the technology park further east with new entrances.

Best regards

[REDACTED]

[REDACTED]

002

Subject	<b>Cross City Cycling</b>
From	[REDACTED]
To	City Deal
Sent	04 January 2016 15:06

I had a quick glance at the proposed improvements in the section "Ditton Lane and Links to East Cambridge" - I wasn't at all clear how the proposal at the High Ditch / Ditton Lane junction helped cyclists coming down High Ditch Road and crossing Ditton Lane to access the shared access cycle/pedestrian path that leads to Ditton Pastures and the river. That's a fairly key traffic free commuting route into the city from the ENE of Cambridge (one that I use fairly frequently and I'm rarely alone) and it can be a major pain getting across Ditton Lane. So anything that could be done to improve that crossing would be a huge help. I realise that there's an alternative route along the cycle path beside the Newmarket Road and through the Park and Ride / Jubilee cycle ride to Fison Road, but that then still leaves an awkward crossing and the dangerous shared path that runs past Huntley Close. Thanks, [REDACTED]

--



Subject	<b>Cross city cycling</b>
From	[REDACTED]
To	City Deal
Sent	06 January 2016 10:10

Dear Sir,

You have asked for comments on the plans for cross-city cycling improvements. Firstly I will say that generally I welcome money spent on cycling facilities.

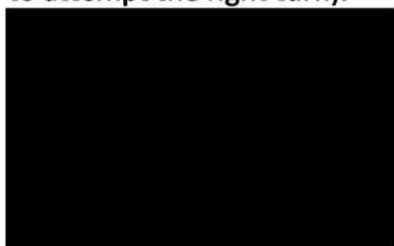
The worst thing about cycling in Cambridge is the state of the road surfaces. Arbury Road is especially bad with deep trenches and potholes that have been there for several years, especially outside the secondary school and at the Kings Hedges Road junction. If the money was spent on road repairs AND NOTHING ELSE, it would greatly improve the cycling experience.

Other comments:

*High Ditch Road/Fen Ditton junction:* This junction needs a traffic light to enable cyclists and pedestrians to cross from High Ditch Road to Fen Ditton High Street. Narrowing the corners at this junction will make it more difficult to cross than it is now, as will removing the traffic islands. There needs to be a pedestrian controlled 4-way crossing and double yellow lines outside the new houses that were built where the Blue Lion pub used to be. In the long term High Ditch Road will surely need to be made wider as the 10,000 extra people from the houses that are being built there will all want to drive along it!

*Green End Road scheme:* The road surface all along Green End Road needs to be replaced, especially the trenches that have developed on either side of the speed bumps. The biggest irritation in the route from the Science Park to the new station will be the amount of time it takes to cross Milton Road - there should be a light-controlled crossing at the end of the Busway track so cyclists and pedestrians can cross there rather than having to ride up the pavement on the wrong side, cross another side street and wait (blocking the pavement) at the light that is currently there. It would also be greatly appreciated if the lights could change within 30 seconds of the button being pressed rather than the current 3-4 minutes!

*Arbury Road scheme:* I completely support the idea of removing the mini-roundabouts, these do nothing to improve safety. However changing the priorities at the top of Arbury Road leading onto Kings Hedges Road seems a very strange idea as this is where everyone wants to go. The junction layout here is fine as it is in my opinion, although once again the road surface needs repairing urgently. Another thing that needs doing here is the right-turning traffic light on Kings Hedges Road DOES NOT CHANGE when only a cycle is waiting, this needs to be fixed. In fact this whole junction is very hostile to cyclists as you are required to cross three lanes to turn right. A ONE-STAGE pedestrian crossing point would help here (rather than the FOUR stages required at present for cyclists not confident enough to attempt the right turn).





004

Subject	<b>Proposed cycle paths</b>
From	[REDACTED]
To	City Deal
Sent	07 January 2016 13:43

Good Afternoon

After looking at the plans for the proposed cycle routes in Cambridgeshire I was just wondering if there are any proposed routes from the West?

I currently commute from St Neots to Addenbrookes and I drive to Hardwick and then cycle in the rest of the way.

Improvement in the cycle routes along that stretch would be recommended too, as the roads/pathways are poor or none existent in places and the cycle lanes are narrow, especially down Madingley Hill.

Ideally, a cycle route from St Neots would be the best option, as I could leave the car at home and cycle the A428 :-)

Thanks,

[REDACTED]

[REDACTED]

005

Subject	<b>cycle route question</b>
From	[REDACTED]
To	City Deal
Sent	07 January 2016 14:32

Dear Team,

I've read about the improvements to cycle routes, particularly near Addenbrookes, with interest and hope you don't mind if I e-mail to ask a question about a slightly un-related issue connected with improving cycle paths...

I cycle to Addenbrookes from Great Shelford, passing the level crossing. Often the barrier is down and cars tend to leave their engines running. On a still day – particularly foggy mornings - the exhaust fumes collect. The barrier is down for 5-10 mins and it becomes really unpleasant to wait while the smog builds up. I notice people putting their scarves over their mouths.

In Sweden, I think they request cars turn their engines off and I just wondered if it would be possible to somehow arrange for signs asking cars (at least at the front of the queue) to turn them off, so that the pollution isn't quite so bad for cyclists and pedestrians waiting to cross? I always turn my engine off when I'm waiting in the car and I can't really see a downside, it's not long enough for the car to get cold and you get plenty of warning to turn it back on again when the train comes past. Hopefully people would be happy to do it if they were asked.

It would make a really big difference to the people who do the journey regularly.



006

Subject	<b>Pathway</b>
From	[REDACTED]
To	City Deal
Sent	07 January 2016 15:31

If there is funding there is a footpath between French's road and Harvey Goodwin avenue that is used by many people to get to st lukes school it is very dangerous and uneven and deperately needs resurfaced

007

Subject	<b>Improvements to cycle routes</b>
From	[REDACTED]
To	City Deal
Sent	07 January 2016 19:07

As a pedestrian, cyclist and motorist in Cambridge I should like to comment on the proposed cycle route improvements.

The proposed improvements to cycle routes are welcome. The concept of a 'cycle zebra crossing' as proposed for Nuffield Road is perplexing; is this a Toucan crossing, or have we decided to abandon the notion that a zebra crossing gives priority to pedestrians over vehicles?

What isn't so good is the state of existing cycle routes. The marking of many is so old that it is unclear where it is permitted to cycle. Since we have pavements which are shared between pedestrians and cyclists we need more indication of where cycling is and is not permitted. Equally we need better indication for motorists where cycle routes enter and leave roads.



Subject	<b>New cycle plans</b>
From	
To	City Deal
Sent	08 January 2016 09:27

Hello!

Just wanted to say how impressed I am with all the improvements and provisions made for cyclists, thank you!

I'm from Holland and having been in Guildford and Sheffield, the work done in Cambridge to accommodate cyclists is truly stunning.

I know you all put a lot of thought into the new cycle plans so I won't pretend to know how to do your job better, but I do hope you will permit me two comments (observations really).

1. short road safety introduction , especially for foreign students (this might already happen).
  - ? always signal clearly and long enough
  - ? don't overtake large vehicles
  - ? if you can't see the driver they can't see you etc.
  - ? be very carefull when overtaking parked cars, people get out without looking.
  
2. Priority rules on cycle routes such as this example.



The priority signing on the cycle route parallel to Milton Road (just an example, it happens all over Cambridge) breaks flow of traffic.

Going straight on the same road is broken at all crossings for cyclists who have to look back over their shoulders and also into the side roads (some blocked by beautiful hedges). To me this seems to go against the 'normal' flow of traffic where usually any car turning should wait for traffic passing to clear.

Having said that, I do understand this is a very busy road, yet, I've seen cars come up to a turn from behind and just taking it, expecting bicycles to always fully stop and not worried if they can break in time or not.

In the 1970's in Holland there was a big problem with children getting hit by cars and after a big parental campaign the rules were changed in favour of the weaker participant. Any situation where pedestrians, cyclists and cars meet would be approached from that principle. In any accidental situation, the stronger participant is ALWAYS at fault. Meaning if a car hits a cyclist, it doesn't matter what the cyclist did, the car is more dangerous. Some more info: <http://cc.org.uk/pages/holland-in-the-1970s> . You might know this already, sorry if this comes across slightly condescending which is not my intent, I am really impressed by the provisions Cambridge has made!

Another thing that happens in Holland in fall, is that police (just after switching to wintertime) very intensely stop and fine cyclist without lighting. This has been kept up since the mid 1990's (I remember when they started doing it) and has greatly helped road safety at night.

All of this is just observation, as said before, I cannot put anywhere near the amount of thinking and consideration into anything I wrote, as you all have and I don't want to be complaining, what Cambridge has done, and continuous to do is great!

So a big thank you and all the best for 2016. I'd like to leave you with a fun and interesting TED talk about bicycle helmets : )

<https://www.youtube.com/watch?v=07o-TASvixY>



009

Subject	<b>Priority: Standard - 4. Cross City Cycling - Make a complaint - EMAIL ID:0051687</b>
From	Customer Services
To	City Deal
Sent	08 January 2016 15:31

Please find request for service details below:

**Request Service details**

4. Cross City Cycling

Make a complaint

██████████ rides bike frequently in the Cambridge/Fen Ditton area and is concerned that under new plans, bikes will come into conflict with motorists (which he sees as dangerous) and thinks it would be better to have cyclists on a better labelled and signed pavement along with the pedestrians, rather than being on the road. He does not want a response from the team but wanted to pass on this feedback since he found the survey to complicated to fill in.

010

Subject	<b>Queens' Road and cyclists</b>
From	[REDACTED]
To	City Deal
Sent	09 January 2016 19:12

Hello!

I wonder if any thought has been given to Queens' Rd and the additional cycle traffic towards West Cambridge?

Ideally I would like a cycle lane on the wide pavement going from West Rd all the way up to the UL at least...

Also, can we have advanced lights for cyclists at the Silver St / Queens' Rd junction? As I am sure you are aware, lots of cyclists cross with the green for pedestrians... breaking the Law, I do not do it, but there is some sense there...

Many thanks

[REDACTED]



011

Subject	<b>E. Fulbourn/Cherry Hinton Eastern Access</b>
From	[REDACTED]
To	City Deal
Sent	10 January 2016 06:53

The changes proposed in the Fulbourn/Cherry Hinton Eastern Access area. Look like a worth while improvement. They will make cycling safer and encourage me to cycle to work more often.

Regards

[REDACTED]

Subject	City cycling feedback
From	[REDACTED]
To	City Deal
Sent	10 January 2016 16:49

Hi, I live on [REDACTED] and am a cyclist. I have some general observations about the scheme

1) This is clearly welcome as cyclists in Cambridge have a lot to contend with

2) However:

- \* one of the more dangerous elements I think is that there are good cycle lanes in places that then suddenly run out. So cycling in along Ditton Lane from the A14 direction there is a good white line, but when the road narrows for the traffic island in the middle of the road, the white lines suddenly veer in and there is suddenly no space. The issue is that motorists are seeing you inside the line so don't then expect you to come out - it would be better if there was not white line for any of it rather than it suddenly running out. Motorists expect you to stay in the white line I have had considerable abuse from people when cycling in the actual road even though I know this is safer

- \* sharing the path is the same, ok in principle but when you get to a junction you are on pavement and then have to dismount and cross - much safer to be on the road the whole time that constantly chopping and changing

- \* our joke is that the cycle lanes are where they keep the broken glass and special brew cans - they don't seem to be maintained and swerving to avoid an obstacle is dangerous

- \* It is not good enough to have a bit of cycle lane, a bit of shared path then a bit on the road all joined up with no signage it is too dangerous and motorists then expect you to be nowhere near them

- \* we were in Florida a few years ago and there are signs all over the place telling motorists to give cyclists three feet of space. This would be a good thing as so many people are rude and don't give you any space. This is the law in Florida but the fact that it is not here should not stop you from telling people

- \* the biggest issue cyclists face in Cambridge is potholes. There are some that are so massive you have to avoid them and that usually means pulling out and getting beeped at by tourists - see the three feet note above but also some of this money should be spent on that. I have seen some improvements on Coldhams Lane and Ditton Lane but Newmarket Road is still a nightmare

- \* the other piece of motorist education needed is around cycling two abreast. The Highway Code makes it clear that you should assume the primary position when in a place you don't want to be overtaken but motorists don't know this - case in point around the airport where the traffic islands coincide with the white lines running out so there is not enough space for a motorist to overtake, also on Barnwell Road. Why put islands where the road narrows? Signs telling motorists that there is a narrow piece coming and to watch out for cyclists would be better

I will try to get to one of the sessions but these are my thoughts

[REDACTED]

013

Subject	<b>Re: City Deal Cycling - Widen Snaky Path.</b>
From	[REDACTED]
To	City Deal
Sent	11 January 2016 11:15

Thank you or your comment and this is the second reply I have received.  
In widening Snaky path one would be dealing with very few landowners which should make the matter simpler and cheaper than when dealing with many.

Kind regards

----- Original Message -----

**From:** City Deal

**To:** [REDACTED]

**Sent:** Monday, January 11, 2016 10:54 AM

**Subject:** City Deal Cycling - Widen Snaky Path.

Dear [REDACTED]

A scheme to improve the path from Daws Lane, Cherry Hinton to Burnside has not been considered for this project.

However, I have passed your concerns onto the Project Cycling Team, who will be able to investigate the possibility of improvements in more detail and whether improvements may be able to come under a separate project.

Kind regards,

**The Greater Cambridge City Deal Team**

**From:** [REDACTED]

**Sent:** 07 January 2016 14:07

**To:** City Deal

**Subject:** City Deal Cycling - Widen Snaky Path.

Dear Sirs

I have long thought and advocated that the Snaky Path route from Daws Lane, Cherry Hinton to Burnside should be widened.

At present it is very narrow and immediately adjoins a stream. It is very dangerous to pass an oncoming cyclist and many cyclists will not use this route for that reason. A few years ago a cyclist drowned in the stream after coming off his cycle.

Many more people would use this route and forsake Cherry Hinton Road and others if wider and it would also be safer and more pleasant for pedestrians. It could be widened with low land acquisition costs as much of the adjoining land is allotments or in public ownership such as schools. A narrow strip of extra land would be required and the existing hedge/fence could either be removed or kept in place with the second carriageway and a new fence erected to the West.

Perhaps you could advise me if such a scheme has been considered.

[REDACTED]

Subject	<b>Priority: Standard - 4. Cross City Cycling - Ask a question/general enquiry - EMAIL ID:0013087</b>
From	Customer Services
To	City Deal
Sent	12 January 2016 14:55

Please find request for service details below:

**Request Service details**

**4. Cross City Cycling**

**Ask a question/general enquiry**

██████████ is in agreement with the cross city cycling. The only thing he is not in agreement with is amount of money which has been given to the cross city cycling plan and more money should be given. ██████████ has suggested it can be raised with advantage to the cyclist by stopping motorists going into the cycling lane and by requiring the cyclist keeping to the law. ██████████ would like the roads to stay as wide as they are. ██████████ doesn't want to be contacted back in regards to this but just wanted the team to know and is not complaining he just wants to keep the roads safe.

015

Subject	<b>The Greater Cambridge City Deal</b>
From	[REDACTED]
To	City Deal
Sent	12 January 2016 15:17

fao City Deal Team

We have today received a leaflet and survey with regards to The Greater Cambridge City Deal, which has infuriated us.

We live [REDACTED] from which the cycle access to Cambridge is good and one would have thought that the cycleway would be well used.

We also frequently use the A505, where another cycle route has been constructed, no doubt at great expense.

We would like to make this comment:

We rarely see a cyclist on either cycleway and if we do see cyclists on these routes in particular, they are mostly riding along the roads rather than the cycleways, holding up traffic and endangering their lives and possibly causing accidents.

How than can you justify the construction of more cycleways when people clearly do not want to use them and there is no law that says they have to.

Taxpayers' money is being spent for the benefit of cyclists, who largely ignore the Highway Code, riding without lights at night without high visibility clothing, ignoring traffic lights, not signalling properly etc etc.

If motorists were to behave like cyclists, they would be prosecuted, but this rarely happens to cyclists.

We see this as a move by developers to ensure they can build their 33,000 new houses and to justify these by providing some funding for yet more cycle routes.

Has anyone actually ascertained how many of these residents will actually make use of them?

