

CYCLING TOWN INFRASTRUCTURE

To: Cabinet

Date: 23rd February 2010

From: Executive Director, Environment Services

Electoral divisions: Arbury; Castle; Cottenham, Histon and Impington; Cherry Hinton; Coleridge; Fulbourn; Newnham; Romsey; West Chesterton; Gamlingay; Sawston; Trumpington; Waterbeach

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 Cambridge City schemes shown in section 3 of the report to be developed further and implemented in respect of:

Cherry Hinton Road
Gilbert Road
Madingley Road
The Tins

<i>Officer contact:</i>		<i>Member contact:</i>	
Name:	Mike Davies	Name:	Councillor Roy Pegram
Post:	Programme Manager	Portfolio:	Growth, Infrastructure & Strategic Planning
Email:	mike.davies@cambridgeshire.gov.uk	Email:	roy.pegram@cambridgeshire.gov.uk
Tel:	01223 699913	Tel:	01223 699173

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 which 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 these 11 new 'Cycling Towns'. The bid was not only for the City, but importantly included the necklace villages within a 5 mile radius of Cambridge.
- 1.3 Initially CE provided funding of £3.6m up until April 2011, which is to be match funded. In addition a further £210,000 has been secured, with further funding likely.
- 1.4 The provisional programme to spend this money was approved by Cabinet on 4th November 2008. Cabinet resolved to delegate the final decision on the programme to the then Cabinet Member for Growth and Environment in consultation with the then Deputy Chief Executive, Environment and Community Services.
- 1.5 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 Cambridge City, South Cambridgeshire and Cambridgeshire County Council Joint Transport Forum. It was submitted to CE early in 2009 and subsequently received their approval.
- 1.6 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.
- 1.7 The approved programme is shown in **Appendix A**.

2. SCHEMES IN SOUTH CAMBRIDGESHIRE

- 2.1 On 29th September 2009, Cabinet approved 6 schemes in South Cambridgeshire to be developed further working closely with stakeholders, and for them then to be implemented.

- 2.2 Works have commenced, or will start in the next few months on the following schemes:
- Histon to Cambridge;
 - Harston to Cambridge;
 - Babraham Road Park & Ride to Wandlebury;
 - Fen Ditton to Horningsea.
- In addition to these, further schemes are proposed for Cottenham to Histon and Milton to Impington.
- 2.3 Land is required to provide improvements to the route between Cottenham and Histon, and negotiations are underway with landowners.
- 2.4 To provide a sufficiently wide shared use path between Milton and Impington, ditches may need to be piped and trees felled. Investigatory work is ongoing to ascertain the ownership of these features, and the extent of highway land in this length. Further talks will be held with Parish Councils and local members once these investigations are concluded. It is possible that once a new shared use path is in place the school bus service from Milton to Impington Village College could be withdrawn. The process for such a decision would be completely separate from this decision on the implementation of the cycle scheme.
- 2.5 Plans and further information on the schemes in South Cambridgeshire can be viewed at www.cambridgeshire.gov.uk/transport/projects/south.

3. SCHEMES IN CAMBRIDGE CITY

- 3.1 A number of schemes totalling £1.3M have been identified in the city that will be of great benefit to cyclists in terms of improved provision, directness, quality and safety (both actual and perceived) in a bid to further grow the number of cycling trips and to attract new cyclists in accordance with the aims of the overall Cycling Town programme.
- 3.2 All of the routes are part of the 'signed primary network' of cycle routes in Cambridge and have high levels of cycling, with potential to increase the number of cyclists on these routes if the infrastructure can be improved. Due to their size and needing to be reproduced in colour at substantially greater cost, the plans referred to in this report have been made available separately to Cabinet Members and Group leaders as part of an information pack.

Cherry Hinton Road

- 3.3 Cherry Hinton Road has been reviewed in detail to see what form of provision would be most suitable for cyclists. With a consistent carriageway width of 7 metres it is not realistically possible to deploy on road cycle lanes on both sides of the road given the traffic volumes and the fact that it is a bus route.
- 3.4 Cycling England has been specifically consulted on this scheme. It

has strongly recommended that our focus should be on making improvements to shared use off-road provision, given that the overall aim of the programme is to get more people cycling, more safely, more often.

