

CYCLING TOWN INFRASTRUCTURE

To: Cabinet

Date: 29th September 2009

From: Executive Director, Environment Services

Electoral divisions: Fulbourn; Gamlingay; Sawston; Trumpington; Waterbeach; Cottenham, Histon and Impington

Forward Plan ref: Not applicable *Key decision:* No

Purpose: To report the recent consultation on a programme of proposed new and improved cycleways and to seek approval to further develop the schemes towards implementation.

Recommendation: Cabinet is recommended to:

(i) Note the results of the consultation

(ii) Give approval for the schemes to be developed further and implemented.

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1. BACKGROUND

- 1.1 Cycling England (CE) have been tasked by the Government with delivering a national programme to increase cycling levels, create examples of best practice and demonstrate what could be done with the sort of levels of investment in cycling that is found in much of continental Europe. By March 2008 CE had launched new national standards for cycle training (Bikeability) and had created an initial six 'Cycling Demonstration Towns' (CDTs) all of whom increased their levels of cycling.
- 1.2 The County Council, in partnership with Cambridge City Council and South Cambridgeshire District Council (SCDC) was successful in its bid to become one of 11 new Cycling Towns. This will provide £3.6m of additional funding, which will need to be match funded up until April 2011. The bid was not only for the City but importantly included the necklace villages within a 5 mile radius of Cambridge.
- 1.3 The provisional programme was approved by Cabinet on 4th November 2008. Cabinet resolved to delegate the final decision on the programme to the then titled Cabinet Member for Growth and Environment in consultation with the then titled Deputy Chief Executive, Environment and Community Services.
- 1.4 The provisional programme was presented to and discussed by Cambridge and South Cambridgeshire's Area Joint Committees (AJCs) and In Your Patch Meetings as well as the Joint Transport Forum. It was submitted to Cycling England early in 2009 and subsequently received their approval.
- 1.5 Briefly, the programme includes:
 - Soft Measures - e.g. Marketing, leafleting, mapping, signing, personalised travel planning, journey planning, cycle training, cycle hire, etc. to influence behaviour; and,
 - Hard Measures - infrastructure schemes and cycle parking improvements.
- 1.6 The £3.6m grant from Cycling England is split as follows: 2008/09 £500,000; 2009/10 £1.55m; 2010/11 £1.55m.
- 1.7 In order to ensure the 2009/10 allocation of £1.55m is spent, a number of schemes that could be regarded as 'quick wins' have been taken forward to public consultation, and approval to develop the details further and commence construction is now requested from Cabinet.

2. SCHEMES IN SOUTH CAMBRIDGESHIRE

- 2.1 Plans and further information on the schemes in South Cambridgeshire can be viewed at www.cambridgeshire.gov.uk/transport/projects/south. **Plans 1- 6** show the location of the schemes.

Cottenham to Histon

- 2.2 This is a £540,000 Housing Growth Fund scheme (and hence forms part of the match funded element of the programme) which seeks to improve the existing shared use path from the southern edge of Cottenham to the northern edge of Histon. The existing shared use path is narrow and is a barrier to more people cycling towards Cambridge from Cottenham.
- 2.3 To widen the path, a number of strips of land are required from different landowners as well as a need to pipe ditches and relocate some street furniture. Talks have commenced with landowners in a bid to purchase the required land. The aim is to provide a 2.75 metre wide shared use path.

Histon to Cambridge

- 2.4 The route from the northern edge of Histon to the A14 has been reviewed to see how on and off road cycle facilities could be improved and extended to give a much better provision for cyclists. North of the Rose and Crown crossroads it is proposed to deploy off road shared use paths of 2.5 metres in width, and south of the crossroads due to the additional road width available it is proposed to deploy on road cycle lanes. The scheme will include the conversion of a pair of 'two stage' pelican crossings to become 'single stage' toucan crossings.
- 2.5 The improvements will be funded from the Cycling Town programme and are currently budgeted at £310,000. No land is required for the scheme.