This money would be better spent improving roads that are in dire need of improvement, such as the road from Fulbourn to the Park and Ride (Shelford Road I think), which is narrow ( too narrow for 2 large vehicles to pass), has uneven deep channels between the tarmac and the verge and no white road markings to designate the centre of the road.

Many people from Fulbourn use this route and feel that it is highly dangerous, both to cyclists and motorists.

Priority is being given to cyclists rather than the motorist and until you can convince us that they will adhere to the Highway Code and be forced to use them, we cannot support your plans for more cycleways.

Yours

[REDACTED]

Subject	Priority: Standard - 4. Cross City Cycling - Ask a question/general enquiry - EMAIL ID:0078009
From	Customer Services
To	City Deal
Sent	14 January 2016 09:23

**Request Service details****4. Cross City Cycling****Ask a question/general enquiry**

■■■■ has called regarding the Cross City Cycling leaflet that she has received. ■■■■ lives in ■■■■ and is asking why the cross city cycling lanes are only going to be put in down half of Arbury Road, and she is asking why they cannot be continued down the whole of the road. ■■■■ explained that she attended the exhibition that was held on Tuesday, and spoke to ■■■■ regarding this. She asked the question about cars and how this would affect the traffic and routes home and ■■■■ replied, "I am sure you will find a way" which she did not think was a satisfactory answer. ■■■■ did advise that she is off to a residents meeting this morning at 10.30 (Thursday 14.01) to discuss the proposed changes with them as it is going to affect a lot of residents, and they at the moment, feel like they do not count. Could you please call ■■■■ on her mobile - ■■■■ to discuss the proposed changes further.

Subject	<b>Cross City Cycling</b>
From	[REDACTED]
To	City Deal
Sent	14 January 2016 13:19

## **Links to Cambridge North Rail Station and the Science Park Re: Bus stop at Milton Road Green End Road junction**

Hi

As a user of both bus and cycle I would like to make a suggestion.

As there is a perfectly good bus stop opposite the Golden Hind on the corner of Milton Road that all buses stop at I would like to make a suggestion to remove the bus stop at the end of Green End Road. The only bus that stops here is the No2 which also stops around the corner. A bus stopping twice on the same junction to collect passengers is ridiculous when the two stops are round the corner from each other. The passengers can walk the few paces up Milton Road to the bus stop or further down Green End Road to the next one. By having two stops on the same corner it causes a bottle neck for traffic flow. Removal of this stop would make it safer for pedestrians, cyclists and drivers as the flow would be easier.

### **Access to Cambridge North Railway Station from the river (Fen Ditton)**

I don't know who to write to regarding this so trust that you will forward this to the correct people. I believe a bridge is to be built to span the river for cycle and pedestrian access. I would like to suggest you consider the people who can't walk or cycle but would like to access the Cambridge North Station from the other side of the river. Please can the bridge be made big enough to cope with a bus as well as pedestrian/cyclists. This way everyone can benefit and buses can circle to and from one side of the river to the other giving easy access from both sides of the river and another route for future use for buses/emergency vehicles. Better to build it suitable for buses now than extra cost in the future.

I hope these suggestion will be taken seriously and I look forward to your reply.

Many thanks

[REDACTED]

018

Subject	<b>Cycleway at the Long Road/Hills Road junction</b>
From	[REDACTED]
To	City Deal
Cc	[REDACTED]
Sent	18 January 2016 17:41

Dear City Deal

I just want to express my surprise that there is no plan to alleviate the dangers of the approach to Hills Road from Long Road for pedestrians. This is a death trap as the pavement is very narrow and over grown with vegetation. Further, the corner is blind and cyclists dive around in both directions despite the many pedestrians waiting to use the light crossing at that junction. From my (daily) experience this is a prominent issue that needs to be resolved now, not in another phase of work!  
Many thanks

[REDACTED]



019

Subject	Cycle paths
From	[REDACTED]
To	City Deal
Sent	20 January 2016 14:46

To improve walking and cycling in Cambridge, the state of the roads and pavements needs to be improved. There are too many hazardous potholes, sites of subsidence, broken paving slabs etc that need to be attended to. Cambridge is sadly starting to look like a town from the third world.

On Hills Road I estimate that the width of the 2 completed cycle ways (segregated cycle path plus cycle alongside footpath) on the Homerton College side of the road is a very similar wide to the road width allocated for cars, many buses and frequent ambulances answering 999 calls. This is not a sensible allocation of road space and is likely to result in more road accidents and traffic jams.

The quality of the road repairs and maintenance is poor. The recently complete resurfacing of Hills Road is already showing signs of subsidence and the very new cycle path floods badly in heavy rain.

I consider this large and, probably very expensive, Cross City Cycling scheme to be a waste of money that is likely to cause more problems than it solves.

[REDACTED]

020

Subject	<b>Proposed cycle routes to Addenbrookes</b>
From	[REDACTED]
To	City Deal
Sent	22 January 2016 09:46

Dear Sir,

I am delighted to see that you plan to extend the new style of cycle path along the Hills Road to Addenbrookes to both sides of the road. I make this journey regularly and I strongly support the option of a diagonal cycle crossing at the Long Road junction to enable cyclists to cross safely across the Hills Road at this junction (drawing A).

Many cyclists make this crossing anyway because otherwise it is necessary to cross the traffic further up or brave the roundabout - neither of these are attractive or safe options.

Having made this diagonal crossing there is then a cycle way entry to the hospital site from the Hills Road, along the side of the carpark adjacent to the roundabouts, which avoids the roundabouts. This is very useful - except for the huge railing across the end of it that prevents cyclists making safe turns between the cycle way and the road on the hospital site. This railing is dangerous - when coming from our building on the hospital site (Wellcome Trust/ MRC Building) it is necessary to make a huge loop out into the road and the traffic flow to get around it. Can you please remove this dangerous and poorly considered obstruction.

Please contact me if you require any clarification, Yours faithfully, [REDACTED]

[REDACTED]

021

Subject	<b>Priority: Standard - 4. Cross City Cycling - Ask a question/general enquiry - EMAIL ID:0051729</b>
From	Customer Services
To	City Deal
Sent	25 January 2016 09:26

**Request Service details**

**4. Cross City Cycling**

**Ask a question/general enquiry**

██████████ calling regarding the Cross City Cycling consultation. Says he is very surprised that Brooklands Avenue has not been mentioned for improvements at all. Says there is a real lack of signage and that there is also not enough room for vehicles to overtake cyclists, which makes route incredible dangerous. Also said there is no easy way to get onto cyclepath if turning onto Brooklands Avenue from Hills Road.

Cycle path on one side but pedestrians not aware this is a cyclepath, and no one uses it due to lack of signage.

Also mentioned that on Hills Road, cyclists are going on and off the pavement to the cyclepath and hopping back and forth despite all the work that has been done. Believes these are big issues that need looking at.

Also mentioned improvement needed to Cyclebridge on Coldham's Lane, bridge has several trees near it which gets very slippery and dangerous and may need either a different surface or more regular cleaning, since it is very easy for cyclists to slip over on the bridge.

Please can he be called to discuss these issues on ██████████.

022

Subject	<b>Hills road- addenbrookes proposals</b>
From	[REDACTED]
To	City Deal
Sent	25 January 2016 15:38

Dear sirs

re Hills road- addenbrookes proposals

These will not solve issue with right turning bikes. Adjusting the timing of the right traffic light will be more effective. When turning right from Hills road into Long road, often only one car gets through the lights due to the number of bikes. This causes frustration and drivers attempting to cut the lights a bit fine, so increasing danger to bikes. If you extend the time for the right traffic light, more bikes can get across with less time pressure, more cars can move into Long Road which always has space at rush hour at that end and the traffic queue down hills road into town will clear faster.


Stopping traffic turning left will not address the issues with bikes turning right and will have the consequence of sending traffic and lorries down residential streets where the roads are narrow due to on street parking and accidents are likely to happen. This is a particular problem where there are schools for nursery children who may rush out into the road- for example Homerton nursery on Holbrook road and The Pelican on Glebe road. Traffic routed down these roads will struggle to turn right onto Mowbray road, so creating backed up traffic.

I am therefore against closing the left hand turn onto Queen Ediths way.

Kind regards

[REDACTED]

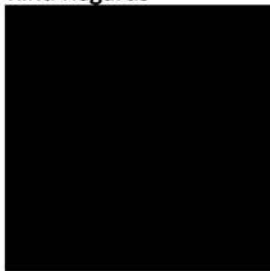
023

Subject	<b>Arbury Court Road Closure Opposition 260116</b>
From	[REDACTED]
To	City Deal
Sent	26 January 2016 10:50
Attachments	 Arbury Court Roa...

To Whom it may concern,

Please find attached a letter of opposition with regard to the proposed road closure at Arbury Court.

Kind Regards



023a



City Deal Team  
SH1311  
Shire Hall  
Cambridge  
CB3 0AP

26<sup>th</sup> January 2016

Dear Sir/Madam

**Cambridge City Deal Proposals**

I write to you as   


I understand that your recent proposals for new cycle lanes in the Arbury vicinity are now open for public consultation.

Unfortunately, whilst I can see the value in increasing the pedestrianised areas as such, for the reasons that you have outlined I feel that your motivation for populating Cambridge further does not take in to consideration local business.

I therefore write to strongly oppose the vehicular access closure to Arbury Court. I feel that should you stop vehicles from being able to drive directly to this collection of shops it will have a severe impact on trade. Furthermore it will take more traffic, including commercial vehicles, on to the greater built up residential areas as determined drivers will seek to access the carpark via an alternative route. This then will create more risk for accident in the built up areas and will put a large number of customers off as well as, I'm sure – upset the residents.

Your City Deal proposals will do a lot for a new population in Cambridge and may increase the quality of air for some which will inevitably support the growth in the areas intended. It won't however support local business or pre-existing residents.

I trust that you will take the content of my letter seriously and I can only hope that, with enough opposition the closure will not take place.

Yours,







Subject	<b>Re: Cross City Cycling: Project D Hills Road/Addenbrooke's route</b>
From	██████████
To	City Deal
Sent	26 January 2016 11:46

DEar City Deal,

Thanks for your helpful response. May I clarify the following:

1) The 1.8m lead in lane before Queen Edith Way - do you mean that it will only affect properties from 291 Hills to the direction of the juncture? I.e. 283 Hills, on the corner of Holbrook and Hills, will not be affected?

2) Is this plan approved, or will we have a voice in returning the survey?

best, ██████████

On Wed, Jan 13, 2016 at 10:31 AM, City Deal <[City.Deal@cambridgeshire.gov.uk](mailto:City.Deal@cambridgeshire.gov.uk)> wrote:

Dear ██████████,

Thank you for your email enquiry of the 12<sup>th</sup> January 2016 concerning the Hills Road/Addenbrooke's route of the Cross City Cycling Improvements.

I would guess and please correct me if I'm making the wrong assumption, that you are referring to the 1.8m lead in lane on the out bound side of Hills Road just before the Queen Edith Way junction? If that is indeed the case, the Highway Boundary at this location is not the rear edge of the footpath, but some way further back into the undergrowth. To achieve the width required it would necessitate the highway verge being trimmed back to the property boundary of 291 Hills Road.

The scheme would also not impact the vehicle exits from the properties along this section.

If you require any further information then please so not hesitate to get in touch.

Kind regards,

**The Greater Cambridge City Deal Team**



025

Subje	<b>City deal cycling scheme for Arbury Road</b>
From	[REDACTED]
To	City Deal
Sent	27 January 2016 14:40

Thanks for the helpful reply.  
I look forward to the consultation on Tuesday.

**From:** City Deal [<mailto:City.Deal@cambridgeshire.gov.uk>]

**Sent:** 27 January 2016 12:29

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: City deal cycling scheme for Arbury Road

Dear [REDACTED]

To answer your three points from 26 Jan:

1. We will certainly look into your suggestion about moving the proposed zebra crossing nearer to the bus stops. It may be that we could locate the crossing east of Hanson Court but it would need to be at least 5m from the junction (a minimum requirement). The current proposed location does provide for pedestrians and cyclists travelling between Mere Way and the Pulley area.
2. By replacing the mini-roundabout with a raised T-junction, the Give Way line for vehicles exiting Mere Way will be much further forward which should improve visibility considerably – this is an element of the previous S106 cycleway scheme that was approved by the Economy and Environment Committee a year ago and which will be linked in to the new City Deal scheme.
3. Under the Mansel Way proposals, drivers heading to the Arbury Court car park would need to go via Alex Wood Road, a detour of only a couple of minutes if approaching from Campkin Road. The proposal is very much an early ‘idea’ to encourage more walking and cycling in the area by improving infrastructure for pedestrians and cyclists. New developments at Darwin Green, Northstowe and Waterbeach, together with the bus priority schemes on Milton Road and Histon Road, will all add pressure to roads in north Cambridge – rat-running may very well increase. We will of course be taking into account the views of the businesses, residents and shoppers at Arbury Court and the local area. If following the consultation we feel we should take the ‘idea’ forward to the next stage, we would do extensive traffic modelling before considering a trial closure. We are also working closely with the City Council on their plans to refurbish Arbury Court.

Regarding your email sent 18 Jan, if you go on to the City Deal website, you can scroll down and find a link to the Area 2 Arbury Road drawing: [www.gccitydeal.co.uk/Cross-City-Cycling](http://www.gccitydeal.co.uk/Cross-City-Cycling).

The bus stops are marked on the drawing and a label states “Traffic lanes to be narrowed and kerblines moved to accommodate new cycleway”. In this area, only the north side kerb line would be moved so the waiting area for bus users on the south side would remain the same.

Do please get in touch if you have any further questions or comments.

Kind regards,

**The Greater Cambridge City Deal Team**



**From:** [REDACTED]  
**Sent:** 26 January 2016 16:58  
**To:** City Deal  
**Subject:** City deal cycling scheme for Arbury Road

I commend the scheme for the way that it improves cycling.

I'd like to offer some suggestions

1 If there is to be a pedestrian crossing on Arbury Road, should it be closer to the bus stops? Perhaps outside my house [REDACTED]

2 It is still impossible for drivers coming from Mere Way to see the traffic properly as they approach Arbury Road. Could some land be taken from the verge on the north side to improve visibility?

3 If Mansel Way is closed to cars, how to drivers from Kings' Hedges get to the car park for the Arbury Court shops? I can't imagine the shopkeepers will be happy with this.

With many thanks

[REDACTED]

Subject	<b>Fulbourn Road Cycle Plans</b>
From	[REDACTED]
To	City Deal
Sent	29 January 2016 14:51

Hi,

Thank you for sharing the cross city cycle plans at Cherry Hinton Village Hall last night.

I am supportive of the proposals for the cycle scheme for Fulbourn/Cherry Hinton Eastern Access (near where I live) and the Robin Hood junction. I think the proposed changes will improve this stretch of road.

Below are a few comments regarding the bus stops for your consideration.

- 1) **The bus stop opposite the Robin Hood (towards town).** The proposal to change the location of the bus stop and install a bus island may lead to larger tailbacks than at present. The current site is placed just where the road widens so cars and bikes can easily pass a stopped bus. This will not be so easy at the proposed site. Note, that the Number 3 bus stops here every 10 minutes during the week and not a few times a day that the person I spoke to at Cherry Hinton Village Hall last night seemed to think. The traffic backs up significantly on this stretch of Fulbourn Road in the morning at present.
- 2) **The proposed crossing near ARM.** It may be more convenient for the crossing to be placed on the town side of ARM as the bus stop opposite Cambridge Water is the stop used by ARM employees.
- 3) **The bus stop opposite Harebell Close path (towards town).** This bus stop is on the country side of the road with no footpath in a 40 mile an hour area. It is very difficult to see this bus stop, and anyone at the stop, in the dark. You might want to consider adding some good lighting to the bus shelter.

Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

Subject	<b>Proposal to prevent southbound motor vehicles on Hills Road from turning left into Queen Ediths Way at the traffic light junction with Long Road/Queen Ediths Way</b>
From	[REDACTED]
To	City Deal
Sent	01 February 2016 09:06

Dear Sirs

I understand this is being mooted to accommodate cyclists so that motorists do not cross a planned cyclepath.

