


Appendix: Traffic count of vehicles turning left from Hills Rd southbound into Queen Edith's

Data is given below for the number of vehicles making a left turn from Hills Road into Queen Edith's Way per cycle of the traffic lights. The weather was fine on both evenings and the traffic seemed more free flowing than is usual. An * after a number indicates that the junction was already blocked at the start of the green light phase by traffic entering it from Long Road without being able to exit.

	<i>Tuesday 26/1/16</i>	<i>Total</i>
1600-1615	1, 0, 4, 2, 2, 1, 0, 1	11
1615-1630	1, 1, 1, 0, 1, 0*, 0*, 0*	4
1630-1645	0*, 1*, 0*, 1*, 2*, 0*, 1*	5
1645-1700	2, 2*, 1*, 2, 0, 0, 0, 2	9
1700-1715	0, 1, 0, 0, 0, 0, 0,	1
1715-1730	0*, 1, 1, 1, 0*, 0*, 1	4
	Total	34

	<i>Friday 29/1/16</i>	<i>Total</i>
1600-1615	1, 0, 2, 0, 1, 2, 4, 1	11
1615-1630	3, 3, 3, 3, 2*, 1*, 2*, 0	17
1630-1645	0, 2, 1, 0*, 1, 2, 3, 0	9
1645-1700	0, 1*, 0*, 0, 0, 1, 0	2
1700-1715	0, 0, 1, 0, 0, 1, 3,	5
1715-1730	1, 1, 2, 1, 0, 2, 0	7
	Total	51

056

Subject	Cross City Cycling Routes Response
From	[REDACTED]
To	City Deal
Cc	[REDACTED]
Sent	15 February 2016 13:07
Attachments	 Camcycle CROSS CIT...

Dear City Deal Team,

Please see attached our response to the five proposed Cross City Cycling routes.

Kind Regards,

[REDACTED]

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February 15, 2016

Cross City Cycling Routes
City Deal Team,
SH1311, Shire Hall,
Cambridge CB3 0AP

[REDACTED]

[REDACTED]

Response to the City Deal Cross City

Response to the City Deal Cross City Cycling Consultation

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Introduction

Introduction

works for better, safer and more cycling in and around Cambridge and has over 1,200 paid members. We scrutinise consultation proposals and planning applications to assess whether they will facilitate safer cycling and encourage more people to cycle. Our response to proposals is based on such assessment.

We welcome the Cross City Cycling routes proposed by the Greater Cambridge City Deal and agree that these routes are strategically important links in the Cambridge cycle network. We hope that the final installations are high quality and of good design in order to encourage even more people to cycle, thus reducing congestion in Cambridge. With this objective in mind we have responded to proposals for each route, indicating the positives for each design, highlighting areas where the designs fail to meet the standards for cyclist safety and making recommendations for rectification. However, we feel there remains a lack of ambition overall, and we bemoan the continued lack of a proper, city-wide cycle plan.

As always, we invite further discussion about our response and can offer more information about how our recommendations might be implemented. Please do not hesitate to get in touch.

Responses to Proposals

A. Arbury Road Route

Arbury Road is a vital arterial route for cyclists in the North of the city. It is the most direct route from many parts of Arbury, King's Hedges and Orchard Park to the city centre. It is also an important destination for local travel as the road has two schools and a number of shops at Arbury Court. It is therefore essential that any cycling improvements to the road be as ambitious as possible in order to reduce congestion

and a number of shops at Arbury Court. It is therefore essential that any cycling improvements to the road be as ambitious as possible in order to reduce congestion and pollution.

We find there are a number of positives about the City Deal proposals for Arbury Road. We approve the principle of segregated cycle lanes along Arbury Road and we approve of the removal of existing facilities which have cyclists moving on and off pavements, or put cyclists and motor traffic into pinch points together, and we also approve the replacement of narrow cycle lanes.

Unfortunately, there are still a number of areas in which the proposals fall well short of the level of ambition required to achieve a significant shift towards cycling as a feasible choice of primary mode of transport for local residents. We believe it is achievable to make this road a pleasure to cycle on and thus increase the rates of cycling thereby reducing congestion. While increased cycling provision should be welcomed the scheme has two major drawbacks:

- The proposed cycling provision does not run along the entire route and stops short of both major junctions at the north and south ends of the road. The King's Hedges Road junction and the Milton Road junction are both extremely unfriendly to cyclists. Without provision for cyclists to continue on their journey from Arbury Road to the city centre, or even from Orchard Park, the proposals can only be seen as unfinished as this provision will need to be added at a later date to encourage use of the route by cyclists.
- The proposals do not improve conditions for cyclists to turn across traffic at the majority of junctions on Arbury Road. In some cases, the proposals make conditions worse. For example, due to the removal of the mini-roundabouts

cyclists will no longer have priority when crossing traffic to turn right and will have to wait in the middle of the road for oncoming vehicles to pass before continuing on with their journey.

on their journey.

We also have further issues with the current proposals:

- The proposed cycle lanes are not wide enough, 2.1m should be seen as a minimum requirement, widening to 2.5m where possible.
- The proposed cycle lanes are interrupted by bus stops on both the north and southbound routes requiring cyclists to use the road space allocated for vehicles.
- The advance cycle box on Campkin Road has no access route, requiring cyclists to ride on the pavement or in the middle of the road to reach it.
- There is a missed opportunity to provide any routes that cross Arbury Road to allow better access to the Science Park, Cambridge Regional College and other local amenities.

We believe the proposals would be immensely improved if the following recommendations were implemented:

1. Provision for cycling for this route should start from the Busway cycle path/Chariot Way before continuing across King's Hedges Road towards Arbury Road.
2. Provision for cyclists must be provided at the south end of the road (junction with Milton Road). Currently, the majority of cyclists use the pavement to negotiate the long queues of traffic. This is not desirable for cyclists, pedestrians or motorists and many cyclists feel this is the most dangerous segment of their journey on Arbury Road, due to limited road space. If it is possible to find the space to extend cycle lanes down to Milton Road we would be supportive of this. Otherwise, we recommend making this a cycle/pedestrian only junction. The significant reduction in traffic volume on Arbury Road would then mean dedicated cycle lanes are not required south of North Cambridge Academy.

3. All junctions on Arbury Road should adhere to Dutch-style junction principles. At each junction we believe there is space for this approach, especially if some small bends are added to Arbury Road.
 - a. King's Hedges Road Junction – no extra space required.
 - b. St Catherine's Road Junction – unlikely to require extra space.
 - c. St Albans Road Junction – if required a small amount of extra space can be found from the Meadows Community Centre green space.
 - d. Albemarle Way – Large verges provide space.
 - e. Mansel Way/Campkin Road – Large open green space provides sufficient space for Dutch-style junction.
4. Cycle paths should be segregated and only when there is no other option should their width be less than 2.5m. Hanson Court, Walker Court and, at times, the space behind the hedge on the north side of the road between St Albans and Albemarle can be used for this.
5. The bus stops should be moved so that it is possible to construct a 'floating' bus stop with a continuous cycle route around it.

We must have the ambition to turn Arbury Road into a pleasant and safe space to cycle. With the two major flaws discussed above we have strong concerns that the current proposals will not improve the current hostile and dangerous environment that riders face today. We urge significant changes be made to these proposals as outlined in our recommendations.

B. Links to Cambridge North Rail Station and the Science Park

Green End Road

████████████████████ supports the proposals for Green End Road.

The plans for the northern section are excellent, segregating cycling from walking, and from motor vehicles, while maintaining an attractive residential environment.

We prefer the uni-directional version on the east side, as we think the need for the contraflow direction will be limited in this context, and bi-directional flow increases the risks for people cycling against the flow on side roads, where drivers may not be looking. We recommend 2.3m minimum lanes on each side, for a fully segregated scheme, more than the 2.1m minimum elsewhere, as people will cycle away from the edges of the lane to pass. The space not needed for the bidirectional lane should be given to planting, both enhancing the streetscene and increasing the distance of people on bikes from traffic.

We support the priority junction treatment at Green Park, which allows people driving cars to make two manoeuvres: one into the waiting area, and another crossing the cycle lane. Visibility between cyclists and drivers at this point is good, and this substantially removes the risk of 'left-hooks', i.e. drivers turning left across people cycling.

Nuffield Road to Water Lane is much more limited in scope by the available road width. The addition of wide advisory lanes and removal of the centre line may reduce incidents of close overtakes and bullying behaviour on this stretch of road, and if it achieves this it would be an improvement. Currently the surface at the edge of the road is poor, meaning people often need to cycle even further from the kerb than normal, so a new surfaced cycle lane would help. However, we do not think that this will make the road a good environment for cycling with children, or encourage new cycling, as riding here will still involve substantial interaction with motor vehicles.

We support the introduction of double-yellow lines, as parking along this road means people on bikes need to pull out into traffic to continue their journey. Parking also often

people on bikes need to pull out into traffic to continue their journey. Parking also often

blocks the pavement, and damages a surface not intended to take the weight of vehicles.

Nuffield Road

██████████ objects to the proposed shared-use cycle and pedestrian provision. This area is busy with pedestrians; shared use is entirely inappropriate in such circumstances.

On the north side there should be no cycle provision. The trees should be retained. We support the removal of the wall to provide additional footway width. The footway, for pedestrians only, should be a minimum of 2m.

On the south side, the layby should be removed. We strongly advocate the provision of a segregated bidirectional cycleway of 3m (absolute min 2.5m) and footway of min 2m. It is essential that for cycling to the Shirley School, the cycling provision should be on the same side as the school. This will mean a complete cycle journey to the school gates, which avoids crossing the road outside the school at busy pick-up and drop-off times.

Side Road Treatment

We support build outs to junctions to reduce the speed of vehicles. This will also reduce the crossing distance for pedestrians, and provide more space on pavements.

At the junction of Green End Road and Scotland Road there is a big opportunity for additional space to be used for planting to improve the area.

Additionally, we propose that all side roads that are non-through routes should have full pedestrian priority across the entrance, i.e. a continuous pavement. This kind of treatment is common in other countries, for example see **Figure 1**. This will mean a continuous level surface which is better for wheelchairs and prams, as well as an

treatment is common in other countries, for example see **Figure 1**. This will mean a continuous level surface which is better for wheelchairs and prams, as well as an uninterrupted journey on foot.



Figure 1. Side roads that are non-through routes should have full pedestrian priority across the entrance, i.e. a continuous pavement. See: <http://www.cyclestreets.net/location/65078/>

C. Ditton Lane and Links to East Cambridge

Ditton Lane west side, north of Fen Ditton High Street

We strongly support the proposed cycleway. It completes a "missing link" between Fen Ditton and the southern end of the existing cycleway to Horningsea.

We also support the proposed toucan crossing. This is north of the primary school and so is well-sited to allow people using the existing Horningsea cycleway to get to and from the primary school.

Ditton Lane east side, north of Fen Ditton High Street

We support this proposal but we have some serious reservations about it. The proposed 2.5m width is insufficiently wide for a path which will be busy with both cyclists and pedestrians at peak times. Because the proposed new toucan crossing is well to the north of the school, both cyclists and pedestrians travelling between the school and other locations to the south will remain on this side of Ditton Lane and it is likely to get rather busy.

The plans show the proposed cycleway as being interrupted by a side road at Blue Lion Close, with no measures to allow cyclists and pedestrians to cross it safely. It is essential that the cycleway maintains priority over this minor residential cul-de-sac and

Lion Close, with no measures to allow cyclists and pedestrians to cross it safely. It is essential that the cycleway maintains priority over this minor residential cul-de-sac and must be continued across it in an uninterrupted straight line along a raised ramp. As with the suggestion on the Green End Rd scheme, pavements and cycleways should be continuous across side roads which lead to no-through routes.

Many cyclists (including schoolchildren) will need to cross at the point of the existing pelican crossing to reach Fen Ditton High Street and the Wadloes Path. The plans show this as remaining as a pelican, and the proposed arrangement on the western side would require cyclists using the crossing to cross a small area of grass to reach the proposed shared-use cycleway that cuts diagonally across the corner here. The pelican crossing should be converted to a toucan, and the widened diagonal cycleway on the western side needs to be aligned so that cyclists using the crossing do not end up cycling on the grass.

Fen Ditton High Street/High Ditch Road junction

We do not support the current form of the proposed changes to this junction. A major problem here is the speed and volume of motor traffic using Ditton Lane which makes it difficult for both cyclists and drivers emerging from the two side roads. The proposed changes do nothing to mitigate these problems. We are mystified why raised tables are proposed across Fen Ditton High Street and High Ditch Road but nothing is proposed to reduce the speed of motor traffic approaching the junction along Ditton Lane. We propose that raised speed tables are constructed across Ditton Lane on each side of the junction.

We support the proposal to provide a shared-use pedestrian/cycle path across the NW corner of the junction. However, as mentioned above, the existing pelican crossing needs to be converted to a toucan and the proposed shared-use pedestrian/cycle path across the NW corner should be adjusted so that cyclists using the crossing do not end up cycling on the grass.

In addition, a new shared-use pedestrian/cycle path should be constructed on the

In addition, a new shared-use pedestrian/cycle path should be constructed on the eastern side of the crossing for use by cyclists travelling between Fen Ditton High Street and High Ditch Road. In our experience many cyclists use this crossroads as an alternative to using NCN 51 between Ditton Meadows and the Quay Tunnel, and the current proposals are a missed opportunity to make this crossroads safer for such cyclists. We believe that with suitable cycle paths leading up to it on each side, the existing signalled crossing could offer a safe alternative, at least in the eastbound direction.

Finally, we recommend the speed table across High Ditch Road be redesigned to be a ramped cycleway crossing for use by cyclists (including schoolchildren) using the cycleways along the eastern side of Ditton Lane between Fison Road and the primary school, with give-way markings introduced across High Ditch Road to give it priority, and the paths on each side realigned to avoid the need for sharp turns on each side of the ramped crossing.

Fison Road/NCN 51 junction

These changes to this junction would definitely be an improvement, however they do not go nearly far enough and some of the proposed changes should be deferred.

We recommend that designers revisit this scheme and produce proposals which allow cyclists to make a more direct crossing of Ditton Lane, either at surface level with new traffic signals or using a new underpass. Additional funding is likely to become available in the near future from the developers of "Wing" thus providing an excellent opportunity for the council to develop a more comprehensive scheme with the additional funds.

One aspect of the current proposals that we do think should be implemented now, is

One aspect of the current proposals that we do think should be implemented now, is the speed table across Fison Road. In addition to allowing eastbound cyclists to get from the crossing onto Fison Road, this would provide a link between the pelican crossing and the proposed shared-use cycle/pedestrian path on the east side of Ditton Lane between here and High Ditch Road. This should be considered a cycleway crossing rather than just a speed table, with give-way markings introduced across Fison Road to give it priority.

Between High Ditch Road and Fison Road

We support the goal to provide an improved cycle route along this section, but our support is conditional on the provision of raised cycleway crossings across High Ditch Road at the northern end (connecting with the pelican crossing there and the cycleway to the primary school), and across Fison Road at the southern end (connecting with the pelican crossing there and any future continuation of the cycleway towards Thorpe Way). These crossings should allow cyclists using the cycleways to maintain priority over these side roads, just as they would if they were cycling along Ditton Lane. Without suitable crossings of these side roads, the proposed shared-use cycle/pedestrian path will be isolated and difficult to access, and we cannot support it.

Other comments: Thorpe Way area

We are disappointed that there are no proposals for improved links between the Thorpe Way area and the rest of the city. Thorpe Way is a significant residential

quarter which is essentially cut off from the rest of the city by the barrier of Ditton Lane.

There are several cycle movements which should be catered for, all offering routes along quiet roads towards Ditton Meadows (for the City Centre and for the proposed Abbey-Chesterton bridge) and Ditton Walk (for Newmarket Road, Coldham's Common and the Chisholm Trail towards the station). In all cases, Ditton Lane forms a significant barrier.

barrier.

Thorpe Way to Dudley Road

This offers the most direct route between Thorpe Way (and One Stop) and the areas to the west, but currently requires cycling along a short section of Ditton Lane and then a difficult right turn (in both directions).

We would suggest constructing a shared-use cycle/pedestrian path along the eastern side of Ditton Lane between Thorpe Way and the existing pelican crossing just south of Dudley Road. There is ample space here which would be provided by the removal of a car parking bay. The pelican crossing should be converted to a toucan and a new section of shared-use cycle/pedestrian path constructed west from the crossing and parallel to Dudley Road. This could meet Dudley Road at a point well away from the junction, or perhaps extend all the way to Keynes Road.

This route would have the additional benefit of improving cycle access between One Stop and the residential areas on the western side of Ditton Lane.

Thorpe Way to Howard Road

Another cycle movement that should be better catered for is between Thorpe Way and Howard Road, using the existing cut-through adjacent to 74 Ditton Lane (which is not actually on Ditton Lane but on a separate road running parallel to it).

We are unsure about the ownership of the grassed area directly opposite Thorpe Way but we believe there is scope for a short length of cycle path (and installation of flush kerbs) to allow cyclists to ride directly and quickly across Ditton Lane rather than the using the more exposed left-then-right movement currently required.

In addition, there is scope to improve the cut-through adjacent to 74 Ditton Lane. This is a very wide path, but would benefit from realignment of dropped kerbs, slight adjustment to parking, reduction in number of bollards, and signposting.

is a very wide path, but would benefit from realignment of dropped kerbs, slight adjustment to parking, reduction in number of bollards, and signposting.

Thorpe Way to NCN 11

The third cycle movement that should be better catered for is between Thorpe Way and Fison Road, leading to the existing NCN 51 crossing as well as to the proposed shared-use cycle/pedestrian path between here and Fen Ditton Primary School.