Harston to Cambridge

- 2.5 The existing route for pedestrians and cyclists is narrow and involves crossing M11 slip roads. Within the Trumpington Meadows development the proposal is to provide a 3 metre wide shared use path, and to utilise the existing farm access bridge and existing agricultural land to provide a new route away from busy traffic which would commence at Harston Mill on the A10, and would join Hauxton Road near to the Park and Ride site.
- 2.6 It is anticipated that this route can be brought forward and funded through the Cycling Town programme, to give a pleasant leisure route and potentially a well used commuter route. £210,000 has been budgeted for the scheme. When linked to the southern section of the Cambridgeshire Guided Busway (CGB) this route will complete a 4 mile long traffic free cycle link from Harston to Cambridge railway station and Addenbrooke's Hospital.

Babraham Road Park & Ride to Wandlebury

- 2.7 This is a £585,000 Housing Growth Fund scheme (and hence forms part of the match funded element of the programme) to be delivered in partnership with Cambridge Preservation Society. A new 2.5 metre wide shared use path will be constructed to allow pedestrians and cyclists to

easily access Wandlebury from Cambridge. This is seen currently as predominantly a leisure route, though in time it is hoped to extend a route along the A1307 to Babraham Institute and on to the Abingtons, to become a commuter route.

- 2.8 The Preliminary design has been developed working closely with frontagers and local stakeholders. The route can be built within the existing highway without the need to obtain any land, but obtaining a small parcel of land at one private access (entrance to the Farm Shop) would give added value.

Fen Ditton to Horningsea

- 2.9 This Cycling Town funded scheme seeks to provide a link between these two villages which is likely to be a well-used school, commuting and leisure route. The budget for this is £385,000. In close consultation with Horningsea Parish Council a preliminary design has been developed. There is a requirement to obtain some land in order to build the route to sufficiently high standards.
- 2.10 It is possible that free school bus travel could be withdrawn for Horningsea children attending Fen Ditton Primary School once the route is in place. This would be determined by a separate process with full local consultation once the cycle route is complete.

Milton to Impington

- 2.11 This scheme will provide a safe route for children from Milton to cycle or walk to Impington Village College. The scheme will also link Impington to the Park and Ride site, give a route to Milton Country Park, and will provide a path for the many migrant workers who are commonly seen walking in large groups along the road. The facility is likely to be a 2.5m wide shared use path and will require the felling and trimming of some trees and perhaps the piping of ditches.
- 2.12 The scheme will be funded through the Cycling Town programme and some section 106 funding. The current budget figure is £255,000.
- 2.13 It is possible that free school bus travel could be withdrawn for Milton children attending Impington Village College once the route is in place. This would be determined by a separate process with full local consultation once the cycle route is complete.

3. HILLS ROAD BRIDGE SAFETY SCHEME

- 3.1 The proposed safety scheme for Hills Road Bridge will segregate users by introducing 'hybrid cycle lanes'. Such lanes offer a safe, segregated, defined space on the carriageway away from motor vehicles and uncluttered by pedestrians. Segregating all users removes conflict and thus potentially reduces accidents. They are an example of the type of 'exemplar measures' that places that have been successful in obtaining

Cycling Town status should be looking to implement. If introduced, Hills Road Bridge would be amongst the first sites in the UK to see such lanes. This development would be warmly welcomed by Cycling England, the Cycling Town programme sponsor.

