

<u>TRUMPINGTON ROAD, CAMBRIDGE, PROPOSED CYCLING IMPROVEMENTS</u>			
<i>To:</i>	Economy and Environment Committee		
<i>Meeting Date:</i>	18th September 2014		
<i>From:</i>	Graham Hughes, Executive Director – Economy, Transport and Environment		
<i>Electoral divisions:</i>	Trumpington		
<i>Forward Plan ref:</i>	Not applicabe	<i>Key decision:</i>	No
<i>Purpose:</i>	To note the results of the consultation on proposed cycleway improvements on Trumpington Road, Cambridge, and to consider the implementation of the proposals.		
<i>Recommendation:</i>	<p>Committee is asked to approve the implementation of improvements for cyclists and pedestrians on Trumpington Road, subject to Traffic Regulation Orders, consisting of:</p> <p>a) the widening of the grassed bank on the east side of Trumpington Road to accommodate a foot and cycleway, segregated by level difference in accordance with Option One in this report;</p> <p>b) the provision of traffic signals for pedestrians and cyclists to assist them in crossing the exit of Chaucer Road at its junction with Trumpington Road, together with reducing the two lane exit from Chaucer Road to a single lane;</p> <p>c) the introduction of a cycle lane in Chaucer Road;</p> <p>d) switching the positions of the bus stop and the pedestrian crossing that currently lie on either side of the Bateman Street junction;</p> <p>e) removal of the pinch point for cyclists by converting the two stage crossing on Trumpington Road, near Fen Causeway, to a single stage, and;</p> <p>f) the advertisement of Traffic Regulation Orders.</p>		

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1. BACKGROUND TO CYCLE CITY AMBITION PROGRAMME

- 1.1 The proposed scheme is funded by the Department for Transport (DfT) Cycle City Ambition Grant, which Cambridgeshire County Council and seven other local authorities were successful in bidding for last year. In the bid the County Council proposed to deliver a safe, direct, comprehensive network for cycling and walking, between key destinations in Cambridge and in South Cambridgeshire.
- 1.2 The growth of housing, business activity and the economy generally will put increasing pressure on the transport network. If we are to mitigate the negative impacts of growth, significant modal shift must be achieved. The provision of high quality cycling infrastructure will make cycling safer for those already cycling, and, crucially, will make cycling an attractive option for those currently not cycling and for people moving into the area. Without the provision of high quality infrastructure, further significant modal shift to cycling is unlikely to be achieved.
- 1.3 The Cycle City Ambition programme comprises seven schemes in total, including Huntingdon Road and Hills Road in Cambridge, which have received Committee approval and are moving forward towards implementation. Four schemes in South Cambridgeshire are now complete.
- 1.4 Overall funding from DfT of £4.1million was confirmed in August 2013, and the funding has to be claimed back by May 2015, making for very challenging timescales.
- 1.5 A Stakeholder Group has been established to help develop the scheme proposals.

2. BACKGROUND TO PROJECT

- 2.1 The proposals aim to improve conditions for pedestrians and cyclists, whilst not impacting on traffic flow or road capacity for motorised vehicles. **Plan 1** shows the area under consideration, the general proposals and the many educational establishments in the area.
- 2.2 This length of Trumpington Road is an important link in the strategic cycle network, linking routes from the south of Cambridge, where considerable additional housing is under construction and more planned, into the city centre. It is also an important route for children cycling to schools in the Newtown area (north of the Botanic Gardens). 1,800 children per day attend schools in this area.
- 2.3 The starting point for the proposals was that many school children and less confident cyclists choose to cycle on the footpath next to the Botanic Garden on Trumpington Road. This footpath directly connects to the shared-use paths on Brooklands Avenue and, to the south, on Trumpington Road. Using this footpath means that, when heading north, cyclists do not need to cross Trumpington Road twice to access the schools and colleges in the Bateman Street area; and when heading south, they do not have to cycle in a narrow cycle lane alongside parked cars on one side, with the risk of carelessly

opened car doors, and a busy traffic lane on the other. However, this footpath is also well used by pedestrians and frequent conflict occurs between users.

