

**CAMCYCLE**



**Cambridge Cycling Campaign**

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Cambridge South East Transport project  
Greater Cambridge Partnership  
Shire Hall, Castle Hill  
Cambridge CB3 0AP

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Dear Sir or Madam,

Camcycle is a volunteer-led charity with over 1,550 members that works for more, better and safer cycling for all ages and abilities in the Cambridge region. We are responding to the Cambridge South East Transport Better Public Transport and Active Travel project consultation.

We remain neutral on the principle of this particular scheme for a busway, however we will offer comments on the detailed items that have been presented. We are supportive of the principle of creating a safe, convenient, attractive, comfortable and direct network of active travel routes (ATRs) in the region, and we concur with the consultation response of Smarter Cambridge Transport on this point.

We expect that such ATRs will be used by cyclists, pedestrians, mobility scooter riders, equestrians and any other legally allowed user as defined by central government. The routes should be designed to meet the standards of Local Transport Note (LTN) 1/20, which is guidance from the Department for Transport for inclusive cycling infrastructure, in addition to the standards needed for other modes. LTN 1/20 covers the design of cycleways that are also used by other modes, such as the proposed ATR, and it integrates well with guidance from other technical documents for other modes.

### **The active travel route (ATR)**

The geometry of the ATR should follow the guidance of Chapter 5 of LTN 1/20 in order to ensure that it is suitable for cycling. We are glad to note that the project team has committed to keeping a minimum horizontal separation between the ATR and the public transport route (PTR), and that minimum separation should comply with Table 6-1. Where the active travel route is implemented as a shared-use pathway the design should be in accordance with Section 6.5 and Table 6-3 of LTN 1/20.

The consultation has not raised the question of whether the ATR should be on the south side or the north side of the PTR, but rather assumed that it should be largely on the south side. However, we don't believe the choice is obvious. Both sides have pros and cons, and these should be discussed in further stakeholder meetings before making a decision.

## ATR on the north side of the PTR

- Pros**
- Avoids PTR station facilities, reducing conflict between passengers and users of the ATR.
  - Integrates much more cleanly with the Babraham Road / Sawston Road section of the ATR.
  - Closer to Babraham.
- Cons**
- May need additional crossings of the PTR where there are active travel connections from the south side.
  - Will need a crossing of the PTR to connect with the DNA Path.

## ATR on the south side of the PTR

- Pros**
- Closer to Shelford, Stapleford and Sawston.
  - Does not require a crossing of the PTR to link with the DNA Path.
- Cons**
- Very awkward connection to the Babraham Road / Sawston Road section of the ATR.
  - Passengers for the PTR will be crossing the ATR frequently. This will require careful design to ensure that all users are aware of each other's needs. Alternatively, the station facilities can be moved to the north side.
  - Available space may be more constrained on the south side.

If, after consideration, the ATR is placed on the south side of the PTR then we would oppose the diversion of the ATR along Babraham Road / Sawston Road as currently shown. The proposed design for this diversion, as shown on the consultation website, is very awkward and appears to involve several sharp angle turns, as well as a section where the ATR degrades into a narrow and lowly pavement alongside the PTR. This would be a significant loss of quality and convenience for users of the ATR.

## Crossings and junctions

We are unhappy to note that in all of the diagrams of junctions shown in the consultation, the ATR and the PTR are shown visually with lower priority than the minor rural roads that cross them. Although this is just indicative at this stage, we are concerned that it will be reflected in any further refined designs. On the existing Guided Busway, the traffic signals at each junction give priority to the rural roads and force active travel users to push buttons, and buses only get a green light after detection circuits are triggered. That arrangement is in contravention of the stated priorities of the GCP and the County Council, both of which have committed to a road user hierarchy that ranks active travel above public transport and both above private cars.

The CSET project team should not copy the mistakes of the past, and instead strive to live up to the principle of the road user hierarchy. That means that the proposed ATR and PTR should both have priority over rural roads, using traffic signals or road markings, whichever is appropriate in each case.

We expect that the most common type of treatment for junctions will be traffic signals. In such cases, the ATR should have a green light by default and there should be detection circuits installed well before the junction in order to ensure that cyclists — and other ATR users if possible — are given higher priority by the control systems operating the traffic lights. **It should never be necessary for cyclists to push buttons in order to get a green light while travelling along the ATR. After all, the county does not force motorists to push buttons to get a green light, so why would should cyclists get worse treatment?**

Buttons may be provided for those who wish to use them, even if it completely optional, or a back-up. We note that any such buttons must be fully accessible to all users. It is unfortunately common, including on the existing Guided Busway, for traffic signal actuation to be inaccessible to some disabled

cyclists using adapted cycles such as handcycles. This problem should largely be solved using detection circuits, as well as by giving the green light by default to the ATR, but button placement should also be carefully considered.