We would like to suggest the construction of a shared-use cycle/pedestrian path along the east side of Ditton Lane between Thorpe Way and Fison Road. We are generally unenthusiastic about shared-use cycle/pedestrian path alongside roads in urban areas because of the conflict with pedestrians and the numerous side roads and entrances, but in this location we believe one might work well as there is a wide verge for the whole length and a complete absence of any side entrances. Also, with a suitable cycleway crossing across Fison Road, it would link to the proposed cycleway towards the primary school.

D. Hills Road and Addenbrooke's Route

Of the options presented, [REDACTED] pragmatically prefers Option A, but only on condition that it is seen as a short-term measure in the absence of removal of the roundabout and that it will be removed when changes to the roundabout are made.

Southbound Hills Road & Long Road Junction

We recognise that the current roundabouts on the south east corner of the site are inadequate and unsafe for cyclists and pedestrians. The Campaign's view is that they should be replaced with either a Dutch-style annular roundabout or a set of traffic lights with good facilities for walkers and cyclists.

Southbound cycle contra-flow

There has been significant debate within our membership about this proposal and we have come to the consensus that this part of the current Option A plan should only be an interim measure. As such, this is a specific exception to our strong policy against pavement provision. Our limited approval of such a compromised measure should not be seen as approval of this kind of provision elsewhere. This short section has a very tidal flow which mitigates some of its shortcomings. It will be essential to look again at this design when, and if, changes are made to the Addenbrooke's roundabout. Until this occurs option 'B' would disadvantage many users on cycles.

Hills Road northbound central cycle lane

We suggest that this space could be better utilised allocating it to the adjacent contra-flow or to a lane on the left side that joins the advanced stop box. This would need changes to the current phases/stages to ensure straight ahead riders are not caught out by an early left turn signal.

The majority of cyclists proceed straight ahead at this junction. As relatively few vehicles turn left into Long Road, reaching the right hand lane is relatively easy. The diagonal part of this lane is too prescriptive and it could encourage cyclists to follow the red tarmac rather than merging at a safe place. The most beneficial facility that

could be provided would be a northbound advanced green light which favours the much more vulnerable cyclist.

Adrian Way and Robinson Way

A significant number of northbound cyclists leaving the biomedical campus do so via Adrian Way and Robinson Way. They then make a right turn onto Long Road and use the shared-use path to enter Hills Road. This route is perhaps preferred because it avoids a long wait at the traffic lights; waiting in the advanced stop box on Hills Road northbound exposes the rider to risk from relatively fast-moving left-turning vehicles. In the future a signal-controlled crossing of Long Road would be useful.

Current Computer Traffic Models Ignore Cyclists

Video evidence (2016) shows that during the morning peak the majority of cyclists choose the diagonal route onto the shared path towards Car Park H. A significant number of riders make a right turn into Long Rd then enter the site via Adrian Way and Robinson Way. This route is likely to become more popular with the opening of the new Papworth and AstraZeneca buildings. A minority of cyclists proceed south, straight ahead along Hills Road towards the roundabout.

Southbound Hills Road Advanced Stop Box

Video evidence from 2016 shows cyclists mostly manoeuvre into the right lane during the long period the lights are on red. This appears to be relatively safe. The advanced stop box needs to be deeper than is shown on the plan to prevent vehicles occupying the whole box through ignorance or malevolence. Its size also needs to allow for growth in cycle traffic.

Advanced Green

The advanced green light for cyclists making a right turn will be an improvement to this junction, however we strongly advocate for full separation of cycle and motor traffic phases at this and all other signalised junctions. It would also help if the diagonal track were marked with red tarmac rather than the current dashes which will inevitably be eroded fairly quickly by the volume of traffic crossing them.

E. Fulbourn/Cherry Hinton Eastern Access

Overall the cycling scheme proposed for Fulbourn Road is good, however there are a couple of major changes and various minor items needed to make it a successful scheme as detailed below.

On the other hand, we object strongly to the proposals for the Robin Hood junction which are completely inadequate and bear no relation to the surrounding cycle schemes on each arm. It does not cater for the movements cyclists need to make, nor does it separate them from motor traffic, in either time or space, which we know is necessary to enable significant modal shift. It also disadvantages pedestrians with two-stage crossings, and has clearly been designed with motor vehicle capacity as the overriding criterion. It would have been a good scheme in the 1990s but in 2016 is not acceptable.

Robin Hood Junction

There are schemes currently underway on Cherry Hinton High St, Fulbourn Road, and soon on Queen Edith's Way. Fulbourn Road and Queen Edith's Way will provide good-quality segregated routes, and there is also one on Cherry Hinton Road. These schemes will be almost entirely pointless if the junction remains one which provides no segregation, and where cyclists have to jostle with two lanes of motor vehicles.

Many people live in Cherry Hinton and work on the Addenbrooke's site, but drive because they find the Robin Hood junction too intimidating. The proposed scheme does not change this. It also provides no connectivity for the bidirectional shared-use on Cherry Hinton Road. An eastbound cyclist should be able to continue through these lights to join the segregated route on Fulbourn Road, but the design proposes that they make a sharp right and then left turn around the corner, wait to cross one stage, and wait to cross a second stage before proceeding. Or that they merge onto the road, avoid left-turning cars, cross the junction with no cycle-lane markings, then cycle 60m in the vehicle lane to where the segregated track starts. Nothing less than an integrated single-stage crossing here makes any sense.

in the vehicle lane to where the segregated track starts. Nothing less than an integrated single-stage crossing here makes any sense.

Similarly, westbound cyclists on Fulbourn Road have no way of joining this facility. They are expected to continue on the road, without even a painted lane, through the pinch point on the west side of the junction to the narrow and encroached-upon westbound cycle lane on Cherry Hinton Road (where only a few weeks ago there was a serious accident with a very experienced cyclist from ARM taken to Addenbrookes).

Most significantly, right turns will remain only suitable for experienced cyclists. For example, the very common right turn from Queen Edith's Way to Fulbourn Road involves branching right across 2 traffic lanes, which may already be moving.

The proposals do nothing to make left turns convenient. Left-turning cyclists on any of the arms should be able to make that turn without waiting at the lights at all, but this is not catered for. Every arm has sharp bends. The dangerous corner with no visibility on the Fulbourn Road to Queen Edith's turn has no improvement at all, and is being narrowed (to accommodate the staggered junction island and two incoming lanes) which makes it even worse. At a minimum all the paths should be aligned to give smooth turns and maximise intervisibility.

This is a busy junction, but nevertheless the junction provides the bare minimum for cyclists (ASLs and approach lanes). No consideration has been given to the movements made both now and once the new schemes are in place. Pedestrians are also given a raw deal, with staggered crossings on all four arms, despite high levels of pedestrian usage (very high at some times of day). Not even low-level repeaters for cyclists are included.

Every arm has two lanes for motor vehicles, even though on the Queen Edith's Way and High Street directions there are no separate movements for the different

Every arm has two lanes for motor vehicles, even though on the Queen Edith's Way and High Street directions there are no separate movements for the different directions/lanes. The lanes are there to maximise motor vehicle throughput, at the expense of pedestrian and cycle space.

It appears that the entire design premise has been to maintain junction capacity as much as possible, resulting in the provision of only minimum functionality for pedestrians and cyclists. This design completely lacks the ambition required to generate modal shift from cars in the daily queues to get modal shift, so that a few

hundred of those cars driving through every morning and evening switch to cycling or walking thus contributing to the the City Deal aims of reducing congestion.

We recommend that this junction is revisited by designers who need to "go back to the drawing board" and design a junction which is convenient and safe for cyclists and pedestrians, catering for the movements they need to make, and separating those movements from motor traffic by either time or space.

This junction is an excellent candidate for an 'simultaneous green' cycle phase, which is now the preferred system in the Netherlands:

<http://www.aviewfromthecyclepath.com/search/label/simultaneous%20green>

This design allows for all movements easily with no vehicle conflicts. Cyclists and pedestrians get both subjective and objective safety and do not need to wait twice to cross. Drivers of motor vehicles do not need to worry about unexpected cycle movements.

An absolute minimum here to make it acceptable would be advance green lights on all arms, a straight, single-stage crossing on the Cherry Hinton High Street arm, aligned with the cycle path, and no-wait left-turns accommodated properly.

Fulbourn Road

Fulbourn Road

Fulbourn Road between the Robin Hood Junction and Leete Road crossing is an intimidating road with busy 40mph traffic and a 3.65m carriageway width. Most cyclists will not use it, so these plans to give it a major upgrade are welcome.

We agree that the segregated routes at the western end and the bidirectional route beyond the crossing is an effective solution. However, for this to work it is vital that the crossing near Limedale Close is moved so that it is *at* Limedale Close, to facilitate all movements without doubling-back. Loop-activation of the crossing is also vital so that cyclist delays are minimal, otherwise the scheme will fail and people on bikes will continue to use Fulbourn Road on-road westbound.

As developments at the Peterhouse Technology Park will take place within the next year which will affect the main cycle and pedestrian access to the Technology Park and the south end of Limedale Close, it is vital to take this into account. There will be large flows of cyclists (approximately 1000 in morning and evening), so a junction like that at Burrell's Walk/Grange Rd should be installed thus allowing movements from Limedale Close right, left or across into Leete Road easily. With the currently-proposed crossing location all 'across' and 'right' cycle and pedestrian traffic has to go 20m along the shared-use footway (which is also directly in front of people's front doors) to cross. There is limited space here so it would be crowded, slow and generate cycle/pedestrian conflict, and is a poor-quality solution in comparison to a correctly-positioned crossing.

The path from Leete Rd can be re-aligned easily to come to this point, and that will remove a blind corner. There is plenty of space to arrange for people waiting to cross and those continuing past.

The other significant issue is the width of the bidirectional shared-use east of this point. It is proposed at 3.5m, which is a great improvement on the 1.65m there currently.

The other significant issue is the width of the bidirectional shared-use east of this point. It is proposed at 3.5m, which is a great improvement on the 1.65m there currently. However, this route has quite high pedestrian flows all day and high cyclist flows in both directions at commuting times, as well as two bus stops which are very well used. There is enough space to do this properly here and have a level-segregated bidirectional cycle path and footway, with 3.5m cycleway and 2m footway. As on Coton Path, (see LTN 1/12 fig 7.3).

A related matter is that people cycling from Yarrow Rd and Cambridge Rd (on road) have no satisfactory way of joining the proposed cycleway - new flush kerbs are needed to facilitate this. If it is not quick, convenient, and wide enough to be uncongested, cyclists will not join the bidirectional track - it has to be designed and built well enough to be attractive to all.

Further Recommendations

We believe the proposals would be immensely improved if the following recommendations were implemented:

- Removal of the large 'end of cycle-path' sign before crossing after roundabout as it is in the wrong place.
- The Crossing on Yarrow Road is functional but unsatisfactory due to high vehicles speeds and particularly the two-lane exits. At Yarrow Road a vehicle may stop in one lane to let a cyclists or pedestrian cross, but a vehicle in the other lane may not, which is very dangerous. This should be narrowed to one lane. Similarly, the sweeping curve downhill from Fulbourn Road to Yarrow Road makes it hard to cross when traffic is flowing freely. Because there are two lanes you cannot tell whether a vehicle will turn left. Reducing the entry width and

makes it hard to cross when traffic is flowing freely. Because there are two lanes you cannot tell whether a vehicle will turn left. Reducing the entry width and tightening the angles to reduce speeds would make this junction much safer (See diagram in Appendix 1). We realise that this is beyond the current scheme scope but it should still be considered in the context of improving safety for cyclists and pedestrians.

- There is no provision for cyclists on-road on Cambridge Road or Yarrow Road, not even a painted lane on Fulbourn Road, nor an easy way to join the bidirectional track from the roundabout. The crossing alignment needs to be changed to allow this movement from Yarrow Road, and either a flush kerb at the roundabout or a marked unsignalised crossing from the end of the roundabout bypass.
- There is a blind corner at the east end of the hedge. The cycleway alignment should be smoothed out here to remove this corner (See diagram in Appendix 1).
- The 3m shared-use proposed at the side paths to the estate is sufficient. The exits at Fulbourn Road should be flared to provide 5 metre radius turns (see LTN 2/08 table 8.1). The proposed bollards are unnecessary at this point as there is no dropped kerb - no motor vehicle will be trying to go this way.

- The path to Mallets Road should be realigned to remove the blind corner (See diagram in Appendix 1). The no-cycling sign at the end of Mallets Road should be removed. The barrier at cut-through to Harebell Close should be removed.
- Many pedestrians and some cyclists from the east heading for the east end of Peterhouse Technology Park will use the uncontrolled crossing at the Park. The island must be wide enough to accommodate a cycle. The proposed 2m is sufficient.
- There is currently extremely poor visibility on the path at the blind corner of Leete Road and Limedale Close. Removing the barrier as proposed will help a lot but

- There is currently extremely poor visibility on the path at the blind corner of Leete Road and Limedale Close. Removing the barrier as proposed will help a lot but is not sufficient. There is unused space here to move the route of the path away from the fence so as to improve visibility (See diagram in Appendix 1).
- The pram arms barriers at the Leete Road end of the path to the signalised crossing must be removed and a flush kerb with a smooth transition added.
- The segregated route starts/ends 40m west of Limedale Close. Consideration should be given to extending the segregation to the Limedale Close junction, even though space is limited on the south side. By reducing the south carriageway to 3m on this section there is room for 1.6m footway and 1.6m segregated cycleway, which might be more effective than a 3m shared-use section over this short distance.
- The shared-use cycleway should retain priority across Limedale Close, merging into the road as vehicle traffic into here will be minimal.
- Priority across Headington Drive and the service road opposite is very welcome. These crossings must be level or have long smooth transitions, as on Hills Road.
- We appreciate that tree bins and grates are proposed to stop root-damage from trees in the cycleway. This is welcome. However, 2.1m is the minimum width for a cycleway (see Local Transport Note 1/12 DfT 2012) and having a reduction to 1.5m every 15m does not make a good facility - it would be very difficult to overtake a slower cyclist. There is room along here to put the trees in the hedgeline or on the bank instead, or to widen the route slightly to accommodate them without taking space from the track. Alternatively move them into the footway as on the north side, where they will cause much less difficulty.

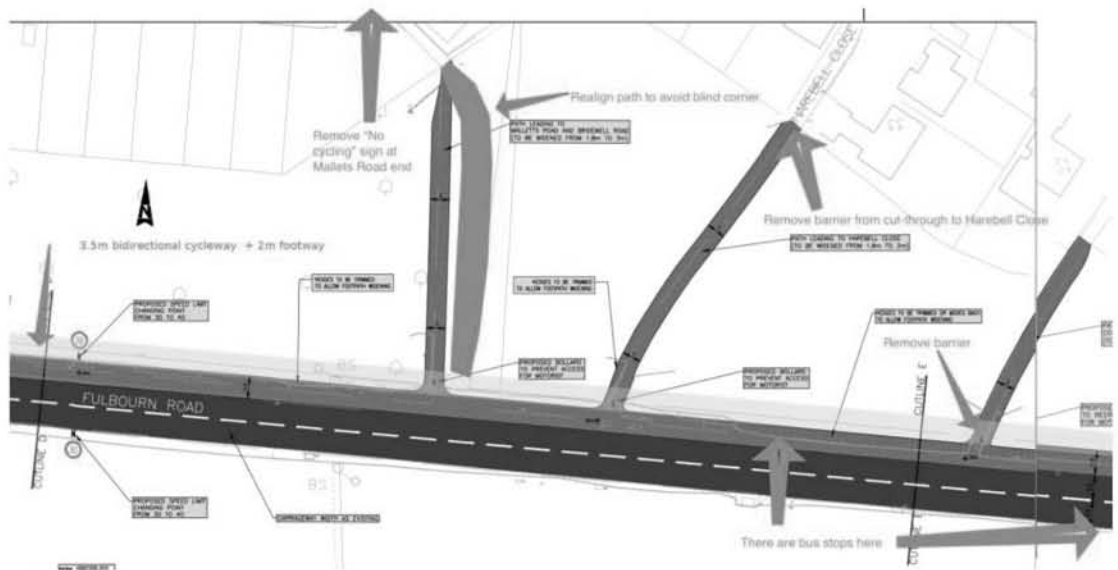
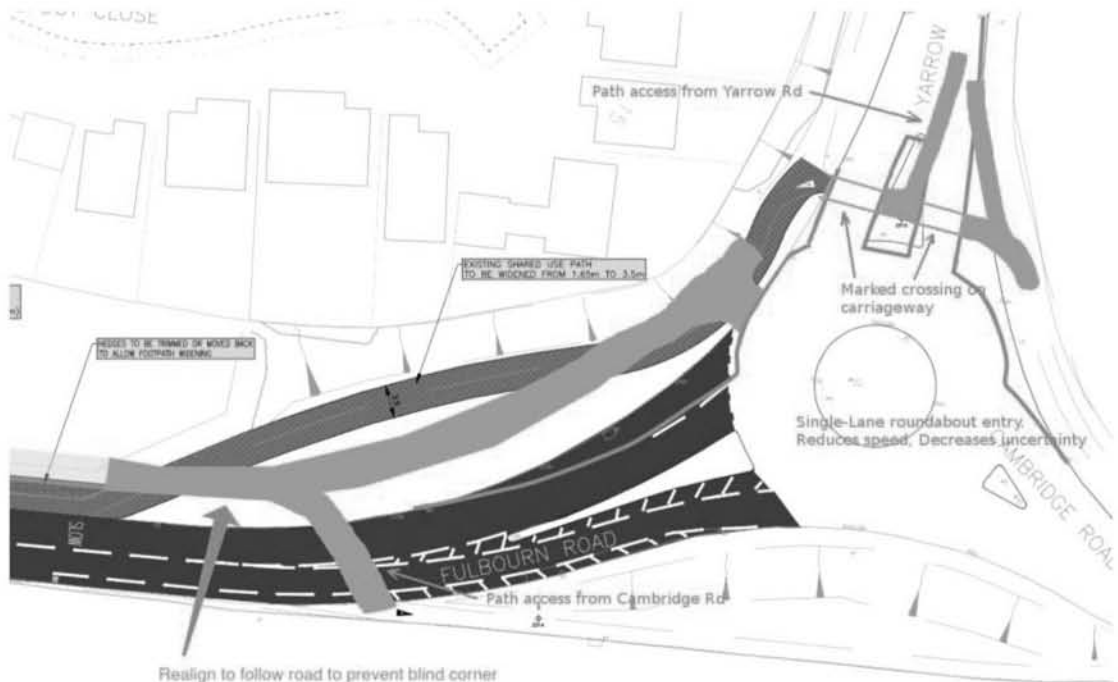
- The floating bus stop on the south side is welcome. The ramps at the pedestrian crossing must be long enough to be a smooth transition: the ones on Hills Road are too sharp.
- It is imperative that the segregated route eastwards starts at the Robin Hood