I must register my strong opposition to the implementation of any such plan. My opposition is based upon the following:

1. The roundabout at the approach to Addenbrooke's Hospital already experiences serious congestion (particularly at peak times). To re-route motorists needing access to their homes either on/off/via Queen Ediths Way so that they must add further to congestion means possible ambulance delay, further bus delay and increased fuel consumption for all vehicles, and particularly for those forced to take this route. The alternative of accessing Queen Ediths Way via the already busy Cherry Hinton Road would add to congestion there and again waste fuel.

2. There are many roads in the city where turning left unavoidably means crossing cycle traffic lanes/paths. I cannot believe that it is intended to take similar action at these junctions. I cannot see the need to single out the Queen Ediths junction for this treatment.

I am well aware of the powerful cyclist lobby in the city and the reasons for this. However, I feel that sometimes motorists get a bad deal in the rush to accommodate cycling. Cyclists do not pay for the upkeep of the city's roads: motorists do and their needs should not always be overridden. In my view, the mere fact that this proposal has arisen is evidence of an unjust bias towards cyclists.

3. I see absolutely no reason why cyclists should not cross the road(s) at the Queen Ediths Way/Long Road junction in the same manner that pedestrians do, i.e. by waiting until traffic lights are in their favour. Perhaps this could be done with a dedicated green light for cyclists.

4. Whenever I have turned left into Queen Ediths Way I have never seen any difficulty caused by motorists to cyclists behaving reasonably.

Summary. To my mind, to inconvenience motorists in order to convenience cyclists smacks of unworthy prejudice and should not happen.

Yours sincerely

[REDACTED]

Subject	<b>Hills Road Cycleway Proposal</b>
From	[REDACTED]
To	City Deal
Sent	02 February 2016 10:25

It is with great concern that I have become aware of proposals to alter traffic patterns on Hills Road. The plans to extend the new-style cycleway further south down Hills Road and the restriction on left turns onto Queen Edith's Way will lead to increased traffic onto Holbrook Road as motorists take the obviously shorter route to Mowbray Road rather than the Addenbrookes roundabout as might be intended by planners. It should be noted that a nursery school is located on Holbrook Road and that the increased traffic not only represents a safety concern for residents of Holbrook Road but the children and their parents of the school. There are also a disproportionate number of elderly residents on this street. I would appreciate your advice on how the safety of residents and the nursery school on Holbrook Road will be assured if the proposal to restrict a left turn on Queen Edith's Way the resultant increase in traffic on Hills Road goes forward. Thank you.

Kind regards,



Subject	<b>Priority: Standard - 4. Cross City Cycling - Ask a question/general enquiry - EMAIL ID:0051756</b>
From	Customer Services
To	City Deal
Sent	02 February 2016 12:02

**Request Service details****4. Cross City Cycling****Ask a question/general enquiry**

██████████ of ██████████ wanted to comment on the Cross City cycling consultation. Says that in other countries, all cycle lanes are on pavement with pedestrians rather than on road with vehicles and she believes this to be much safer. Believes there would be a lot less serious accidents with bikes on pavement cycle lanes rather than on the road with cars. Does not require a response but wanted to pass on her comments.

Subject	<b>Cambridge Milton road and cycle way consultation</b>
From	[REDACTED]
To	City Deal
Sent	02 February 2016 13:53

Dear sir or madam, I would like to make a comment specifically about the new cycle route planned to go down the side of the Arbury Court Park and into the top of Leys Avenue.

This would be a bad idea I suggest as the new cycle path would cross a pavement used by many pedestrians, going to and from Arbury Court shops, including mothers with pushchairs and older people. The busy and fast cyclists in commuting times will not be patient with these people on foot. We already have a cycle path that goes from the back of Arbury Court and into Leys Avenue. I suggest you link a new cycle path from Arbury Road at the Sikh Gurdwara, past the back of the flats and shops, to the current cycle path and then into Leys Avenue. In this way you can support cyclists commuting into the city without threat to local pedestrians.

Best wishes,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

031

Subject	<b>Fw: Closure of mansel way</b>
From	[REDACTED]
To	City Deal
Sent	02 February 2016 18:58

Please see the below comments forwarded for consideration in the consultation process.

Kind regards

[REDACTED]

Sent from my BlackBerry 10 smartphone.

**From:** [REDACTED]

**Sent:** Tuesday, 2 February 2016 18:04

**To:** [REDACTED]

**Subject:** Closure of mansel way

Hi [REDACTED] this is [REDACTED] in arbury court cambridge sorry i couldnt be there as im not well as per arbury road improvment concerns my say is No to close of mansel way entry or exit

Thankyou Regards

[REDACTED]

Subject	<b>Transport plans for Hills Road Queen Edith's junction.</b>
From	[REDACTED]
To	City Deal
Sent	03 February 2016 19:33

Unfortunately I am unable to get to the events listed to see maps. As a cyclist who has to cross from Long Road to Queen Edith's Way and as a pedestrian, I find this a hazardous experience so I welcome improvements here. However, I hear one plan is to stop traffic that is heading away from town (southerly direction) up Hills Road from turning left into Queen Edith's Way. This would lead to more traffic on the smaller roads since any vehicle wishing to enter Queen Edith's Way from this direction would have to either:

- a) go down Glebe Rd
- b) go down Holbrook Road,
- c) go down Luard Road and on to Long Road if they can then go straight over the traffic lights, or
- c) turn left at Fendon Road.

All these options increase traffic for residents and cause congestion at rush hours on the smaller roads listed.





Subject	Hills Road Queen Edith's Way
From	[REDACTED]
To	City Deal
Sent	03 February 2016 20:51

I write to argue against the proposed ban on left turns from Hills Road southbound into Queen Edith's Way. I can understand the reason: namely that Hills Road is not at this point wide enough to have a cycle lane that would then reach a new advance stop line inboard of the two vehicle lanes, so that left-turning vehicles will always be a threat to cycles. (I write as a cyclist who regularly cycles northbound up Hills Road into the city from near Addenbrookes and who therefore well knows the 'Catholic Church' crossing and the huge advantage that recent improvements there have provided for cyclists).

The disadvantages of the left-turn ban are obvious in terms of added length (and pollution) of car journeys if drivers have to carry on to the Addenbrookes roundabout and then down Fendon Way to reach QE Way.

But how can one overcome the disadvantage of the narrowness of Hills Road? Two possibilities that could be either/or or both/and:

1) Cut back/uproot the bushes on the eastern border of the road, so allowing the pavement to move east by at least two metres, so making room for a cycle lane inboard of the two vehicle lanes (the bushes here have no aesthetic value at all, and the private property boundary looks as if it stands sufficiently far back from the pavement to cause no difficulties)

2) Create a 4-way pedestrian phase at the junction (as for instance at the Queen's Rd/Sidgwick Ave/Silver Street junction). This would do away with the need for the pedestrian island half-way across Hills Rd--another way of widening the carriageway, so making room for the cycleway up to an ASL. Comparatively few pedestrians use this crossing in any case. Cyclists going diagonally south towards Addenbrookes might be a problem but that could be solved by the phasing of the lights. Cyclists and pedestrians can also talk to each other (unlike car drivers).

These would not be expensive solutions but I think have the potential to be useful ones.

[REDACTED]

Subject	<b>Cycling Consultation - Hill's Road/Addenbrooke's Route</b>
From	[REDACTED]
To	City Deal
Sent	04 February 2016 15:43

Dear City Deal,

I have already made some comments online, but having spent time at the Consultation in Hills Road last night I would like to add some further comments. Rather than make another online contribution I was advised it would be better to email you, so here are my comments:

### 1. Left turn into Queen Edith's Way for motor vehicles:

The consequences of banning this left turn would be serious, with traffic (including lorries and other large vehicles) using either Holbrook Road or Glebe Road as a "rat-run", with a right turn across traffic onto Mowbray Road. Glebe Way has a school in it and Holbrook Road has the Homerton Children's Centre which means there are significant numbers of parents picking up children by car, bike and on foot twice a day in roads where both sides are full of commuter cars of Addenbrooke's staff, leaving only space for one vehicle to move in the centre of the road and difficulties when meeting oncoming traffic.

The only safe way to integrate Southbound cycles going left, forward, diagonally or right across the Hills Road/Long Road junction would be to have two cycle lanes, as on the Southbound side of the Hills Road rail bridge. This might mean widening the highway a little to accommodate the extra cycle lane but would be a significant improvement in safety.

### 2. Cycle routes to Addenbrooke's:

Even with two separate cycle lanes going down the West side of Hills Road between the Long Road intersection and the Addenbrooke's roundabout I think it could be hazardous for pedestrians walking along the pavement (as it is, now). There needs to be a physical separation between the cycle and pedestrian lanes since a white line is inadequate at protecting pedestrians. The camber of some parts of the pedestrian path will also need to be reduced.

It is also important to recognise that cycle traffic on this route could be reduced by ensuring that there was a better cycle lane along Long Road, from the Hills Road junction past Adrian Way to Robinson Way which would suit cyclists working at the centre and at the Western end of the medical campus, both in the hospitals and the growing number of research buildings. With the rapid growth of employment on the campus this should be a priority.

### 3. Some detailed comments:

At the Hills Road/Long Road junction the traffic island on the North side needs to be extended beyond the red advanced cycle stop box to discourage cyclists from taking a short cut to the right of the traffic island. It is clear that white lines and hatchings do not provide a sufficient deterrent at present.

A new island bus stop will be installed on the Northbound side of Hills Road near the junction. Can we please have a different shelter from the ones installed further up Hills Road? Planners should remember that the prevailing wind is from the South West, which means that an open shelter facing West does not offer protection against rain and wind (and where, like at the Perse School stop, the "seat" is placed at the South end of the shelter it is often too wet to use!) End panels could help those waiting for buses, or the shelter could face the road rather than the cycle lane.

Roadside signs indicating clearly the direction of cycle lanes are essential at key points such as the Hills Road/Long Road junction.

I hope these comments are of help as you finalise your plans.

Best wishes,

A solid black rectangular redaction box covering the signature of the sender.A solid black rectangular redaction box covering the name and contact information of the sender.

Subject	<b>Arbury Road Route</b>
From	[REDACTED]
To	City Deal
Sent	04 February 2016 22:19

I would like to put forward my objections to the suggestion of closing Mansel Way to through traffic. I live at [REDACTED] near Budgens and Mansel Way is my direct route when going out of Cambridge towards Ely where I have family. The alternative would be to travel up Mansel Way and then turn into Fortescue Road to get onto Arbury Road. This means that I would have to travel further both leaving and coming back (as you want people to cut their car journeys this does not make sense). As Fortescue Road has cars parked along most of the length a lot of the time it is in effect a one way street. At present there is no parking along Mansel Way so what you would be doing is sending much more traffic along two roads that can already be a problem with the amount of cars parked along them. With the increased school traffic having to use these roads I would suggest it will cause many problems. This will also impact on the shops in Arbury Court as some people may decide that it would be just as easy to go to Tesco. As I use most of the shops in Arbury Court I would be very sad to see any scheme introduced that could have an adverse effect on their business, we need to support our small local shops.

I do agree something needs to be done for the safety of pedestrians, cyclists and car users, but unfortunately this should have been addressed years ago before the situation got to the point it now is.

[REDACTED]

036

Subject	<b>cycling provisions</b>
From	[REDACTED]
To	City Deal
Sent	06 February 2016 14:06

Hi



Can you help? I am struggling to see why provision down Coldhams Lane has still not been attended to for cyclists? It's 40 mph near the airport and cyclists and car do not fit easily. The footpath could easily be widened to accommodate this.

Please can you advise.

Thank you

[REDACTED]

037

Subject	<b>Nuffield Road / Green End Road cross city cycling feedback</b>
From	[REDACTED]
To	City Deal
Cc	[REDACTED]
Sent	08 February 2016 20:54
Attachments	 2016-01-1...  Screensho...

Hi

I've got some comments and ideas on the Green End road / Nuffield road cycle scheme. Overall I think it is a great scheme, and is much needed for the area but I don't think the Nuffield road proposal goes far enough to deal with the increase in cycle traffic heading to the new station, and continue to provide safe walking routes for children. I think the Nuffield Road/Green End road junction also needs more work to make this more cycle/pedestrian friendly.

I've attached a couple of sketches to illustrate my thoughts.

#### Nuffield Road (see attached picture)

The proposed shared use path on the north side of the road does not work here for several reasons:

- Safe walking access needed to the Shirley school (separate cycle / pedestrian lanes are a must here for protecting young children walking to school from high speed cycling commuters.)
- Making cyclists who are travelling SW down Nuffield road cross the road then cross back again to go south down Green End road is crazy! I doubt anyone would do this as it is much more dangerous than staying on the south side of Nuffield road and simply turning left
- The pinch point on the shared path at the green end road junction will be a real danger point. It is a blind 90 degree corner with a crossing, pedestrian path and dual cycle – people are going to get knocked into the road

My suggestion is to provide advisory cycle lanes on both sides until the proposed new zebra / cycle crossing, then have a short dual direction cycle path to meet up with the new guided bus link. By taking down the estate wall there is room for an attractive separate walk way, and some greenery between the walkway / cycle lane. The road would need to be realigned and reduced to 6m width (as Green end road). This should also allow the school parking to be retained. This would give a much safer cycle route for SW travel going down Green End road, and much better segregation of cycling commuters and young children walking to school.

#### Suggestions:

- Add marked cyclist priority crossing for discovery way and for over the allotment road. The discovery road crossing would benefit from a raised crossing point. Double yellow lines are needed past this crossing point as people tend to part across this crossing already
- New dual direction cycle link across grass to proposed zebra crossing (separate cycles from pedestrians)
- 1.5m advisory cycle lane SW from proposed zebra crossing to green end road junction, with priority across side roads

- Proposed and existing zebra/pelican crossings should be raised to reduce car / lorry speeds (people tend to speed down this road)
- Retain school parking (needed for school coaches and school drop offs)
- Footpaths at least 2m
- Road reduced to 6m, realign
- Remove estate wall, replace with low level hedge, footpath to north of this. Replace and add additional trees if any cannot be kept. Connect footpath to estate paths
- 1.5m advisory cycle lane NE from green end road junction to proposed zebra crossing
- Double yellow lines on both sides of road near school

#### Nuffield road / green end road junction (see attached picture)

I think this junction plan needs to be improved a lot, but it's not easy! I like the north bound protected cycle route up Green End road. The split cycle Y on the other side is a nice idea, but I think the one pointing towards Nuffield Road needs to be curved to exit in the Nuffield road directions so as to avoid a blind corner and provide some visibility at this pinch point for the cyclists of pedestrians / children / bikes coming down Nuffield road on the path.

I don't think there should be any crossings so close to the mini roundabout as these look dangerous. The one to the north of the junction could be moved closer to the bus stop, and the east one moved to be perhaps a zebra crossing just past the Cam Causeway to make this a more attractive crossing point (and allow cyclists travelling SW down Nuffield road to easily join the dual cycle lane heading up Green end road). If this was combined with a raised crossing over cam causeway I think people would be much more likely to use this safer route.

The current railings at the end of the path from the park are necessary here as they prevent children who are cycling down here going straight off the end into the road, so should be retained. Further measures should be taken to reduce the speed possible of cars going thought this junction heading to Cam causeway

#### Suggestions

- Can there be negotiation with #74 to see if any land can be acquired to widen path / round off the 90degree corner pinch point
- Curve end of Y part of dual cycle lane to provide sight line down Nuffield road
- Remove crossing near mini-roundabout on Nuffield road. New raised zebra crossing over Nuffield road just past Cam Causeway. Raised crossing across end of Cam Causeway.
- Retain barrier at end of path from park
- Move crossing on green end road further north away from mini-roundabout
- Zebra crossing at a safe distance to south of mini roundabout
- Provide cycle lane priority over cam causeway

#### Green end road (Nuffield road to Milton road)

I support retaining the dual direction off road cycle lane on the North side. This is a really great route for allowing young children to cycle to and from school with their parents in a safe manner that would not be possible if this was a single direction lane. It also provides a safe off road route to join up with the shared use path up to Milton (avoiding the Milton road junction which is poor for cyclists). I think the cycle lane provision on the South side looks great, and like the new style bus stops. I really like the realigned junction at Green Park to allow 1 car to wait past the lane.

