



# **Newmarket Road Traffic Causing Severe Harm**

# Current Traffic Crisis

- Newmarket Road already severely congested
  - Accepted in CCC's own published documents
  - Already causing severe harm to local economy and residential amenity
  - Gridlock extending back to Football Ground, Elizabeth Way Roundabout, Beehive Roundabout and even Sainsburys
  - Idling Cars causing Air Pollution at Newmarket Road/ Coldhams Lane hotspot
  - Improvements Already Agreed and Funded not being Implemented
  - Developer's Travel Plans not enforced
- Frustrated Road Users
  - Encroaching into bus lanes as shown by volume of fines
  - Blocking Junctions so cars can't exit River Lane or Retail Park when lights green
  - Endangering Cyclists and Pedestrians with Aggressive Driving
    - E.g. Fast moving traffic turning left out of Coldhams Lane without looking at pedestrians crossing from Travelodge to North Side of Road – many near misses

# Transport Assessment Team Failing Cambridge

- Development Applications should be deemed unacceptable or a holding objection maintained until applicant demonstrates that the extra traffic will not worsen the situation
  - The legal requirement of severe harm is already met
  - Applicant's Transport Assessments with ambiguities, errors and without enough information to be confident that further severe harm will be caused are being passed
- We are sympathetic to Transport Department staff under severe workload pressure
  - They don't possess the local knowledge and often the resources available to residents
  - Developers documentation is complex, with assertions without evidence and ambiguities about methodology
  - Developers Exhibit Bullying behaviour
- Mitigations proposed are inadequate and unenforceable
  - E.g. Traffic Obstructions from Taxis and Busses dropping off at Budget Hotels – enforcement is down to police who have better things to do

# Requested Actions

- Commission a detailed transportation model describing accurately the current situation of Newmarket Road and its junctions
  - Cost could be recovered from applicants using model or could be outsourced
- Until a developer demonstrates using this model that traffic from their application will not worsen the current situation a holding objection should be maintained
  - Current empirical and qualitative assertions have not worked
- An independent road safety engineer should review recent decisions on developments along Newmarket Road
  - to see if best practice was followed
  - to learn lessons why mitigations requested were not effective leading to the current severe harm situation
  - to consider further enforcement measures such as cameras outside budget hotels to penalize obstructions
  - as a basis for future decision making