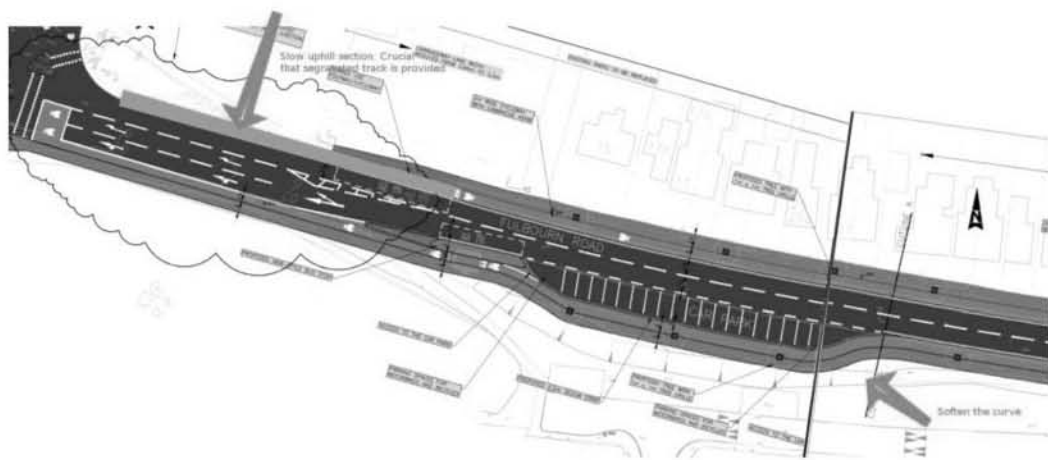
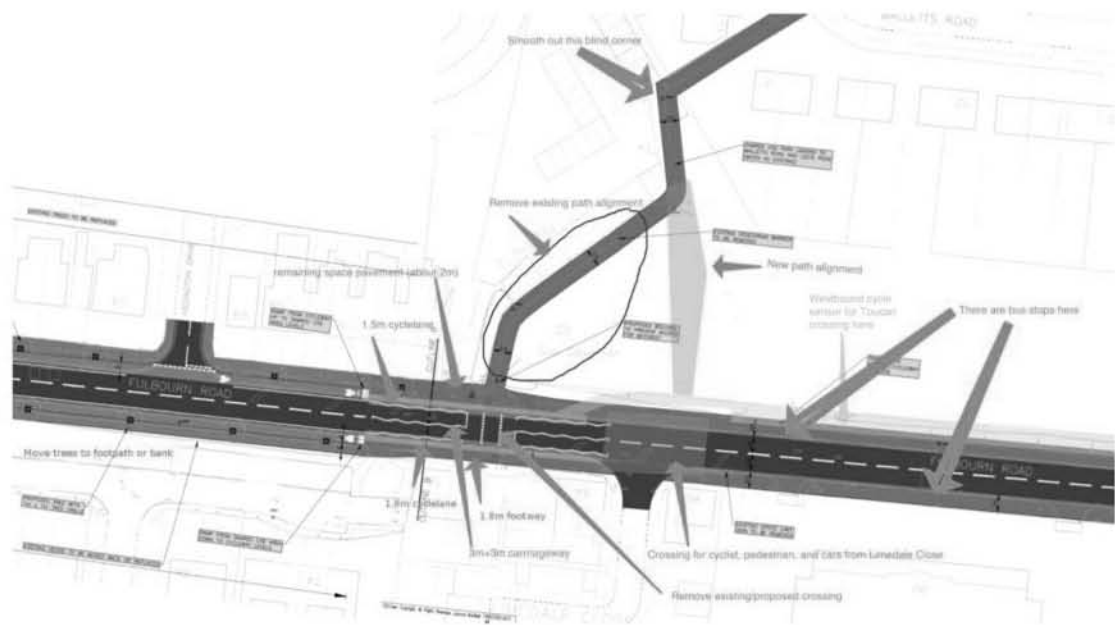
- It is imperative that the segregated route eastwards starts at the Robin Hood junction, not 60m further on, even if this means moving services, although in fact we believe that there is space without moving the cabinets (See diagram in Appendix 1).
- Headington Drive/Gladstone Way is a useful way to avoid the Robin Hood junction entirely if travelling towards Cherry Hinton. A lot of cyclists will continue west on the pavement to here. This should be catered for with a flush kerb and shared use permission. The route should be signed 'Cherry Hinton', the cut-through at the end of Orchard Way improved with a flush kerb, and the pointless barrier removed. The gap should be widened to remove conflict with pedestrians.
- Ramps from segregated to shared-use must be smooth transitions.
- The curves are too tight where the cycleway+footway follows the kerb at the east end of the parking layby - the curves should be softened. 25 metres is the minimum curves radius (LTN 2/08 DfT 2008, table 8.1).
- The old bus-stop hump and fencing just west of Limesdale Close should be removed.
- The priority across the Cambridge Water exit is welcome. This should be made level and smooth.

Conclusion

The Cross City cycling routes are welcome and mostly effective schemes. Some upgrades are required to ensure these routes cater for people of all abilities, thereby increasing rates of cycling and contributing to reduction in congestion. We have specified these required upgrades in our report, however we welcome further discussion and consultation to assist in making these necessary improvements.

Appendix 1 – Diagrams of recommendations for Fulbourn/Cherry Hinton Eastern Access (Route E).





Subject	Proposal to block Mansel Way/Arbury Road junction
From	[REDACTED]
To	City Deal
Sent	15 February 2016 14:08

Dear Sirs,

I write as both a cyclist and a motorist to disagree most strongly with the ill-considered plan to block off Mansel Way to motor vehicles at the Arbury Road junction. The proponents of this scheme claim that it will make the junction safer for cyclists and pedestrians. However as one who uses this junction regularly I observe that there is no danger to pedestrians who use the regulated crossings. Any danger comes from the reckless and selfish cyclists who blithely ignore the Highway Code and cycle through red lights, thus endangering both themselves and pedestrians. Surely the main purpose of imposing a 20mph limit was to ensure greater safety to cyclists? If motorists adhere to this limit and drive with consideration, closing the junction would be totally unnecessary. Moreover, whatever restrictions are imposed, people will obviously still continue to use their cars as cycling is not always an option and public transport will never be able to cater for every journey. Common sense dictates that closing junctions merely results in more congestion on the alternative routes, resulting in more prolonged traffic jams. It is well known that idling engines produce more pollution. We are constantly being told that air quality in the city is above acceptable levels, a situation that can only be exacerbated by channelling more traffic on to fewer roads.


As a resident of [REDACTED] I use this junction regularly, either to leave the city in a northward direction by the A10 or to turn right on to Arbury Road to drive to the retail outlets on Newmarket Road or to enter the city via East Road. If the present traffic lights are for some reason considered unsafe and a mini roundabout is not deemed suitable, a priority junction should be the preferred alternative.

In my opinion, and that of others judged by letters to the Cambridge News, much of the congestion in Cambridge has been caused by the removal of roundabouts and their replacement by traffic lights, for example at the King's Hedges/Milton Road junction where traffic formerly moved quite freely. A decision some years ago to replace the mini roundabouts at the Trumpington Road/Lensfield Road/Fen Causeway with lights was sensibly reversed when chaos ensued. This junction is very busy yet the traffic flows at a reasonable rate - a lesson that still has not been learned by councillors and planners.

Yours faithfully,

P.S. I have tried to complete the survey using the link in your leaflet but was unable to log on.

058

Subject	Fulbourn Road consultation - [REDACTED]
From	[REDACTED]
To	City Deal
Cc	[REDACTED]
Sent	15 February 2016 15:39
Attachments	 [REDACTED] Fulbourn ...

Dear City Deal Team,

Please find attached [REDACTED] formal response in relation to the Fulbourn Road consultation.

Kind Regards,

[REDACTED]

058a



15/02/2016

City Deal Team
SH1311
Shire Hall
Cambridge
CB3 0AP

Dear City Deal Team,

Subject: [REDACTED] **Response to the Fulbourn Road (E) Consultation**

[REDACTED] is a global technology company with our main Headquarters and five offices located in Cambridge, directly employing 2000 people in the City. We are also about to commence a major new build construction project at our main site on Fulbourn Road which as part of our on-going investment in Cambridge.

[REDACTED] are also very interested in supporting and having a voice with any proposed local planning or other developments that seek to enhance the travel to work/social experience for our employees, while ensuring we play a wider part in helping reduce the amount of vehicular traffic/congestion on our roads.

Therefore [REDACTED] is very pleased to see proposals for cycling and pedestrian improvements on Fulbourn Road and at the Robin Hood junction. As it's deemed that the current conditions significantly suppress our employee's desire to cycle to and from our main site.

Overview

We broadly welcome the proposals for Fulbourn Road, particularly the segregated section, but consider that it is very important to also improve the South side East of the main Technology Park access. The proposed bidirectional section is a clearly a significant improvement, but we feel that it should also be segregated, rather than shared use, as this section has high pedestrian flows, and there is room to provide a high-quality facility for all users. There are further connectively issues at the roundabout West end.



We are not satisfied with the proposed Robin Hood junction design and have genuine concerns as to its suitability. Whilst we recognise that it provides some improvements over the current design it does not address the primary need to make this an attractive route for walking and cycling, which provides subjective as well as objective safety by separating cycle and motor vehicle flows in space and/or time. Three high-quality schemes are, or will soon be, in progress, and all meeting at this junction. We are concerned that they will all fail in the objective of modal shift if this junction is still perceived as a barrier by vulnerable users (and we feel that it will be with the proposed design).

We understand that to make a safe and attractive junction will reduce motor vehicle capacity somewhat. However this will be offset by more users traversing the junction on foot and cycle, and we would strongly support this outcome.

Fulbourn Rd

The segregated section from Robin Hood to the proposed crossing is good, except for the missing section on the uphill part beside the Robin Hood. It is vital that segregation starts at the junction, (and indeed carries through it).

Limedale Close will become a new pedestrian and cycle access to the Technology Park from the west. It will be (almost) motor-vehicle-free with high cycle and pedestrian flows. The scheme does not appear to take proper account of this. The existing crossing should be moved to be at Limedale Close so that right turns out of, and into, the site are convenient, simple and direct (without doubling back and generating very high flows on the relatively narrow south-side shared-use). The shared-use path to Leete Road would leave directly to the north, so the junction would be a crossroads with one arm cycle/pedestrian-only much like that at Grange Rd/Burrells Walk/Adams Rd.

Adequate queuing space for eastbound cycles tuning into the site should be provided on the north side of this junction, as well as loop detectors and responsive timing, for convenient use.

The north-side bidirectional path could be very good, but it will only work if proper connectivity for cyclists from Yarrow Rd and Cambridge Rd is provided. This would require significant changes to the roundabout to reduce vehicle entry and exit speeds, entry widths, and to make the cycle-track crossing much more obvious. Such changes appear to be out of scope of the current project.



We surveyed usage internally, and none of the cyclists at [REDACTED] use the bidirectional path on the approach to the roundabout because everyone finds it safer, quicker and more convenient to cross to the south side to bypass the roundabout. This will still be true under the proposed scheme, which is why a proper segregated facility on this side is vital.

For clarity we have included an example picture (below) of a good example of a segregated cycle-track/pedestrian path which we feel would suit the north side and equally could be considered for the south side of Fulbourn Rd.



Pic 1: Segregated path/cycle track

There is currently plenty of space to put in a high quality facility on the south side of Fulbourn Rd. This opportunity to stop this being a section only suitable for experienced cyclists should be taken before the land is developed and the space is gone.

There are two possibilities for segregated facilities

- 1) Unidirectional hybrid lane
- 2) Bidirectional track, behind the hedge line. This would require landowner co-operation, providing a much more attractive route than immediately next to the carriageway [REDACTED] would support such negotiations.

Improvements on this side would also provide pedestrian access to the currently 'marooned' bus stop, as well as bidirectional access to and between the two technology parks along Fulbourn/Cambridge Rd avoiding the roundabout entirely.

This facility must preserve priority across the Technology Park site access otherwise cyclists will remain on the carriageway, where there is no loss of priority. The hybrid



lane design used at the Robin Hood end should work well for this. The wide, high-speed junction mouth should be tightened to keep speeds down, suitable for the new status as a 30mph road, but preserving space for separate left and right turn exit lanes.

For the section on the south side between the Technology Park entrance and Limedale Close we believe that segregation will work better than shared use here. There is limited width, but with the narrowed carriageway proposed there is room for 2m hybrid cycle track +2m footway or 1.8m+1.8m all the way along.

We welcome the crossing east of the Technology Park entrance. That is long overdue and will be heavily used.

Due to high pedestrian flows (housing, Technology Park, Tesco, pubs) we do not believe that a 3.5m shared use path on the north side is adequate. There is space to make a genuinely attractive, conflict-free facility here. A kerb-separated design like the Coton path with 3.2m cycle width and 2m pedestrian width is what is needed.

The 3m shared-use paths to the estate are adequate, so long as blind corners, barriers and bollards are removed.

Robin Hood Junction

This is currently a major barrier to cycling, and equally unsatisfactory for walking. The proposed new junction still leaves pedestrians having to wait twice to cross the road at staggered junctions, and cyclists being mixed in with motor traffic and having to cross a fast-moving ahead+left lane in order to make a right turn. The junction provides no connectivity for the bidirectional cycle track on Cherry Hinton Rd and there appears to be no consideration for left-turns, which should be possible without waiting at the lights. We also feel that the dangerous blind south-east corner is made worse, not better, by narrowing.

From the cycle-track on Cherry Hinton Rd eastbound the designers provide an overly complex experience: a sharp left turn, push button and wait at crossing lights, cross to centre, push button and wait at crossing lights again, then proceed on-road, because there is no segregation. This is totally unsatisfactory and unnecessary. There should be a straight-across crossing, aligned with the segregated track on both sides of the junction, and using loop detectors so no button pushing. No interactions with cars, no unnecessary waiting, no sharp turns.

All the left turns at the junction should be possible at all times using segregated paths without waiting unnecessarily at the lights. This is the sort of thing that makes cycling attractive and efficient. There is plenty of room for this on 3 corners. The southeast corner needs the blind corner removing and more width not less. 2m extra



width is available by installing a non-staggered crossing and shrinking the island. Vegetation could be cut back too.

No method is provided for turning right out of Cherry Hinton High St onto the bidirectional shared use, nor to join it from Fulbourn Rd westbound.

We suggest that this junction is ideal for a trial of the now-standard Dutch design of 'all green cycle phase', where all the cycles and pedestrians go at once. This avoids all conflict with motor vehicles and makes it easy to do crossing moves if need be. It only needs a short (~5-second) phase for all cyclists to clear the junction. There could be two of these phases per complete cycle. Failing that, advance greens on all arms would be a minimum to make this junction functional.

We would be more than happy to discuss this in further detail with you if so required and would like to take this opportunity to thank you for taking the time to read this letter and consider the concerns and opportunities we have identified as part of our review process.

Should you require any further discussion please do not hesitate to contact the undersigned.

Yours Sincerely,

[Redacted signature]

[Redacted name]

[Redacted title]

Cc.

[Redacted recipient]

[Redacted recipient]


Subject	Cross City Cycling - Comment on Proposal D - Hills Road & Addenbrooke's Route
From	[REDACTED]
To	City Deal
Sent	15 February 2016 15:43

Cross City Cycling - Comment on Proposal D - Hills Road & Addenbrooke's Route

I do not support banning the left turn into Queen Edith's Way for motor vehicles. This would oblige more motor vehicles to continue down Hills Road to the Addenbrooke's roundabout, which is already extremely congested at rush hours, etc. during the day.



060

Subject	Robin Hood Junction/Fulbourn Road City Cycling
From	[REDACTED]
To	City Deal
Cc	[REDACTED]
Sent	15 February 2016 20:55
Attachments	 Robin Hood and Fulbo...

Dear Sir/Madam,

Please find attached (1) my objection to the Robin Hood Junction proposals; and (2) my comments and suggestions for improvements for the Fulbourn Road Cross City Cycling proposals.

I would be happy to provide further feedback on revised plans, or to explain my comments in more detail.

With best wishes,

[REDACTED]

060a



Dear Sir/Madam,

Robin Hood Junction and Fulbourn Road Cross City Cycling

Please find below (1) my objection to the Robin Hood Junction proposals; and (2) my comments and suggestions for improvements for the Fulbourn Road Cross City Cycling proposals.