#### Suggestions

- Retain dual direction cycle path on the North side of Green end road
- The pedestrian crossing at the Milton road end is terrible – a bigger central island is needed, and ideally able to cross both sides at once
- Provision needed for cyclists turning right / going straight on at the Milton road junction
- All side roads should have double yellow lines close to the junction with Green end road
- The current hedges on Green Park corner are too high as they block vision for cars turning onto Green end road especially when they get long –avoid this at all side junctions

#### Green end road (Nuffield road to water lane)



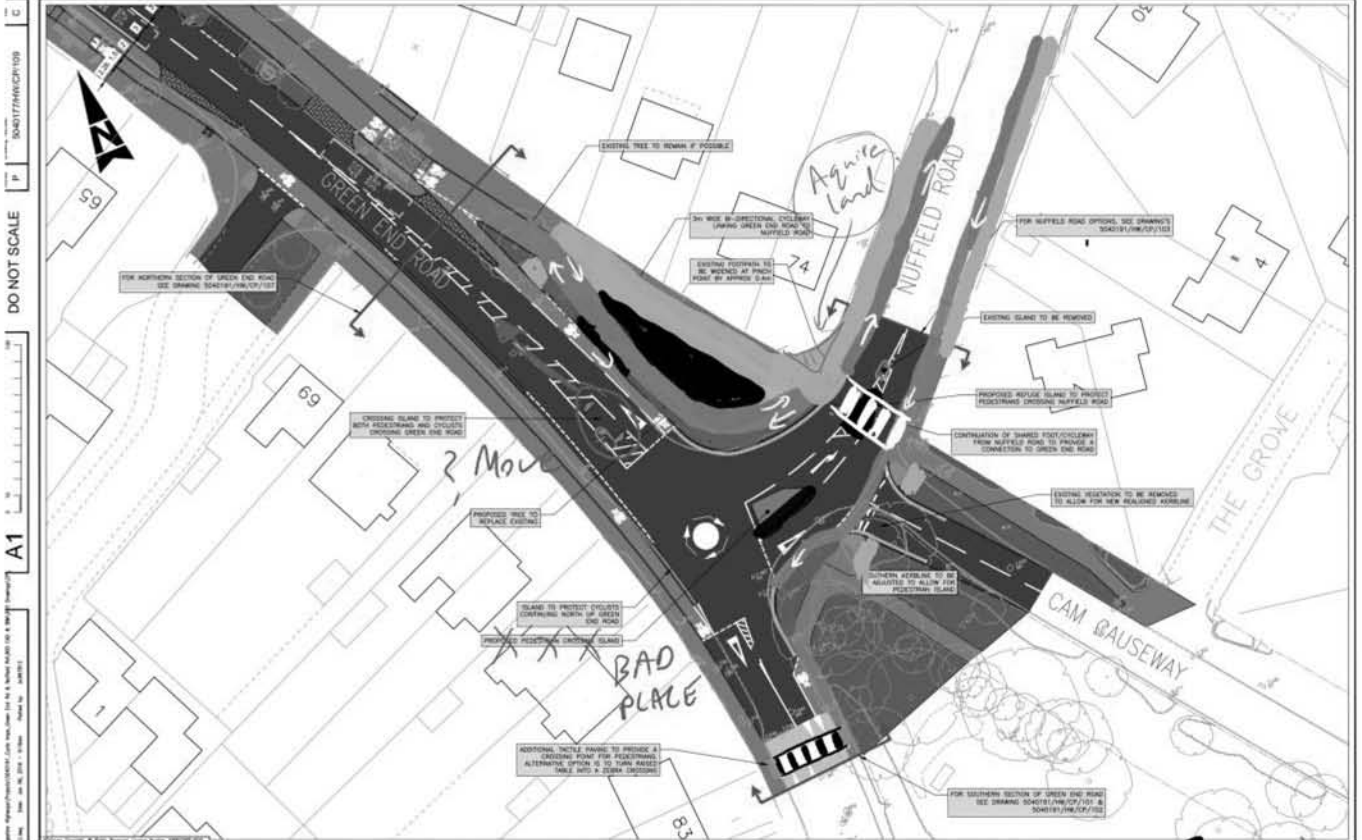
All looks good

I hope these ideas and comments are some use, looking forwards to seeing the new plans

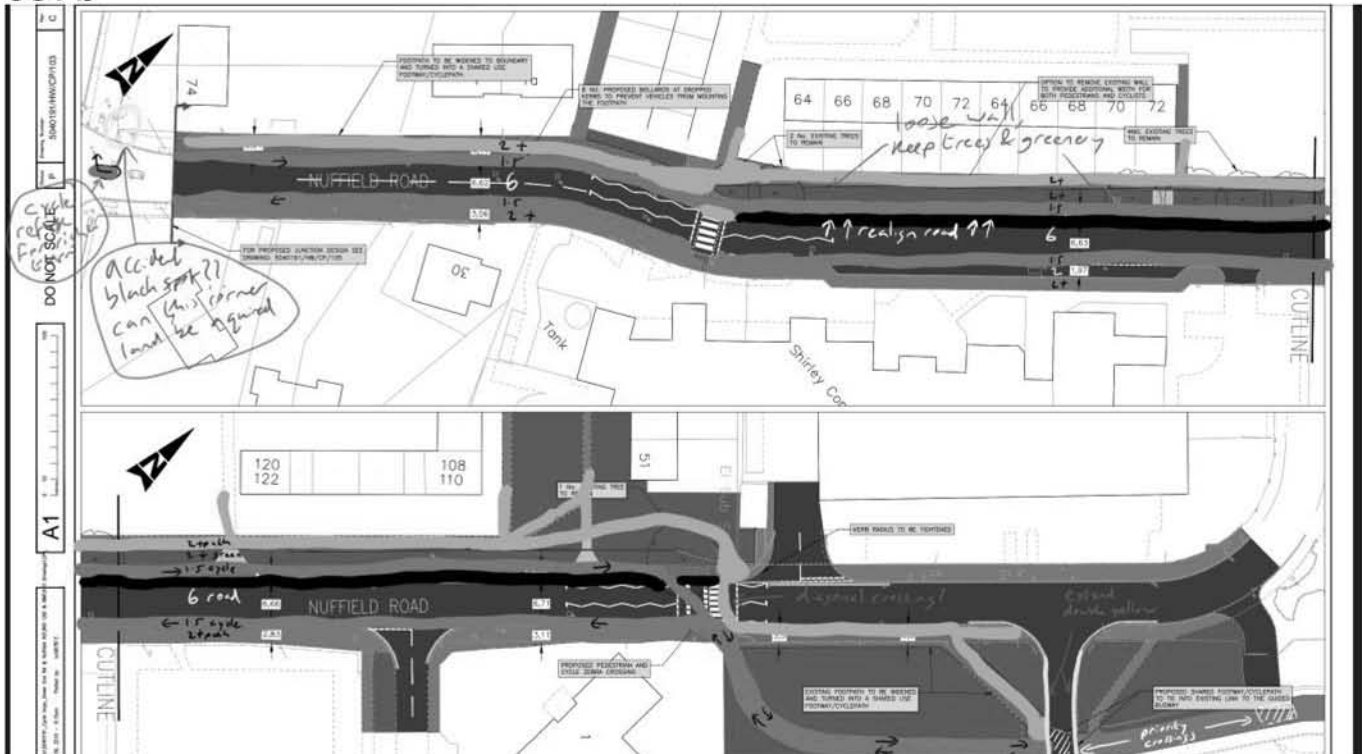
Best regards



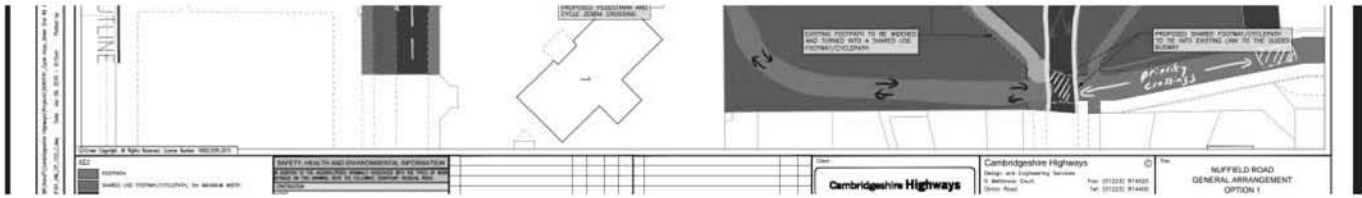
037a



037b







038

Subject	<b>Response to Arbury Road consultation,</b>
From	[REDACTED]
To	City Deal
Sent	08 February 2016 22:02

Dear Sir/Madame,

My response to the consultation on Arbury Road can be found here at the following two web addresses:

<http://cambridgecyclist.blogspot.co.uk/2016/01/plans-for-arbury-road-still-crap.html>

<http://cambridgecyclist.blogspot.co.uk/2016/01/plans-for-arbury-road-part-2.html>

While it would be ideal to view my response there, because I've included appropriate links therein, I can provide text on request.

Thanks,

[REDACTED]

## 038a

### Plans for Arbury Road. Still Crap.

Arbury Road. Its longish, its straightish, its got a 20mph limit but, basically, its a racetrack, on which motons gun their engines to get as fast as possible from one inevitable hold up to the next. Its a killer road. And the only reason it doesn't figure even higher in the list of dangerous roads for cycling in Cambridge is because so few people dare to venture on to it, at least compared with other roads in this city.

Its not the first plan we've seen to 'improve' it for cycling and, in fairness, this is marginally better than the last pile of crap, which was notable mostly for its total lack of imagination and for swiping some of the cash to re-surface some pavements across a park on the pretext it might make them slightly less bollock shaking to ride on. I came up with some suggestions for doing things rather better, which are [here](#) and [here](#), but in summary there's a simple way of making a wide, safe, fast route parallel to most of the stretch of Arbury Road thats being looked at, and no one seems to have the nouse to see whats already there on the ground.

The new plans are linked to in three glorious PDF files [here](#). And yeah, they're sort of better, but they're still shit - the plan, in its full colour entirity, completely misses the point.

For a start, they only deal with the North end of Arbury Road - which means the long, straight stretch blighted with parked cars isn't covered by this. Whats the bloody point of making half a road better? We need to make this route appealing to commute all the way down, to connect with anticipated better facilities on Milton Road. Any cycle journey is only as good as its most hostile section, so why the hell leave half of Arbury Road just as hostile as it is now?

I cannot stress enough just how bloody stupid this is - yeah, it'll be a nice touch to make the other end of Arbury Road better, but there's -no need- to put on-road cycle lanes along much of that when there's ample space off road (as described in my suggestions linked to above) to create a truly, fully segregated facility. I don't care for a 1.8m or 2.5m cycle path on road when I can have a better one off road - and there is ample space for that all the way from Campkin Road to the School.

By all means spend money on the frankly terrifying junctions. But for the love of handlebars why the hell are we doing nothing along the Southern end of Arbury Road?

Give us an off-road route as I've outlined North of the Campkin Road junction, and *real segregated* cycle lanes along the South of the road. Yes, that'll mean losing some car parking, but it'll also mean its safe to cycle. And this scheme saves the hedges on Arbury Road, the Hedges of Kings Hedges. The official one doesn't.

*segregated* cycle lanes along the South of the road. Yes, that'll mean losing some car parking, but it'll also mean its safe to cycle. And this scheme saves the hedges on Arbury Road, the Hedges of Kings Hedges. The official one doesn't.

Anything less than that? Then this isn't a scheme for cyclists, its a scheme to appease the guilt of councillors.

## 038b

### Plans for Arbury Road part 2

So it transpires that no one knows about this consultation.

Yeah, okay, there are some nerds like me who see this stuff online and respond. But the folk running the shops on Arbury Court don't know about it. The neighbour didn't know anything about it. Friends and colleagues close buy don't know anything about it. Seriously, no one knows anything about it other than local politics or transport nerds - we're deeply into 'Beware of the Leopard' territory with this.

So I feel like I've got to say a few things more about the proposed scheme for Arbury Road.

Lets start with the South end of Arbury Road - no, not the South end of the scheme, I'm talking about the entire South side of the road from Arbury Court down to Milton Road. We're offered nothing - there are no improvements for cyclists or pedestrians. None. Nothing. Nada. So from the outset this scheme fails. City Deal money is allegedly meant to get us better infrastructure to facilitate rapid economic growth of the Cambridge cluster - a cycle facility that fails to connect the main roads together isn't that. At all. So my bottom line is that if we're not getting good facilities along the length of Arbury Road then I reject this scheme in its entirety - we're past the point of begging for scraps, our local authorities must take cycling seriously enough such that our entire journey is safe.

So, here, we need to see a good facility for cycling along the length of Arbury Road - and yes, that means sacrificing on street parking outside a few houses such that *thousands* of people can have a safer road. Roads aren't for storing cars on, they're for safe transit, and my safety is not less important than your parking space. Kids going to School from the South end of Arbury Road deserve to get there alive just like the kids from the other end.

Moving up to where the scheme actually starts (ignoring, for the moment, the gross reality that this scheme is already a failure for not connecting the length of Arbury Road) the on-road cycling facility starts out being quite good - and you know what? If we can, within budget, get a good on-road facility on the entire length of Arbury Road thats great. If we can't, there's ample opportunity to give us something *probably better and almost certainly cheaper* along this length of the road. The suggested lanes need to be *at least* 2.5m width, not the 1.8-2.1m suggested. Not wide enough, not good enough.

Regarding the junctions, we just can't close Mansel Way to cars. Sorry, but there it is - its the way to get to the supermarket and the other small shops on Arbury Court, and closing it would only mean sending more traffic up to Mere Way and back down to the shops a longer route. And Mere Way will, I think, play a vital role in the future of cycling in North Cambridge. By all means turn the signals off (that complex junction is genuinely brutal right now) and give clear priority for traffic on Arbury Road (including the cycle route!), but closing Mansel Way won't make Arbury Road quieter. Honestly, the single best thing we could do with that junction would be to get rid of the Mansel Way lights and reduce the traffic to 1 lane Northbound on Arbury Road.

I would also hope it goes without saying that we need the cycle lane to continue across the opening of Campkin Road - what the hell is the point of the proposed cycle route that disappears as soon as we most need it? Come on guys, do it right or don't do it at all.

The middle section? Well its okay, if the route can be wide enough without destroying probably the oldest hedges in the Ward - and if there is to be cutting of any of that hedgerow I want to know what replacement habitat will be created, and I want plans to do it properly in place and underway before we start changing the road layout.

The last section is likewise okay if the lanes really are wide enough - which I doubt will happen. But removal of the mini-roundabouts is probably a good idea.

Take a step back and ask what Arbury Road will look like - it'll still be long, straight, and without traffic control measures such as traffic islands, the chicane and the mini-roundabouts how people will drive this? Fast, thats how. It is therefore vital that the cycle lanes are fully segregated and wide - anything less will just turn them into pointless bits of painted off tarmac in a *faster* road thats more hazardous to ride on. Speed up the road and the right place to ride is more central in the lanes where you're more visible - so unless we get cycle lanes at the wider end of the spectrum I can't support removal of the traffic calming measures.

Lastly, look at St Catharines Road to Kings Hedes Road... There's nothing for cycling and little of note for walking there. Changes suggested in the earlier proposal seem to have been forgotten entirely, and crap though they were they're better than nothing. Take the plans for that end of the road away and start again - this route would, I anticipate, be the main route to cycle to the City from Orchard Park, and if we want people to view that as a good way to commute then we can't have a brutal junction like that dissuade them right at the start of their journeys.

In short, this isn't a bad scheme in parts but its unimaginative and can be improved by (1) guaranteeing the quality of cycle facilities, (2) talking to the people who use the shops, library and facilities in Arbury Court about how they get there to assess the impact of closing Mansel Way which will, I suspect, need to stay open to cars, (3) getting the impact on our hedgerows assesed early on to determine what can be done to protect local biodiversity, (4) starting from scratch to design access for cyclists and pedestrians at the Kings Hedges Road junction. But all of this criticism ignores the elephant in the room - the scheme fails entirely if it doesn't make the whole of Arbury Road safe to cycle.

I cannot support this scheme as it stands. It won't reduce car traffic congestion, it won't make the route safe to cycle except for peculiar journeys that start and finish on Arbury Road.

But I also can't support a scheme like this until the consultation reaches those affected - right now it isn't.