*The existing Guided Busway has some crossings that are inaccessible to this disabled cyclist who is using a handcycle. There are also some crossings where his view of approaching vehicles is obstructed because his eye-height is lower than someone walking or riding a typical bicycle.*

Many of the signalised crossings will need to accommodate pedestrians, cyclists and equestrians, at the very least. Therefore the question arises of whether the crossing should be provided with some variety of shared Pegasus/Toucan facility, or if instead there should be separate but parallel crossings for each mode. The important thing in our view is that the principle of priority is achieved. If detection circuits, default green light and priority for cycling can be achieved with a shared solution then we would be happy to consider it. Otherwise, it may be wise to install a 'signal controlled cycle facility' as described in Section 10.4 (¶ 10.4.21–25) in parallel with the facilities for pedestrian and equestrian crossing, especially at the busier crossings.

The approaches to crossings must follow the guidance of Chapter 5 of LTN 1/20. In particular, we note that the approaches to crossings should not involve any sharp angles, barriers or obstructions, and that the locations of poles and posts should be carefully chosen to ensure a clear path. Cyclists of any ability using any type of cycle described in Section 5.4 should be able to approach the crossing such that with a simple glance they will have a good view of any approaching vehicles on the road that crosses the ATR, minding the different eye-heights of different users as shown in Figure 5.3.

### **The A11 grade-separated crossing**

A safe and fully accessible grade-separated crossing of the A11 suitable for people of all ages and abilities is badly needed. There should be several such crossings, in fact. Ideally, at least one new bridge or underbridge, in compliance with LTN 1/20, would be provided. The approaches to the existing bridge over the A11 adjacent to the proposed travel hub are stepped and unsuitable. Whatever bridge is

provided, the ramps should follow the specifications of LTN 1/20 Section 5.9, Table 5-8 and ¶ 10.8.19-24, and not exceed a gradient of 5% with level resting areas of 5.0m length in between rises. We believe that LTN 1/20 Section 5.9 is compatible with the requirements to ensure that the pathway is fully accessible for disabled people who may be walking, cycling, wheeling or scooting along the ATR, however if there is any doubt between this and another specification, then the shallower overall gradient is preferred.

We were dismayed to see steep ramps with sharp switchbacks in the current proposal. If the existing bridge adjacent to the proposed travel hub is to be refitted with new ramps, then we believe that the ramps should be able to follow a straight route, rising from the ATR in the west, and from Newmarket Road in the east, such that switchbacks can be entirely omitted. Should a straight route not be feasible then the design should comply with the specifications of Chapter 5 as well as ¶ 10.8.20, which states: *'Where ramps are in a zig-zag arrangement, horizontal curves should be provided at the ends of the ramp sections with a minimum radius of 5m, so that cyclists can maintain momentum'*. If it is reused, then the existing bridge deck and parapets should also be improved to ensure they are safe for cycling.

The reuse of the existing bridge should not detract from efforts to improve or create safe grade-separated crossings of the A11 at other locations, such as along the River Granta, and especially at the A505/A11 junction.

### Integration with the DNA Path

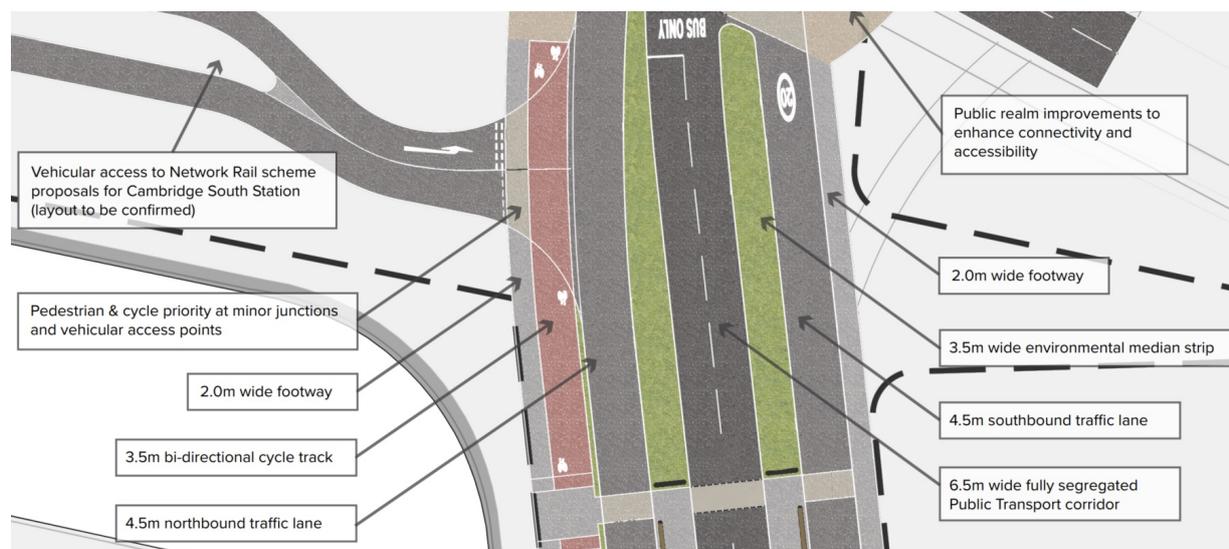
The DNA Path (part of National Cycle Route 11) is a busy and popular existing ATR between Shelford and the Cambridge Biomedical Campus, and it will form part of the Sawston Greenway once that is built. The pathway is currently too narrow and is planned to be widened as part of the Sawston Greenway project, as well as possibly being relocated as part of the East/West Railway project. In any case, the CSET project team has proposed to combine the routing of the DNA Path with the CSET ATR. We do not object to this arrangement provided that the DNA Path remains convenient and direct for its existing users, is maintained in fully-functional form throughout all works to create and maintain the PTR, and that the combined path also meets LTN 1/20 standards. We believe it is likely that the combined path will be busy enough with cycle traffic that it warrants additional width or even segregation by mode. The CSET project team should project the level of usage of the combined path and show why their chosen solution meets LTN 1/20 and other relevant standards.