(1) Robin Hood Junction

I object to the basic design principle of the Robin Hood junction plans. As is clear from looking at the plans (and also from the consultation event in Cherry Hinton), the cycling facilities proposed are simply the absolute minimum facilities, with car through-put clearly placed as the over-riding priority. I object to that basic design principle. The congestion at this junction at peak times is partly due to people who would be willing and able to cycle instead but view the cycling environment in Cherry Hinton (this junction in particular) as very intimidating and dangerous. As the massive reduction of the queues at this junction in school holidays shows, it would not require a huge number of people to switch to cycling to solve the congestion here. Redesigning this junction without properly addressing how intimidating this junction is for cyclists simply reinforces the view that travelling by car is the only safe option in Cherry Hinton. For this reason I think the plans should be started again with improving the safety of cycling here placed considerably higher on the list of priorities.

There are various specific aspects of the proposed junction that are unfriendly to all users other than car drivers.

Firstly, there is no cycle lane on any of the arms leaving the junction, and so cars will aim to squeeze past despite there not being sufficient room. The lack of space is due to the pedestrian islands, which are only there because the design brief meant there is not enough "time" for straight-across pedestrian crossings. ie pedestrians and cyclists are both inconvenienced to ensure car throughput is completely maintained.

Secondly, all of the right turns are very intimidating for cyclists and the proposals do not improve this at all. I find the right turn out of Queen Edith's Way extremely intimidating, and know various others who view the Robin Hood junction as a key barrier to them cycling to work. The proposals do nothing to make this turn (and the other right turns) safer and less intimidating. I was told at the consultation event that as a cyclist turning right I should move out into the flowing traffic to turn right - this is clearly intimidating for most cyclists (if not completely unsafe and unwise). A protected way for cyclists to make this maneuver safe is essential.

Thirdly, (related to point 2) there is no safe way for cyclists heading West-bound along Fulbourn Road to access the existing cycle path on Cherry Hinton Road.

Fourthly, there is not even advanced-green lights in the proposals for cyclists, presumably so as not to reduce car through-put even slightly.

So in conclusion, I object to the entirety of the proposed changes. I would prefer that no changes to this junction were made instead of the current proposals, which are completely inadequate. The current proposals undermine the proposed cycling improvements on Fulbourn Road, Queen Ediths Way and Cherry Hinton High Street - these other improvements will be useless if this key junction is not made much less intimidating for cyclists.

As an example of what should be proposed instead, I note that this junction would be a great place to try "all-ways green for cyclists". I was told at the consultation that these are not currently legal in the UK, but I think Cambridge City Deal should take the opportunity of redesigning this junction to ask the Government for permission to trial this at this junction. Cambridge has high levels of cycling and so should be pushing cycling design in the UK forward.

(2) Fulbourn Road Cross City Cycling

In general this proposal is better than the status quo, but does not go far enough. For much of the road covered, there is plenty of space to have excellent cycle facilities, but what is proposed is only fairly good. Given that nothing further is likely to be done for 20 years if the plans are implemented, I think much better facilities than are being proposed in the current plans should be created. Leaving the road as is for now, and then doing it properly would be better than spending a lot of money on an incomplete effort.

The good points

Segregated cycle lanes on Fulbourn Road are very welcome. I cycle this route every weekday and I note that perhaps around half of cyclists cycle on the pavement here at peak times, because the road environment is extremely intimidating. A large number of children cycle this route on the way to Neatherhall School. Segregated cycle lanes will considerably help.

The "island-style" bus stop at the Western-bound Robin Hood stop is also very welcome.

The diversion around the back of the car park is also very welcome, since this protects cyclists from reversing cars.

Although I oppose shared-use on the section parallel to Fulbourn Road, the proposal for 3m shared-use on the cut-throughs to the Mallets Road, Harebell Close and Coltsfoot Close is very reasonable and welcome.

General road width

I do not see why the road lane on Fulbourn Road needs to be 3.2m+3.2m wide, given that I understand that Hills Road is 3m+3m wide. About 85% of Fulbourn Road is planned to become 30mph, and the rest 40mph. The road as it is today looks and "feels" wide enough for 60mph. Reducing the road width by 40cm down to 3m+3m would considerably improve what could be done for cycling provision, and would also help reduce speeding. Currently many drivers heading East get to the Robin

Hood, and feel they basically into the countryside, so hit the accelerator and are doing 40+mph by Headington Road. I find this extremely intimidating as a cyclist.

The proposal also does not reduce the carriageway width after the Peterhouse Technology Park junction at all - I think it should be narrowed up to at least the 40mph point. I also think the 40mph section should be only 3.2m (say), otherwise it "feels" like a 60mph road when driven on.

Reducing the road to 3m+3m would also give 40cm to help other aspects: in the wider sections, this would might allow for narrow sedum planting between the cycleway and the pavement, which would improve the look of the road, and help with tree grilles issue (see below).

Trees

The trees here make Fulbourn Road more attractive (so I am in favour of new trees being planted where possible), but the proposal that the grilles extend 50cm into the cyclelane is concerning. What will the grilles look like? Will bike tyres get stuck in them? Will tree roots ruin the cycleway and pavement surface (the current pavement is completely ruined by roots)? Again if the road were reduced to 3m+3m, there would be 40cm extra space, which would reduce the infringement into the cycleway somewhat.

Crossing near Limedale Close

The section between Limedale Close and Number 78 Fulbourn Road is narrower than most of the road. However, this is a key section because there is a crossing here. The plans do not show a Toucan crossing here - I think it is essential that a Toucan is added because this is a key crossing for anyone coming from the North side of Fulbourn road who wants to join the new proposed Westbound cyclepath. It is also important for PTP (Peterhouse Technology Park)/Cambridge Water workers wanting to head North or East. Unfortunately No. 78 to No. 82 Fulbourn Road are very close to the road, which means space is somewhat limited here (ie at Cutline B in the plans). However, measuring on Google Maps tells me this bit is about 13m wide. The proposals are:

3m shared use + 3.2m road + 3.2m road + about 4.6m shared use.

I think that instead of shared-used, the following should be used in this section:

2m pavement + 1.5m cyclelane + 3m road + 3m road + 1.5m cyclelane + 2m pavement

A 1.5m cyclelane is not ideal, but in my opinion it is far better than continual conflict with pedestrians due to shared-use.

I understand that cycle access to Peterhouse Technology Park will shortly be moved to being at Limedale Close, so I think the crossing should be moved to this junction. I think a pedestrian + cycling crossing allowing crossing the road in either direction would work here. I think that this would need a separate light for cyclists coming North out of Limedale Close as opposed to cars from Limedale. The car phase from Limedale Close would need to be separate, but could be sensor-controlled, and so infrequent and short - there are only a handful of houses there, so can't be much traffic. Clearly there might be some conflict between cyclists and pedestrians if the

phase was the same, with no segregation, but this is the status quo, and is also common in Cambridge.

Advanced sensors in the cyclepath for bikes wanting to cross at this crossing are also very important to make this convenient.

Shared-use on Fulbourn Road

The proposals suggest 3.6m width shared-use paths on Fulbourn Road from (just East of) Headington Road to Yarrow Road. This is better than it is today, but there is *plenty* of free space here to do much better. Shared use is not good enough in an area with so much space that is so easily available - it should only be used as a last resort where there is simply not enough space, which is certainly not the case here. I spoke to someone at the consultation event who said that the City council had refused permission to use extra land, but I was left somewhat in doubt they have been seriously asked, and I cannot see a good justification for them refusing in any case.

Instead of shared-used, the plans should take advantage of the large amount of space here and provide good quality facilities for cyclists: specifically a 3.2m bidirectional cycleway + 1.8m pavement on the North side.

Bus stops

There are 6 bus stops on Fulbourn Road. Going out of Cambridge, the stops are: just West of the Robin Hood pub; just to the West of Limesdale Close; and between the Western Mallets Road cut-through and the Harebell Close cut-through. Going into Cambridge, the stops are: between the Coltsfoot and Harebell cut-throughs (now has a bus shelter); outside Cambridge Water; and just West of the Robin Hood pub.

Only the two at the Robin Hood are acknowledged on the plans - the other 4 are *not shown at all*. If the outer section on the North side remains shared-use, some widening of the path near the bus stops is essential, with a protected area for pedestrians. It is less easy to see what to do with the Westbound ones on the outer section, especially by Cambridge Water where space is tighter.

The westbound Robin Hood busstop is proposed to be a new-style island bus stop - excellent! The eastbound Robin Hood bustop is *not* proposed to be island-style. Instead the bus stop is at a shared-use part of pavement - a recipe for continual conflict between cyclists and pedestrians. This could be avoided by moving the Westbound stop slightly further East (perhaps by moving one car parking space to the other end of the car park, and smoothing out the curve in the cycle lane at the Eastern end of the car park). The plan shows that the road is unnecessarily wide at the bus stop (4.2m Westbound) - if it was narrowed back to a standard width, there should be space for an island-style bus stop Eastbound as well.

Missing Eastbound section near Robin Hood

As well as no island style bus stop on the Eastbound section near the Robin Hood, there is no cycle lane at all. THIS SECTION IS CRUCIAL. It is a fairly steep hill, and so, despite not being a terribly slow or unfit cyclist, I am often pestered or overtaken by cars here, despite the visibility being poor (and often there being a car coming the other way). The people at the consultation said moving the utilities and mobile phone mast would be expensive, but I think this section is essential (and could probably be done without moving utilities anyway).

Cut throughs

The proposals to widen the paths to the cut-throughs to Mallets Road (Western and Eastern ends), Harebell Close and Coltsfoot Close are very welcome. However, there is currently a "No cycling" sign at the Mallets Road end of the (Eastern) cut-through from Fulbourn Road, and barriers that are very difficult to cycle through at Mallets Road (Eastern end), Harebell Close and (at the Fulbourn Road end) Coltsfoot Close. The "No Cycling" sign should be removed, and the barriers should be removed - there is (or will be) good visibility at all three cut-throughs, and so there no need for them.

To avoid blind corners, the cut-through to the Western end of Mallets Road/Leete Road should be straightened out. The Eastern Mallets Road cut through should also be realigned to avoid a blind corner there too.

Conclusion

In conclusion I reiterate that I believe the Fulbourn Road proposals are to be welcomed in general, but I think that the opportunity should be taken to provide excellent facilities here, rather than simply good facilities. In contrast, I believe the Robin Hood junction proposals are very far below an acceptable standard for cyclists and that the current form of proposals should be entirely rejected.

With best wishes,



061

Subject	Greater Cambridge City Deal Cross City Cycling Fulbourn/Cherry Hinton Eastern Access Road Letter dated 15.02.16
From	[REDACTED]
To	City Deal
Sent	15 February 2016 21:51
Attachments	 Greater Cambridg...

Hello,

Please find attached our letter dated 15.02.16.

Thanks



061a

Greater Cambridge City Deal | Cross City Cycling | Fulbourn/Cherry Hinton Eastern Access Road

We, [REDACTED], have reviewed the information, visited the Consultation evening on 28.01.16 and are in general favour of improvements to this stretch of road going ahead. However the current project proposal appears to be poorly thought through, and requires more detailed work before we can give our combined backing to the scheme. Our main concerns are:

Connection with Robin Hood Junction

The current project proposal does not give any details of how it connects with the proposed Robin Hood Junction. This is fundamental to the scheme being a success.

How do cyclists safely enter the cycle path from the Robin Hood junction?

How does the path link up with Cherry Hinton Road?

What's happening with the triangular section by the pub? This is where most families and Netherhall pupils access the Robin Hood junction.

How does the scheme work with the exit and entrance of Robin Hood carpark?

North side cycle way

Currently, many residents, including families and pupils going to Netherhall School, cycle from Leete Road passage way along the pavement towards the Robin Hood junction. Is the intention to make this cycle way two way? If not, how will this be managed? Are we expecting everybody to cross the road and use the cycle way on the other. In addition, are we expecting cyclists to turn left out of Headington Drive to use the Pedestrian crossing in order to come back down the road towards the Robin Hood junction?

Position of Bus Stops

In our opinion the position of both bus stops close to the Robin Hood Junction are in the wrong location for the following reasons:

- a. Positioning the City Bound on the south side opposite the north side bus stop, outside the Robin Hood pub will cause congestion to back up along Fulbourn Road. Would there be a commitment from Stagecoach to stop regulation of service stops in this location?
- b. The Fulbourn bound bus stop on the north side is positioned where the current entry onto the cycle way is located. Surely this is not right as it prevents cyclists from entering the cycle way. Will they have to go out onto the road into oncoming traffic to pass the bus to gain access to the cycle way.

Parking

Currently a number of residents and their visitors use the area adjacent their driveways to park their cars. This is legal and doesn't obstruct the pedestrian footpath. Under the new proposals, this facility will be removed and with no guarantee that additional parking will be provided. Additional parking is required on the south side of Fulbourn Road.

Drainage

Sections of the North side of Fulbourn Road are susceptible to flooding during periods of heavy rain, particularly the footpath directly outside House Numbers 49 through to 59, as they are positioned lower than the road surface. We are concerned that once the grass verges and mature trees are removed and after the introduction of lower kerbs this will only get worse.

A new linear drainage channel is needed to be installed along the north side of Fulbourn Road between the proposed pedestrian footpath and cycle path to prevent surface rain water from flooding into front gardens.

Drop kerbs

Details are required for the drop kerb between the proposed pedestrian footpath and cycle path.

Street Lamps

We require details as to where the street lamps will be located. This is most frustrating as Balfour Beatty only recently renewed these at great inconvenience to the residents.

Programme of works

Once all of the above has been taken on board and an acceptable proposal is approved, we [REDACTED] need to be properly consulted on the programme of works. It is simply not acceptable for us [REDACTED] to experience what Cambridgeshire County Council and Skanska recently put other Cambridge residents through on similar schemes.


We love where we live and therefore we take any plans to change it very seriously and view them with a great deal of attention. We will be suffering greatly during the long and lengthy construction period, and therefore we want to ensure that any plans are properly thought through to ensure that we don't end up with an expensive mistake.

[REDACTED]

[REDACTED]

Monday 15th February 2016

062

Subject	Fw: [REDACTED] submission to the City Deal Cross City Cycling route: A. Arbury Road
From	[REDACTED]
To	City Deal
Cc	[REDACTED]
Sent	15 February 2016 23:19
Attachments	 City Deal Arbury Ro...

Apologies - attachment included this time!

Regards,

[REDACTED]

From: [REDACTED]
Sent: 15 February 2016 23:18
To: City.Deal@cambridgeshire.gov.uk
Cc: [REDACTED]
Subject: [REDACTED] submission to the City Deal Cross City Cycling route: A. Arbury Road

Dear City Deal Team / [REDACTED]

[REDACTED] submission to the City Deal Cross City Cycling route A. Arbury Road attached.

Regards,

[REDACTED]

062a

The Greater Cambridge City Deal

Submission concerning the Arbury Road Cross City Cycling route.

[REDACTED]

The Greater Cambridge City Deal (the City Deal) have invited views about five projects to boost and improve cycling across Cambridge, schemes intended to provide residents with better cycling, as well as walking, facilities. As [REDACTED], we wish to comment on the project concerning Route A, Arbury Road.

We appreciate that the Draft Local Plans for Cambridge and South Cambridgeshire are predicated upon the provision of 33,000 new homes and 44,000 new jobs by 2031, with substantial, committed development to the north of Cambridge including Northwest Cambridge, Darwin Green / NIAB, Orchard Park, Waterbeach and, further into the future, Northstowe. We also acknowledge that anticipated increased traffic from new housing developments in north Cambridge will put extra pressure on Arbury Road and that encouraging alternatives such as cycling and walking, by the provision of safer routes, is an important element of the City Deal.

We note that the City Deal, with the funding of a Transport Infrastructure Investment Programme as a key component, is there to support the growth planned for in the Draft Local Plans, including alleviating the impact upon Arbury Road. We also accept that South Cambridgeshire is very much part of the City Deal package with regard to transport movements into and out of Cambridge and that the city cannot be seen in isolation.

We believe that a combination of effective, interlinked City Deal schemes, within, around, and through the city are necessary if the City Deal is to deliver improved transport movements and tackle congestion. We do not think there is just one solution to the challenges that the city faces. Alongside the City Deal, we also support major rail investment, building on the delivery of Cambridge North station, the potential for a rail station at Addenbrooke's, the rail line to Oxford, and a station for Cherry Hinton / Fulbourn.

The City Deal Joint Assembly examines schemes for consideration by the City Deal Executive Board and there has been cross-party approval for a range of proposals put forward, including the Cross City Cycling projects, along with the funding required. Other schemes considered include: Histon Road and Milton Road proposals; the A428 / A1303 Better Bus Journeys Scheme; A1307 Haverhill to Cambridge transport improvement concepts; the Western Orbital – alongside the M11 with the potential to link Northwest Cambridge and the Busway to Southwest Cambridge / Addenbrooke's and the Biomedical Campus / Busway, including a southbound bus priority slip road from Junction 11, M11; the Chisholm Trail cycling route; 'Smart Technology City Management' and the City Centre Access Study, including measures to reduce city centre traffic and restrict use of the inner ring road at peak times.

We also acknowledge that further City Deal proposals will be brought forward, including more Park and Ride sites serving radial routes currently without such provision as well as improving existing sites. Enhancing Park and Ride sites and making them more attractive to use will be a significant element with regard to future City Deal proposals. We note the planned A14 upgrade, and the provision of a Park and Ride site to the northwest of Cambridge would be an important consideration in encouraging alternative modes of transport to alleviate the likely future pressure upon the northern part of Cambridge. Enabling alternative transport movements are part of the overall City Deal package and it is important that the Cross City Cycling Projects are set within the strategic overview.

