

Dear Lewis and Mike

Thank you for creating an opportunity for residents to contribute to the Hills Rd Cycleway Phase 2 plans.

According to the minutes of the last City Deal Board meeting, 8 December 2016:

‘It was noted that the member led review was due to report back to the County Council’s Economy and Environment Committee in March 2017. Councillor Lewis Herbert stated (Greater Cambridge City Deal Executive Board Thursday, 8 December 2016) that he would meet with officers to discuss the timetable and to ensure that lessons learnt from the CCAG schemes would inform the Hills Road to Addenbrooke’s scheme’. <http://bit.ly/2iUyLcv>

The following short list of changes is based on the lessons we have learned from living and working and travelling in the area, both in the long-term and throughout Phase 1. If these proposals are not deemed to be practical, we would like to see the evidence base underpinning the final choices, such that we can understand and explain to others why these alternatives cannot be delivered.

1. Prioritise the outbound cycle lane by positioning it between the two lanes

Problem: In order for cyclists to benefit from the proposed ‘advanced green’ signal, it is important that cyclists are able to easily and safely access the ASL box. We believe that more cyclists use the diagonal than continue straight over the junction, therefore our proposed configuration makes it safer to cross the straight-on traffic for cyclists who want to proceed over the diagonal crossing or turn right into Long Road.

Solution: Relocate the cycle lane so that it runs between the two vehicle lanes, as is already the case on the inbound side of the junction. Cyclists will then have a clear run on what is a gentle uphill to get themselves into position before flowing into the ASL box.

2. Address congestion on Hills Road/Long Road junction, south-west corner

Problem: The pavement in this area is relatively narrow and unsegregated and very congested at peak times.. Pedestrians walk in both directions: south to the front entrance of Addenbrooke’s; and north to turn into Long Road or to continue across the junction and further up Hills Road. Pedestrians and cyclists block the pavement when waiting to use the signalled West-East crossing over Hills Road. Pedestrian volumes are concentrated on this western shared use path because all the major institutions in the area (CBC, Long Road Vith Form, Perse School, Hills Road Vith Form) are on this side of Hills Road and because there is no infrastructure to help pedestrians on the east side of Hills Road cross Queen Edith’s Way.

Solution: It is not clear from the engineering drawing how you propose to highlight the diagonal crossing. We suggest it should be laid in red tarmac, like other cycle features, to emphasise its presence to other users of the space; and to reinforce awareness that this is a legitimate manoeuvre for cyclists to be making. Also, see point 3 below.

3. Incentivise pedestrians to use the East side of Hills Road more with a signalled crossing

Problem: The lack of a signalled crossing over Queen Edith’s Way makes pedestrians afraid to use the East side of the road and creates extra footfall on the congested western side.

Solution: We request that you re-examine the case for installing a pedestrian crossing over Queen Edith’s Way on the East side of Hills Road, as the creation of a safer route here would

encourage a proportion of pedestrians to use this side and reduce the potential for conflict with cyclists' on the West side.

4. Allow for landscaping, public realm, clean air measures

Problem: There is no provision in the scheme as currently presented for green infrastructure improvements which meet the commitment to public realm and clean air previously made by the County Council and/or Councillor Herbert.

Solution: Phase 1 has demonstrated that it is impossible to envisage the aesthetic impact of what will be delivered when working only from engineering drawings. An appropriate proportion of the project funding should therefore be ringfenced from the outset and made available to retrofit landscaping/green infrastructure elements once the impact of the scheme on the streetscape and environment can be seen.

5. Resolve legacy issues on Phase 1 scheme

Problem: As you know, the failure to progress the snagging process for phase 1 of the cycleway before phase 2 commences has significantly diminished residents' confidence in, and goodwill towards, the County Cycling Team. Given that January 2017 marks the start of the third year of the project, this should be accelerated through to completion as soon as possible. Confidence and goodwill have also been eroded by the fact that the County Council reneged on its commitment to undertake a review of the Phase 1 scheme before commencing Phase 2.

Solution: The Cycling Team, in conjunction with County Councillor Amanda Taylor, should draw up a definitive list of all snagging tasks which remain to be completed, together with a timetable for completion, for circulation to residents. This should include a firm statement as to how the ongoing issues around the sedum troughs will be resolved within an acceptable timeframe. The Cycling Team should also now commit to a date for a wide-ranging review of this scheme including the qualitative and quantitative metrics which residents have repeatedly requested.

Finally, we recognise that the Biomedical Campus is planning to reconfigure the Addenbrooke's front entrance very substantially in the next few years. We therefore suggest that this scheme offers flexibility to adapt to changes as new improvements are made, and does not preclude introducing new technologies as they become available.

We look forward to your response and to arranging a meeting as soon as possible where we can examine the evidence and resolve these points.

Yours sincerely

Wendy Blythe
Sam Davies
Nicki Marrian
Chris Rand