- 2.4 At the Chaucer Road exit onto Trumpington Road, pedestrians and cyclists on the shared use path have poor visibility of vehicles coming out of Chaucer Road, and little way of telling when the signals are red and it is safe to cross. Furthermore, there is no cycle lane on Chaucer Road which would help cyclists exiting Chaucer Road reach the Trumpington Road shared use facility.
- 2.5 The allocated budget for the scheme is £400,000. In addition, the planned upgrade of a pedestrian crossing funded by the Traffic Signals Team was included in the consultation, to make best use of staff resources. This element is estimated to cost £70,000.
- 2.6 In November 2013 a stakeholder workshop day was held at the Botanic Gardens. The day started with a site visit during the morning rush hour, followed by a number of sessions focusing on methods of segregating cyclists, and stakeholder issues such as parking requirements, aesthetics and safety concerns.

3. OPTIONS CONSIDERED

- 3.1 Two options for improving the length of Trumpington Road between Bateman Street and Brooklands Avenue were developed for consultation, following analysis of the workshop outcomes. The two options are shown in more detail on **Plan 2** and **Plan 3**. Both options require the removal of parking on the Botanic Garden side of Trumpington Road.
- 3.2 Option One involves widening the grassed bank supporting the existing footway adjacent to the watercourse known as Hobson's Conduit on the east (Botanic Gardens) side of the road. This would allow a segregated foot and cycleway to be accommodated on top of the bank, whilst also providing a wide segregated on road lane at the bottom.
- 3.3 Option Two retains the existing bank in its present form, and the footway on top of the bank, but provides a wide segregated on road lane, again at the bottom. There is no provision for south to north cycling on the east side in this option.
- 3.4 In addition, a number of other scheme 'elements' suggested at the stakeholder workshop were consulted on:
 - at the Chaucer Road exit, provide signals for pedestrians and cyclists, extend the south side pavement to improve visibility and shorten the crossing, and reduce the exit to one lane to allow for a new 1.5 metre wide cycle lane;
 - switching the positions of the bus stop and crossing that currently lie on either side of the Bateman Street junction – by relocating the crossing to the south of the junction, it will be closer to the desire line of cyclists from Newnham and Trumpington who wish to reach the Bateman Street area; it will also improve access to the Botanic Garden for users of the west side parking bays;

- conversion of the two stage pedestrian crossing with a central island on Trumpington Road near Fen Causeway to a single stage crossing, thus removing a pinch point in the road for cyclists where the traffic lane narrows for the central island.

- 3.5 In terms of the proposed removal of parking, this is paid for between 9am and 6pm, Monday to Saturday, and in future this will be extended to include Sundays and Bank Holidays. Income generated from this length of parking is currently around £40,000 per year. From regular observation, the parking spaces available are only wholly taken up on Sundays and Bank Holidays when parking here is free. At other times the available parking spaces are not wholly taken up.
- 3.6 Alternative Pay and Display parking is available on the west side of the road which generates around £20,000 per year. There is less demand on this side, so some of the displaced parking will relocate here, or to pay and display bays elsewhere. The net effect of the removal of spaces will, therefore, be substantially less than £40,000.

4. CONSULTATION

- 4.1 An extensive consultation was undertaken, which comprised of a number of public events, and meetings with a wide range of stakeholders, including Residents' Associations and local schools and nurseries of which there are many in the area.
- 4.2 A total of 624 responses were received for the consultation, of which 55% were responses from local residents. 84% of respondents agreed that improvements were needed to this length of road. 55% preferred Option One, 27% preferred Option Two, and 18% supported neither option. More details of the results can be seen in **Appendix 1**.
- 4.3 The most common comments made related to loss of parking and a need to review the two mini-roundabouts at Fen Causeway/Trumpington Road.
- 4.4 The local County member (Trumpington) does not support the scheme because she is concerned about loss of parking. The proposals are, however, already a compromise, with proposed loss of parking and major improvements for cyclists confined to one side only, on a strategic cycle route. The current unsatisfactory arrangement with cyclists passing close to parked cars is considered to be the best that can be achieved while retaining the parking.
- 4.5 The local member also feels that the focus for funding should be a review of the Brooklands Avenue/Trumpington Road junction. It is the intention of officers to improve this junction, and the west side of Trumpington Road, for pedestrians and cyclists if and when further monies are available. The adjoining local County member (Newnham) is supportive of the proposals.
- 4.6 Cambridge City Council (Streets & Open Spaces, Urban Design) support the proposals, including Option One.

