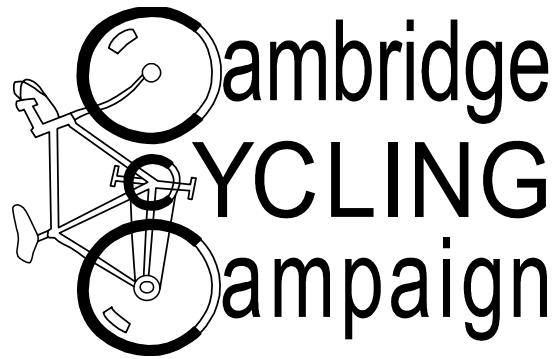


24<sup>th</sup> March 2006

Our ref: P06 008  
Your ref:

Strategic Planning  
Cambridgeshire County Council  
Castle Court, Shire Hall  
Castle Hill  
Cambridge CB3 0AP  
planningdc@cambridgeshire.gov.uk



**Cambridge Cycling Campaign**

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Dear Sir or Madam,

### **Planning Application for Addenbrooke's Access Road**

This is Cambridge Cycling Campaign's formal objection to the above Planning Application.

We welcome the fact that 1.5m wide on-road cycle lanes are to be provided along both sides of the entire length of the access road and a 3.5m wide off-road segregated pedestrian/cycleway is to be provided along the entire length of the north side of the road.

However, there are a number of difficulties with the detailed designs shown in the drawings and described in the documents accompanying the present application. Our objection is focused on these difficulties.

We consider that these designs are incompatible with Policy 8/8 set out in the Cambridgeshire and Peterborough Structure Plan (2003) which states that "the capacity, quality and safety of walking and cycling will be increased to promote usage [and to] minimise motorized travel" (quoted in Section 3.35 of the Supporting Statement accompanying the present application). They are also incompatible with the Cambridgeshire LTP (2004-2011), Policy 8/11 which states that any proposed road must "be designed to give high priority to the needs of pedestrians and cyclists including safety" (quoted in Section 3.61).

### **The Problems**

#### **1. Speed limits**

The proposed speed limits are 40mph from Hauxton Road to Shelford Road, 30mph from Shelford Road to Hobson's Brook and 40mph from Hobson's Brook to Addenbrooke's (Supporting Statement, Sections 2.2-2.4). For the safety of cyclists and pedestrians the speed limit should be 30mph throughout. 90% of pedestrians or cyclists hit by a motor vehicle travelling at 40mph die. 20% die if hit at 30mph and only 2.5% die if hit at 20mph (figures from Which? Magazine, March 2005, p.20). As street lighting is to be provided along most of the road (all except for the short stretch of green corridor between Hobson's Brook and the railway line – see Environment

Statement, Section 9.64), 30mph would anyway be more appropriate for this kind of road. If cycling is to be encouraged and is to be safe, the speed of motor traffic must be kept low. We consider that everywhere within both the Glebe Farm and the Showground/Clay Farm developments, the limit should be 20mph and the roads designed to maintain this limit.

## 2. The Junctions

The junctions with Shelford Road and with Hauxton Road must be made more cycle-friendly.

Shelford Road:

- a) The wide traffic islands on all four arms of the junction create unacceptable pinch points which are dangerous for cyclists. These must be reduced in size or removed.
- b) Advanced stop lines are shown on only one arm of the junction. ASLs and approach lanes are needed on all four arms.
- c) A toucan crossing is needed at the traffic lights to take the 3.5m wide segregated pedestrian/cycleway directly across Shelford Road with no diversion.

Hauxton Road

- a) The left filter lane at the exit from the new road onto Hauxton Road is unacceptable. A simple junction is needed with no filter and with advanced stop lines across both traffic lanes.
- b) Traffic islands on all three arms of this junction create dangerous pinch points for cyclists. They must be reduced in size or removed.
- c) ASLs (and approach lanes) are needed on all three arms of this junction.
- d) A toucan crossing is needed across Hauxton Road (the northern arm of the junction) to connect the pavement cycleway along the western side of Hauxton Road to the new pedestrian/cycleway along the north side of the access road. This crossing should be at the traffic lights and should not involve a diversion for cyclists.

## 3. The Roundabouts

- a) The roundabouts at the Showground/Clay Farm development and at Addenbrooke's must not have straight-through paths which encourage higher speeds.
- b) The on-road cycle lanes stop before each roundabout leaving cyclists using these roundabouts with no provision. In the interests of cycling safety, there is a case for using road junctions, with or without traffic signals, in place of these roundabouts. After the recent cyclist fatality at the small roundabout at the front of Addenbrooke's, constructing unnecessary roundabouts on this new access road is likely to be perceived by many cyclists going to Addenbrooke's as particularly inappropriate.

## 4. The On-Road Cycle Lanes

These should be at least 1.5m wide, mandatory, coloured red and with repeated cycle logos along their entire length. 1.5m is the *minimum* required for such on-road lanes according to recognized national standards. In Cambridge where the number of cyclists is so much greater than in the rest of the country, the width should be greater. The lanes must be mandatory and coloured red and with repeated cycle logos throughout to draw attention to the presence of cyclists and to reduce the likelihood of vehicles parking, loading or stopping in the cycle lanes.

## 5. The Pavement Cycleway

- a) It is important that pedestrians and cyclists using the 3.5m segregated pavement cycleway should have priority when crossing all side roads to be constructed now or planned for the future. Crossings of such side roads should be on direct, red, raised ramps.
- b) The pavement cycleway has a grass verge buffer zone separating it from the road along most of the Hauxton Road-Shelford Road section. This is missing on the

approach to Shelford Road and on the Shelford Road-Showground/Clay Farm roundabout section. We consider that a grass verge buffer zone is needed throughout. It should not be difficult to provide this on a new-build road of this sort.

c) For some unaccountable reason the pavement cycleway does not continue round the Addenbrooke's roundabout. It must do so (or through the junction) and then be properly integrated into the cycle facilities within the Addenbrooke's site.

6. Links

To make this area permeable for cyclists and pedestrians, links to the formal (NCN11) route and informal recreation areas need much improvement.

Without improvements longer, less safe, unsatisfactory routes would need to be used, discouraging such sustainable access.

a) The road must not form a barrier for sustainable access on foot or by bicycle to the informal recreation areas to the south.

b) Additional short cycle links must be included to enable cyclists to join the agreed route of Sustrans NCN 11 just east of the railway without a long diversion via a roundabout or crossing the road.

c) Similar links must be provided just west of the railway to improve access to informal recreation areas.

We would welcome an opportunity to discuss these issues with the Council's Capital Programmes Team in the hope that a resolution to these issues can be found and the Campaign's objection withdrawn. We would be grateful if dates for such a meeting could be suggested.

Yours sincerely,  
on behalf of Cambridge Cycling Campaign,

James Woodburn