- 3.5 The £250,000 proposals seek to initially improve the length from Perne Road to Cherry Hinton. The existing shared use path will be widened to 3 metres wide and improvements to the side road crossings will be made that give pedestrians and cyclists priority over motor vehicles where visibility permits. An on road lane of 1.5 metres width, city-bound only would also be provided and this would be resurfaced to give good ride quality. The proposals are detailed on **Plan 1**.

Gilbert Road

- 3.6 This scheme shown on **Plan 2** seeks to make improvements to the current provision of cycle lanes, as well as keeping vehicle speeds under control. The £400,000 scheme is to be funded by the Cycling Town programme and the Northern Corridor Area Transport Plan.
- 3.7 Gilbert Road is a well used link for cyclists from Cottenham, Histon, Impington and parts of north Cambridge who may be heading to the east of the city and destinations such as the rail station. With the new development planned on the National Institute of Agricultural Botany (NIAB) site to the west there is potential to grow cycling trips markedly in the future.
- 3.8 Chesterton Community College is located on Gilbert Road and 3 primary schools are located nearby, which gives further potential to grow the already large numbers of cyclists using Gilbert Road. Additional cycle parking has been provided through the Cycling Town programme already at Chesterton Community College, Mayfield Primary School and Arbury Primary School. There have been 10 reported accidents in the last 5 years, of which 6 involved cyclists, so it is important that safety for cyclists is improved to ensure that numbers of cyclists grow in accordance with the aim of the programme.
- 3.9 Currently there are 1.3 metre wide advisory lanes along the length of Gilbert Road, in which vehicles can legally park. Surveys have revealed that typically 20 vehicles are parked along the whole length of Gilbert Road at any one time, with a concentration parked on the wide footway at the Milton Road end. At the Milton road end of Gilbert Road the cars parked there are believed to be commuters rather than residents or their visitors. The majority of residences have at least 2 off street parking spaces, with only 7 out of 240 having only 1 space.
- 3.10 It is proposed to introduce a ban on parking along the whole length, with a peak time loading ban as well, to ensure that the cycle lanes are unobstructed at the busiest times. The cycle lanes would be planed out and re-tarmaced with a machine laid red asphalt to ensure good ride quality.
- 3.11 In banning parking and deploying better cycle lanes, 2 options have been developed and taken forward to consultation. One option is to introduce

1.7 metre wide advisory cycle lanes (bounded by a broken line) with spray-on double yellow lines. The advantage of this would be that enforcement of the restrictions would be undertaken by local authority parking attendants, rather than relying on the Police's limited resources. With double yellow lines in place vehicles would not be able to park on verges as an alternative.

- 3.12 The other option is to deploy 1.5 metre wide mandatory cycle lanes (bounded by a solid line). Vehicles are not permitted to enter or park in such lanes, though it is the Police's responsibility to enforce the restrictions and there have been enforcement problems in mandatory lanes in other parts of the city. Without double yellow lines, motorists would be permitted to park on the grass verges which has become more of a common practice in recent years.
- 3.13 Initial feedback from local members suggested that residents would be more accepting of losing parking spaces if traffic calming were introduced to counter the fear of increased vehicle speeds once parked cars are removed. Given the traffic levels and the importance of Gilbert Road in the local road network it was felt that the most appropriate form of traffic calming would be raised table junctions and speed cushions. These measures were therefore also included in the consultation.

Madingley Road

- 3.14 This scheme, shown on **Plan 3**, aims to improve provision for cyclists with a combination of on road and off road cycle paths. The £400,000 scheme is to be funded by the Western Corridor Area Transport Plan.
- 3.15 In the length from Queens Road to Storey's Way the focus will be on providing good quality off road shared use paths of 3 metres in width as there are large numbers of school children cycling in this part of Madingley Road who are best catered for with off road provision.
- 3.16 In the length from Storey's Way to the Park and Ride site due to the varying road widths available it is proposed to deploy a combination of on and off road paths. In accordance with the latest design standards for cycling infrastructure where cycle lanes are on road these will be 1.5 metres wide, and where they are off road they will be 3 metres wide. Clearly the detailing of moving from on to off road provision, and vice versa will be crucial to the success of the scheme, and the project team will ensure the best provision possible is achieved.
- 3.17 With new development planned on the Cambridge North West site and relatively low levels of cycling in villages to the west of Cambridge such as Hardwick, there is much potential to grow the levels of cycling by improving Madingley Road.