- 4.7 The Cambridge University Botanic Garden support moving the crossing south of Bateman Street as they believe it will improve access to their site. They are “concerned about the potential loss of parking” especially of spaces close to their entrance. They would like to see alternative parking (including Blue Badge spaces) elsewhere. Of the 221,000 visitors to the Garden each year, 2,100 have disability and mobility needs. Blue badge holders are able to park on double yellow lines for up to three hours, and such a length exists on the northern boundary of the Botanic Gardens, near to the main entrance, but tends not to be used as parking in preference to the space in Trumpington Road.
- 4.8 St Mary’s School, Cambridge do not support the proposals because of the loss of parking, and considered that neither option had been properly thought through. The Stephen Perse Foundation (The Perse) and The Leys School did not respond formally, but had meetings with officers at which they were both broadly supportive of the proposals.
- 4.9 SOLACHRA (Southacre, Latham Road and Chaucer Road Residents’ Association) and Southacre Park Freeholds Limited are worried about the loss of parking and the possibility of parking being displaced into the neighbouring area. They welcomed the signals for pedestrians and cyclists crossing Chaucer Road, but are strongly opposed to reducing the exit to one lane. The impact of the reduction in lane width will be limited to slight delays at the busiest times when exiting Chaucer Road.
- 4.10 North Newtown Residents’ Association did not support either of the options, or moving the crossing probably due to fears around displaced parking. They did however support the Chaucer Road proposals and the one stage crossing near Fen Causeway.
- 4.11 Robert Lowson of ACRE (Accordia Community & Residents’ Association) commented that he would like to see a comprehensive scheme that included improvements to the Brooklands Avenue junction and the Fen Causeway roundabouts. Given the timescales of funding this is not possible, though it would be possible to look at these other areas in the future if funding permits.
- 4.12 CTC (Cyclist’s Touring Club) support the moving of the crossing and the removal of parking to create a wider cycle lane and remove risk of car users carelessly opening doors in the path of cyclists. They prefer Option Two because in their view it lays the foundations for a better long-term solution including removing parking on the west side as well.
- 4.13 Cambridge Cycling Campaign support all of the proposals, but prefer Option Two: the “changes should be considered in the overall context of providing high quality cycle routes along the whole of Trumpington Road”.
- 4.14 Both Cambridge Cycling Campaign and the CTC feel that removing parking on both sides is the best way forward in properly providing for existing and future cycle trips. Option One does not preclude a future scheme on the other side of Trumpington Road, but does provide an alternative south to north route immediately.

5. CONCLUSION AND RECOMMENDATIONS

- 5.1 The conversion of the existing pedestrian crossing from two stage to single stage is uncontroversial and well supported, so it seems logical that work should proceed on this element of the scheme. The signal equipment is in need of renewal, and it makes sense to remove what is a pinch point for cyclists.
- 5.2 The proposed changes at Chaucer Road will benefit pedestrians and cyclists, though there will be slight delays for motorists exiting the junction, many of whom are local residents, and unsurprisingly there is some local opposition to this. This proposal is well supported by non residents, and offers a simple enhancement to the existing good, and well used cycle path on Trumpington Road.
- 5.3 The consultation highlighted that there is concern about the Trumpington Road/Brooklands Avenue junction, and the double mini roundabouts in Trumpington Road. Officers will use future funding opportunities to ensure that these two important junctions are reviewed in the near future.
- 5.4 In terms of the main scheme, Option One offers the most benefits, and is the most popular option. Implementing the scheme would improve safety and perceived safety for both cyclists and pedestrians, whilst not impacting upon motor traffic flow. As well as benefitting the many children who cycle in this area daily, the scheme will be beneficial for pedestrians by reducing conflict with cycles. Option Two offers some limited benefits, has less support and requires the loss of parking, so is a less attractive option. Just 18% of consultation respondents felt neither option was favourable.
- 5.5 Due to the engineering works to widen the bank and the works required to swap the pedestrian crossing with the bus stop, it would not be possible to trial this arrangement on a temporary basis. Funding timescales would also make this difficult.
- 5.6 Loss of parking revenue is an issue of concern for the Council but the potential benefits of more people cycling, such as reduced congestion and improved health, as well as the improvements in road safety, are considered to outweigh the income aspect.
- 5.7 The proposal accords with the adopted transport strategy for Cambridge and South Cambridgeshire in that it will encourage more people to walk and cycle. The DfT Cycle City Ambition funding is given on the basis that local authorities are brave and ambitious in their plans to improve cycling infrastructure. This will generally require difficult decisions to be made, and strategic aims to be weighed up against local issues.
- 5.8 In terms of visitors to the Botanic Garden, many city residents are able to walk or cycle to the site which can be accessed via Bateman Street or near to the junction of Hills Road and Station Road. Visitors from further afield are able to access the site conveniently by bus as the Park and Ride service from Trumpington Road stops very near to the Bateman Street entrance. The recently opened Hills Road entrance is a five minute walk from Cambridge Station for rail travellers or those using bus services from other directions. Car parking on the west side of Trumpington Road would remain.