Arbury Road route

[REDACTED] we have met with County Council officers a number of times over the past couple of years to discuss residents' concerns over the safety of the Arbury Road route, and to examine improvements that would benefit pedestrians and cyclists, as well as other road users. This followed a number of incidents, serious accidents, and a fatality along the section of Arbury Road from the King's Hedges Road junction to the Mere Way junction in particular.

As part of this process, in 2015 the County Council's Economy and Environment Committee approved plans to improve walking and cycling along Arbury Road between King's Hedges Road and Mere Way. The City Deal Cross City Cycling route proposals for Arbury Road are linked to the existing plans but also extend as far as the North Cambridge Academy (formerly The Manor). This is important as we recognise that as well as St. Laurence's School, the presence of the North Cambridge Academy results in high use of the route by children and students using cycles.

Many of the proposals put forward in the Cross City Cycling route for Arbury Road reflect our previous discussions over improving the safety for all users along Arbury Road.

King's Hedges Road to St. Alban's Road junction

We support the proposed pedestrian controlled crossing with phased in signals at the junction of St. Catharine's Road. We also support the retention of the existing pedestrian crossing near St. Laurence's School, noting that the removal of existing traffic calming islands in the vicinity is compensated by the narrowing of the traffic lanes in order to allow for the raised cycle lanes.

We note that the raised cycle lanes either side of Arbury Road are at a height of 25mm above the carriageway with a splay kerb (camber at 12.5 degrees angle to the carriageway) allowing cyclists to safely join the carriageway if necessary as well as allowing vehicles to mount the cycleway if, for example, allowing an emergency vehicle through. We agree that the segregation provided by the raised cycleway and splay kerb would improve safety and encourage more cycling. We also note that this style of splay kerb has been used on Hills Road and Huntingdon Road, and included the input of disability groups with concerns for those with visual and mobility impairments. We are assured that such needs will be considered in regard to the Arbury Road proposals.

Where hedges and verges are proposed to be reduced or removed, we strongly support new planting and landscaping wherever possible.

St. Alban's Road junction to Mere Way junction

We support the proposed pedestrian and cycle Zebra crossing just west of the junction with St. Alban's Road as well as the proposed Zebra crossing just to the east of the junction. We also approve of the raised table T-junctions at the St. Alban's Road, Albermarle Way, and Mere Way. The removal of the mini-roundabouts at these points was an important element of our previous discussions concerning the safety of the Arbury Road route.

We also support the removal of the informal crossing of Arbury road to the west of the Mere Way junction and its replacement with a Zebra crossing, noting that the shared use foot / cycle path link would become pedestrian only. As with the previous section, we recognise that the narrowed traffic lanes in conjunction with repositioned kerb lines and the raised cycle lanes should encourage safer cycling segregated from pedestrian and other traffic movements.

Mere Way junction to Campkin Road junction

The junction providing access to Hanson Court and Walker Court does not have a raised table T-junction, presumably due to limited use of this junction. Again, we note that the narrowed traffic lanes in conjunction with repositioned kerb lines and the raised cycle lanes should encourage safer cycling segregated from pedestrian and other traffic movements.

We support the de-signalisation option at the Mansel Way junction. We do not think it is necessary, in the context of the Arbury Road Cross City Cycling route, to close this junction except for pedestrian and cycle access. We appreciate that there are significant concerns from shops and businesses at Arbury Court about the potential impact upon footfall were Mansel Way to be closed to vehicles.

The car park that serves Arbury Court also serves the City Homes North Office and Arbury Court Library and if Mansel Way were to be closed to vehicles the alternative route via Mere Way is likely to increase the impact of traffic upon Fortescue Road and Humphreys Road, given that Alex Wood Road is currently traffic-calmed with a raised table.

In addition, Mansel Way also provides access to parking for Mansel Court, to the Church of the Good Shepherd and Church Hall, to the Alex Wood House care home at 3A, Fortescue Road and to Inclusion, the Drug and Alcohol intervention and support service at 1A, Fortescue Road, all of which requires very serious consideration given the impact of likely alternative routes through quiet residential streets as described above.

Campkin Road junction to the North Cambridge Academy

We support the support the removal of existing traffic calming islands opposite the North Cambridge Academy given the narrowed traffic lanes in combination with repositioned kerb lines and the raised cycle lanes, noted previously. However, this should be conjunction with a new crossing for access to the North Cambridge Academy.

We also support much-needed improvements to the poor quality foot and cycle path, along with landscaping and better lighting, along the route through to Leys Avenue.

Subject	GC City Deal transport consultations
From	[REDACTED]
To	City Deal
Sent	15 February 2016 22:09

Hi,

I have a few bits of feedback on the current city deal transport consultations. Firstly, on the **Cross City Cycling Scheme B**, I welcome the new cycle lanes on Green End Road and the ban on left turns for HGVs from Nuffield Road (removing these altogether from the residential/school section of the road by creating an access road at the other end of the trading park would have been a better solution, but that may no longer be feasible). The shared-use cycle path on the north side seems unadvisable though, surely it would be better to have a cycle path on the school side of the road and remove the layby.

As a resident of [REDACTED] I notice a lot of pavement cycling, presumably because some cyclists don't feel as safe as they could do on the road, so anything to counteract this would be great, as it is often dangerous for pedestrians. I also support the introduction of double yellows to reduce parking, particularly during school drop off and pick up times, when it is most dangerous.

On the **Milton Road consultation**, the cycle lanes also look good, although I'm not sure the option with the maximum bus lanes is the answer - I don't think building bus lanes will increase bus use in the same way that building good cycle lanes increases cycle use, especially as many current buses which use Milton Road don't actually stop there. I don't support either of the options, but would recommend something along the lines of Cambridge Cycling Campaign's 'Do Sustainable' proposal.


Also, I'm disappointed to see the shared-use cycleway disappear on the corner of Green End Road/Milton Road before the cycle underpass as this looks as if you will only be able to use the underpass effectively if you are travelling south. At the moment, this route makes a good off-road option for our family (with 4 year old on her own bike) when travelling to Milton village and Country Park. We wouldn't want to take her on the road or keep crossing back and forth so would have to use the longer river route to stay off road in future.

Kind regards,

[REDACTED]

064

16 February 2016
10:38

Subject	respond to City Deal proposals
From	[REDACTED]
To	
Sent	15 February 2016 19:31
Attachments	 CambridgeG [REDACTED]

Dear all,

Please find attached to this email the [REDACTED] response to the current City Deal proposals being put forward by the council.

This response deals specifically with several issues that have arisen due to public concerns. As we are not convinced that the current proposals deal effectively with congestion, air pollution or the Council's commitment to reduce City carbon emissions drastically by 2050, we shall be publishing our own green conscious proposals shortly.

If you require a different format for the attached document, please let me know.

Yours Sincerely,

--

[REDACTED]

064a

██████████ response to City Deal consultations on Histon Road, Milton Road and Cross City Cycling

15th February 2016

██████████ sees the Greater Cambridge City Deal as a huge opportunity to transform the city into a healthier, less congested place to live. Unfortunately, the current projects clearly bear the signs of a foregone conclusion that more bus lanes and more capacity for motorists will solve the congestion crisis and at the same time be beneficial for local residents. Real actions such as the reallocation of road space to cyclists and pedestrians, the removal of commuter street parking, free park-and-ride facilities and measures such as congestion charging are not considered. Nor is the question of how the measures help to reach the City Council's aim to reduce its carbon emissions drastically, by at least 50% by 2050.

Moreover, the consultation process with very short response periods on already very detailed proposals has alienated many local residents, demonstrating a severe lack of trust between residents and the City Deal officers and councillors.

Regarding the current consultations on Histon Road, Milton Road and Cross City Cycling, excellent responses have already been submitted by residents' associations and campaign groups, such as the Cambridge Cycling Campaign and Smarter Transport Cambridge and we urge the City Deal Assembly to take these expert responses on-board.

On the Milton Road plans, the ██████████ supports resident wishes to preserve green verges and trees. We support the concept of a central tidal-flow bus lane and at least 2.5m wide cycle lanes with separated pedestrian walks on either side of the road that should reduce the need to remove trees. Where tree removal is absolutely unavoidable to provide adequate cycling and walking provision the council must guarantee to replace the trees. This has not always happened in the past resulting in major distrust.

For Histon Road, which is considerably narrower than Milton Road, we agree with the response that has been submitted by the Cambridge Cycling Campaign that a separate inbound bus lane is not required to improve bus services and the gained space should be used to improve cycling and walking provisions

The five projects combined in the Cross City Cycling proposal are indeed important bits of local cycling infrastructure, but an overall plan is missing, exemplified by the Arbury Road proposals stopping half-way down the road and the Hills Road junction where cyclists will be able to cross the junction easier, but the following parts connecting Hills Road to Addenbrookes' and the Biomedical campus remain unchanged. This piecemeal approach will create dangerous transitions from new to old cycling infrastructure. We call on the county council to commission a joined-up cycling plan that goes far beyond the current transport plan. Again, the Cambridge Cycling Campaign has already done excellent work on how all sizes of roads can be made fit for cycling and the City Deal should strongly consider those guidelines.

██████████ will soon publish its proposal for a genuinely green Cambridge City Deal which aims to provide the City Deal Assembly with the transformational ideas that it is currently clearly missing.

Subject	Cross City Cycling, Project D - Hills Road & Addenbrooke's Route
From	[REDACTED]
To	City Deal
Sent	16 February 2016 00:12

Dear Sir/Madam,

I am writing to state that, in my opinion, the Project's proposal that banning motor vehicles from turning left from Hills Road into Queen Edith's Way (QEW) will increase the safety of cyclists, is based on an inaccurate risk assessment.

I should preface my comments by pointing out that as long-term residents of Queen Edith's Way my wife and I have between us almost 80 years of driving experience of this junction and as a result of walking to and from my work at Addenbrooke's across this junction each day for 30 years, I have had plenty of opportunity to observe both cyclists' and motorists' behaviour at this site. Further my former position at the Hospital as a Consultant in Trauma and Orthopaedic Surgery means that I have a better understanding than most of the importance of road safety and the consequences when users or planners of roads fail to make accurate assessments of risk.

At the exhibition I attended on 3 February it was emphasised that the proposal to ban the left turn was only a "possibility" but that if instituted the residents of Queen Edith's Way driving south on Hills Road would be expected to drive down to the hospital roundabout turn left into Fendon Road thereby not only reinstating the alleged danger of a turn into QEW but increasing it as this is a much more complex spot for cyclists with merging traffic coming from the hospital. Furthermore at the Fendon Road Roundabout the acutely sharp left turn into QEW, is even more difficult for all parties as cyclists going into the roundabout do not usually expect it, nor do those who ride on the footpath and across the pedestrian space to reach Mowbray Road as they are looking to their left to check traffic coming down the slope from Long Road. In other words banning one left turn and replacing it by three more difficult ones does not increase safety - it reduces it and for a greater number of cyclists.

If this restriction is introduced the residents of Queen Edith's Ward will inevitably prefer to take a left turn earlier from Hills Road into Holbrook or Glebe Roads across the cycle lanes with a resultant risk greater than at QEW as they will be unexpected by cyclists. Further both these roads are difficult to navigate as they have schools sited in them, along with the unrelenting parking by hospital staff as well as the 'preferred cycle route' between them halfway down. On reaching Mowbray Road motorists will make right turns across the cycle lane and oncoming traffic (to the surprise of cyclists who ride through a red light!). On reaching the Fendon Road roundabout the same analysis as before applies.

My final point on this aspect of the plan is that Question 15 of your survey is invalid as it demonstrates gross questioner bias with the phrase "To improve cycle safety...." as it makes an assumption when there was no evidence either in the brochures or at the exhibition to support such a claim.

Presumably the Planners of this scheme want to reduce pollution but compounding the traffic jam at the Hills Road/Long Road junction, which occurs every morning and evening for one and a half hours, by preventing traffic from turning into QEW will slow everyone's journey even further and thereby increase exhaust emissions. This does not enhance the environment for cyclists or pedestrians I can assure you!

I would be grateful if those making the decision about this left turn would take my long term observations and experience into consideration.

Yours faithfully

[REDACTED]

Letters

Dear City Team

We have a few general comments first:

- (i) We join the group of objectors who are very unhappy that Cambridge is expanding the number of dwellings BEFORE the infrastructure is in place to cope with the increase in the number of cars. Traffic flows are slowing and getting worse. Congestion is becoming a regular feature of daily life.
- (ii) Cambridge boasts that it is a top International City yet its roads & footpaths have been allowed to deteriorate to an alarming level. What an advert to our visitors!!!. It shocks me to see grass and weeds growing in gutters and mini floods on roads because drains are blocked through a lack of maintenance/care.
- (iii) Street furniture is damaged and graffiti painted but one never reads of prosecutions.
- (iv) A common habit by most cyclists is to ignore traffic lights, cycle through red, curse the few elderly who abide by the law, and put other road users at risk. Again it would be interesting to know why the Commissioner has not clamped down on this illegal behaviour. How many prosecutions have been made in the last five years?
- (v) Worst of all is the ill discipline of people cycling at night without lights. The numbers are significant and increasing.
- (vi) For a City that is promoting the use of the cycle the surfaces of cycleway are pretty poor/neglected.
- (vii) And an additional road safety requirement is to treat the filling in of potholes and cracks in road surfaces as a major priority. Is it in the remit of Rangers to report problems?

D. Hills Road and Addenbrooke's Route

We live [REDACTED] so this junction is important to us. Turning into Long Road from Hills Road going south has always been a major problem. The common practice of people cycling to Addenbrooke's by diagonally crossing the junction usually means three cars lose the chance to cross when the light change. On many occasions only 2 or three cars get through before the lights turn to red. We have repeatedly complained and pleaded that the light timing be changed to compensate, arguing that changes would reduce pollution, save fuel and improve traffic flows. Too often ones emails are ignored. One feels one is wasting ones time in offering suggestions..

Here are our views on your proposals. I'm sure we are again wasting our time but here goes:

(i) Change the traffic lights and introduce the scheme in use at the lights at the Hills Road/Lensfield Road junction. Put an extra & separate green light into the sequence so that cyclists cross well ahead of any vehicle movement. Also adjust the timing so that more time is give to clearing the junction.

(ii) Accept the diagonal crossing and therefore introduce a contra-flow on the right hand side to meet up with the diagonal flow of cycles.

(iii) The proposal to ban left turns into Queen Edith's Way is novel. What research has been carried out? Will the adjacent roads become RATRUNS for impatient drivers.? Are you thinking of introducing other cycling safety measures too like traffic calming in Glebe Road or Parking on one side only to widen the road and produce a safe access to emergency vehicles. I can't quite see how this proposal improves cycle safety. There are two further options:]

- buy land and widen the road at the junction

- do a six week trial and measure the impact.

(iii) We have reported the practice of people cycling passed our house on the pavement on their way to and from the Pelican school. It is illegal and dangerous.. But Glebe Road is so congested one sympathise with their dilemma. Eliminating parking on one side of the road would solve the problem.



4 Feb 2016



City Deal Team
SH1311
Shire Hall
Cambridge
CB3 0AP

26th January 2016

Dear Sir/Madam

Cambridge City Deal Proposals

I write to you as a proprietor of a long standing, successful family business that has an outlet in the Arbury Court area.

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,

A black rectangular redaction box covering the signature area, with a thin line extending from the top right corner.

A long black rectangular redaction box covering the name of the sender.



CONSULTATIONS ON MILTON ROAD
 HUSTON ROAD AND CROSS-CITY CYCLING
 from 

I walk, cycle, drive + use the bus services to travel daily all over Cambridge and South Cambridge. My most frequent and preferred mode of travel is by bicycle.

Because most of my concerns affect all three of these consultations, these comments should be taken to apply to them all.

My particular concerns are set out in the following numbered points:

- ① To substantially reduce air pollution within the whole area and to accomplish this by modal shift towards cycling and away from motorized vehicles (apart from electric-powered vehicles). The number of petrol-powered

(2)

and diesel-powered cars, buses, lorries, taxis and motorcycles all need to be substantially + rapidly reduced by inducements and deterrents. We should, in my opinion, be much more concerned than we are at present by the number of unnecessary deaths and diseases that are currently caused in the Cambridge area by vehicle emissions.

(2) I am also concerned to increase the attractiveness of the cycling option by combination of measures - wide, red on-road segregated cycle lanes, many more free-of-charge park + cycle locations all around the outskirts of the Cambridge and South Cambridge residential area. These should all have substantial sheds providing undercover cycle parking with maximum security (involving entry by card + password and use of up-to-date high-quality security cameras). They should be open at all hours of the day and night. The technology of lightweight

(3)

electric bicycles and of cargo bicycles is currently improving very rapidly and their use should be encouraged by the provision of the kind of secure cycle parking mentioned above.

Cycle lanes should be mandatory, whenever possible, and be protected by double-yellow lines and pavement stripes to demonstrate as clearly as possible the unacceptability of parking or stopping a motor vehicle within these cycle lanes.

- (3) I am also concerned that the speed of all motorized vehicles including buses should be reduced to improve road safety for pedestrians and cyclists. A starting point would be the proper enforcement at all times of the 20mph, 30mph and 40mph speed limits by deployment of up-dated modern digital speed cameras that monitor traffic in both directions and are linked to each other so that average speeds are recorded by successive cameras. The


④ number of pedestrian + cycle journeys in Cambridge is so much higher than in almost all other UK cities that drastic measures are needed to make the roads safer for them. Speed reduction is the key.

I am strongly opposed to all bus lanes for the above reasons.