039

Subject	<b>Hills Road Cycle path</b>
From	[REDACTED]
To	City Deal
Sent	10 February 2016 08:56

Dear Sir ,

I am adding my voice of deep concern as a resident and road user on hills Road .


I truly think you guys in planning have gone mad !

There is an excessive amount of road space allocated to cycles already on one side and now you have plans to do the same . This verges on the ridiculous -there is no room for cars to move if stuck behind buses , the road lanes are very restricted and despite your predicted usage of cycles -in the future -there is no need to give 3/4 of the road sace to cycles -it makes driving an anxiety filled activity on this road . I also understand that you are proposing to stop the left hand turning into Queen Ediths way and traffic to go to Addies roundabout to turn left -this space is already overwhelmed with traffic - can someone sensible please see sense !

Yours sincerely

[REDACTED]

040

Subject	<b>Cross City Cycle Routes Scheme B - Links to Cambridge North Rail Station and the Science Park</b>
From	[REDACTED]
To	City Deal
Cc	[REDACTED]
Sent	10 February 2016 15:25
Attachments	 160210 cycleroute...

Please find attached representations in respect of the above, prepared on behalf of our client, [REDACTED]  
[REDACTED]

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED]

040a

Bristol  
Cambridge  
Cardiff  
London  
Oxford  
Welwyn Garden City

1408-55/00/JSC  
10 February 2016

City Deal Team  
SH1311  
Shire Hall  
Cambridge  
CB3 0AP



Sheraton House  
Castle Park  
Cambridge  
CB3 0AX

01223 370135  
cambridge@tpa.uk.com  
www.tpa.uk.com

Dear Sir or Madam

**Cambridge Cross-City Cycle Routes Consultation  
Scheme B – Links to Cambridge North Rail Station and the Science Park**

These representations are made by Transport Planning Associates on behalf of our client, [REDACTED] respect of proposals promoted jointly by Cambridge City Council and Cambridgeshire County Council for Cross City Cycle Routes. Specifically these representations relate to those elements of the proposals that affect Nuffield Road, between its junction with Green End Road and Discovery Way which form part of the wider Greater Cambridge City Deal plans for Cambridge's transport system, providing links to Cambridge Station and the Science Park.

The proposals for Nuffield Road are illustrated in the Cambridgeshire Highways drawing (5040191/HW/CP/103 Rev C) and comprise the widening of the footway on the northern side of Nuffield Road to comprise a shared use footway / cycle path, with a width of between 2.70m (approx.) and 3m (approx.). As the route passes along Nuffield Road, the cycle path runs opposite a local school, which during typical drop-off and collection times, experiences significant congestion and, in many instance, parents parking on the existing footway. My client is concerned that whilst this practise is undesirable, the displacement of parking activity has the potential to affect delivery vehicle movements along Nuffield Road to and from their site.

In conjunction with the positioning of the crossing, the proposal includes an extension of the footway, 'tightening' the radii into my client's site and increasing the degree of difficulty with this left turn. Further, on the corner there exists an electricity sub-station, which from time to time will require routine maintenance. A vehicle from the electricity providers is likely to be close to the sub-station and the crossing, together with the zig-zag markings will displace the vehicle. My client has concern that this will result in obstruction of the access to their site. Relocation of the crossing to the south would resolve this concern as the zig-zag markings can be reduced in length on the exit from a crossing if needed.

To the north, there are options to consider removing the boundary wall that segregates the local residential dwellings of Mortlock Avenue and Maitland Drive from Nuffield Road. A pedestrian (zebra) crossing is to be located close to the heavy goods vehicle access to [REDACTED] where there are significant daily movements. In addition to this matter, the crossing is not located compliant with current guidance and advice. Local Transport Note 2/95 'The Design of Pedestrian Crossings' states that "**crossings should be located away from conflict points at uncontrolled junctions**". Local Transport Note 2/95 states that crossings should be located a minimum distance of 20m from a junction and an absolute minimum of 5m for a Zebra, however, the crossing proposed as part of the cross city cycle routes is located approximately 45m from the junction with Pippin Drive.

160210 cycleroutesreps.docm



Page 1 of 2

Directors: Ian Cameron, Julian Clarke, Peter Evans, Nathan Hanks  
John Hopkins, Rupert Lyons, Craig Rawlinson, Sohail Wanchoo  
Company Secretary: Julia Justice

Regional Director: Leigh Fotiadis

Associate Directors: Michelle Berrington, Daniel Ekstrand, Damian Ford, Mark Prosser  
Consultants: Phil Parker, Phil Tilley

Transport Planning Associates Limited registered in England & Wales at  
Studio Four, 37 Broadwater Road, Welwyn Garden City, Hertfordshire AL7 3AX  
VAT Registration Number 711 2284 75 Company Number 3476060

1408-55/04/JSC  
10 February 2016



It is understood that the crossing is located as proposed to enable the northern footway / cycle path to connect to a route on the southern side where it is possible to widen the existing footway to 3.5m. Guidance contained in Figure 4.7 of the Sustrans 'National Cycle Network – Guidelines and Practical Details issue 2' suggests that the preferred width of a shared use footway/cycle track is 3m and a minimum of 2m. The footway opposite the [REDACTED] between its access and Pippin Drive is 2.8m and hence is considered to be suitable, allowing the crossing to be relocated. Added to this the forward visibility at this location is also good, hence pedestrians and cyclists will have clear vision to each other and further along Nuffield Road. A reduced width of cycle track/footway for this short section will not represent a barrier to cycle use in this location, outweighing the benefits of the scheme as a whole.

In conclusion, the existing location of the crossing is poorly conceived and non-compliant with advice and guidance on the design of pedestrian crossings. The crossing, if it is to be maintained in the proposals should be relocated to a position a maximum of 20m from Pippin Drive, thereby reducing the potential for any conflicts between cyclists, pedestrians and vehicles arriving the [REDACTED]

Yours sincerely,

[REDACTED]

cc. [REDACTED]





Subject	Arbury Road/Milton road
From	[REDACTED]
To	City Deal
Sent	10 February 2016 16:47

I have taken the opportunity to attend several of the public meetings, and find [REDACTED] reasoning the most logical. The others seem to be piecemeal and confused as to the aims of the project.

1. It is illogical to change anything until a consensus has been reached over future traffic demand. Although you say the University is predicting 30-40000 new homes and or jobs, there is no idea of when this would be between now and 2030. My understanding of the West sites' plan encompasses mainly PHD and post-doc work, and the University acknowledges these people cannot afford housing here, so they are building housing on the site for them. They will not commute.
2. Addenbrookes expansion including Papworth's move is on the other side of town. So no one will disembark at our new station to go into town; they will either cycle, bus or take the train to the next stop, until presumably an Addenbrookes station is opened. Those who cycle will follow the riverside track across the Tesco's bridge and not traverse Milton road. It is up to you to sort out the buses with Stagecoach to enable that mode. If some support workers come via the new station to the West site I assume they will travel along Kings Hedges Road and through NIAB site to Huntingdon road; again not traversing Milton road. The vast majority of users of the new station will go to Science Park or Business Park, by foot or cycle, again not coming down Milton Road, unless by bus.
3. We residents, will go to and from the new station and good cycling, walking and bus routes are essential. A free bus is necessary from the A10 park and ride to the station, for those coming from outside the city to the station.
4. The proposal to stop the cycle paths at Campkin Road/Arbury Road makes no sense. This cycle route must be continued both ways down to Union Lane and through to the Tesco bridge as the main cycle route to town. As Arbury road East is too narrow to accommodate two-way traffic then, it should be cut off from Milton road. This would make extra parking for the shops, and encourage people to walk or cycle rather than drive to shops.
5. Edinburgh has no parking in the centre, so no one takes her car into the centre. Everyone used buses or cycles.
6. With the environmental devastation this year with flooding and more volatile weather in general, we all have to change our habits, and make sacrifices for the future. We will have to drive in/out through Kings Hedges Road.
7. There seems no reason to change Milton road apart from good cycling and separate walking facilities.
8. there is nowhere for extra traffic to go at Mitchem's corner or within the city. Cambridge is a small market town in the centre and already over populated. Any new towns outside need to be developed with their own infrastructures to stop Cambridge becoming the town from hell to live in. If this happens, everyone will just leave.
9. This is a boom-bust model of the American city, and New York, Los Angeles and even Orange County have gone bust in the past decades. Manchester, Birmingham, Newcastle etc.....have perfectly good universities and no housing crises. We should be encouraging diversification rather than boom.

[REDACTED]

042

Subject	<b>Cross City Cycling and Milton Road, Histon Road</b>
From	[REDACTED]
To	City Deal
Sent	10 February 2016 17:03
Attachments	 16 02 10 City Deal _...  16 02 10 City Deal _...

Dear City Deal Team

Please find attached two letters with responses from [REDACTED] [REDACTED] to your Cross City Cycling and the Milton Road, Histon Road proposals.

Regards

[REDACTED]

[REDACTED]



Greater Cambridge City Deal Team

By e-mail to: City.Deal@cambridgeshire.gov.uk

Our ref:


Your ref:

Date: 10 Feb 2016

Direct Dial: 

Dear City Deal Team

**Ref: Cross City Cycling Launch**

Thank you for consulting  in respect of your proposals for Cross City Cycling. We have now had the opportunity to visit your website and examine the proposals. From what we have been able to ascertain from the information on your website it would appear that of the five proposed areas for improvement only the Ditton Lane proposals would have implications for the historic environment. Our comments will therefore be limited to that set of proposals only.

**Ditton Lane and Links to East Cambridge**

These proposals run through the Fen Ditton Conservation Area as designated by South Cambridgeshire District Council. South of the junction with Fen Ditton High Street/ High Ditch Road it is proposed that the footway on the eastern side of Ditton Lane be widened to 2.5m to create a shared foot/cycle way. Immediately east of the existing footway the land rises steeply in the form of a grass bank, and within the bank are a row of trees that make a positive contribution to the character and appearance of the conservation area. We also believe that these trees were planted to commemorate the Queen's Jubilee. The drawings indicate that the bank is to be replaced by a new retaining wall and that the trees are to be replaced by new trees planted at the top of the bank.

To avoid unnecessary harm to the character and appearance of the conservation area we urge that further work is undertaken to better integrate the widened footway. The retaining wall would be an intrusive urban feature in to what is still a rural village conservation area. It would be preferable to purchase a wider strip of the adjacent field so that the land might be re-graded with a new bank to the east of the widened footway, and the replacement trees then planted either within the bank or at the top of the bank.

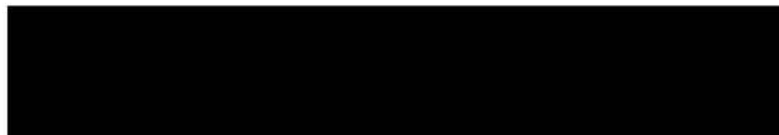


At the junction between Ditton Lane and the Fen Ditton High Street/High Ditch Road we note that the junction radii are to be reduced. Such works could help reduce the impact of the junction on the conservation area, but the detailing would need to be carefully undertaken such that the footpaths follow the new radii and the areas of grass behind the footpaths are adjusted accordingly. Large areas of new tarmac at the junction would neither preserve nor enhance the character of the conservation area.

We note also that new speed tables are to be introduced on Fen Ditton High Street and High Ditch Road either side of the junction. These should be sympathetically detailed to respect the conservation area. Finally, we note that north of the existing junction an existing bus shelter is to be removed. Again the opportunity to reduce visual clutter within the conservation area is to be welcomed and these works may afford an opportunity to undertake a wider audit of street furniture in the area to see if any further clutter might be removed. New signage associated with the changes should be kept to an absolute minimum, both in terms of numbers and size of signs.

Please let me know if you require any clarification on the above advice.

Yours sincerely



Subject	Hills Road and Addenbrookes cycleway
From	[REDACTED]
To	City Deal
Sent	10 February 2016 17:20

I have completed the cycleway survey, but it was a pretty poor survey, as it did not ask whether we approved the extended cycleways, rather whether we approve the contraflow. My comments

I disagree strongly with the proposal to ban left turn onto Queen Ediths Way. This is an important part of the traffic flow, from the main road out of town, onto the inner ring road. It's needed for frequent access to the dense residential areas along Queen Ediths Way. I gather the argument is to make it safer for cyclists. The current junction is a controlled junction. Banning left turn means traffic will:

- turn left (uncontrolled, and potentially not very observant of bike lane and pedestrians, so less safe for cyclists) into side roads like Glebe and Holbrook, then traffic turning out onto Mowbray Road from side roads. They aren't designed for that level of traffic flow.
- Turn onto Cherry Hinton Road at the railway bridge, which will add to congestion on that already busy road
- Even worse, continue to the Addenbrookes roundabout, add to congestion there, and then turn off down Mowbray or Nightingale, the latter definitely would not cope with additional traffic flow.

I can't see the point in extending the cycleway onto the left side of Hills Road (left if travelling from town), if the Addenbrookes roundabout hasn't been improved for cyclists.

I agree with diagonal crossing at the Queen Ediths/Long Road junction, provided it is properly controlled. I can't see what the issue is., especially as this gets cyclists and pedestrians to the safe side for avoiding the roundabout or going along Long Road.

I think the pavement from Long Road to Addenbrookes Long Road entrance should be improved to facilitate pedestrian/cyclist shared use, and give a good alternative entry point to Addenbrookes.

The roundabout needs improving for safety (both driving and cycling)

My comments on Glebe, Holbrook, Mowbray, Nightingale – I am not a resident of any of those roads.

I live on [REDACTED] and cycle and drive.

And not to do with the above:

Nice as the new cycleway is – it wasn't necessary, as Hills Road was good to cycle and drive on (aside from near the Queen Edith and Long Road junction). It's now rather tight to drive on, and problems arise when ambulances come down as it's not possible to pull in to the side.

Better to spend a lot more on sorting potholes (eg railway bridge, Hills Road nearing the Co-op/Steak house, Hills Road into town near open University etc etc), and repainting white lines for bike lanes – disappeared at Station Road junction, disappearing on railway bridge. Smoothing pavements for shared bike/pedestrian use.

[REDACTED]

044

16 February 2016  
11:40

Subject	<b>Cyclist training</b>
From	[REDACTED]
To	City Deal
Sent	10 February 2016 14:10

Why is there no mention of substantial funding for training Cambridge cyclists to cycle responsibly, and within the law, with due consideration for other users. This has to be a priority before any more expenditure on cycleways.

I support professional cycling and responsible cyclists.

[REDACTED]

045

Subject	<b>Cross City Cycling</b>
From	[REDACTED]
To	City Deal
Sent	11 February 2016 16:30

I have been studying the cycling plans at <http://www.gccitydeal.co.uk/citydeal/info/2/transport/1/transport/7> and have decided to send you my feedback by email because I only have views about scheme D (where I cycle walk and drive frequently).

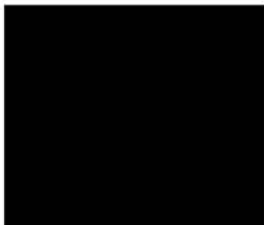
The Hills Road / Long Road junction is very unpleasant in many ways so I am delighted you are working to improve it. Personally I have found it most unpleasant when cycling with a child from Long Road into Queen Edith's Way and when crossing Long Road on foot.

It may not be part of your remit, but the biggest problem with this junction is the pedestrian crossing. Frequently cars are turning into Long Road during the brief time when the pedestrian crossing is green.

Turning to the plans, I think it is good to recognise that many cyclists cross at the lights to access Addenbrooke's, so I like the way plan A facilitates this with a contraflow cycle lane.

Widening the pavement/verge when turning left from Long Road into Hills Road (as in both plans) is also excellent as accidents are bound to happen there.

Best wishes,



046

Subject	Cross City Cycling feedback
From	[REDACTED]
To	City Deal
Sent	12 February 2016 09:56

Hello,

I very much welcome any cycle improvements within the city, but I think great care needs to be taken in order ensure that this does not make matters worse.

I have a couple of general concerns:

- 1) Once you make *adequate looking* cycle facilities, car drivers often react adversely if cyclists use the road.
- 2) Using raised areas to segregate cycle lanes, while at first glance seems a good idea, actually makes it difficult for cyclists to leave/join the cycle way from other routes.

This means that the cycle facilities need to cater for ALL the needs of the cyclists, otherwise it becomes more difficult to navigate those routes not catered for.

For instance: Route B.