- 5.8 The proposals are an opportunity to introduce improvements, fully funded by the DfT, that will attract and encourage those who are less confident to take up cycling in preference to the car for commuting and school trips. The proposals serve new developments with ambitious targets for sustainable travel.
- 5.9 Cambridge is fortunate in that cycling is a mode of transport used by all sectors of society and all ages, including the young and the old, who themselves are vulnerable road users, and both of the routes under consideration are well used by school children. The proposals will provide greater security for these vulnerable road users as conflict between cyclists and motor vehicles will be greatly reduced.
- 5.10 The proposals also provide benefits for other road users, especially pedestrians who will not have to share footways with cyclists who lack the confidence to cycle on the road; a particular concern of elderly and frail pedestrians.
- 5.11 It is therefore recommended that members approve the improvements proposed for implementation.

6. ALIGNMENT WITH CORPORATE PRIORITIES

6.1 Developing the local economy for the benefit of all

More people cycling contributes to a healthier population, improved productivity, reduced traffic congestion, reliability of journey times and adds capacity into an already constrained road network, all of which contributes to economic wellbeing.

6.2 Helping people live healthy and independent lives

Currently many people feel unsafe cycling, although cycling is potentially a form of economic, reliable transport that allows them to access employment or training and hence independence, and the opportunity to incorporate active travel into their lives. The proposals address a route that is perceived by many cyclists to be unsafe as a result of the potential conflict with parked cars.

6.3 Supporting and protecting vulnerable people

Good quality separate cycling infrastructure potentially means less cycling on footways, and less conflict with elderly and disabled people.

7. SIGNIFICANT IMPLICATIONS

7.1 Resource Implications

The scheme is capital funded by the DfT from an overall programme budget of £4.1million. There is flexibility, but the scheme budget is £400,000. The scheme is being designed to ensure minimal maintenance and revenue costs.

7.2 Statutory, Risk and Legal Implications

There are no significant implications within this category.

7.3 Equality and Diversity Implications

There are no significant implications within this category.

7.4 Engagement and Consultation Implications

A thorough and extensive period of consultation and engagement has been undertaken for both schemes as described in Sections 4.

7.5 Public Health Implications

More people cycling and walking undoubtedly contributes to improved public health.