④ I am strongly opposed to the proposals to prohibit certain turns at road junctions. These turns have the beneficial effect of slowing down traffic and, even more important of minimizing the mileage on urban roads travelled by motorized vehicles.

27/1/16

Stamp removed
to BS1 RP
(copy in CD in box)



25 January 2016

Mr.
Brian Stinton
c/o Economy & Environment
Shirehall
Castle Hill
Cambridge

Re: Consultation, St, Laurence Church, Milton Road, regarding
Traffic

Dear Mr. Stinton,

after my brief conversation with you on the above mentioned
open evening, I would like to present my observations to
you in writing, as you suggested.

Ascham Road is used by small children and their siblings in
prams or little scooters, going to reception class at the
school at the very top end of the street.

More than 50 % of the children who attend Chesterton School
use Ascham Road likewise, mornings and afternoons to and from
school.

The Public Library is used by residents of Girton and other
readers of the surrounding area, because it is possible
to drive up to it and park outside the Library. Elderly
Library users have valued this facility for many years.
St. Laurence Catholic Church is frequented by the families,
with elderly members and children. The overspill car parking
in Ascham Road is highly valued on High Days, Saints Days,
Funerals and Weddings.

The residents of Ascham Road, who are professional house-
holders, and many connected to the University, are very
comfortable with this. (we have 23 houses in the road and
are a closeknit neighbourhood.) Half a dozen people are over
age 80.

Milton Road is mostly a quiet street. Mornings and evenings
at rush hour workers going to work or returning home at night
produce traffic jams. The rest of the day there is hardly a
car in sight.

About cycling I would like to comment, that Cambridge is a
town where people cycle. The town is not suitable for cyclists,
except across commons, or along the towpath, at the bank of
the Cam.

...2

It is appropriate to keep cyclists and motorists separate by a physical barrier. This can be observed in continental towns. In Cambridge cyclists mainly cycle on pavements for this reason. There is the curbstone between them and cars. It is known to carry a penalty. Cyclists are prepared to pay a fine in order to feel safe and not risk limb and life.

I would suggest to invite an expert from one of the many medieval European University towns with cyclists, e.g. Muenster in Westfalia, Germany, or from a Dutch town. Lastly I write to urge you to consider and solve the very serious problem tradesmen have PARKING.

Arriving at the start of an engagement, they need to leave their Van somewhere to go to the door of the householder and collect the parking permit, organised for them. As they return to their Van they find a parking ticket issued to them. It is time consuming and mostly unsuccessful to appeal to the parking ticket. The Fine is pound 70.--.

That is their days earning. Often they start a job, knowing they will earn nothing that day, due to the parking fine.

Tradesmen keep this medieval town going. They are mostly selfemployed or know of 1 person to help them if the job cannot be done by one person alone. They are given keys by the owner or occupant of the premises and are left for days on their own to attend to work in hand. They are very honourable and often local people. They are trusted implicitly.

One solution would be, to issue them personally with a document for permitted parking, which would be carried in the Vehicle and ready for use immediately on arrival at the place of work.

They are to people to unblock drains, find the shower leak and make good the damage left behind by the many people who stay in Cambridge for a short period. Without them the town could not exist.

Yours sincerely

14th February 2016

City Deal Team
 Cambridgeshire County Council
 Shire Hall
 Cambridge
 CB3 0AP

PROGRAMME
SET BY
15 Feb 2016
RECEIVED BY

Dear Sir or Madam,

**Re Milton Road Initial Consultation
 Histon Road Initial Consultation
 Arbury Road and the Cross-City Cycling Initial Consultation**

I write in response to the initial consultations, and further to my initial response on the Milton Road consultation, submitted electronically.

I have lived in Cambridge for a total of 36 years, and spent much of that time in this area. I am therefore extremely well acquainted with the roads that are the subjects of these schemes, and use them all, as a regular cyclist, pedestrian, and driver.

I do occasionally use the bus, but the stopping services are so infrequent on Milton Road, and so circuitous from Campkin Road, and often very slow on return, being held at the Kingsway flats for running too fast ahead of their timetable, that I and my neighbours view taking the bus as a last resort.

There can be little merit in expending a vast sum of public money on narrowly focused schemes to the exclusive advantage of Stagecoach, (especially, in the case of Milton Road, to assist their empty bus movements to and from their depot), and to benefit those who do not have the good fortune to live in Cambridge, if that expenditure brings destruction of the local environment, and an obvious series of negatives including in terms of access and safety and no benefits in terms of improved bus services, and other transport options, nor any consideration whatsoever for the residents. The cycling proposals for Milton Road and Arbury Road are of questionable merit, being ill thought through and not based on practicality.

I consider the proposals to be arrogant, impracticable, ill-considered, unjustifiable and environmentally unacceptable.

I believe that the proposals, especially those for Milton Road and Histon Road constitute an unjustifiable and inexplicable subsidy to Stagecoach, which I am sure

contravenes EU rules, and constitute direct discrimination against residents of Milton Road, Histon Road, and adjoining streets and neighbourhoods, and therefore contravene UK legislation.

Together with everyone with whom I have spoken about this, I am dismayed by the proposal to remove 83% of the trees on Milton Road. I object strongly to the devious and evasive way in which this wholesale destruction of these much-loved trees and much greenery in the urban landscape is being pursued. I find it astonishing and perplexing that the leaflets seeking responses make no mention of this, other than a mention of 'significant implications for highway trees and verges' in the Milton Road leaflet. Such omissions, and the lack of transparency about how the tree survey was carried out and by whom in my view calls into question the merit and value of the consultations.

There is no evidence whatsoever that a proper third party investigation of the state of the trees on Milton Road has been carried out by a suitably qualified expert. This is a glaring omission which further undermines the basis of the proposals for Milton Road. The City Deal and those working for it should be subject to exactly the same requirements as anyone seeking to undertake tree works in the City of Cambridge.

Further, the way in which the consultations have been carried out is highly questionable. Equal weight appears to be being given to any respondent, including those who are non-resident or not a user of these roads, with no evidence of how unconnected persons can be identified and filtered out. The distribution of the leaflets and questionnaires leaves grave doubts about whether all potentially affected parties have been reached, for example residents of Arbury and adjoining areas to our own street who would be affected by the Arbury Road proposals.

Whilst I am sympathetic to the need to improve bus services and increase use of buses and other public transport, I am strongly opposed to the suggestion in the 'Do Maximum' option that virtually the whole of Milton Road would have two bus lanes. This is entirely inappropriate for a residential street, and is completely unnecessary. It is unsupported by any evidence, and indeed, flies in the face of much research and experience in other cities in the UK and elsewhere, especially in advanced countries in Europe. Any such interventions need to be properly justified with full evidence and analysis and implemented only after the most rigorous scrutiny and consideration. Where bus lanes can be justified they should be implemented only for those periods when they are both needed and will be used by buses. They are not solutions in themselves, especially where implemented piecemeal and full time, as is proposed for Milton Road.

I also object very strongly to the proposal in both options to replace the roundabout at the junction with Elizabeth Way with a signalled T junction. The roundabout is always planted attractively and is a fine green feature at a significant gateway to the city. The suggested replacement planting will not have the same impact or even be visible.

The roundabout usually functions well, and any tailbacks around and leading to the roundabout, and delays to northbound traffic are caused simply and solely by the poor phasing of the traffic lights at the Arbury Road junction. Fixing these traffic lights,

and making other very minor but useful adjustments to the junctions at Kings Hedges Road, Arbury Road and Gilbert Road would require only a comparatively small investment, and would by itself resolve most recurring hold-ups on Milton Road at peak times.

What is initially required, and should be the primary focus of the City Deal expenditure on transport at this stage, is a system of much smarter traffic lights supported by careful and prolonged analysis of traffic flows - of which there is no current evidence. Smarter traffic management works in many advanced cities and Cambridge does not have the scale or complexity that would make such a system difficult to implement. I can remember being impressed with such a system in Bonn 50 years ago! Combined with other interventions to deter car use smarter traffic management would be a powerful and elegant tool and set of solutions.

Some sensitively implemented adjustment to the size of the roundabout and the approaches to it which would cost comparatively little, would allow for the creation of two marked lanes around the roundabout and creation of a proper two-way cycle lane on the Highworth Avenue side. Put together with smarter traffic lights at Arbury Road which would expand the northbound phase when a bus was detected to be approaching the roundabout would offer a solution to all current issues northbound, and address several of the objectives of the Milton Road proposals at a fraction of the cost of the proposed scheme.

Both 'Do maximum' and 'Do something' options for Milton Road are too focused on the creation of additional and modified, largely wasted bus lanes. Observations prove that the existing bus lanes are hardly used by buses, and when they are it is highly selectively. Currently buses using Milton Road are often empty or lightly loaded.

The whole emphasis of the proposals is erroneously to speed buses from and to places outside the city along part of Milton Road, but there is no evidence of a plan that will have any impact on the area to the North of where the proposals end where the new railway station will have a major impact on flows, nor is there any evidence of planned improvement to the Chesterton gyratory system, or clarity about what will happen to the buses once they move on from Milton Road in either direction, but particularly when inbound.

As indicated above, I cannot escape the conclusion that the proposals represent an exorbitant and unwarranted subvention to Stagecoach, many of whose buses pass along Milton Road 'Not in Service' on their way to and from Stagecoach's depot.

Further, it is impossible to understand why these proposals are being consulted upon before work has taken place to understand and analyse the city's traffic flows. This is inexplicable, other than as a desperate attempt to spend promised central government funding in the short time available.

Both options being consulted upon for Milton Road involve blocking left and right turns and stopping up roads. All of these proposals are wrong and unnecessary with the possible exception of placing limits on the availability of the Right turn southbound at Arbury Road.

Under the proposals for Milton Road we in the Hurst Park Estate will suffer from inevitably increased rat-running between Arbury Road and Milton Road. Ascham Road and Gurney Way will also suffer as drivers try to make their way from Milton Road to Gilbert Road. Ramsden Square, currently very quiet will be similarly impacted with drivers making their way to Kings Hedges Road. These effects are completely predictable and absolutely unwanted, and many other roads will be similarly badly affected by the proposals.

The cycling proposals for Milton Road that have so far been seen are lacking in any understanding of the use that cyclists make of Milton Road. In particular I am concerned with the morning and afternoon flows of cyclists, both children and parents/carers that arise from the Schools on Ascham Road and Gilbert Road. There is no evidence in the proposals that any effort has been made to understand these flows and cater for them, let alone enhance their safety.

I fully concur with the submissions and suggestions that you have received from the Hurst Park Avenue Residents' Association, and the Milton Road Residents' Association, and I wish this letter to be read as if it incorporated both these submissions in their entirety.

I also fully concur with the comments made by the representative of the Friends of Mitcham's Corner at the meeting of the North Area Committee on 4th February 2016, and I wish this letter to be read as if it included those comments.

I also fully concur with all that Smarter Cambridge Transport has put forward, and I wish this letter to be read as if it incorporated their views.

Turning to the proposals for Arbury Road, I regard the proposals to remove all on-road parking from the southern end of Histon Road under 'Do Maximum' and to ban the right turn onto Warwick Road to be completely wrong and ill thought through. It is deeply to be regretted that the plans for Histon Road do not start from the premise of the creation of a new Park & Ride site at or very close to the junction with the A14.

In relation to the Arbury Road cycling proposals, I regard the scheme proposed to be very poorly thought through.

Very few cyclists make any use of the part of Arbury Road between Mansel Way and Kings Hedges Road. Most cycle traffic clusters around the junction with Campkin Road and is proceeding into and out of the Arbury/Kings Hedges estates. What is proposed ignores this completely.

Further, I consider the removal of most of the established hedges to be unacceptable and unjustified. There are perfectly useful parallel roads which are hardly used along almost the entire length of the proposed cycle lanes on Arbury Road. The proposals should focus on making use of these and on easing crossing cycle traffic. The hedges could thus be retained and would be a good barrier between Arbury Road vehicle traffic and cyclists.

The use of the footpath alongside the Arbury recreation ground is another example of flawed thinking. The path is already largely 2.5 metres wide, so the hedge does not

need to be removed. The path is hardly ever used by anyone other than by children and teenagers for access to the recreation ground. Even if it were turned into an accessible cycle path, most users would still prefer to pass through or round Arbury Court, and especially those going into the city, who would not make the dog leg followed by a difficult crossing of Arbury Road.

The proposal to close Mansel Way is clearly completely wrong and would disrupt local residents, including the aged and infirm who are in the care homes there, visitors to Arbury Court and its shops, users of the dentist, and so on. It is unacceptable and unnecessary. It has also been hidden from view in the consultation, as have the proposals to remove the hedges.

Finally it seems to me lamentable that again, a piecemeal approach is being adopted which ignores or fails to address the dangerous a busy section of Arbury Road for cyclists between Arbury Court and Milton Road.

These proposed expenditures could be far better planned and made more useful. Indeed the whole emphasis of the City Deal is in my view wrong. The part that can be played by rail needs to be given much more emphasis. The changing shape of Cambridge and working and travel patterns need to be taken into account. If bus services are to be invested in then they should be designed as a coherent and attractive system, and not simply additions to the current complex and self-serving slow and unattractive jumble. Smart ticketing combined with ticket machines at bus stops as in London would not be difficult to implement, would be a perfectly suitable case for City Deal investment and would alone if implemented vastly speed up bus services.

But to achieve modal shift, something quite different from the existing services needs to be provided, and not every bus should or needs to pass through the city centre.

Overall, these three schemes are very poor and deeply flawed. They represent very poor value for money and should be comprehensively reconsidered on those grounds alone. There are much better ways to achieve the objectives that have been set.

However, the most compelling reason for rejecting them is that they studiously ignore the wishes and priorities of the residents that they will affect, and who, one way or another, will be paying for them.

Thank you for your kind attention



Attached to Surveys

001

BIKER RIDERS ARE A
NUISANCE. THEY THINK
THEY OWN THE ROAD.
THEY SHOULD HAVE A
ROAD LICENCE
LIKE CARS AND BUSES.

To whom it may concern

Cross City Cycling scheme D: Hills Road and Addenbrooke's route

I have answered no to both options on the following grounds:

Extension of the Scheme

- a. Hills Road, which is still a residential road of some 320 houses and blocks of flats, should not be treated as a mere throughway for passing traffic.
- b. The stretch between Queen Edith's Way and hospital roundabout is particularly vulnerable and a danger to householders trying to get in and out of their gateways.
- c. Walking to the bus stops by the roundabout is already very hazardous, particularly for older pedestrians.
- d. An extension of the scheme is surplus to requirements (there are already enough cycle ways in Hills Road).
- e. The real, crying need is for improved facilities in Long Road, which is the obvious access to the Bio Medical Centre and a number of the hospital buildings. The traffic should never come along the stretch from Queen Edith's Way to the Addenbrooke's roundabout.
- f. The needs and well being of its residents as council tax payers, have rights to being considered. It is already difficult and dangerous enough to get out of our houses, whether on foot, bicycle or car, and for visitors and work people to get in and out of our gateways.
- g. Encouraging more cyclists demonstrably does not reduce the amount of motor traffic, be it bus, taxi, vans and lorries or private cars.
- h. Faster cycling makes the road more dangerous, not less, for all users, including other cyclists.
- i. The rights and safety of those unable (because too old or disabled) to cycle should be considered.
- j. In making the roadway ever narrower, congestion and pollution, already very bad, builds and will lead to permanent grid locking.

Banning left turning motor vehicles into Queen Edith's Way

- a. I would suggest that this does not seem to have been thought through – it will increase congestion and levels of pollution leading up to the Addenbrooke's roundabout.
- b. It will not improve cyclists' safety which is not in danger at that turning.
- c. The real hazard is from cyclists dashing in or out of the hospital path between the carpark and the hedge of no 302. Walking past it is to take one's life in one's hands.
- d. Some of the motor traffic will clog side roads, e.g. Holbrook Road and Glebe Road



General thoughts

1. Zomph limits on routes, please
2. Please avoid ghastly red cycle surfacing (hideous)
3. Please replace hedges by hedges (not just trees)
4. Dropped kerbs for people crossing side roads on foot — I gather these are placed some way into the side roads. This is maddening — you have to walk further instead of just continuing along the road. And you ~~have~~ have to heave prams/wheelchairs round four ~~or~~ unnecessary 90° turns.
Please rethink
5. Arbury Road / Mere Way junction.
A very high hedge here blocks visibility (in a garden). A friend's son was killed here on his motorbike. Please ~~the~~ remove.
6. Proposals are very welcome. In the 15 years I have lived here, I know of two cyclists who have been killed in this area, and one motorcyclist. A friend on foot was knocked over by a taxi + seriously injured. (PTO)

There will have been more.

7. Questionnaire + leaflet not clearly written. I had to spend most of an hour on phone because it is confusing/ unclear in places.

8. How are you supposed to fold + return questionnaire?

Hills Rd / Hong Rd

4K Feb 2016

If you observe the cyclists crossing the junction you will find that the vast majority cross diagonally, a few going up Hong Road, the majority to the hospital. Very few go straight across Hills Road towards the hospital.

The proposal to make cyclists go straight across is doomed to failure. Cyclists most often take the shortest route.

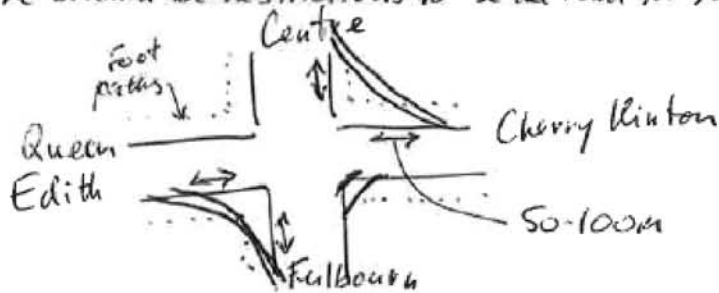
What should be done is to create extra waiting area space, create a priority crossing with the traffic lights allowing cyclists to cross diagonally across the junction



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21. Do you have any other thoughts, ideas or comments on any of the five projects or the main walking and cycling problems in your local area? Please use a separate page if needed.

