



HILLS ROAD traffic improvements

making it better for bikes, buses, cars and pedestrians



Hills Road is a busy route into Cambridge for both motorists and cyclists at peak times. We would like to create safer and wider cycle lanes which would separate cyclists and motorists along both sides of Hills Road.

We have designed three different options and are asking for your views. Please have your say at one of our local events, complete the survey inside this leaflet or online by **Monday 7 April**.

The proposals include:

- Wide cycle lanes on Hills Road between Long Road and Cherry Hinton Road
- A new type of bus stop
- Removal of two-way cycle lanes on the west side pavement

We have designed three options for different types of cycle lanes

- a segregated cycle lane
- a raised cycle lane
- a mix of these two types of lane



Kerb segregation – looking south at Luard Road junction

Option 2

Raised cycle lanes

- The 2.7m wide cycle lanes will be raised up so cyclists are above the normal road height but below the height of the pavement
- There is no other physical barrier between cyclists and motorists

Advantages

- 2.7m wide cycle lanes allow cyclists to position themselves away from cars
- Faster cyclists overtake easily
- Allows motorists to pass stationary vehicles or pull in for emergency vehicles

Disadvantage

- Cyclists may feel less safe as there is no physical kerb between the cycle lane and the motor vehicle lane.



Looking towards the city centre at Harrison Drive, kerb segregation on the left, raised cycle lane on the right

Option 1

Fully segregated cycle lanes

- A 2.1m cycle lane and a 0.6m kerb between the road and lane to separate cyclists from other road users
- A 0.6m kerb between the cycle lanes and the pavement
- Breaks in the kerb at side roads and driveways – cyclists would still have priority across these points

Advantages

- Cyclists and pedestrians will feel more protected
- Motorists are not held up by overtaking cyclists
- The road will seem narrower which encourages motorists to stick to the 30mph speed limit

Disadvantage

- More difficult for motorists to pass stationary vehicles or to pull in to let emergency vehicles pass

Option 3

Combination of Option 1 and Option 2

- This option has a fully segregated cycle lane into the city and a raised cycle lane out of the city