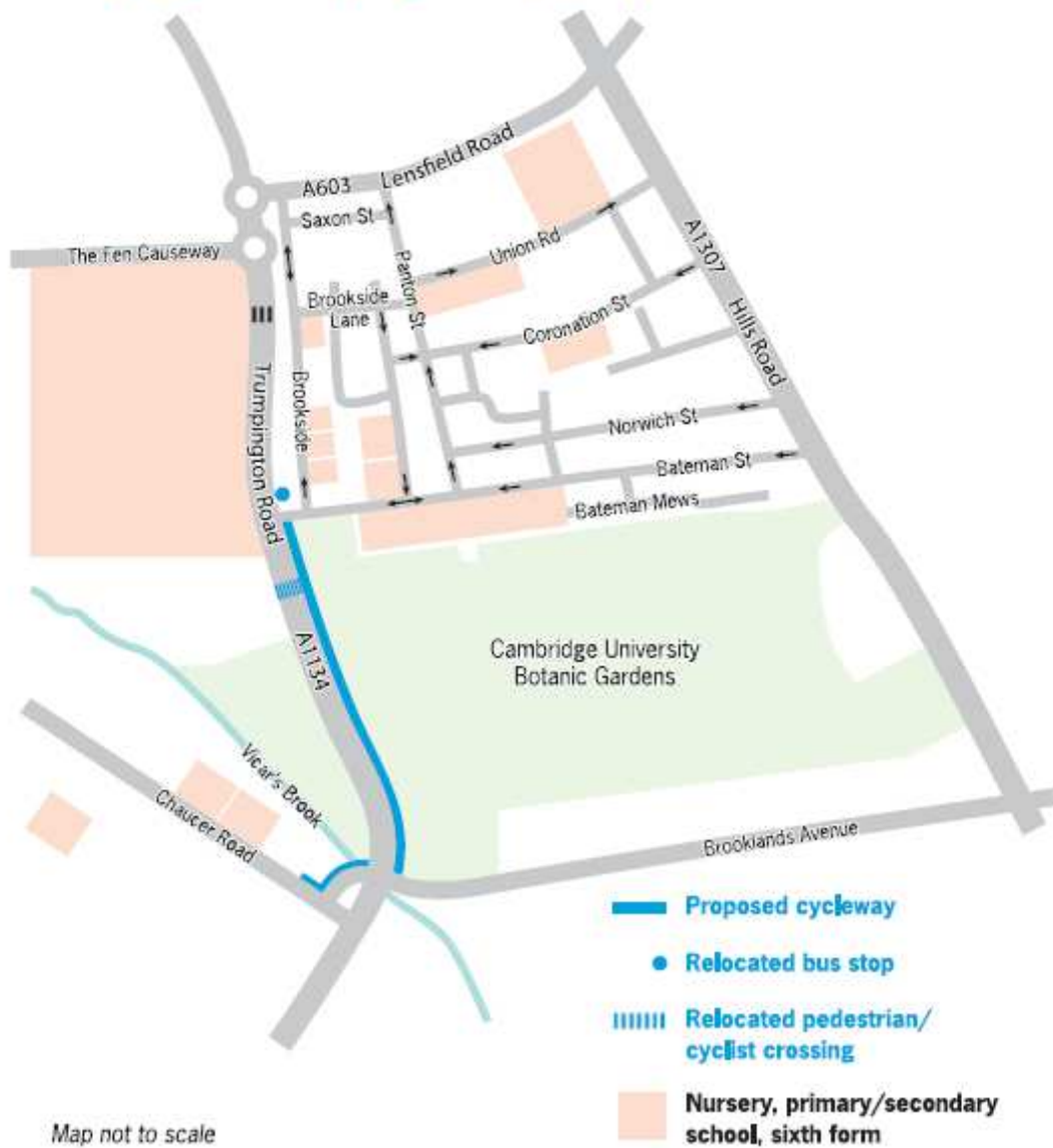
7.6 Localism and local member engagement

There has been extensive public and stakeholder consultation.