- 3.2 Traffic modelling has been undertaken and demonstrated that the introduction of hybrid lanes would not have a negative impact on traffic flows or queue lengths. To test this further and to demonstrate the effects of reducing the number of traffic lanes to the public, a trial arrangement was implemented following the completion of the Cambridgeshire Guided Busway works on 7th September.
- 3.3 A Plan of the trial and the proposed hybrid cycle lanes scheme can be viewed at www.cambridgeshire.gov.uk/transport/projects/cambridge/cambridgegateway
- 3.4 The trial has been well-received by the public with many positive comments received by the project team so far. The trial is expected to last four months after which a decision on permanence will be made. This will involve a formal Traffic Regulation Order (TRO) process.
- 3.5 The trial and the proposed hybrid cycle lane arrangement were discussed by the Growth and Environment Policy Development Group on 16th September and both were very well-received.
- 3.6 A preliminary estimate of costs suggests that the scheme could cost in the order of £500,000. Funding is available from the Cycling Town allocation and from the Southern Corridor Area Transport Plan fund.
- 3.7 The hybrid cycle lane scheme would be constructed in conjunction with The Cambridge Gateway Scheme which seeks to add an additional arm onto Brooklands Avenue/Hills Road junction for bus and cycle access to the rail station.

4. CONSULTATION

South Cambridgeshire schemes

- 4.1 Following consultation and discussions with Parish Councils, local members and the Cambridge Cycling Campaign, a period of public consultation followed. Manned exhibitions were held at a variety of venues with leaflets delivered and some press coverage to publicise the events. Plans for all of the schemes were available at each venue. Plans of the proposals could also be viewed on the County's website.
- 4.2 Plans of the Babraham Park and Ride to Wandlebury route were also displayed on notice boards in the Park & Ride building and at Wandlebury.
- 4.3 Consultees were asked to complete a questionnaire (also available on line) indicating whether they supported the need for each scheme and

whether they supported the proposed details shown. They were also encouraged to add comments.

4.4 **Table 1** below shows the consultation programme and turnout for each event.

Table 1: South Cambs Consultation Programme and turnout		
Date & Times	Venue	Number of attendees
Mon 24 Aug 4.30 - 7.30pm	Histon & Impington Recreation Centre	50
Tue 25 Aug 4.30 - 7.30pm	Horningsea Village Hall	135
Wed 26 Aug 4.30 - 7.30pm	Cottenham Village College	42
Thu 27 Aug 4.30 - 7.30pm	Harston Village Hall	17
Tue 1 Sep 4.30 - 7.30pm	Milton Bowls Pavilion	45
Thu 3 Sep 4.30 - 7.30pm	Histon & Impington Recreation Centre	38
Mon 7 Sep 4.30 - 7.30pm	Fen Ditton Church Hall	72
Wed 9 Sep 3.00 - 6.00pm	Milton Community Centre	74

4.5 The full results of the consultation are contained in **Appendix A**.

Hills Road Bridge Safety Scheme

4.6 A stakeholder workshop was held on 31st July. Feedback was supportive for both the scheme and the trial. Twenty key stakeholders attended the workshop, including local County and City Council Members, Stagecoach and the Cambridge Cycling Campaign.

- 4.7 A programme of public consultation was also undertaken which included two manned exhibitions for the general public. Leaflets were delivered to businesses and residents in the wards surrounding the bridge. Information was provided on the County Council's website, at www.cambridgeshire.gov.uk/transport/projects/cambridge and press releases were used to build awareness of the project and highlight the consultation.
- 4.8 Consultees were asked to complete a questionnaire (also available on line) indicating whether they supported the scheme and whether they supported the proposed details shown. They were also encouraged to add comments.
- 4.9 **Table 2** shows the consultation programme and turnout for each event.

Table 2: Hills Road Bridge Consultation Programme and turnout		
Date & Times	Venue	Number of attendees
Tues 8 Sep 5.00 - 7.30pm	Hills Road VI Form College	42
Thurs 10 Sep 4.30 - 7.30pm	St Paul's Church	37

- 4.10 The results of the initial consultation are contained in **Appendix B**. Further information will emerge from the trial.