1. It can be useful to make a short (50m) left-turn sections of cycle lanes cutting from the road, across footway and following the left turn in to directions Fulbourn R → Queen Edith Way, Cherryinton Road → High Street. - See the scheme
2. Wherever shared cycle-foot lanes are introduced there should be restrictions to use the road for cyclists.



ARBURY ROAD ROUTE.

- ⑤ MANSEL WAY / ARBURY ROAD JUNCTION TO BE CLOSED TO MOTOR TRAFFIC ?

THIS IS TOTALLY UNNECESSARY AND COUNTER-PRODUCTIVE IN TERMS OF TRAFFIC FLOW. I USE THIS ROUTE EVERY DAY AND PROVIDING THAT ALL USERS CONFORM TO THE REGULATIONS AND SHOW COMMON SENSE AND RESPECT FOR OTHERS THERE IS NO NEED FOR DRASTIC CHANGE.

I AM COMMITTED TO PROVIDING TRANSPORT FOR MY DISABLED SON TO AND FROM THE PPAWORTH TRUST CENTRE ON CHESTERTON ROAD AND WOULD PREFER NOT TO HAVE TO TRAVEL VIA A DEVIANT ROUTE TO GET THERE PARTICULARLY IF IT MEANS USING BRIMLEY ROAD WHICH AT TIMES IS PARTIALLY BLOCKED AND DANGEROUS.

I KNOW THAT PROMOTING CYCLING IS "FASHIONABLE" AT PRESENT AND THERE ARE BROWNIE POINTS TO BE GAINED BUT IT WOULD BE NICE IF, JUST NOW AND AGAIN, YOU COULD ACKNOWLEDGE THE EXISTENCE OF SOME OF US WHO, FOR VARIOUS REASONS, CANNOT EVER BE CYCLISTS OR PEDESTRIANS.

Thank you



Cross City Cycling – Arbury Road Scheme.

Dear Sir/Madam,

Having been to the exhibition at Meadow Hall Centre, I feel very apprehensive about the planned changes to Arbury Road between St Laurence's School and Albermarle Way.

The proposal is to remove / reduce the hedge that gives the residents of 15-27 Ashvale their privacy and a separation from the traffic of Arbury Road.

As the front doors of [REDACTED] look towards Arbury road I believe it retains our identity .Removing this will lead to confusion of our address as we would be opened up onto Arbury Road.

Indeed it would give an open plan effect to all the Ashvale residents from [REDACTED]

So I am upset that you are proposing to remove/change this.

I was given assurance by Richard Bensley at the exhibition that the road will indeed be narrower to incorporate the cycle lanes and the traffic will not be closer to the houses in Ashvale. As the lanes are narrower the traffic will be encouraged to adhere to the 20 mph speed limit.

If the scheme does go ahead please could you give consideration to the following :-

That the existing hedge be replaced by at least a 6 foot hedge / trees and that the road will not be moved closer to the residents of Ashvale.

Thank You.

I will call upon my neighbours to raise their concern too but please take note that many houses are rented so this may prove difficult.

Yours Sincerely

[REDACTED]

Facebook Correspondence

Date	Type	Post
[of post/response]		
04/01/2016	City Deal Post	Have your say today on Cross City Cycling! We welcome all your thoughts, ideas and comments on the five cycling projects across Cambridge that make up Cross City Cycling. Find out more at www.gccitydeal.co.uk/Cross-City-Cycling and complete the online questionnaire. You can also get in touch by email to city.deal@cambridgeshire.gov.uk and telephone 01223 699906.
05/01/2016	Share	Have your say today on Cross City Cycling! We welcome all your thoughts, ideas and comments on the five cycling projects across Cambridge that make up Cross City Cycling. Find out more at www.gccitydeal.co.uk/Cross-City-Cycling and complete the online questionnaire. You can also get in touch by email to city.deal@cambridgeshire.gov.uk and telephone 01223 699906.
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04/01/2016	Photo Album	Five projects to boost and improve cycling around Cambridge. Have your say today! Visit www.gccitydeal.com/Cross-City-Cycling .
04/01/2016	Share	Five projects to boost and improve cycling around Cambridge. Have your say today! Visit www.gccitydeal.com/Cross-City-Cycling .
05/01/2016	Comment	What about Cambridge?
05/01/2016	Comment	very uninformative website. Why key areas without proper cycle paths have been left out? How the improvement choice has been made?? Why so little is invested in cycle parking? And minor repairs on existent paths?
06/01/2016	Reply	Hi Silvia, sorry that you find the website informative. We want to be able to provide you with the most up-to-date information to help you have your say on proposals. The five projects were chosen through a stakeholder Workshop back in March 2015. This was attended by councillors, officers from County, City and S.Cambs council, business & university representatives and local cycling groups. The outcome of this workshop was a series of different schemes, some of these were already being addressed in projects such as Histon Road, Milton Road and The Chisholm Trail. The schemes were all scored using the criteria set out by the Cambridge Environment and Traffic Management Area Joint Committee, and the ones suitable for Cross City Cycling were chosen. Because there are a few different projects addressing cycling in the city, this project only has a specific amount for cycle parking and minor repair. If you have any other questions, please contact us, or attend one of our events where you can speak with project officers and find out more information.
06/01/2016	Comment	I like the new plans for Fulbourn road, it will improve the junction by the Robin Hood significantly. One question - when heading westbound along Fulbourn Rd will there be a ramp up direct from the roadway onto the raised cycle lane or are you expecting all cycle traffic to join the raised section from the shared use foot/cycle way? Additional question - will the widening of the foot/cycle ways reduce the width of Fulbourn Rd? Thanks!
13/01/2016	Reply	Hi Neil! Sorry for the delay in reply, we wanted to check everything to we can get all the correct details to you. If you are on-road heading westbound you may join the raised cycleway at any point beyond the start of the raised section, or there may be a dropped kerb to allow you to join at the intersection of this and the shared section. If you are already on the north or south side shared surfaces, heading westbound, you would join the raised cycle lane via the shared section beyond the Toucan crossing. To create the raised and shared cycle lanes, this would necessitate narrowing the road. The advantage of this being that it would bring the width down to a point that is more appropriate to that of a 30mph carriageway. You can find out more technical details by visiting the website www.gccitydeal.co.uk/Cross-City-Cycling and looking at the detailed plans for Fulbourn Road. Or, come along to one of our events where we will have all the detailed plan, and project officers who you can chat to.
14/01/2016	Reply	Thank you for the detail, that sounds great. Generally I'll ride on the road but switching to the raised section via dropped kerb at the start would be perfect to safely approach the junction when there are queuing cars. One request - could the south side cycle path, or a cycle lane painted marking, be continued east from ARM To the roundabout? I cycle this route everyday and it's great there's a short cycle lane from the path south of the roundabout, it would be good if this continued to ARM. Many thanks!
07/01/2016	Comment	Generally the plans seem to provide marginal improvements in journey times at the cost of inconvenience at off-peak times. Wouldn't it be better to introduce measures that improve flow drastically at the intersections rather than the more traditional steps indicated - or is that too revolutionary. q.v. http://www.smartertransport.uk/bus-lanes/ ("Bus lanes are not a good candidate") and http://www.hamilton-baillie.co.uk/index.php?do=news&nid=61 . Could we have a trail of turning off the traffic lights and monitoring these results?
04/01/2016	Photo	A. Arbury Road Route
04/01/2016	Comment	Parking is already a problem outside of the school in the morning and afternoon. Currently the layby is used by parents to quickly drop off/pick up children. Removing the layby would add to the problems and is a terrible idea.
05/01/2016	Comment	Why are children not walking in the first plane? Paranoid Mothers mean they drive them when they are easily able to walk
03/02/2016	Comment	Because fathers have already gone to work, and working mothers need to get their children to school before they go to work themselves.
04/01/2016	Photo	Cross City Cycling events
06/01/2016	City Deal Post	We will be holding our first Cross City Cycling, Histon Road and Milton Road events next week! Come along to Shire Hall anytime between 6pm and 8.30pm on Tuesday 12th January to find out more about the five projects and view detailed drawings and cross sections of each of the schemes. If you are interested in finding out more about the Histon Road and Milton Road projects, come along to Mayfield Primary School on Tuesday 12th January anytime between 4pm and 8pm.
06/01/2016	Photo	All of the five Cross City Cycling projects
06/01/2016	Mention	If you had \$4.2 million is this how you would spend it? Planned cycle improvements for Cambridge are out for public consultation. Although this is very like my day job, I'm not sure I can be bothered to go along to a meeting and have my say. Is that bad of me? The plans all look very well researched and finalised so I am not sure what more I could add. Good work though The Greater Cambridge City Deal [link to city deal pages]
06/01/2016	Visitor Post	Great to see some serious cash being invested in key cycling improvements as well funds being kept back for minor improvements and bike parking. If Cambridge can't justify this, where else in the UK can? I know its always easy for a journalist to take a flight to Scandinavia and tell us how we could do better, but this Guardian article focusing on Copenhagen and other European cities gives some good perspective on levels of investment in urban cycling. http://www.theguardian.com/cities/2016/jan/05/where-world-most-cycle-friendly-city-amsterdam-copenhagen
12/01/2016	City Deal Post	Come and see detailed drawings of the 5 #CrossCityCycling projects and talk to project officers @ Shire hall, Cambridge tonight between 6pm & 8.30pm.
14/01/2016	City Deal Post	Tonight we are at Fen Ditton Recreation Ground Pavilion for #CrossCityCycling between 17:00 - 20:00. Come and view detailed drawings of all the 5 projects and speak with officers
16/01/2016	Comment	Re the Arbury road cycling plans. Look great on paper, but without connecting it to Milton Road, I don't see how it facilitates better cross city cycling. I appreciate you can't get the same width of road between Arbury Court and Milton Road, but to do nothing on that section shows total disconnect between all these schemes. Currently the stretch these plans affect is actually fairly easy to cycle. The southern stretch to Milton Road is the difficult part due to the fact that parking is tolerated on such a narrow road which is a hazard to both cyclists and pedestrians and causes additional congestion to traffic at peak times. A simple solution such as yellow lines from Milton Road as least as far as the Leys Road junction would greatly assist.
18/01/2016	Reply	Hi Martin, thank you for your comment. It has been passed on to the Cross City Cycling project team, who will investigate your suggestions further.
18/01/2016	Comment	There doesn't seem much scope for scooters (and motorbikes). These ease congestion and are used when the distance is too great for cycling, your plans divide travellers into cycle OR car - which means many potential green and congestion busting scooter travellers will instead be sat in their cars forming part of the traffic jams. Scooters are used in advanced cities like Taipei to allow convenient and efficient transport where cars would just cause gridlock.
24/01/2016	Reply	I quite agree Graham and powered two-wheelers (PTWs) are seen by many to be a sustainable and eco-friendly means of transport. PTWs can significantly help with reducing congestion and I am really surprised (or should that be 'saddened') that PTWs have been completely overlooked in the City Deal. We should also bear in mind that a lot of people commute from distances that are impractical for a bicycle or are not well served by bus or train links. The City Deal team should look at http://www.greenchoices.org/green.../transport/motorcycles

24/01/2016	Reply	It's also a question of pollution. Many cars are diesel and pump out lethal particulates into the city centre air, as I ride past the queues on my Euro3-4 petrol scooter I'm probably even cleaning up the small amount of air my scooter uses. Diesel car pollution is now a major health issue in towns and cities - no scooters or bikes are diesel: they are all petrol.
24/01/2016	Reply	Over time, I see more electric powered scooters being around. Even less pollution.
24/01/2016	Reply	Yes that would be ideal for my commute. NO room for scooters in Cambridge though, just for bicycles, big diesel cars and carcinogenic busses spreading their half burnt hydrocarbons where they prefer to be, around queues of people in the town centre
19/01/2016	Comment	Hi Graham, thank you for your comment. We'll look into what we can do for scooters and motorbikes in future schemes.
19/01/2016	Reply	There's a lot of research backing up the congestion beating qualities of scooters and motorbikes http://www.telegraph.co.uk/motoring/motorbikes/9272532/Why-commuting-by-motorcycle-is-good-for-everyone.html
24/01/2016	Reply	Sorry GCCD but I disagree. If GCCD want to listen to alternatives to what is proposed and come up with a fully joined-up solution for Cambridge then scooters and motorcycles have to be considered now as part of that solution and not as an afterthought for some future date.
18/01/2016	City Deal Post	Today we are at Addenbrooke's to talk about #CrossCityCycling you can find us between the Food Court and Concourse between 11:30 - 14:30
18/01/2016	Visitor Post	Hi Guys, As a resident from Milton that cycles to Cambridge via the Jane Costen bridge, I'd like to highlight an area that currently isn't considered for improvement, and where I think Milton cyclist would benefit: I propose that cyclist should have priority at the crossing of Cowley Road bend and the Business Park via raised paths (or default traffic light config) while crossing. Cyclists currently have to pass/turn on three sets of traffic lights at Cowley Road, the triangular island and Cowley Park Road. On this stretch of the road: 1. cyclists are going straight, whereas cars are turning. 2. cyclists are generally cycling faster than the cars that are turning. 3. cyclists turning out of the Business Park and heading to Milton currently need to jump across the traffic turning into the Business Park.
18/01/2016	Visitor Post	The big omission seems to be scooters (and motorbikes). A scooter eases congestion, takes only a tiny space to park and gives you a seat for efficient, green door to door service. For those too far to cycle it can save many cars being on the road. traffic jams are never caused by scooters, look around in Cambridge and you'll see scooters finding their way through town past the lines of cars that clog up our city.
19/01/2016	Visitor Post	The plan makes no reference to scooters and motorbikes, and yet these are pretty much the only practical alternative to driving for people travelling in from villages or who work away from the city centre. Seems to me like you guys are missing a trick.
19/01/2016	Visitor Post	Research indicates a mere 10% of drivers switching to cars eases congestion. This is how Taipei - a far more advanced city than Cambridge - manages rush hour traffic. "A shift from car to motorcycle of just 10% resulted in a dramatic reduction of traffic queues and a quicker return to 'normal' driving conditions. In terms of actual figures what this means is that if just 1 in 10 drivers switched to two wheels an overall reduction in travel time of 63% would be achieved. Interestingly the team found that if just 25% switched then congestion would be eliminated altogether."
21/01/2016	City Deal Post	Next week we will be at Cherry Hinton Village Centre with detailed drawings and cross sections of the 5 #CrossCityCycling projects. Why not come along and find out more? We will be there from 5pm - 8pm.
24/01/2016	Comment	I could come along, riding past the diesel fumes from the car traffic in my clean catalysed euro 3 rated petrol scooter and see your plans. I would however find that scooters have been entirely ignored on your short sighted plan, it's too far too cycle and I can't see the point in attending a cycle plan in my diesel car.
27/01/2016	City Deal Post	Did you know that there are 5 suggested projects to help boost and improve the quality of cycling around Cambridge? You can find out more about each of the projects here on our website!
27/01/2016	Comment	And how many projects to help clean, congestion busting scooters are there? https://www.google.co.uk/search?q=taipei%20scooters&espv=2&biw=1332&bih=603&tbo=isch&tbo=u&source=univ&sa=X&ved=0ahUKewivxlba7crKAhWG1RQKHfJABocQsAQIHg
28/01/2016	City Deal Post	Want to view detailed drawings and find out more from project officers about the 5 #CrossCityCycling projects? Come and speak to project officers at Cherry Hinton Village Centre. We're here from 5pm till 8pm!
01/02/2016	City Deal Post	Haven't been able to make it to a #CrossCityCycling event yet? Don't worry! We have 3 events this week, Tue, Wed & Thur! More details can be found on our website www.gccitydeal.co.uk/Cross-City-Cycling
01/02/2016	City Deal Post	Cambridge is unique for its high levels of cycling. Improving cycling facilities should enable and support the expected growth of Cambridge, and help keep traffic moving! Find out more about #CrossCityCycling here!
06/02/2016	Comment	Would it be at all possible to include some cycling provision down Coldhams Lane near the airport please? It's 40 mph near the airport and cyclists and cars do not fit easily. The footpath could easily be widened to accommodate this. There are some very very dangerous passings. The Tins path leads to Mill Road instead of Coldhams Lane, so people still take the risk. There is also no path suitable at the entrance to Sainsburys at Coldhams lane wide enough for a mobility scooter, the user has to drive the scooter onto a main road to cross the exit from Sainsburys and it is very difficult to be seen.
02/02/2016	City Deal Post	Tonight you can find us at The Meadows Community Centre to talk about #CrossCityCycling between 17:00 - 20:00
03/02/2016	City Deal Post	Want to find out more about #CrossCityCycling? Come and view detailed drawings and speak to project officers @ St John the Evangelist on Hills Rd between 17:30 - 20:30.
04/02/2016	City Deal Post	Are you a cyclist wanting safer cycle routes across Cambridge? Make sure you're up to date with the City Deal plans! Tonight is our last event for #CrossCityCycling - officials will be at Shirley Primary School between 18:00 - 20:30!
04/02/2016	Comment	Still no space for scooters then? Just cycles and everyone else in big diesel cars. Great. Enjoy breathing those carcinogens while cycling.
04/02/2016	City Deal Post	Tonight is our last event for #CrossCityCycling! We will be at Shirley Primary School between 18:00 - 20:30! Come along and find out more about the 5 projects and speak with project officers!
04/02/2016	Comment	Solar panelled roads anyone? Http://www.solarroadways.com
08/02/2016	City Deal Post	This is your last week to #HaveYourSay on the 5 #CrossCityCycling projects and on #HistonRoad & #MiltonRoad! If you have any questions you can let us know or send us an email city.deal@cambridgeshire.gov.uk
08/02/2016	Share	"This is your last week to #HaveYourSay on the 5 #CrossCityCycling projects and on #HistonRoad & #MiltonRoad! If you have any questions you can let us know or send us an email city.deal@cambridgeshire.gov.uk "
08/02/2016	Share	This is in Cambridge and so outside our area - but many of us are affected by what happens in Cambridge. Do take the time to have your day. "This is your last week to #HaveYourSay on the 5 #CrossCityCycling projects and on #HistonRoad & #MiltonRoad! If you have any questions you can let us know or send us an email city.deal@cambridgeshire.gov.uk "
09/02/2016	City Deal Post	Are you a #cyclist in Cambridge? Or someone who wants to cycle more? We want to hear your thoughts! Http://bit.ly/22MISOE #crosscitycycling
12/02/2016	Comment	I'm generally happy about these improvements, but there are a couple of associated routes that they don't seem to consider. (1) The shared foot/cycle path from Milton Road to the new station doesn't appear to have any access for cycle traffic from Milton direction that currently uses the underpass, unless cyclists join the heavy traffic along Milton Road between the science park and the guided busway. Is there provision for the large number of cyclist commuters who take this route to join the route into the station?. (2) not anywhere in the plans, but another problem is how can cyclists who come into town from Addenbrookes along the guided busway turn off to the town centre and West Cambridge (rather than continue to the station and north Cambridge)? The junction out at Brooklands Avenue is the most natural route, but there is no provision for cycle traffic to go straight across to Brooklands Ave (and thence to West Cambridge), or turn right onto Hills Road into town. Presumably it wouldn't take much engineering to do this - mainly reconfiguring the traffic lights and signage?
15/02/2016	City Deal Post	Today is your final chance to #HaveYourSay on #CrossCityCycling, #HistonRoad and #MiltonRoad. Visit www.gccitydeal.co.uk to find out more about all of these schemes.