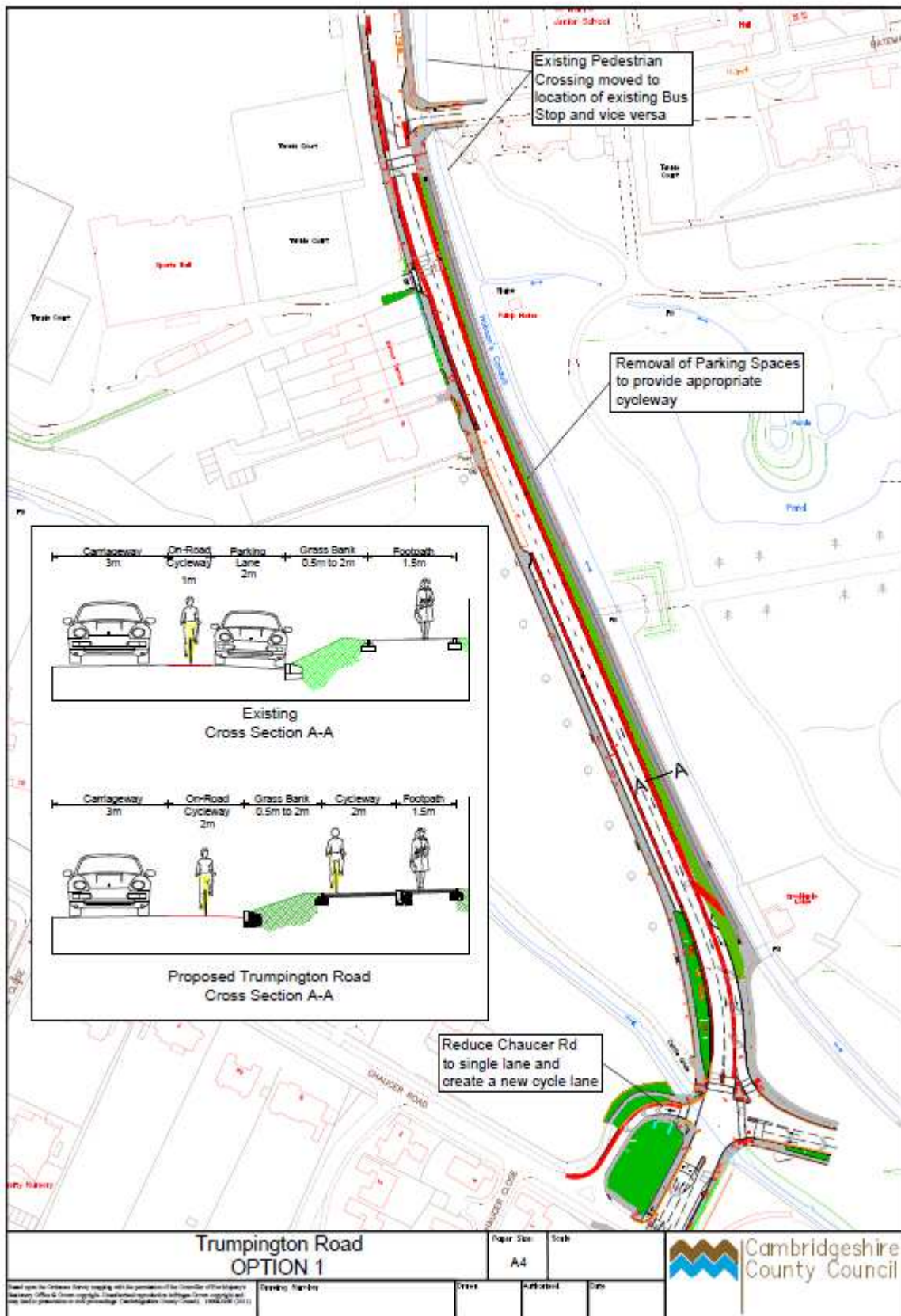
The Project Team have engaged with, and updated local members throughout the scheme development and consultation process.

Source Documents	Location
Consultation responses	A Wing, Floor 2 Castle Court, Cambridge