If I am leaving the city via Green End Road, and needing to turn north onto Milton Road, then either:

- 1) The East side needs to be bi-directional
- or
- 2) The junction at Milton Road needs to take special measures to allow me to turn right from the west cycle path.

The traditional solution has been to just stop the cycle path some way before the junction, and then leave the cyclists to navigate across several lanes of traffic in order to turn right. This actually makes the situation much worse.

Cyclists have to choose between crossing several lanes of traffic at the last minute, or cycling outside the cycle lane in advance and having to contend with aggressive drivers who think they should be in the cycle lane. An example of this bad situation is going north along Milton Road and trying to turn right into Cowley Park or Cowley Road.

I would much prefer to have wider on-road cycle lanes rather than segregated off-road cycle lanes. That way cars expect you to be on the road and are not as aggressive when you are.

Also the planners need to get away from thinking as cyclists as pedestrians on wheels.

They are much close to cars without motors.

Having to stop at each minor road when using an off-road cycle path just makes them unusable for commuting. They also need to understand that cyclists move at speed, and right angle corners are not appropriate.

Regards

[REDACTED]

[REDACTED]



Subject	<b>Cross City Cycling - Comments on Arbury Road Route proposals</b>
From	[REDACTED]
To	City Deal
Cc	[REDACTED]
Sent	12 February 2016 15:18

Dear Sir/Madam,

I am writing on behalf of the [REDACTED] department at [REDACTED] and wish to comment on the Cross City Cycling proposals affecting Arbury Road. Whilst supportive of the desire to improve cycling routes across the city we have concerns surrounding the proposed option to close the Mansel Way junction, making it accessible to cyclists and pedestrians only.

Our concerns were initiated by a significant number of the [REDACTED] shop tenants at Arbury Court who have been consulted on the scheme proposals and have worries surrounding the sustainability of the shopping centre should the Mansel Way junction be closed. There is currently a good mix of shops comprising a number of independent local traders (butcher, greengrocer, locksmith, dog groomer, barber, hairdresser and bike repair shop) plus other shops which serve the local community and a wider customer base. There is also a 1,150 sq m (12,389 sq ft) Budgens supermarket which offers the opportunity for larger weekly or monthly shops which would generally be done by car. All the tenants have very real concerns that their trade will be severely affected should vehicular access to the court be made more difficult.

As managing agents for the scheme we would echo these fears and have so far seen no evidence to provide any reassurance that the proposed junction closure would not impact on the retailers, nor anything to suggest that the loss in vehicular custom would be offset by an increase in shoppers arriving by cycle or on foot. Although offering a wide range of shops, like many smaller shopping centres Arbury Court is less sought after than more central Cambridge locations (a large unit on the court has been on the market for nine months without finding a new tenant) and every customer counts.

The public car park that serves the shops also serves the following:

- Cambridge City Council's North Area Housing Office. More staff are due to be accommodated in this building and both staff and visitors access the car park via Mansel Way.
- The library (Community use)
- Cambridge Gurdwara (Community use – although the centre has some on-site parking accessible from Arbury Road there are limited spaces and the Council car park accessed via Mansel Way provides the option of overflow parking.)

Aside from the residential properties in Mansel Way, direct access from Arbury Road facilitates a straightforward drive to the following business and community uses located in Mansel Way:

- Mansel Court (Sheltered housing)
- Church of the Good Shepherd (Community use)
- Cavendish House Dental Care (Local business offering health care services)
- Alex Wood House Day Centre (Care for the over 65's – specialising in dementia patients)

In terms of safety, we believe the proposed closure of Mansel Way will move the perceived problem of the clash between cyclists and cars turning on and off Arbury Road to the next junction (Mere Way). Cars exiting Arbury Road via Mere Way to visit one of the many possible destinations in Mansel Way/Alex Wood Road would then have little option but to 'rat run' along the narrow Fortescue Road or Alex Wood Road. This would have an immediate environmental and safety impact on these residential roads alongside the wider environmental impact of greater fuel consumption and its subsequent air pollution.

In conclusion we believe that the Mansel Way junction closure option should be avoided as the junction provides essential direct access for cars visiting the various businesses located off Mansel Way, and Alexwood Road. The smaller shops at Arbury Court are serviced via a rear service road while Budgens has its own service entrance; there is not therefore a problem with large commercial vehicles using Mansel Way and causing conflict with cyclists. Moving car access to the area down to the next junction at Mere Way could potentially be more dangerous and would have a detrimental safety and environmental impact on Mere Way, Fortescue Road and Alex Wood Road.

Regards

[Redacted signature]

[Redacted contact information]

[Redacted contact information]

048

Subject	<b>Cross City Cycling response</b>
From	[REDACTED]
To	City Deal
Sent	12 February 2016 17:29
Attachments	 Cross City Cycling FD...  Cross City Cycle cons...

Good afternoon,

[REDACTED] have considered the proposals for the cross city cycling route through Fen Ditton. The responses are attached.

Regards,



048a

████████████████████

Cross City Cycling ██████████ Response to Consultation

Ref: Ditton Lane and Links to East Cambridge

**Introduction**

████████████████████ welcomes the Cross City Cycling objectives and investment to improve access to safe cycle/pedestrian routes to and from Fen Ditton Primary School and Cambridge City. However, there is a united concern to be sensitive to the Conservation status of the Village, to maintain character and key features of amenity value and thus the 'how it is done' is of major concern. This, along with local knowledge of usage and problem areas, the opportunity for landscape enhancement in the light of the development and ██████████ public consultation form the basis of the recommendations below.

████████████████████ refer you to the Fen Ditton Conservation Policy document 2005 (SCDC) where choice of materials for walling, protection of grass verges from removal or damage, trees and choice of street furniture have policy guidance. The two Copper Beach trees on the crossroads of the village have Tree Protection Orders (TPO's). ██████████ draw your attention to the recent reported loss of 100 Beach Trees on the A1307 at Wandlebury Country Park (Parish of Stapleford) made unsafe because of a Highways cycle path installation some years ago that involved root severance and the removal of large, low branches. The Tree Officer of SCDC has described the Copper Beach trees in Fen Ditton as being two landmark trees that without distress from construction might otherwise be healthy and valuable for another 200 years. ██████████ put on trust that lessons have been learned and expect all lengths to be taken to protect the roots from damage in accordance with BS. 5837:2012; Permanent Hard Surfacing within the Root Protection Area (RPA).

In forming this report ██████████ have sought guidance from the following South Cambs District Council Officers and thank them for their support and contributions:

- ████████████████████ - Tree Officer, South Cambs District Council
- ████████████████████ - Landscape Officer, South Cambs District Council
- ████████████████████ – Historic Buildings Consultancy Officer, South Cambs District Council

Following this first step of Public Consultation ██████████ now strongly expect regular communication from the project team and to be invited to be involved wholeheartedly with the future developments of the proposal and schemes.

An invitation to present and discuss the recommendations below to representatives of the project team in person would be welcomed.



## Recommendations/Comments

Please refer to Relevant Cross Sectional Maps attached.

### 1. Fen Ditton School Horningsea Rd (Ditton\_4).pdf

In addition to Cross City Cycling published proposals:

1. Make good grass verges/reinstate verges damaged by cars along length of Horningsea Rd. to Field Lane both sides of Rd.
2. Install additional knee rails to protect grass verges from 'parent parking' from new crossing on west side travelling North for some agreed distance towards Field Lane and identified risk area post installation of new crossing East side Horningsea Rd
3. Widen path from proposed new school crossing up to 2 m. travelling north to Field Lane to meet existing cycle /footpath minimising loss of roadside verge paying particular attention to pinch points (all to encourage usage to and from school catchment Horningsea + public usage)
4. To mark width of path with white lines as per existing Horningsea cycle path (some sharp edges to path and ditch running alongside) plus solar 'cat eyes' as per Wadloes footpath
5. Crown lift trees along length of Horningsea Rd to Field Lane to balance tress, improve specimens, encourage vertical growth minimising maintenance requirements longer term to keep path clear of overgrowth. Cut shrubs/brambles back along length of Horningsea Rd to allow min of 2 years growth before further cutting back required (ecological and economical).

Photos Below

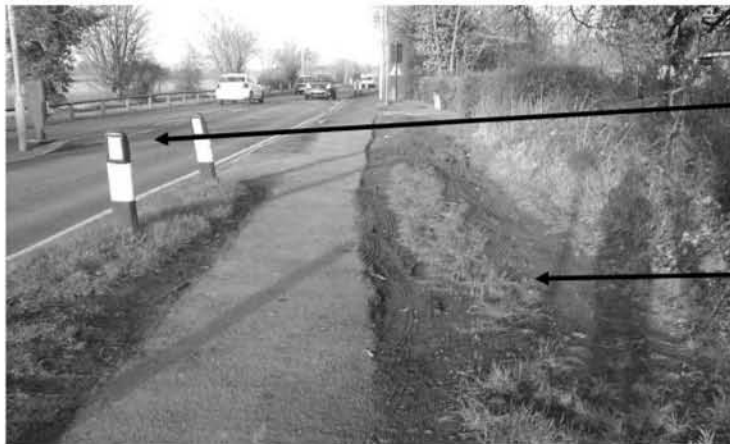
Reinstate damaged grass verges and installation of knee rails in-keeping with existing to protect verges



Proposed site  
new crossing

Parent parking all  
but removed  
substantial grass  
verge

Looking South



Proposed site  
new crossing

Parent parking all  
but removed  
substantial grass  
verge

Looking North



Proposed site  
new crossing

Damaged reflector  
cone creates  
opportunity for  
parent parking on  
grass verge.

Looking North



Address Pinch points cutting back brambles/shrubs for at least 2 yrs 'maintenance free' (ecological plus economical)

Widen path up to 2 m. from new school crossing to Field Lane minimising loss of verge addressing pinch points to encourage use to and from Hornigsea.

White lining to mark edges and central solar cats eyes

Existing Hornigsea cycle path.

New extension 2m only widened to maintain grass verge as much as possible

Looking South along Hornigsea Rd  
From Field Lane



Cut back brambles/shrubs to allow min 2 years growth before further maintenance required to keep pathway clear

Crown Lift and rebalance Trees along length of Horningsea Rd.

Sharp edges to existing path, adjacent to steep bank and ditch. Hazard in dark plus as narrow, passing cycles

Looking North along Horningsea Rd beyond proposed new school crossing





Impact of cycle path installed with removal of grass verges. This would be undesirable and not acceptable for Fen Ditton

Looking North from Field Lane from current junction of pathways towards Horningsea and A14.

## 2. High Ditch Rd & Ditton Lane High Street Junction (Ditton\_3 Pdf)

Amendments to published Proposals:

1. Replacement rather than removal of existing Bus Shelter. To replace with an alternative narrower 'open' style design in-keeping with character of Village and sensitive to conservation area ie timber structure not urban design. Requires sufficient roof line for 8 to 10 to benefit from some shelter. Ideally to sit behind or offset to new footpath but, if necessary on it, hence recommendation of a narrow construction.

The current Bus Shelter is used every morning by school children waiting for school bus for Bottisham Village College. School children consulted advised existing is well used, they wish to retain a shelter but would prefer an 'open design'. Existing is cleaned on a regular basis on behalf of [REDACTED] however brick enclosure described as "smelly" and not very pleasant. A replacement needs to be in-keeping with street furniture in village and offer sufficient shelter that children are protected from the worst of the weather and not discouraged from using the school bus, all of which helps reduce cars on the road at peak times.



Examples of timber framed 'open' style bus shelters as replacement to existing.

Narrow base takes limited space on path but limited no's can shelter

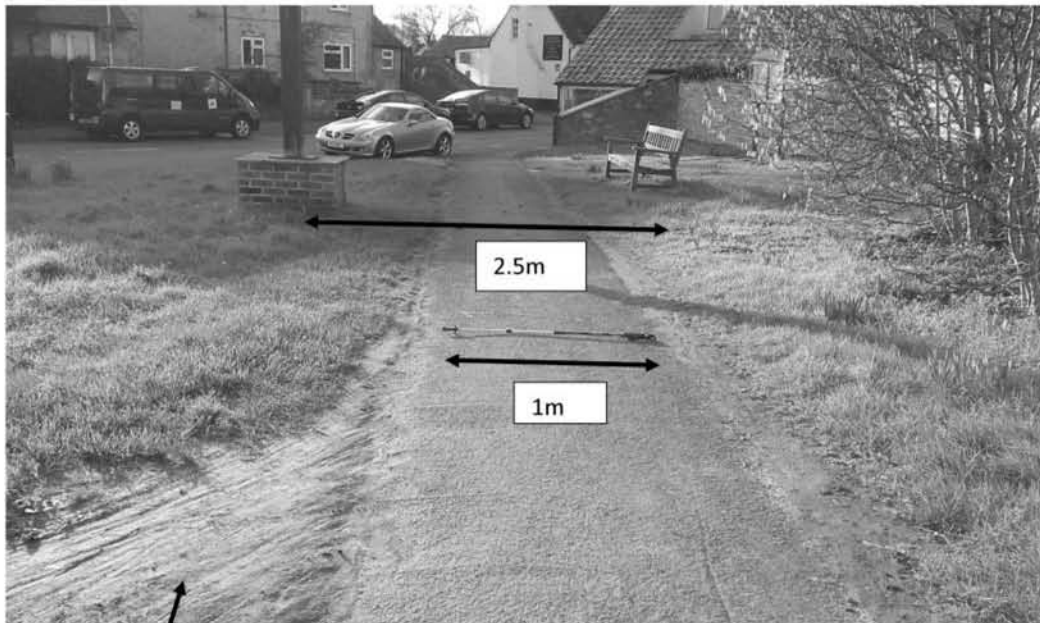


Wider base would offer more shelter but take up more space on path.

2. High Ditch Rd & Ditton Lane High Street Junction (Ditton\_3 Pdf) contd.

Amendments to published Proposals:

2. It is not clear from the cross sectional drawings if the grass banks holding the Copper Beech Trees would be reduced in the proposals to accommodate widening of footpath. If this is the case, [redacted] recommend as a means to offer the most protection to the Trees (TPO's and construction addressed above) use of proposed 'overrun areas' to accommodate widened shared use path. This would also serve the purpose of narrowing the junction decreasing the speed of cars into High Ditch Rd and High Street.
3. To maintain the character and amenity of the Village Green, including use and position of existing wooden bench and position of village sign, to limit widening of the path across the green to 1.5m or leave as existing for pedestrian use. To direct cycle traffic around the outer corner of the Green (roadside) using proposed over run area to accommodate widening of path to 2m. Any realignment of the pedestrian crossing and or widening of the path across the Village Green to ensure good fit with path to protect grassed area.



Recent loss of turf during lamp post replacement has encouraged cyclist to cut corner; turf to be reinstated to return footfall to paved area.

Any realignment of the pedestrian crossing and or widening of the path across the Village Green to ensure good fit with path to protect grassed area.

Village Green

Existing Path 1m

Proposed Increase to 2.5 m for shared use would impact on Village sign placement, bench and existing planting.

Recommend maintained for pedestrian use; cyclists to be directed around outside of Village Green on existing path to be widened to 2 m.



4. The recommendations above to use the existing constructed road area to accommodate widening of footpaths on both sides of the junction may mitigate any proposed 'over run area.' However, if any is to remain [REDACTED] have been advised by SCDC Historic Buildings Consultancy Officer that 'a careful choice of material is required for the proposed over run area at the main junction.' Understanding the proposed speed tables are typically tarmac, to blend in with the road surface a material similar in colour to the tarmac has been recommended such as a charcoal/black block/brick paving.
5. Over run areas on both sides of crossing and the road to extend to long speed table to protect against parking in these areas.
6. [REDACTED] request consideration of the viability of a mini-roundabout or traffic lights to slow traffic speed and offer safer exit from the junction, specifically in the case of any increased difficulty exiting onto the main road on account of narrowing the junction to accommodate widening paths as above.

**NB** If either of the above are found to be viable public support would need to be canvassed and [REDACTED] vote on the matter before supported as a recommendation.

7. The proposed removal of the 'traffic islands' containing reflectors, lights and Give Way signs on both sides of the junction and any necessity to replace with posts and signs are asked to be reviewed in the light of junction safety and Fen Ditton conservation policy (pg.23) to limit and rationalise 'street clutter' , sigs bollards etc. around the crossroads.
8. In the event of a narrowing of the junction preventing access from local farm traffic it is believed the alternative approach via the A14 and Quy roundabout to High Ditch Rd would not be unreasonable. There is one arable field entrance only village side of the railway bridge on High Ditch Rd.