The Tins

- 3.18 This is a well used, but narrow, walking and cycling route from Cherry Hinton which emerges at the far end of Mill Road.

- 3.19 Land discussions are ongoing to see whether the route can be widened at each end to the north and/or south side. To inform these discussions some survey work is being undertaken but it looks most likely that the widening will take place on the north side at the Mill Road end taking M.O.D land, and on the south side at the Cherry Hinton end. The proposed scheme is shown on **Plan 4** and is likely to cost £250,000.

4. CONSULTATION

- 4.1 Following discussions on these schemes with local members and the Cambridge Cycling Campaign, a period of public consultation has been undertaken. Manned exhibitions were held at a variety of venues with leaflets delivered to homes and schools, advertisements in the Cambridge News, and some press and radio 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 Consultees were asked to complete questionnaires (also available on line) indicating whether they supported the proposed details shown. They were also encouraged to add comments.
- 4.3 **Table 1** below shows the consultation programme that was undertaken.

Date & Times	Venue
Tues 19 th January 4.30 – 7.30pm	Cherry Hinton Village Centre
Wed 20 th January 8.00 – 10.00am	Madingley Park & Ride
Wed 20 th January 4.30 – 7.30pm	Madingley Park & Ride
Thurs 21 st January 4.30 – 7.30pm	Chesterton Community College
Mon 25 th January 4.30 – 7.30pm	Chesterton Community College
Wed 27 th January 4.30 – 7.30am	Cambridge Central Library

- 4.4 The Cambridge Environment and Traffic Management Area Joint Committee was consulted on the scheme proposals at its meeting on 25th January. The local member for Coleridge expressed general support for the proposals for Cherry Hinton Road which is part of his ward, whilst raising some concern about elderly pedestrians sharing space with cyclists. To address this, the existing shared use path will be widened, as well as an on road lane being deployed, which is likely to reduce the overall number of cyclists using the off road facility.
- 4.5 The Cambridge Cycling Campaign have confirmed that they greatly welcome the proposals for The Tins and Gilbert Road. Whilst being generally supportive of the other two schemes, they have expressed a number of comments, some of which can be incorporated into the detailed designs..

5. CONSULTATION RESULTS

- 5.1 At the time of writing this report there were still a few days of the consultation period left. The results of the consultation at the time of going to print are contained in **Appendix B**. If there are significant changes to these results then members will be updated at the meeting.

Cherry Hinton Road

- 5.2 Of 134 responses to the questionnaire 65% of respondents supported the proposals. Quite a number of people responded with 'no opinion', but only 10% were opposed to the proposal.
- 5.3 Most of the opposition to the scheme is around pedestrians and cyclists sharing space. By providing adequate unobstructed widths and with good detailing, these concerns can be addressed and a safe facility for both pedestrians and cyclists can be provided.

Gilbert Road

- 5.4 A total of 275 responses were received of which 147 were from Gilbert Road residents.
- 5.5 37% of Gilbert Road residents who responded and 93% of other respondents stated their support to improve provision for cyclists including the introduction of parking restrictions. 54% of Gilbert Road residents and 5% of other respondents were opposed to any cycling improvements and parking restrictions.
- 5.6 33% of Gilbert Road residents who responded and stated a preference, and 56% of other respondents who stated a preference preferred Option 1 (the advisory cycle lanes with double yellow lines). Support for Option 2 (the mandatory cycle lanes) was lower.
- 5.7 In terms of the proposed traffic calming, 56% of Gilbert Road residents and 41% of other respondents were in favour. 34% of Gilbert Road residents and 40% of the other respondents were opposed to the traffic calming.
- 5.8 In Gilbert Road it is clear that many residents are not supportive of the loss of on street parking as anticipated, and they are fairly divided on the introduction of traffic calming. Other respondents fully support the removal of on street parking and less than half support the introduction of traffic calming.
- 5.9 Two other groups that would be adversely affected by introducing parking restrictions are the Scouts who have a building on Gilbert Road with limited parking, and worshippers at the Islamic Academy who visit this venue on Fridays.