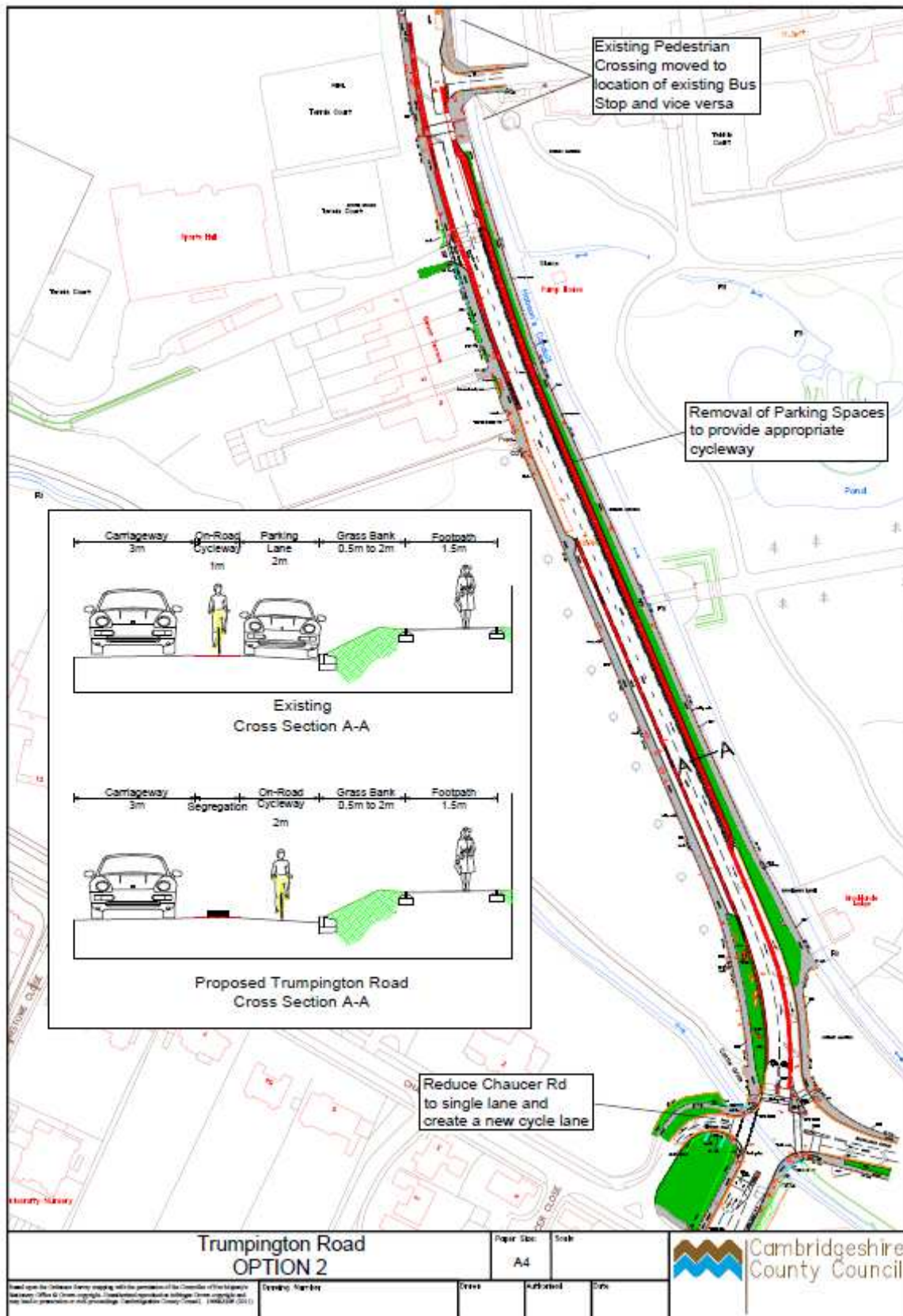
Trumpington Road proposed cycleway



PLAN 2 – OPTION 1 SCHEME PROPOSALS



PLAN 3 – OPTION 2 SCHEME PROPOSALS

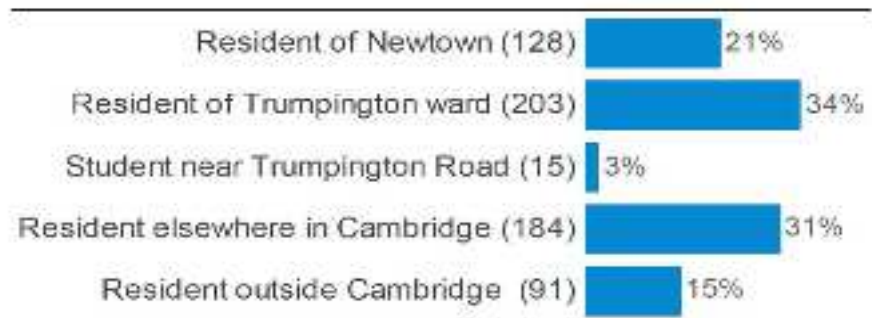


APPENDIX 1

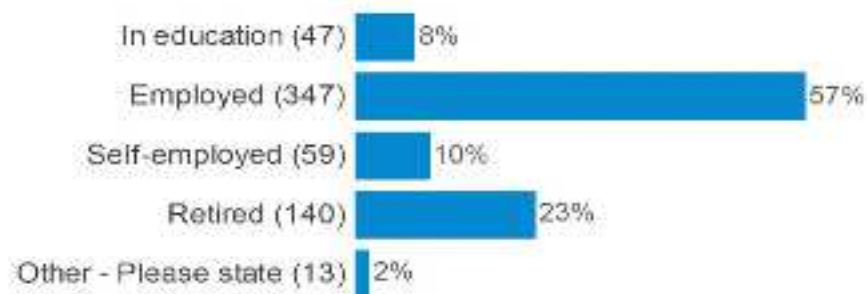
Trumpington Road Consultation.