**NB** The farmer will need to be consulted to check access requirements there may be logistics preventing large machinery being brought over the railway bridge – if so, could another access be created?

9. [REDACTED] have applied via LHI funding for the installation of double yellow lines at specified points on High Ditch Rd to limit parking and improve traffic flow both at the junction and running east. The installation of these remains important to residents but will need to be reviewed in terms of proposed changes to the layout at the crossroads.

[REDACTED]

### 3. Ditton Lane (Ditton\_2(1).pdf)

1. [REDACTED] understood from the public consultation event held in the Pavilion on the 14<sup>th</sup> January that engineering solutions with regard to the widening of the footpath and reduction of the grass bank running along Ditton Lane were yet to be fully considered. That the current proposed retaining brick wall may prove not to be a feasible option. In the light of this [REDACTED] request the following principles are taken into consideration for this aspect of the project.

In principle to:

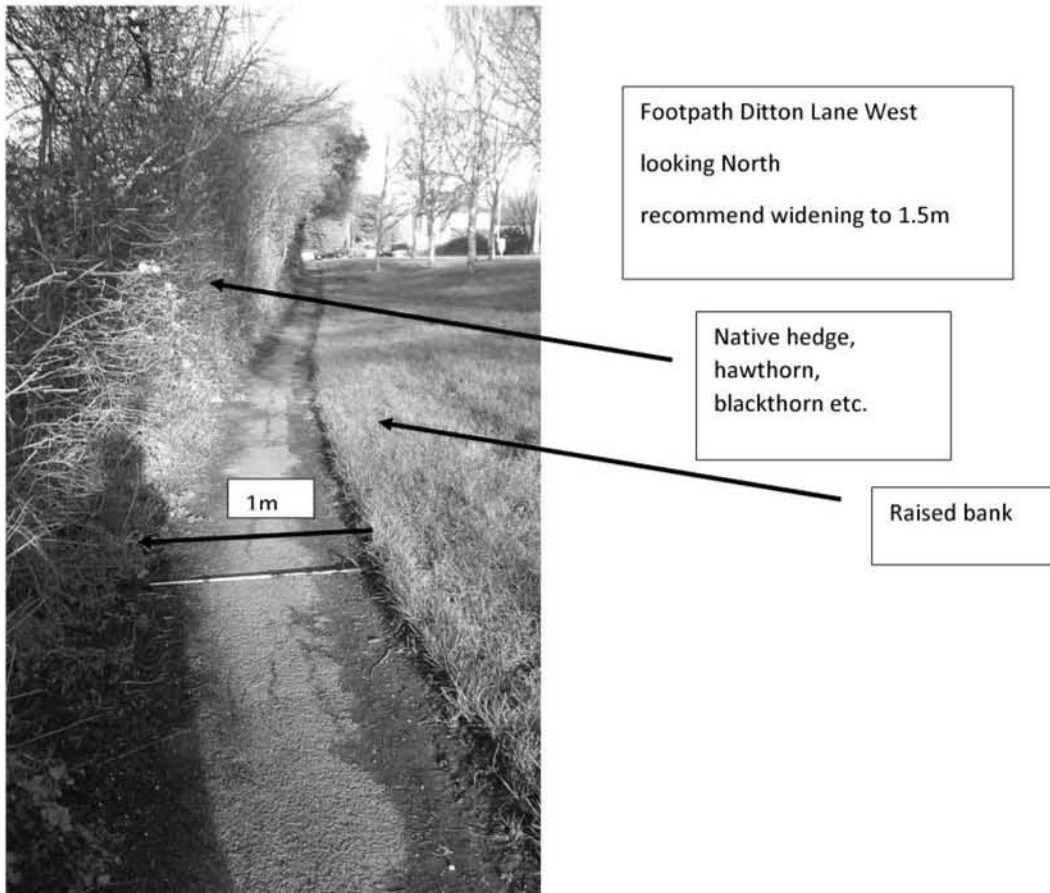
- i) Retain as much of the grass bank and slope as possible
  - ii) Review the feasibility of a retaining wall and or reduction in depth of the bank in the light of containment of the run off from the Paddock and unintended environmental consequences.
  - iii) Ensure any engineering works secure the bank in place to prevent erosion and problematic run off/soil deposits on new path and include sufficient replacement top soil to enable sustainable re-planting.
  - iv) In the case of the use of engineering bricks to minimise this e.g. 3-4 courses. Colour to be in-keeping and sympathetic with existing village walls i.e. muted colours, e.g. 'Cambridge Brick' (see Fen Ditton Conservation Policy). NOT red and black engineering bricks!!
  - v) To retain existing Rowan Tress if possible, if not, as proposed to replace the same species on top of the bank.
  - vi) Replacing existing original council concrete post and wire fencing with wooden post and rail fencing as per North side of field to enhance landscape and amenity value.
  - vii) If existing Rowan Trees are to be lost and replacement planted on top, a new planting scheme in the grass bank, for example naturalised spring bulbs or strips of wild flowers of value to insects etc., to be incorporated into the scheme.
2. [REDACTED] expect and have been requested by property owners whose driveways and or hedging at front of properties are due to be disturbed will be consulted individually by the project team to clarify the extent of this, materials to be used and quality of work undertaken. Of particular note is property no [REDACTED] the owners have informed us the Leylandii trees are planted within their property boundary, the cross section plans indicate complete removal with no verge remaining at all.

**4. Fisson Rd (Ditton\_1(2 Pdf)**

In addition to proposals

1. Widen existing footpath running from car park on the west side of Ditton Lane behind grassed bank planted with trees, containing Fen Ditton Village sign, to the junction of cycle route 51. This is shown on proposals as unchanged. This footpath is very narrow, there is a bank on one side and thorny hedgerow on the other and is underused as a result. Widening the path to 1.5m would improve access for pedestrians, young children, push chairs, cyclists etc. and enhance the walkway which is otherwise pleasant in being away from traffic amongst a grassed area and trees.

See photo below






### **5. Wadloes Footpath**

Wadloes footpath has not been featured in the Cross City Cycle scheme. This is a permitted shared foot and cycle path running from Sustrans Cycle route 51, where it leaves Ditton meadows, into the heart of Fen Ditton Village to the Church. The traffic on this path, cyclists and pedestrians has increased substantially in the last 10-15 years since its instalment with the original Sustrans development across Ditton Meadows to Newmarket Rd Park and Ride. It is 1.3/5 m in width only and is need of widening and maintenance eg replacement of solar cats eyes and wooden bollards restricting road vehicle access etc.

It is anticipated all cycling traffic coming in and out of the City travelling to and from Fen Ditton and Horningsea will as of present use this path; it is the most direct route.

 recommend including the widening of this path to 2m (2.5m considered too wide for this situation) into the Cross City Cycling scheme and refurbishment of solar lights running the length and centre of path .

**██████████ response relating to process of Consultation on Greater Cambridge City Deal's Cross City Cycling proposals**

The report to the Greater Cambridge City Deal Executive Board, dated 4 August 2015, which summarised the strategic approach and key principles for developing the cross-city cycle improvements programme in Cambridge, included the following recommendations on any consultation (at section 24):

'Public consultation on the above schemes is proposed to take place early in 2016. The purposes of the consultation include:

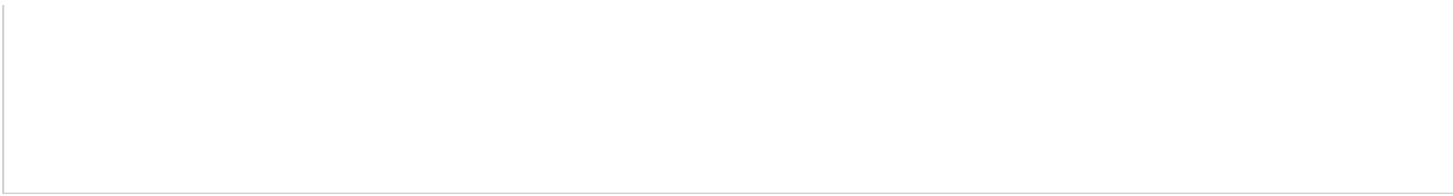
- a. To engage with key stakeholders, the public and all interested parties in the consultation on proposals for the proposed priority strategic cross-city cycle schemes.
- b. To ensure that messages reach the widest audiences, that all voices are heard and that channels are enabled for excellent 2-way communications.
- c. To provide unbiased, appropriate, timely, and clear information in plain English on the proposed options for the corridors.'

Given these recommendations, it is regrettable that the consultation process so far has fallen short in a number of respects, at least as regards Fen Ditton, including the following:

- The email giving notice of the staffed drop-in exhibition at Fen Ditton Pavilion on 14 January was only sent out on 4 January.
- The leaflets publicising the proposals and exhibition were not distributed to households within Fen Ditton until 10 January.
- Posters to publicise the event were not sent to ██████████ automatically; the ones that finally arrived on 12 January (only after repeated requests and, even then, only in digital form) did not mention the exhibition at Fen Ditton at all.
- The maps in the leaflet are lacking in detail. Without going to one of the exhibitions or access to the internet to view the proposals in detail, respondents cannot give an informed answer to questions such as '12 Do you support the proposed junction improvements?'
- Some of the questions are unclear (e.g. a 'No' response to Q4 could mean a lack of support for any hedge reduction at all or a lack of support for replanting, which is quite the opposite) or written in such a way as to promote bias.

Without prejudice to its comments on the proposals themselves, ██████████ wishes to express its disappointment that mistakes in survey design are still being made, just as in the consultation on the Abbey–Chesterton bridge run by Cambridgeshire County Council in July 2014. In addition, it wishes to alert the members of the Executive Board to the possibility that the eventual survey responses might not be so representative of residents' opinions as they could have been, had the recommendations in the August report been more fully addressed.





049

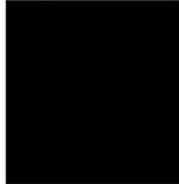
Subject	<b>Arbury Road (Cross City Cycling)</b>
From	[REDACTED]
To	City Deal
Cc	[REDACTED]
Sent	14 February 2016 09:09

In general the proposals for Arbury Road are to be applauded.

However to be useful, cycling routes need to be direct. Therefore the cycling routes should continue all the way along Arbury Road to join up with the cycling paths proposed for Milton Road. The cycle route should not divert through a small alley to back streets like Leys Avenue. The Leys Road route is twisty, involves stopping numerous times at each junction, and is not obvious. No-one would divert incoming cars onto such a route.

Also please avoid any stretches of shared cycle & footway. It is bad for both pedestrians and cyclists. As a cyclist I detour to the main road under such circumstances as I consider that less dangerous.

Regards



050

Subject	<b>FW: City Deal - Cycling</b>
From	[REDACTED]
To	City Deal
Sent	14 February 2016 17:07

**From:** [REDACTED]  
**Sent:** 14 February 2016 15:14  
**To:** [REDACTED]

**Subject:** City Deal - Cycling

Dear Mr. Herbert,   Arbury Road - cycling

I would like to make the following comment:

Arbury Road between St. Lawrences and Arbury Court - cyclists should be encourage by way of signage, red tarmac and road markings that it is best to avoid the main road by using side roads on the south side of Arbury Road or the service road to the flats (north side of Arbury Road) and on a new cycle path to the traffic lights at Campkin Road. I have lived in this area for nearly 60 years and everyone uses the service road to the back of Arbury Court via the entrance by the chemists or past the Gurdwahara. The road by the Gurdwahara is in need of resurfacing. Cyclists then use the cycle path at the back of the playpark, again badly in need of resurfacing work and then onwards towards Leys Avenue and the Hurst Park estate.

No one uses the path to the side of the park linking Arbury Road to Leys Avenue. Presently it is narrow, poorly lit and often littered with paper and broken bottles. It has a boundary fence of a hedge and trees. There would be no need to improve this route as cyclists would have to negotiate a metal barrier and bump down on to the road and to date I have never seen anyone use it. Best left alone and concentrate on the presently constantly used cycle route to the back of the park.

Yours, [REDACTED]

051

15 February 2016

12:00

Subject	<b>Cross City Cycling Consultation</b>
From	[REDACTED]
To	City Deal
Sent	14 February 2016 20:25

Dear City Deal Team,

I attended the public exhibition at Cherry Hinton and spoke to your team. I live in [REDACTED] and am replying to the Cross City Cycling Consultation on behalf of [REDACTED]. My wife and I regularly cycle from Fulbourn to Cambridge and to the Addenbrookes Hospital site, as well as other locations in the City. I would particularly like to comment on the Fulbourn/Cherry Hinton Eastern Access issues:

1. From the existing crossing up to the Yarrow Road roundabout, I feel that it is essential for this to be a dedicated cycle path rather than a shared one. There is ample green space available and the cycle element could be away from the road edge. The current path is often quiet, but at certain times of the day it is very well used. Particularly during lunchtimes, groups of people walk from the Peterhouse Technology Park to Tesco's, others to the Robin Hood. Joggers also use the path during this time. This use will only intensify once the ARM development is completed - including use at the morning and evening rush hours. With people walking sometimes three abreast and bikes in both directions it is not a safe cycling environment. Surely you should provide the best layout possible now, rather than be landed with a request to upgrade sometime in the future - the space is available so could you not make use of it. I would also suggest that the 30mph limit should be extended up to the Yarrow Road together with some means of slowing the traffic further as it turns from Fulbourn Road into Yarrow Road (coming from Cambridge). Currently traffic turns left into Yarrow Road, often at speed and often without correct or any signalling. This makes it difficult as a cyclist when waiting to cross Yarrow Road, going towards Fulbourn.
2. There is currently a very unsafe blind corner where the shared path turns into Yarrow Road at the roundabout. Presently, this is due to the large hedge right against the path. I, personally, have had several near misses on this corner. I now ring my bell loudly as I approach it. The hedge should be either set well back, removed or kept low so that there is clear vision around the corner from both directions. If the cycle path was the other side of the hedge, the problem would disappear.
3. The shared path from Yarrow Road to Fulbourn should be better maintained to ensure that the available width is not reduced due to the verge growing over the path. Traffic travels at high speed along here and it is felt necessary to keep well away from the kerb edge to avoid the possibility of being forced in to the road when passing other cycles or pedestrians. I also know that some people would appreciate some form of lighting along the path edge, once the street lighting is no longer. It is possible to be dazzled by cars at times. Consideration should be given to introducing a reduced speed limit along this stretch of road - perhaps 40mph. Although not part of this consultation, I also think that the 40mph limit should extend right through to Fulbourn - it would improve the cycling experience, help the safety at the Hinton Road/Cambridge Road junction (a site of numerous accidents), and avoid cars coming over the Windmill Hill at 60mph and then down the hill into Fulbourn, another site of accidents at the road barrier, and regular risk taking as cars continue, at speed with traffic approaching, into Fulbourn on the wrong side of the road.
4. Another difficult off-road junction is where the path from Fulbourn Road turns into Queen Edith's Way. At certain times there are many children on cycles (from the school) on the shared path where the corner is blind. I appreciate that there is a lack of space here due to the Nature Reserve but it seems important to find a solution.

I would also like to make one comment on the Hills Road and Addenbrookes Route:

1. I regularly cycle up Queen Edith's Way and across Hills Road into Long Road, using the shared-use path, going across Hills Road using the pedestrian route. Once onto the path on the Addenbrookes side and cycling into Long Road, there is a bottleneck on the path at the pedestrian crossing going

across Long Road towards the City. Cyclists in both directions and people waiting at the pedestrian lights is a recipe for conflict and possible danger. I hope that this can be improved although I see that adjacent boundaries have left little room for alteration.

Yours sincerely,



052

Subject	<b>The Greater Cambridge City Deal</b>
From	[REDACTED]
To	City Deal
Sent	14 February 2016 22:05

Dee sir/madam

I have just been looking at the Ditton Lane and links to East Cambridge plans.

I am the joint owner of [REDACTED] I support the rationale for the changes, my current concern is the closer distance and increased noise of pedestrians and cyclists passing by our house. Can you explain how the increased noise due to proximity will be minimalised and what considerations will be made to the residents? Are there plans for the road to be moved closer to the number 2, 4 and 6 Blue Lion Close houses?