5. NEXT STEPS

- 5.1 At its October meeting, the South Cambridgeshire Traffic Management Area Joint Committee will be informed of the South Cambridgeshire Cycleway schemes consultation results, together with the decision on whether to proceed with the detail of the schemes based on this Cabinet decision. To allow this process to commence, Cabinet is therefore asked to approve the South Cambridgeshire schemes in this paper for further development.
- 5.2 The South Cambridgeshire Cycleway schemes consultation was based in most cases on preliminary designs of the schemes. This leaves matters of detail to be developed further. It is proposed that the detail of the schemes be finalised by officers working closely with stakeholders, namely Parish Councils, local members and the Cambridge Cycling Campaign.
- 5.3 The results of the Hills Road Bridge consultation will be reported to Cambridge Environment and Traffic Area Joint Committee and their views on the trial sought.
- 5.4 Some aspects of the detail of the hybrid cycle lanes, particularly the start and end, will need to be finalised and it is proposed that the Cycling

Town's Advisory Officer Technical Group (AOTG) convene to finalise these details. The AOTG comprises of Heads of Service from Network Management, Road Safety and Major Transport Infrastructure Delivery, officers from Cambridge City Council and South Cambridgeshire District Council and representatives of Cambridge Cycling Campaign.

- 5.5 It is expected that the results of the trial be presented to Cabinet in January to allow a decision to be made as to whether to proceed with the substantive hybrid lane layout. Subject to the Cabinet decision, delivery will follow as soon as possible thereafter.

6. CONCLUSION

- 6.1 There is strong support both for all of the South Cambridgeshire cycleway schemes, and the introduction of hybrid cycle lanes on Hills Road Bridge.
- 6.2 Members need to be mindful that particular concern has been expressed about the potential loss of free school transport from Milton to Impington Village College. Once in place the new route will be assessed to see whether the criteria for free school travel remain, and any change will be subject to full local consultation.

7. SIGNIFICANT IMPLICATIONS

Resources and Performance

- 7.1 Cycling Town status offers the County Council and its partners the opportunity to effectively double its spend on cycling within the Cambridge area by harnessing an external source of funding.
- 7.2 Funding from Cycling England will be £3.6m, which will need to be match funded from sources such as Section 106, Local Transport Plan, Housing Growth Fund and Cambridgeshire Guided Busway (CGB).
- 7.3 There is a prospect of further funding from Cycling England beyond March 2011 if the Cambridge programme is deemed successful and the programme nationally is extended.

Statutory Requirements and Partnership Working

- 7.4 The Cycling Town is a partnership of local councils and other stakeholders. Officers will continue to work closely with these organisations.

Climate Change

- 7.5 The implementation of the schemes will result in positive climate change effects from less car journeys as people are encouraged to cycle because of improved facilities. This significantly outweighs any negative climate change effects due to construction and implementation.

Access and Inclusion

- 7.6 There are no significant implications for any of the headings within this category.

Engagement and Consultation

- 7.7 Significant consultation on the proposals was undertaken.
- 7.8 Further stakeholder consultation is proposed.

SOURCE DOCUMENTS

Documents	Location
Cycling England - Cycling Towns and Cities 2008-11 Application Form	2 nd Floor
'Cambridge - Cycling Demonstration Town', Joint Transport Forum 13/10/08	A Wing
'Cambridge Cycling Demonstration Town - County Council Cabinet 4/11/08	Castle Court
'Cambridge - Cycling Demonstration Town', Joint Transport Forum 20/11/08	Shire Hall
Cambridge Cycling Town, Delivery Strategy and Programme – Dec 2008	Cambridge
'Cambridge - Cycling Town Initiative' - South Cambs In Your Patch 01/09	CB3 0AP
Advisory Officer Technical Forum Minutes: 10/02/09, 12/03/09, 28/04/09, 07/07/09	
'Cambridge - Cycling Demonstration Town' - Joint Transport Forum 11/03/09	
'Cambridge - Cycling Demonstration Town' - South Cambs AJC 20/04/09	
'Cambridge - Cycling Demonstration Town' - Cambridge AJC 27/04/09	
'Cambridge - Cycling Town' – South Cambs AJC 13/07/09	
'Cambridge - Cycling Town' – Cambridge AJC 20/07/09	