Overall 624 respondents completed this questionnaire. The following are the summary tables to the consultation.

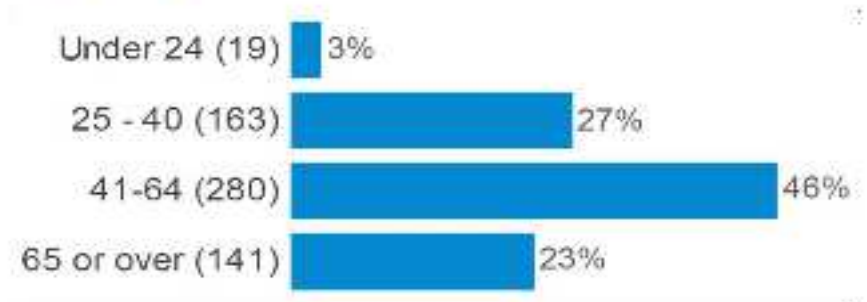
1 - Are you a...



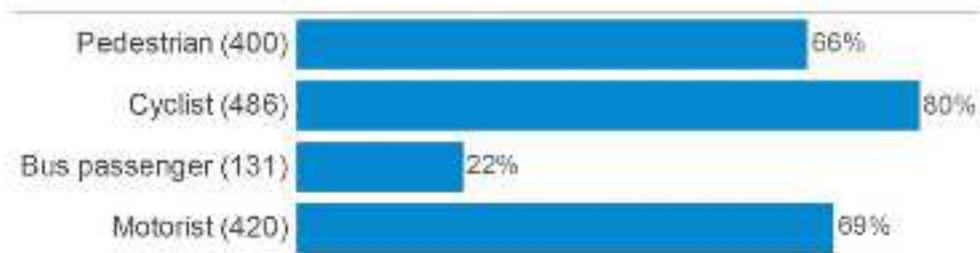
2 - What is your employment status?



3 - What is your age?

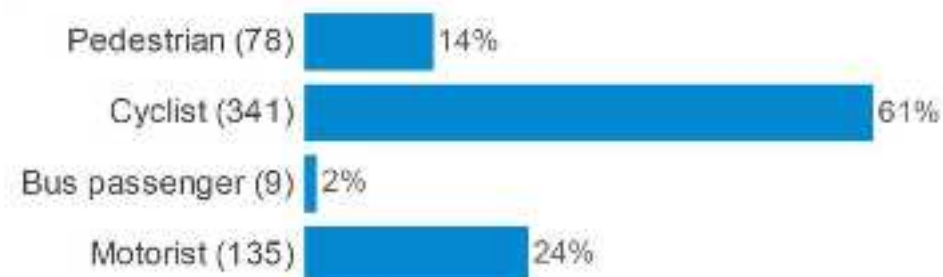


4 - Do you use this part of Trumpington Road as a...



Note: For this question respondents could select more than one answer; therefore the percentages are taken from 624 respondents and will not jointly add to 100%

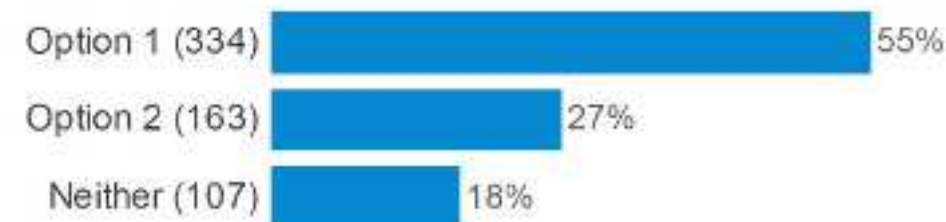
4a - Which do you use most often?



5 - Do you see a need for improvements on this stretch of Trumpington Road?



6 - Which cycleway improvement do you prefer?



7 - Do you support moving the pedestrian crossing and bus stop?



8 - Do you support the changes to the Chaucer Road exit?



9 - Do you support replacing the 2stage pedestrian crossing near Fen Causeway with a 1stage crossing?