Kind regards

[REDACTED]

[REDACTED]

053

Subject	<b>Cross City Cycling Consultation Response</b>
From	[REDACTED]
To	City Deal
Sent	14 February 2016 22:09

I would like to comment on the proposals for the Green End Road Area.

I think the junction between Green End Road and Scotland Road needs, and warrants, much more than just an adjustment of the paint on the road. The junction is wide and hazardous for cyclists and pedestrians.

There is a cycle and foot path from Milton Road via Eastfield which crosses this junction; though needs to be given to how cyclists and pedestrians can cross safely.

There is currently a bus stop on the junction which is not a good place for it as a stopped bus clogs the junction.

I largely support the double yellow lines on the section of Green End Road towards the High Street however think consideration ought be given to customers of the chip shop, perhaps with parking bays just for that purpose active only when the shop is open.

I suggest the cycle lanes are not just white paint but red tarmac too.

If possible some degree of segregation could be achieved with curbed islands, particularly to mark the start of the cycle lanes

I think the connection between Green End Road and Water Lane should be included in the scheme as the popular cycling route is on to Water Lane, and then onto the traffic free paths of Stourbridge Common. Omitting the Water Lane section will leave the safer cycling network this project hopes to achieve discontinuous.

Regards,

[REDACTED]

--

[REDACTED]

Subject	<b>E. Fulbourn Road/Cherry Hinton Eastern Access</b>
From	[REDACTED]
To	City Deal
Sent	14 February 2016 22:32

Re: Fulbourn Road/Cherry Hinton Eastern Access


I would like to make representation on behalf of [REDACTED] as a collective group. The [REDACTED] believe the plans will benefit the residents on the Beechwoods estate who cycle to and from work into the City along Fulbourn Road as access will be made easier from the estate to the new cycleways. These cycleways will benefit residents in Fulbourn village who cycle along this road on their daily commute. It is for this reason that the [REDACTED] is in favour of these alterations and want to see them implemented. The [REDACTED] feels that the link between Fulbourn village and the city will be improved by this alteration but could be more ambitious by extending the designated cycle lane all the way down to Yarrow Road. Furthermore the [REDACTED] would like to see some sort of lighting down Cambridge Road to make cyclists feel more comfortable about using the shared cycle path. Currently some cyclists are opting to still cycle on the road (which is very busy at peak times) so as not to get held up or more worryingly have a collision with a pedestrian on the cycle/shared pathway. This situation would definitely be helped by lighting or a totally separate cycle path along Cambridge Road. The [REDACTED] thinks this is unlikely to be achievable but it doesn't hurt to have a vision when money is being allocated through the City Deal specifically for linking surrounding villages into Central Cambridge with designated cycle paths.

Thanks for your time

[REDACTED]



055

Subject	<b>Cross-city cycling proposals - Hills Rd scheme</b>
From	[REDACTED]
To	City Deal
Sent	14 February 2016 22:36
Attachments	 Hills Road Cycleway

I have complete the online survey but also wish to submit the attached comments in response to the proposals. Please let me know if you have any problems accessing the file.

Best wishes

[REDACTED]

055a

## **GCCD Hills Road Cycleway Proposals: Solving the wrong problems**

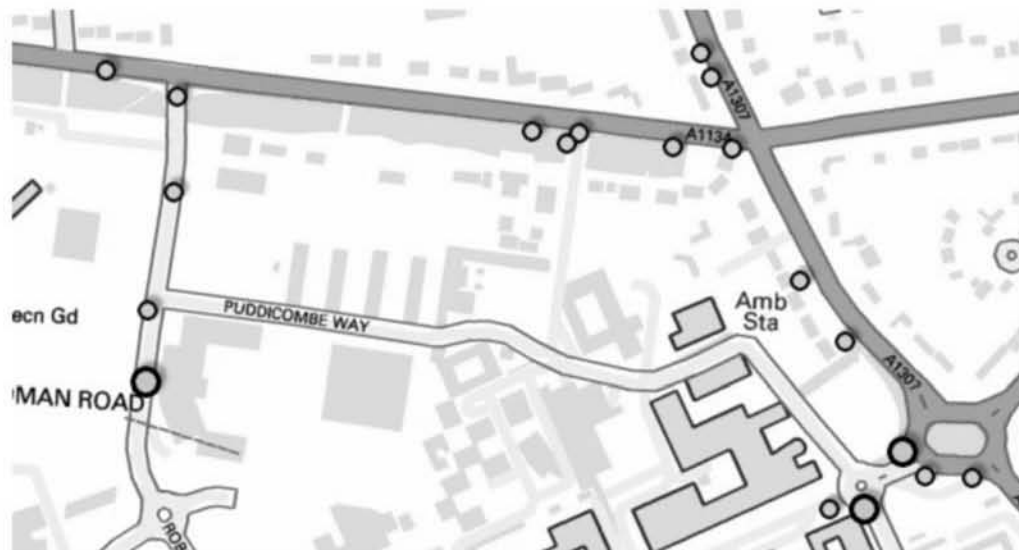
The Greater Cambridge City Deal Partnership has invited comments on the proposed cycleway scheme on Hills Road. Having lived in the area for 17 years, and having used the road network under discussion as a pedestrian, cyclist, motorist and bus passenger, I offer some observations and recommendations.

### *1. The scheme does not facilitate safe access to the Biomedical Campus*

The rationale for the scheme is described on the City Deal website: “This is a key route for people accessing local schools and sixth form colleges as well as the Biomedical Campus. The cycle facilities at the junction of Hills Road/Long Road/Queen Edith’s Way are limited. The two proposed options aim to provide safer crossing for pedestrians and cyclists accessing the Biomedical Campus and local area.”

I would agree that facilitating access to the Biomedical Campus (with its forecast 10,000 employees), Long Road Sixth Form College (2000+ students) and the University Technical College (500+ students) should be a priority for the City Deal. However, this scheme fails to meet this objective because it doesn’t tackle the main obstacle to delivering cyclists to these destinations, namely the inhospitable environment on Long Road. Instead it delivers cyclists to the front of the Addenbrooke’s, from where they will have to pick their way through the hospital site to the Biomedical Campus.

By examining data on accidents (2005-2015) in the area around the Addenbrookes site<sup>1</sup> it is possible to see that there are just as many accidents within the hospital campus itself and along Long Road as there are on Hills Road and at its junction with Queen Edith’s Way. Of particular concern are the two serious incidents which occurred at the Addenbrooke’s entrance marked in red below. Encouraging more cyclists to use this access point without significant improvements to it is tantamount to a failure of your legal duty to care.



<sup>1</sup> <http://www.cyclestreets.net/collisions/>

2. *The scheme prioritises cycle access at the expense of other sustainable transport modes*

Sustainable transport options are well used to access Addenbrooke's site, as demonstrated in the Addenbrooke's 2014 Travel Plan <sup>2</sup> (2013 data):

	Staff	Patients/visitors
Bicycle	31%	4%
Bus	27%	11%
Walk	6%	3%

This table highlights the key role that **bus services** play in helping staff and members of the public access the hospital site. The Travel Plan sets a target to reduce the share of patients and visitors travelling to the Campus by motor car (single and multiple occupancy) to 75% by 2017. Clearly there is more scope for converting car passengers in this category into bus users than into cyclists or pedestrians, so any changes to the surrounding road network that are detrimental to bus services would be unhelpful.

Unfortunately, the implementation of the enhanced cycleway on the northern section of Hills Road has already increased congestion to the point where Stagecoach has withdrawn the Citi 8 service. This will only get worse when the works on the second side are completed, as it is now frequently impossible for vehicles to overtake buses waiting at bus stops. It is very important that reliable bus services are maintained along Hills Road and any proposal to change the road network in the vicinity must be measured against this consideration.

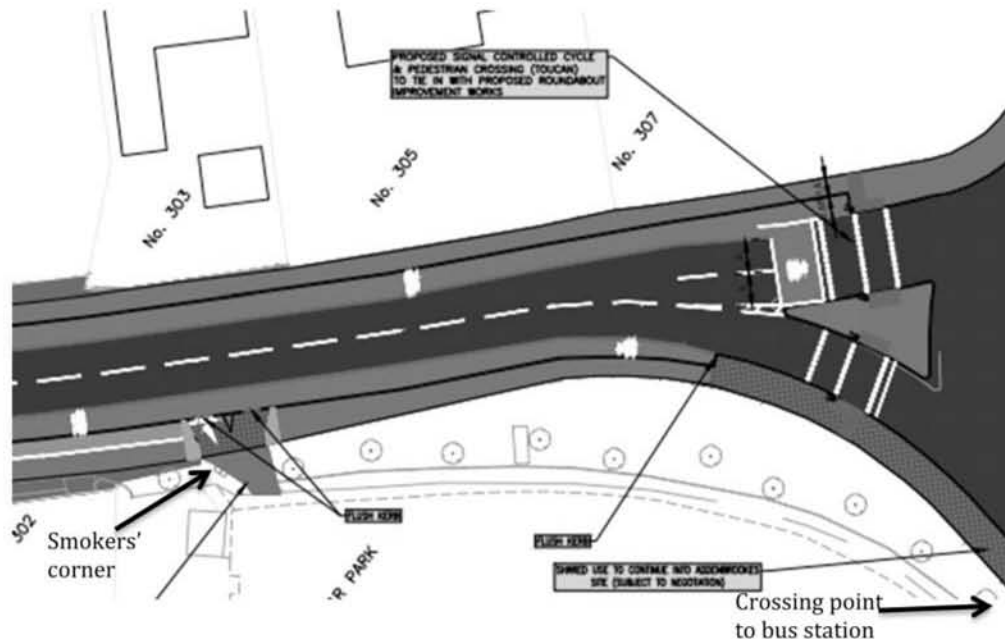
I am also concerned that the scheme will increase conflict between cyclists and **pedestrians**, illustrated by the map on the following page which is an amended version of the drawing on the GCCDP website. As you can see the scheme proposes to encourage cycle movements onto/off the hospital site at two access points: the ramp beside the car park and the pavement beside the roundabout. However, increased cycle throughput at these access points will increase the risk of conflict:

- the ramp beside the car park: as a result of the hospital's policy banning smoking on site, the corner by the ramp has become a congregation point for smokers, complete with bins. Bikes heading south on Hills Road and turning right onto the ramp will be cutting across pedestrians walking south on the footpath. If the option promoting the diagonal crossing and the contraflow cyclepath on the pavement is adopted, these cyclists will also be cutting across pedestrians as they make the right turn. However, I do also wonder what evidence the City Deal team have that, if the diagonal crossing & contraflow option is not adopted, cyclists won't just continue to cycle on the pavement as they currently do?
- the pavement beside the roundabout: pedestrians going to/from the hospital bus station will have to cross on what is proposed to be shared use path. This is already a very hostile crossing point for pedestrians

---

<sup>2</sup> <http://www.cuh.org.uk/sites/default/files/publications/travel-plan-05-03-14.pdf>

because of the siting of the traffic lights on the roundabout which provide very poor visibility to those trying to cross.



### 3. The scheme will add to rat-running and congestion in local streets

One part of the proposal considers banning the left turn for vehicles travelling southbound from Hills Road into Queen Edith's Way. I have been told by the City Deal team that they believe any vehicles re-routed as a result of this closure would proceed south on Hills Road to the Addenbrooke's roundabout and then continue their journey east via Fendon Road.

As the City Deal has not investigated the number of vehicles likely to be affected, I carried out a traffic count on two separate evenings, also observing the degree of congestion on Hills Road (the full dataset is provided in the Appendix to this document). Between 4pm and 5.30pm, 34 vehicles turned left on the first evening and 51 on the second..

As the accident data illustrated in Section 1 demonstrates, this junction is not a blackspot for cycle accidents, so it does not seem justified to close the turn on safety grounds. Moreover, restricting the turn would lead to a significant reduction in the traffic's ability to re-route flexibly at times of maximum congestion, which would inhibit the ability of emergency vehicles and buses to progress to/from the hospital site.

### 4. Other observations

A. There is no reference in the documentation to the effect that the works already commissioned on Hills Road have had on emergency service vehicles' access to/from the Addenbrooke's site. No further works that might in anyway impede emergency vehicles should be commissioned until the impact of the full implementation on the northern section of Hills Road can be assessed.

B. The engineering drawings provided by the City Deal team fail to demonstrate several key aspects of the likely implementation of the scheme. For example, I gather from talking to a Skanska representative at the exhibition held at Addenbrooke's that in order to create a 'holding pen' for cyclists waiting to use the two-phase crossing at the Addenbrooke's roundabout, it may be necessary to realign the junction in order to create adequate space (presumably outside 307 Hills Road). It seems extremely disingenuous to ask for opinions on the scheme without providing such a significant piece of information, and I'm sure there are similar examples that I didn't manage to wrinkle out of the team.

C. The repeated infrastructure 'improvements' to Hills Road come at a heavy visual cost. This area is valued by both those who live in it, and those who pass through it, as a green corridor into the city. I would ask those making decisions on this scheme to acquaint themselves carefully with the contents of the 2012 study on Hills Road commissioned by Cambridge City Council as part of its 'Cambridge Suburbs and Approaches' series. Its findings included the following statement: "Substantial plots with generous planting and landscaping, together with grass verges along the roadside, create a bosky character with many of the larger trees specimens (of a variety of species) the subject of Tree Preservation Orders. The vegetation along the length of the approach into the City is important as it changes with the seasons and is a foil for the traffic noise." If the City Deal hopes to recruit the citizens of Cambridge as supporters of its plans, it is imperative that it does not destroy the essential character of the city in its pursuit of growth.

\*\*\*\*\*

Having pointed out the shortcomings of the proposed scheme, I would like to suggest two alternative priority areas for action. Neither of these would incur anything like the degree of complexity and expense currently envisaged and would be at least as effective in addressing the City Deal's stated objectives.

*Create a marked box junction with camera monitoring*

During peak hours one can frequently observe that the Hills Road/Long Road junction is blocked by vehicles heading south on Hills Road or turning into Hills Road from Long Road when they have no room to clear the junction. Often the vehicles will 'double up' side by side to squeeze into the junction. Experience suggests that many drivers are oblivious to the impact of their behaviour on other road users.

As you can see from the map on the following page, any blockage of this junction impedes the safety of cyclists at points A and B; and of cyclists and motorists heading from QEW across to Long Road (C). It also creates extremely dangerous conditions for pedestrians as they use the crossing (D). Changes to the traffic flow on Hills Road which increase congestion also will increase driver frustration and make it more tempting for drivers to enter the junction even when the exit is not clear. Finally, if the proposed diagonal cycle crossing is implemented, it will be imperative to protect a clear passage across this junction at all times.



For all these reasons, a properly demarcated box junction with cameras to act as a real deterrent is critical to the safe and efficient functioning of the road network, consistent with Rule 174 of the Highway Code. It would also deter the motorists who continue to make the illegal left turn from QEW into Hills Rd south, taking them across the pedestrian crossing on its green phase.

#### *Improving cycle access to the Biomedical Campus via Long Road*

The best access route to the Biomedical Campus for cyclists travelling south on Hills Road is via Long Road, as this will deliver them directly to the Campus rather than having to wend their way through the Addenbrooke's complex. Rather than spending time and resources directing cyclists to the front of the Addenbrooke's site, it should be an absolute priority for the City Deal to improve cycling and pedestrian infrastructure along Long Road. This would not only be of benefit to employees working on the Biomedical Campus but also to the thousands of students at Long Rd Sixth Form College, the University Technical College and from September 2016, the Clay Farm secondary school.

Whether or not the diagonal crossing is implemented, the broken-up road surface on south-west corner of the Hills Road/Long Road junction should be resurfaced to enable cyclists to make that turn safely and making full use of the road width. The pavement on the corner of Long Road should be remodelled to enable bikes to pass safely on the shared use path behind pedestrians and cyclists waiting to use the crossing across Long Road.

Once this relatively simple remodelling has been finished, the City Deal team can apply itself to the much more complicated but very necessary and long-overdue job of upgrading facilities along the length of Long Road. It would be excellent to see the same attention applied to this key East-West route in the city as has been given to North-South routes over many years.

I hope these comments will be given due consideration by the City Deal team, and would be happy to discuss them further if required.

████████████████████  
██

14<sup>th</sup> February 2016