- 5.10 Whilst noting the lack of support from Gilbert Road residents, but recognising the greater benefits for other members of the community by improving safety for cyclists and thus growing the numbers of cyclists in this part of the city, it is recommended that this scheme should proceed. Local members have indicated general support for this approach.
- 5.11 The total success of the scheme hinges on the removal of parking to give clear, continuous cycle lanes, and traffic calming to keep vehicle speeds under control and to reassure less confident cyclists that it is safe to cycle.

Madingley Road

- 5.12 Of 134 responses to the questionnaire 66% of respondents supported the proposals. Quite a number of people responded with 'no opinion', but only 5% were opposed to the proposal.

The Tins

- 5.13 There was notable support for improvements to this route with 50% of respondents in favour. Only 3% of respondents were opposed to making improvements to this route. Quite a significant number of people responded with 'no opinion' as the route tends to be used by residents in the east of the city only.

6. NEXT STEPS

- 6.1 Given the consultation results, Cabinet is recommended to approve all of the proposed schemes for further development towards implementation. Assuming Cabinet approval is granted for the schemes, public notices and traffic regulation orders will need to be drafted and published to convert lengths of footway to shared use paths, to introduce parking restrictions, and to introduce the raised features. Objections to these will be considered by Cambridge Environment and Traffic Management Area Joint Committee at their meeting in July.
- 6.2 Some matters of detail for each of the schemes 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 at the County Council, officers from Cambridge City Council and South Cambridgeshire District Council and a representative of Cambridge Cycling Campaign.

7. CONCLUSION

- 7.1 There are good levels of support to introduce the proposed cycling infrastructure improvements at The Tins, Madingley Road and Cherry Hinton Road.
- 7.2 Whilst there is support from local members, the wider community and the Cambridge Cycling Campaign for the proposals in Gilbert Road, particular

concern has been expressed by residents about the loss of parking and to a lesser extent the proposed traffic calming.

- 7.3 Cabinet is asked to approve the four schemes detailed in this paper to be developed further, to allow the advertisement of statutory notices and traffic regulation orders and for the schemes to then be implemented.
- 7.4 In Gilbert Road the preference was to deploy wider advisory cycle lanes with parking restrictions, rather than mandatory cycle lanes, and Cabinet are asked to support this view.

8. SIGNIFICANT IMPLICATIONS

Resources and Performance

- 8.1 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.
- 8.2 Funding from Cycling England will be £3.8m, which will need to be match funded from sources such as S106, Local Transport Plan, Housing Growth Fund and CGB.
- 8.3 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

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

Climate Change

- 8.5 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

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

Engagement and Consultation

- 8.7 Significant consultation on the proposals was undertaken.
- 8.8 Further stakeholder consultation is proposed.

SOURCE DOCUMENTS

Documents	Location
Cycling England - Cycling Towns and Cities 2008-11 Application Form 'Cambridge - Cycling Demonstration Town', Joint Transport Forum 13/10/08 'Cambridge Cycling Demonstration Town - County Council Cabinet 4/11/08 'Cambridge - Cycling Demonstration Town', Joint Transport Forum 20/11/08 Cambridge Cycling Town, Delivery Strategy and Programme - Dec 2008 'Cambridge - Cycling Town Initiative' - South Cambs In Your Patch 01/09 Advisory Officer Technical Forum Minutes: 10/02/09, 12/03/09, 28/04/09, 07/07/09, 02/11/09 '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 Cambridge - Cycling Town' - Cambridge AJC 19/10/09 'Cycling Town infrastructure' - Cabinet AJC 29/09/09 'Cambridge - Cycling Town' - Cambridge AJC 25/01/10 'Cambridge - Cycling Town' - South Cambs AJC 18/01/10	2 nd Floor A Wing Castle Court Shire Hall Cambridge CB3 0AP