

# APPLICATION FORM

## Local Highway Improvement (LHI) Initiative 2020/21

Please ensure you have read through the supporting LHI guidance available online before completing this application form. You must complete all sections, further information may be requested at the next stage of the process.

Please return your completed application to [local.projects@cambridgeshire.gov.uk](mailto:local.projects@cambridgeshire.gov.uk)

Deadline for submission - **Sunday 4<sup>th</sup> August 2019**

<b>Date</b>	<b>2019-07-31</b>	
<b>Applicant Name</b>	Camcycle	
<b>Contact Name</b>	Wookey	
<b>Address</b>	140 Cowley Rd, CB4 0DL	
<b>District Area</b>		<input type="checkbox"/> Cambridge City
<b>Email Address</b>	<b>contact@camcycle.org.uk</b>	
<b>Phone Number</b>	<b>01223 690718</b>	

### **LOCATION OF YOUR PROPOSAL:**

Please send a plan showing the location of the proposal.

Map Attached.  
(Cherry Close/Cherry Hinton Rd) (Gladstone Way/The Orchards) (Love Lane) (Desmond Avenue)  
(The Orchards/Recreation Ground) (Teversham Drifts)

### **OBJECTIVES OF YOUR PROPOSAL**

What highway issue or improvement would you like to address?  
What solution are you proposing? (e.g. Speed control, new footway, parking restrictions etc).

Improve cycle access and reduce pedestrian conflict at various sites in Cherry Hinton, by removing barriers and adding flush kerbs. This particularly benefits parents using cargo bikes to get children to school who are currently unable to use these routes and must take much longer routes on busier roads instead, or simply give up and go by car. It's also good for wheelchair users, people with bike trailers, handcycles or tandems, and reduces conflict between people on bikes and people walking at the pinch points created by these barriers.

## OBJECTIVES (continued)

Tight chicane barriers have no place on modern cycle routes, and are not permitted on new construction to IAN195/16, which must allow for the passage of a 'cycle design vehicle' 2.8m x 1.2m so as to be suitable for all users. These barriers are left over from an earlier era and make access by many users either difficult or impossible. They should be removed, potentially being replaced by a set-back central bollard where deemed necessary to prevent motor vehicle access.



For the same reasons of accommodating all bikes and wheelchairs, where not already provided, flush kerbs must be installed in-line with the cycleways, (i.e. not offset round tight or impossible corners).

Bollards should be central on a path if possible to minimise conflict with 2-way usage. They should not be in turning zones so should be set back from junctions.

The cost at any one site of barrier removal and/or flush kerb addition is low, so several locations have been amalgamated into one application. Please consult with councillors on priorities if not all will fit within the budget.

Please attach any additional information in support of your application e.g. plans, photos or correspondence. (Maximum of 3 pages)

## FINANCIAL CONTRIBUTIONS

County Council LHI funding applied for:	£10,000	Maximum £15,000
	+	
Applicant contribution:	£1000	Minimum of 10% of total cost
	=	
Total Estimated Project Cost:	£11,000	Total of above (see indicative costs)

Please note that you must contribute at least 10% of the total cost of your proposal. These contributions can be revised at the next stage of the process, where highway engineers will work with you to refine your application. You will then be expected to approve the final version of your application for submission to the Member Assessment Panel by the end of November 2019.

## COUNTY COUNCILLOR

Please confirm below that you have already discussed this application with your local County Councillor, and that they are aware of, and support your bid. To find your local County Councillor, please visit our [website](#).

Yes, councillor Sandra Crawford is aware of, and has not objected to, this bid.

Please outline how your proposal fulfills the following aims of the LHI Initiative;

**PERSISTENT PROBLEM:** (see guidance document)

How does your proposal aim to address the problem and to what degree will it resolve or improve it?

The problems have existed for many years, since the barriers were installed. Removing the barriers and adding flush kerbs where required, entirely addresses the problem of cycle routes that are inaccessible to, or difficult for, many users. It also removes the conflicts created by the pinch-points.

**ROAD SAFETY:** (see guidance document)

How will your proposal contribute to improving road safety?

It allows vulnerable users, such as parents with children, and those in wheelchairs or handcycles to use off-road routes, rather than having to use much longer on-road routes. It also removes conflicts at pinch points, and the risks of cycle-users injuring themselves on the barriers as they try to negotiate them.

Specifically for the connection onto the residential part of Teversham Drift it gives users a much safer option than ending up on the wrong side of the carriageway 50m further along.

**COMMUNITY IMPROVEMENT:** (see guidance document)

How does your proposal provide community improvement?

Cycling becomes safer and more attractive. Conflicts between people walking and on bikes are reduced or removed. Quiet cut-throughs get more regular use giving subjective safety.

In the specific case of the recreation ground fence to The Orchards, better connectivity to the rec. is good for all, but particularly parents with pushchairs.

**ADDED VALUE:** (see guidance document)

Are there any additional benefits to your proposal?

This proposal has been developed in co-operation with Camcycle to collect suggestions of problematic sites from the public. Numerous messages in support of these changes have been received. Consultation with residents nearby has also been largely supportive.

*Thank you for taking the time to submit your proposal.*

## Details of sites and issues



1) The path between Cherry Close and Cherry Hinton Road is much used, but inaccessible for cargo bikes, mobility scooters, etc. The chicanes each need to be replaced by single bollards, and a flush, inline, kerb provided at the Cherry Close end.



2) The Fulbourn Greenway proposals include the Snakey Path, but make no suggestions for the route from there to the High Street. Desmond Avenue and the path at its end are shown as a cycle route on the council map, but not signposted as such on site. Love Lane is signposted but not shown on the map. The confusion needs to be resolved, and at least one of them needs to be improved: the chicanes should each be replaced by appropriately-positioned single





bollards and the vegetation on Love Lane should be managed, and in either case the interface with the High Street footway needs to be greatly improved. Westbound cyclists reaching the end of Colville Road do not have a satisfactory route to either of them.

3) The connection between Gladstone Way and The Orchards is much used, but the chicane needs to be removed (and ideally the cut-through widened) to allow easy passage for prams, pushchairs, cargo bikes and mobility scooters and a flush kerb provided in-line.



4) There appears to be good provision for a path between the recreation ground and The Orchards, but the way through the fences has not been provided.



## North of the railway

5) The southern end of the Airport Way cycleway makes no provision for southbound cyclists to transition to the correct side of the road and continue their journeys when they reach Teversham Drift. The simplest remedy is to make the existing path into the residential part of Teversham Drift usable by clearing back to its intended width, removal of the chicane, and provision of a flush kerb. It would also then help if there was an easier left-turn from the residential part towards the signal crossing of the main road.



*Illustration 1: Exclusionary barriers and missing flush kerb*



*Illustration 2: Existing provision putting cyclists on wrong side of road*