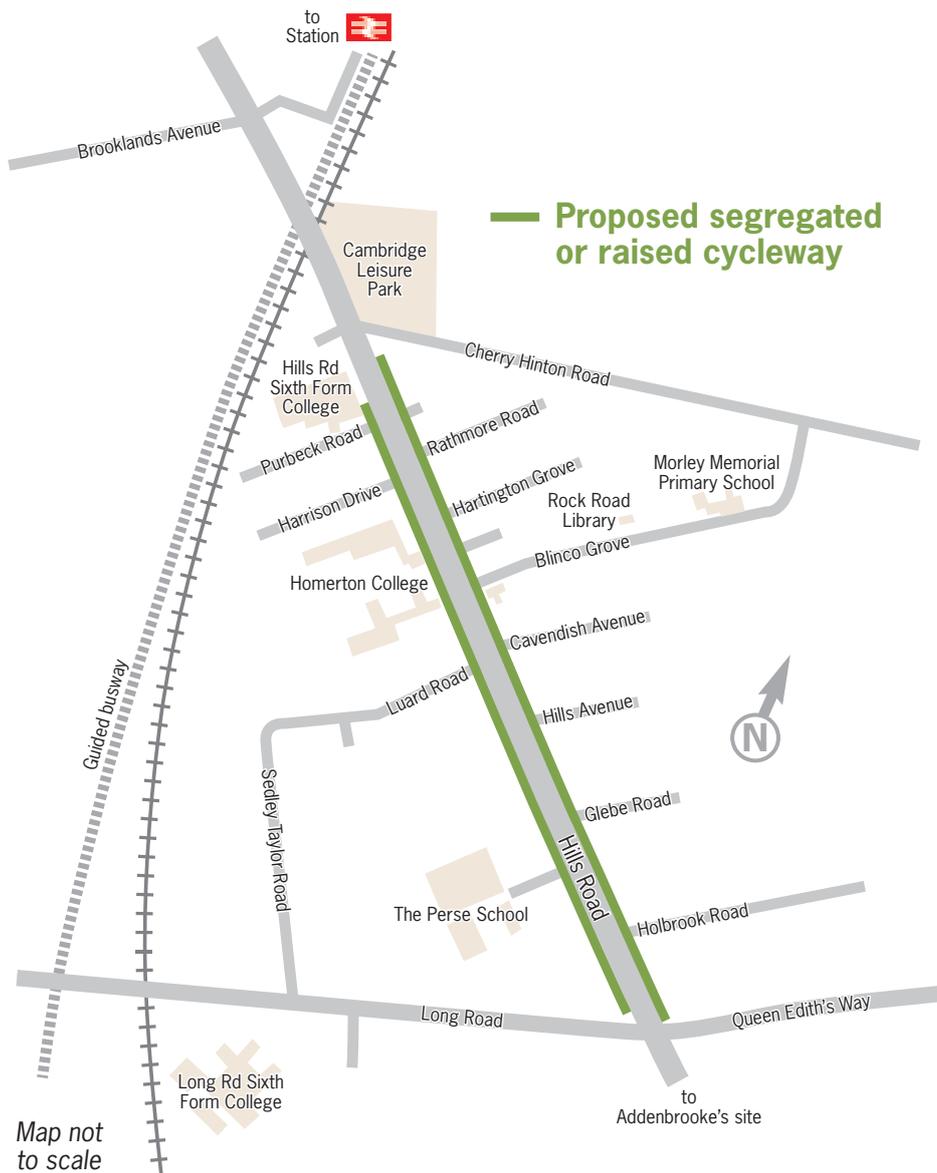
Advantages

- Full segregation on the city-bound offers a high degree of safety to college and school students
- 2.7m raised lane offers sufficient capacity during rush hour

Disadvantage

- Out-bound cyclists may feel less safe as there is no physical kerb between the cycle lane and the road

Hills Road proposed cycleway



On Hills Road each day:



4,000 cyclists



13,000 motor vehicles



16 bus routes

Accidents since 2008:



75 accidents



55% included cyclists



Proposed bus stop near Homerton College

Bus Stops

A new type of bus stop is included in all options. The cycle lane runs behind the bus stop, allowing cyclists to continue their journey even when buses are stationary. The cycle lane narrows to 1.5m through the bus stop to slow cyclists down. There is a crossing place for pedestrians.

Advantages

- Cyclists can continue their journey without having to mix with buses and cars
- Motorists have fewer overtaking cyclists to bear in mind

Disadvantage

- Pedestrians are required to cross the cycle lane to reach the bus

Why are we doing this now?

The continuing expansion of the Addenbrooke's site, the station area (CB1) and other developments to the south of the city will increase traffic on Hills Rd. We need good cycleways around this area if we are to keep Cambridge moving as our population increases.

The options in this leaflet are similar to types of cycle lanes already in place and working well in London, Brighton and Europe.

More people cycle to work in Cambridge than in any other city in the UK and we recognise that

among its many benefits, cycling is vital in reducing congestion, boosting the local economy and improving health.

How much will this cost?

The improvements will cost around £1.2m and are funded by the County Council's success in securing £4.1 million from the Department for Transport's Cycle City Ambition Fund.

The aim of the Cycle City Ambition Fund is to provide separate cycle lanes on the main roads into Cambridge and to create good quality cycle links to employment areas in South Cambridgeshire.

Find out more:

Thursday 6th March	5pm–7.30pm	St John the Evangelist Church, Hills Road, Cambridge, CB2 8RN
Friday 14th March	11am–2pm	Main Foyer, Addenbrooke's Hospital, Hills Rd, Cambridge, CB2 0QQ
Wednesday 26th March	6.30pm–8.30pm	The Perse School, Hills Road, Cambridge, CB2 8QF

Information is also available at Rock Road Library. The project team will also be visiting Hills Road Sixth Form College and Long Road Sixth Form College.

An online survey, further information and drawings are available at:

www.cambridgeshire.gov.uk/hills-road

Any questions?

Please get in touch by:

Email: transport.delivery@cambridgeshire.gov.uk

Call: 01223 699906

Post: Cycling Projects Team, Cambridgeshire County Council, CC1211, Castle Court, Cambridge, CB3 0AP



Scan this code on your mobile to go to our website

 [#hillsrd2014](https://twitter.com/hillsrd2014)

If you would like a copy of the text in this leaflet in large print, Braille, audio tape or in another language, please call 01223 699906.

Have your say...

Please complete the questionnaire below and let us know your views by **Monday 7 April 2014**.
Your answers will help us to improve our plans and shape the scheme.

If you would like to be kept updated with the progress of the proposals, please provide your contact details.
These details will not be used for any other purpose and are stored in accordance with the Data Protection Act.

Name:

Email or postal address:

1. Are you:

a resident of Hills Road resident of Queen Edith's ward staff at Addenbrooke's site
student in education on or near Hills Rd resident elsewhere in the city
resident elsewhere in Cambridgeshire resident elsewhere outside Cambridgeshire

2. Are you:

In Education Employed Self Employed Retired Other:

3. Please indicate your age range:

Under 24 25-40 41-65 Over 65

4. Do you use Hills Road as a:

pedestrian cyclist bus passenger motorist (tick all that apply)

How do you use it most often?

5. Do you see a need for improvements on Hills Road?

Yes No

6. Do you agree or disagree with the removal of the two-way cycle lane on the pavement near Hills Road Sixth Form College?

Agree Disagree

7. Of the 3 options shown which is your preferred option?

Option 1 **Option 2** **Option 3** None

8. Do you support the new layout at bus stops?

Yes No Don't know

Other comments on this idea:

9. Do you have any further comments on the proposals outlined in this leaflet?

Tear off page, fold along dotted line, tape sides and post

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