Should the CSET ATR be relocated to the north side of the PTR then a safe and convenient crossing point of the PTR will be required at that point, with plenty of space and visibility for ATR users to cross the PTR and then merge with users of the DNA Path.

### Francis Crick Avenue

We believe that the proposed layout shown for Francis Crick Avenue is too motor vehicle-centric. The design has four designated lanes for motor traffic and arguably takes up enough space for six lanes. The outermost lanes are each 4.5m wide, which is technically wide enough for two cars to line up abreast. This arrangement is unbecoming of a project that is meant to be prioritising active travel and public transport, and looks more like a major dual-carriageway trunk road. The stated reason for these exorbitantly wide lanes is to allow one car to pass another stopped car, but this is a bogus reason, and will have the severely negative effect of encouraging drivers to use the side of the road for Cambridge South Station drop-off and pick-up. Even worse, such a motorway-style size of lane will encourage drivers to far exceed the 20mph speed limit. The lane width need not be any wider than 3.2m. Emergency vehicles would be using the central lanes in any case. However, we still believe four

lanes is overkill and this area would be much better served by reducing private motor traffic to provide reliable journey times on Francis Crick Avenue instead of a singular focus on segregation for the PTR.



*The Francis Crick Avenue plan view taken from the consultation papers. The badly designed 'shared-use area' crossing point can be seen in the bottom centre of the diagram; they force pedestrians to stand in the middle of a busy cycleway while waiting for a chance to cross the road.*

The reason why we are greatly concerned about the space taken up by the carriageway is because the proposed drawing for Francis Crick Avenue shows a terribly squeezed space for walking and cycling that is not sufficient to provide properly designed crossing points for pedestrians. The proposed 'shared-use areas' for the crossing points are completely inappropriate and do not provide a safe waiting area for pedestrians who want to cross the road, and they create a hazard for cyclists as pedestrians will wind up standing around in the middle of the cycleway. We strongly object to this ridiculous 'shared-use area' design for the crossings, which has only been mooted because of the excessive amount of space given over to motor vehicles in the proposal. Instead, the footway and cycleway should remain segregated through the crossings, and there should be a safe waiting area of at least 2m width (but preferably more) between cycleway and carriageway, as seen in the example of Figure 6.12 of LTN 1/20.

A healthy amount of separation between carriageway and cycleway will also make it easier to design other streetscape elements including priority for cycling at each of the driveways along Francis Crick Avenue, especially at the future access to Cambridge South Station, where it will be crucial to design an area that is conducive to large numbers of pedestrians and cyclists coming together from various directions. Much further engagement and work is needed on the detailed design of this area and the junction of Francis Crick Avenue and the Busway spur.

The consultation asks whether it is 'necessary to have a pedestrian footway along the eastern side of Francis Crick Avenue'. This is a somewhat strange question. Of course it is necessary, at the very least in order to access the buildings on the east side. It will also be necessary for there to be cycling access to those buildings, and we are also concerned that the proposed layout does not provide any space for people to cycle on the east side, due to the four wide carriageway lanes.

## Connections

The ATR should have good connections with existing public rights-of-way and cycle tracks along the way, and where the ATR passes close to settled areas we would like to see connections built providing

safe cycling access from the villages. Hinton Way and Haverhill Road are proposed station stops for Great Shelford and Stapleford respectively, but neither of these roads has safe cycle provision. They will need some work done to improve their safety and usability, especially to enable cycling for people of all ages and abilities.

Yours sincerely,  
On behalf of Camcycle

Matthew Danish,  
Trustee