

Submission to Public Inquiry

Daniel Strauss

I don't have anything to say about Clare Hall's submission on flooding or Heritage or acoustics. But it's obvious they are wrong to suggest that what they call "the alternative route" will be the same in safety terms as the Rifle Range track.

The reasons why Adams Road is completely unsuitable as a Busway are clear, as reflected by the 3,300 people who signed a petition against its use.

1. In November 2024 the Coton Cycle Path was the third busiest cycle route in Cambridge according to the County Council's statistics.

<https://cambridgeshireinsight.org.uk/roads-transport-and-active-travel/traffic-flows/cycle-flows-dashboard/>

Going further back, in the seven days from the 8th of November 2018, 22,886 cyclists used the Coton cycle path. Both figures would almost certainly be higher for Adams Road on its own because they don't include the many who use Adams Road to access the Sports Ground or head north along Wilberforce Road.

Before and after lectures in term time, the morning commute to work and school, after lab work finishes and during exam season, peak time usage of the road soars.

Clare Hall ignores all this and says that adding 200 buses a day to Adams Road would provide a "safe route for cyclists". Dentons 11.10 (b).

Compare these thousands of cyclists per day on Adams Road to Rifle Range cycle traffic. 10 cyclists a day would be unusually high, plus the occasional lawnmower.

2. The University's West Cambridge site continues to grow. At the moment there are 4000 employees but by 2041 there are projected to be 15,000 and 4,000,000 ft.² of new lab, lecture, study and office space. <https://www.cambridgewest.org.uk/> In 2016 the outline planning application for West Cambridge contained 7000 extra cycle parking spaces.

<https://democracy.cambridge.gov.uk/documents/s42145/171896FUL%20-%20Report.pdf>

The majority of these cyclists and pedestrians will use Adams Road to connect with the City Centre and vice versa.

3. Other recent developments that have increased cycle, pedestrian and car traffic along Adams Road include:

A. The Wilberforce Road Sports Ground is home to the largest hockey facility in the Eastern region. Coaches, cars, cyclists and pedestrians access the grounds principally via Adams Road. 5.30pm-9.30pm Monday to Thursday, the car park (about 120 spaces) is full, with multiple teams and groups coming and going throughout the period. All through school term times minibuses and school groups come and go as well as on Saturdays from September to December and January to

April. For bigger athletics events up to 20 coaches and 200 cars, along with cyclists, attend.

B. This year, St John's College's new development, Hinsley Lane, opened at the West end of Adams Road with 245 bedrooms. Many of these residents use Adams Road.

Clare Hall dismisses all this increased cycle, pedestrian and car activity saying Adams Road is a "viable option for buses whilst retaining a safe route for cyclists." (Pulsar 35. a. p169)

Compare this to Rifle Range which carries none of this extra traffic to the Sports Ground or Hinsley Lane.

4. So what makes the physical structure of Adams Road so unsuitable as a Busway?

Firstly the Road has three junctions which are busy and complex.

The four-way crossroads of Wilberforce Road, Adams Road, the Coton cycle and footpath and the access road to Hinsley Lane and the Sports Ground. Here you have the third busiest cycle route in Cambridge converging at the entrance of the Sports Ground (with its peak time evening activities) and cars crossing from Wilberforce Road into the Sports Ground.

- The Junction of Sylvester and Adams Roads, a 90° sharp bend.

- And the four-way junction onto Grange Road with cyclists turning right, left or going straight on into the town centre.

Compare this to Rifle Range which has no vehicular junctions other than where it meets Grange Road.

B. Adams Road has 34 vehicle access points for residential and student housing.

Compare this to Rifle Range which has 7 pedestrian access points which will give out onto a walking and cycling shared path fully segregated from the Busway.

C. Robinson College's service yard at the east end of Adams Road sees 81 HGV lorries reverse off Adams Road into the yard each week.

Compare this to Rifle Range which has no service yard and no deliveries from HGV lorries.

5. Given the strategic importance of Adams Road, it's not surprising then that the GCP has recognised it as a key cycle and pedestrian route from villages and from the expanding West Cambridge site. The Comberton Greenway will include Adams Road and work is due to start on the 15th of September. The road will be the first dedicated Cycle Street in the UK.

<https://www.greatercambridge.org.uk/news/greenways-update-april-2025>.

In conclusion, it would be perfectly easy to safely segregate pedestrians and cyclists from buses along Rifle Range. This is impossible on Adams Road.