Twitter Correspondence

Date	Type	Post
[of post/response]		
04/01/2016	City Deal Post	Consultation on #CrossCityCycling begins today! Have your say on 5 cycling projects across Cambridge www.gccitydeal.co.uk/Cross-City-Cycling
04/01/2016	Reply	@gccitydeal @hopsncheese But what is this consultation? Instead of County Council consultation (as for Hills Rd/Hunt'don Rd) or in addition?
04/01/2016	Reply	@gccitydeal @hopsncheese Presumably County Council as Highways Authority is ultimately responsible for these proposals?
04/01/2016	Reply	@Sam_in_Cam @hopsncheese The Greater Cambridge City Deal is responsible We represent @camcitco @CambsCC @SouthCambs @Cambridge_Uni @YourLEP
04/01/2016	Reply	@Sam_in_Cam @Hopsncheese The consultation is in addition to Hills Rd & Hunt'don Rd. You can find out more on gccitydeal.com/Cross-City-Cycling
04/01/2016	Reply	@gccitydeal @hopsncheese I know it's in addition to earlier Hills Rd - my Q is, is this the only public consultation on *these* schemes? 1/2
04/01/2016	Reply	@gccitydeal @hopsncheese This is only an 'in principle' consultation; will we via @cambsCC be offered a chance to comment on the detail? 2/2
04/01/2016	Reply	@Sam_in_Cam @hopsncheese @CambsCC There are detailed drawings & X-Sections available online & at events for this project 1/2
04/01/2016	Reply	@Sam_in_Cam @hopsncheese @CambsCC We ask that you comment on these and encourage any alternative ideas you may have. 2/2
04/01/2016	City Deal Post	Consultation starts today on #CrossCityCycling visit bit.ly/1muKY5d @CambsCC @SouthCambs @camcitco @Cambridge_Uni @YourLEP
04/01/2016	City Deal Post	Consultation on the #CrossCityCycling projects starts today, visit bit.ly/1muKY5d @lewis_herbert
04/01/2016	City Deal Post	Consultation on #CrossCityCycling projects starts today, visit bit.ly/1muKY5d @DanielZeichner @heidiallen75 @LucyFrazerMP
04/01/2016	Tweet	Hi @gccitydeal - No plans or details of Cross City Cycling schemes on your website. Story in Cam News today. Can we see more details please?
04/01/2016	Reply	@ElyCycleHub Sorry, we had a delay in our web-page going live. All the details are now up on gccitydeal.co.uk/Cross-City-Cycling
04/01/2016	Reply	@gccitydeal noticed that Q19 of your survey has 2 x 'strongly agrees' and no 'strongly disagree'
04/01/2016	Reply	@ElyCycleHub Opps! Thank you for spotting this. It has now been corrected.
04/01/2016	Reply	@gccitydeal many thanks...do keep the cycle schemes coming, very important to keep the city moving
06/01/2016	Tweet	@gccitydeal How do I provide feedback re. Cross City Cycling plans please?
06/01/2016	Reply	@gnomeicide you can email us city.deal@cambridgeshire.gov.uk or fill out the online survey, the link is on gccitydeal.co.uk/Cross-City-Cycling
06/01/2016	Reply	@gccitydeal online survey is full of loaded questions. 'Do you support...', 'No, because it's a half measure not because it isn't needed'.
06/01/2016	Reply	@gccitydeal If I blog responses and send you links will that be received?
06/01/2016	Reply	@Gnomeicide if you put all of your comments into a word, or pdf document and email that to us they will definitely be received and logged.
06/01/2016	Reply	@gccitydeal Oh, I can't send you a link to where I put comments online? I ask 'cos I've got a detailed counter-proposal for Arbury Road.
06/01/2016	Reply	@gnomeicide You can send us a link, but just to guarantee we get everything, it may be best to send us the text too.
06/01/2016	Reply	@gccitydeal thanks. Will do both. How do responses get considered? Do the responses go to councillors?
07/01/2016	Reply	@gnomeicide All responses are analysed. A report on these will then be presented to City Deal members and publically published.
06/01/2016	City Deal Post	Find out more about #CrossCityCycling next week. Come along to Shire Hall on Tuesday 12 Jan, anytime between 6pm & 8.30pm.
07/01/2016	City Deal Post	What do you think of the 5 #CrossCityCycling projects? Let us know by filling out the online survey bit.ly/1RuPcVG
07/01/2016	Tweet	Hey @lewis_herbert, @gccitydeal plan for Arbury Road sucks - there are better ways that just aren't being considered...
07/01/2016	Tweet	@lewis_herbert ... How do I get what I consider a much better plan directly to you lot such that it isn't pre-filtered? @gccitydeal
07/01/2016	Reply	@gnomeicide @gccitydeal It's an open consultation - respond with your version. Cllrs incl me will look at detail particularly alternatives
07/01/2016	Reply	@lewis_herbert when I asked @gccitydeal they said responses analysed and -summar- passed on. Address for non 'summarised' response please?
07/01/2016	Reply	@gnomeicide @lewis_herbert all responses are included within the report as an additional document and this will all be published.
10/01/2016	Tweet	*Holds back single tear of joy* It's so... beautiful
10/01/2016	Reply	@Hesterkw if we could just make that footway a continuous one, come on, you know you want to!
11/01/2016	City Deal Post	Come along to our first event tomorrow. 18:00 - 20:30 @Shire Hall. You can view detailed drawings of all the #CrossCityCycling schemes.
14/01/2016	City Deal Post	Tonight we are at Fen Ditton Recreation Ground Pavillion, 5pm - 8pm. You can find out more about #CrossCityCycling schemes.
18/01/2016	City Deal Post	Today we are at Addenbrooke's to talk about #CrossCityCycling you can find us between the Food Court and Concourse between 11:30 - 14:30
20/01/2016	City Deal Post	We'll be talking about #CrossCityCycling, #HistonRd, #MiltonRd @ the North Area Committee, tonight from 6pm @Shireley Primary School
27/01/2016	City Deal Post	Tomorrow we will be @Cherry Hinton Village Centre, 17:00 - 20:00 to talk about #CrosscityCycling
27/01/2016	City Deal Post	there are 5 suggested projects to boost and improve the quality of #cycling around #Cambridge bit.ly/22MISOE
27/01/2016	Reply	@gccitydeal Is there a suggestion box for more ideas?
27/01/2016	Reply	@BearCaeleb You can send all alternative ideas, feedback and comments to us at city.deal@cambridgeshire.gov.uk
27/01/2016	Reply	@gccitydeal sweet. Thanks :)
28/01/2016	City Deal Post	Is your #cycling route stressful? The City Deal plans to improve the quality & safety of Cambridge cycle routes! Bit.ly/1Pc0E3I
28/01/2016	Reply	DELETED
28/01/2016	Reply	@BearCaeleb @gccitydeal Each new person cycling is often one less driver in the queue. Making cycling attractive by far the cheapest way...
28/01/2016	Reply	@BearCaeleb @gccitydeal ... way to improve things for drivers. Most cyclists drive and everyone above 18 pays tax for the roads
28/01/2016	Reply	DELETED
28/01/2016	Reply	@BearCaeleb @gccitydeal Yes - exactly: people in the city should be encouraged to cycle, which means people with little transport

		choice...
28/01/2016	Reply	@BearCaeleb @gccitydeal ... have roadspace freed up for them. Improving cycling in Cambridge helps South Cambs residents considerably.
28/01/2016	Reply	@camcycle Might I suggest it is not worth engaging with this gentleman?
28/01/2016	Reply	@Hesterkw special. Nasty piece of work from the looks of that :(@camcycle
28/01/2016	Reply	@gnomeicide @hesterkw @camcycle he works for @stagecoachCambs as a driver
28/01/2016	Reply	@AI_S seriously? Oh ffs :(Sadly that doesn't surprise me. @hesterkw @camcycle @StagecoachCambs
28/01/2016	Reply	@gnomeicide quick scroll of his timeline indicates so
28/01/2016	Reply	@BearCaeleb @Camcycle I think Cottenham is close enough to cycle to Cambridge
28/01/2016	Reply	@peterharperuk @BearCaeleb @camcycle 7 miles. No distance
28/01/2016	Reply	@BearCaeleb Do you commute Cottenham to Cowley Rd? Loads of locals happily doing those 5 miles. Need a riding buddy? @camcycle @gccitydeal
28/01/2016	Reply	@Nikhadd @peterharperuk @camcycle again, how to do it safely? I won't use a bike where I don't feel safe. Especially Landbeach
28/01/2016	Reply	@BearCaeleb @gccitydeal @camcitco I think that is the idea. I pay tax. And yet I'm not causing road damage, pollution or congestion
28/01/2016	Reply	@AI_S @gnomeicide not worth informing his bosses that he is a danger given it's stagecoach. They wouldn't return my email at the fen dept.
28/01/2016	Reply	@BearCaeleb @Nikhadd @camcycle True. Not great out that way
28/01/2016	Reply	@peterharperuk @Nikhchass @camcycle it's pretty dire to be honest. A nice route to Histon though...
28/01/2016	Reply	@camcycle @gccitydeal it seems my knowledge of RFL was flawed. I retract that statement fully.
28/01/2016	Reply	@BearCaeleb Safest route Histon & Busway. 1mile of it on rd. Ride/walk pavement if scared @peterharperuk @camcycle
28/01/2016	City Deal Post	Want to know more about #CrossCityCycling? Come to Cherry Hinton Village Centre tonight between 5pm & 8pm to view plans & speak to officers.
30/01/2016	Tweet	3 hrs over 2 evenings watching traffic at Hills Rd/Long Rd junction to understand impact of @gccitydeal proposals #gluttonforpunishment
01/02/2016	City Deal Post	Haven't been able to make it to a #CrossCityCycling event yet? There are events Tue, Wed & Thurs! More details @ bit.ly/22MISOE
01/02/2016	City Deal Post	Cambridge is unique for its levels of cycling, find out how #crosscitycycling plans will facilitate improvement! Bit.ly/1Pc0E3I
02/02/2016	City Deal Post	Tonight you can find us at The Meadows Community Centre to talk about #CrossCityCycling between 17:00 - 20:00
03/02/2016	City Deal Post	Detailed drawings of the #CrossCityCycling plans will be out tonight @ St John the Evangelist on Hills Rd from 17:30 - 20:30! #citydeal
03/02/2016	Reply	Puffles will be here this evening twitter.com/gccitydeal/sta... because ****democracy**** @gccitydeal @camcycle :-)
03/02/2016	Reply	@Citydeal Me too. I think there could be a crowd - due to local news sharing rather than @CambsCC advertising. Official promotion v thin.
03/02/2016	Reply	@Puffles2010 @gccitydeal @camcycle See you there.
03/02/2016	Reply	@Sam_in_Camb @Puffles2010 Yep, see you there too. I'll be there about 7, then off to @CambJunction by 8!
03/02/2016	Reply	@ChrissRandWrites @Puffles2010 @LibralLady Yay, QE party people
03/02/2016	Reply	@Sam_in_camb @ChrisRandWrites @Puffles2010 See you at the church. I hope officers have good answers, as they're gonna get plenty of questions
04/02/2016	City Deal Post	Tonight is our last event for #CrossCityCycling! We will be at Shireley Primary School between 18:00 - 20:30
08/02/2016	City Deal Post	This is your last week to #HaveYourSay on the 5 #CrossCityCycling schemes! Visit bit.ly/1RuPcVG
08/02/2016	Reply	@gccitydeal and the last week to #Haveyoursay on the #miltonroad and #histon Road proposals. Write to the #CityDeal
08/02/2016	Reply	@gccitydeal @camcitco Are there no proposals for villages to the West. Eg. Cambourne etc.?
08/02/2016	Reply	@JeniMSawford @camcitco As part of a previous consultation Cambourne to Cambridge, we would look to improve cycle in areas in the west
08/02/2016	Reply	@gccitydeal @camcityco only in relation to busways or bus lanes - of which all options are inadequate for truly safe cycling.
08/02/2016	Reply	@gccitydeal @camcycle Had a look at Green End oad changes - looks good!
08/02/2016	Reply	@dwm Glad ou like them! Make sure to tell the council so!
08/02/2016	City Deal Post	Are you a #cyclist in Cambridge? Or someone who wants to cycle more? We want to hear your thoughts bit.ly/22MISOE #crosscitycycling
08/02/2016	Reply	@gccitydeal so I've sent you an email linking to text in my plog posts re Arbury Road. Will that do?
08/02/2016	Reply	@gnomeicide @gccitydeal maybe copy the text into the form, just to be sure?
08/02/2016	Reply	@Ezy_Ryder the form is a piece of crap full of leading questions designed to railroad us into supporting the nonsense @gccitydeal proposal
08/02/2016	Reply	@Ezy_Ryder as in 'do you support...' well, year sort of, but not in the way you want to build it. @gccitydeal
08/02/2016	Reply	@Ezy_Ryder ...bluntly @gccitydeal consultation is as duplicitous a set of railroading as I've come to expect in this county
08/02/2016	Reply	@gnomeicide @gccitydeal I know but there are places to put the comments and that is where I put mine. I didn't care much about the bus love...
08/02/2016	Reply	@Ezy_Ryder I've started the form three times. Never fot to the comments because I have to get past the crap railroading. @gccitydeal
08/02/2016	Reply	@Ezy_Ryder... and I'm afraid the crap railroading makes me believe @gccitydeal don't give a toss how we respond.
08/02/2016	Reply	@gnomeicide @gccitydeal I did, unfortunately it's the only way to do it, so better get on with it :-)
08/02/2016	Reply	@gnomeicide @gccitydeal leading questions, of I remember correctly you can choose n/a for some of them...
08/02/2016	Reply	@Ezy_ryder to be honest I'm left rather dejected by the lack imagination shown by @gccitydeal and the total ineptness of their consultants
08/02/2016	Reply	@gnomeicide Yes, that is great, thank you. Your alternative suggestions for the Arbury Road project has been taken into account.
08/02/2016	Reply	@gccitydeal Ta. And if I want to pitch a completely different idea for a route that to you?
08/02/2016	Reply	@Gccitydeal specifically this one (3links): http://cambridgecyclist.blogspot.co.uk/2013/12/the-great-cycle-route-that-isnt-part-1.html http://cambridgecyclist.blogspot.co.uk/2014/01/the-great-cycle-route-that-isnt-part-2.html http://cambridgecyclist.blogspot.co.uk/2014/01/the-great-cycle-route-that-isnt-part-3.html
08/02/2016	Reply	@gccitydeal it's a straight line for cycling from the Science Park to City Centre, inaccessible as such to cars, along quieter roads...
08/02/2016	Reply	@gccitydeal ... which with relatively little investment could become a quite stellar route for cycle comuting between two hot spots
08/02/2016	Reply	@gnomeicide Thank you, these will all be recorded and taken into account as well
09/02/2016	City Deal Post	It's your last week to have a say in the #CrossCityCycling schemes! Bit.ly/22MISOE #haveyoursay

10/02/2016	City Deal Post	Find out more about #CrossCityCycling and view detailed drawings by visiting bit.ly/1RuPcVG
15/02/2016	City Deal Post	Today is your final chance to #HaveYourSay on #CrossCityCycling. Visit bit.ly/1RuPcVG to find out more
16/02/2016	City Deal Post	The consultations for #CrossCityCycling #MiltonRoad & #Histon Road are now CLOSED. Thanks to all who have taken part and provided feedback!