

RESPONSE TO A BROCHURE OUTLINING A NEW ROAD CLASSIFICATION FOR CAMBRIDGE

SUBMITTED BY THE FENDON ROAD AND FENDON CLOSE RESIDENTS ASSOCIATION [FR&FCRA]

Residents in Fendon Road and Fendon Close who are members of the Fendon Road and Fendon Close Residents Association ¹ [FR&FCRA] have the following concerns over the proposals for Fendon Road being classified as a “Primary Distributor Road”, as published by the Greater Cambridge Partnership in a Brochure entitled “A New Road Classification for Cambridge”.

First, the Brochure makes reference to the aims which are to “*improve health and wellbeing*” and to “*lower air pollution*” and provide “*cleaner air*” ² as well as “*reducing congestion and pollution*” ³. The ambition is that “*in the future some busy streets would carry less traffic, with reduced levels of noise, congestion and pollution*” ⁴.

A study carried out by Imperial College, London ⁵ shows that current vehicle particle emissions and air pollution on Fendon Road are already well in excess of the guidelines published by WHO ^{6 7 8}.

	ACTUAL *	WHO	EXCESS	ADVERSE RISKS TO HEALTH AND WELLBEING
PM 2.5	11.17	5.00	2.23	Asthma, Lung Function, Carcinogenic Properties
PM10	17.79	15.00	1.19	Bronchitis, Reduced Lung Development
NO2	17.19	10.00	1.72	Increased Mortality Rate over Long Periods

*Measurements in mcg/m3 taken for the mid-point at 15 Fendon Road.

FR&FCRA submit that by classifying Fendon Road as a “Primary Distributor Road” and downgrading both Hills Road and Queen Edith’ Way to an “Area Access Street” would defeat both the aims and ambitions published in the Brochure because it will inevitably lead to an increase in road traffic volumes and congestion on Fendon Road, together with an attendant increase in the level of air pollution which is already too high and well above recommended safe limits.

Second, the Brochure also aims at establishing a “*safer environment*” ⁹ with road safety as a key consideration. ¹⁰ The road approaching Addenbrooke’s hospital is one lane but shortly after the pedestrian crossing it becomes dual lanes. At peak times impatient driver’s race towards the Addenbrooke’s roundabout in order to gain a position at or near the front of the right hand dual lane. Further, when the road traffic is light Fendon Road is sometimes used as a short race track.

The Brochure also refers to “*bringing in 20 mph schemes to help improve safety*” ¹¹ and the FR&FCRA submit that Fendon Road and Fendon Close should have such a reduced speed limit to meet the aims and objectives in the Brochure.

¹ Listed in an Appendix.

² Brochure at page 3.

³ Brochure at page 4.

⁴ Brochure at page 6.

⁵ Conducted in March 2022 and published in April 2022.

⁶ World Health Organisation guidelines, 2021.

⁷ Cambridge Evening News, 2 May 2022.

⁸ [addresspollution.org](https://www.addresspollution.org) Central Office of Public Interest, Air Quality Report, Version 3.0, April 2022.

⁹ Brochure at page 3.

¹⁰ Brochure at page 16.

¹¹ Brochure at page 18.