

## Active Travel Tranche 2 Schemes

- To: Highways and Transport Committee
- Meeting Date: 5<sup>th</sup> December 2023
- From: Executive Director of Place and Sustainability
- Electoral division(s): Melbourn and Bassingbourn, Romsey, Chesterton, Hardwick, Huntingdon West, Petersfield, Abbey, Market, Newnham and Duxford.
- Key decision: Yes
- Forward Plan ref: 2023/086
- Outcome: The purpose of this report is to consider objections, representations and updates in response to the introduction of Experimental Traffic Regulation Orders for Active Travel Tranche 2 schemes and approve delegations of authority for the remaining Active Travel schemes set out within this report.
- Recommendation: The Committee is recommended to:
- a) Review the objections and representations received and consider the making of a traffic regulation order to make permanent the following:
    - i) Vinery Road, Cambridge modal filter;
    - ii) Church Street, Cambridge modal filter;
    - iii) the one-way section on Cambridge Road, Madingley;
    - iv) the contra-flow cycle lane on Ambury Road, Huntingdon; and
    - v) the removal of the layby on East Road, Cambridge;
  - b) Consider the objections and representations received and agree to keep in place the East Road trial scheme until development led works are undertaken, and delegate authority to the Executive Director – Place and Sustainability in consultation with the Chair and Vice Chair of the Highways and Transport Committee to make any changes to the East Road scheme in order to further facilitate the movement of emergency vehicles.
  - c) Consider the objections and representations received and agree to keep in place the Trumpington Rd/Lensfield Rd/Fen Causeway junction trial scheme whilst supporting further work to explore changes to the scheme at the Lensfield Rd/Fen Causeway junction or surrounding area to facilitate bus movements and delegate authority to the Executive Director – Place and Sustainability in consultation

with the Chair and Vice Chair of the Highways and Transport Committee to make any changes.

d) Support the retention of the interim measures at the A505/A1301 junction and Newmarket Rd/Wadloes Rd/Barnwell Rd junction and the traffic calming measures in Bassingbourn.

e) delegate authority to Executive Director – Place and Sustainability in consultation with the Chair and Vice Chair of the Highways and Transport to progress the proposed crossings on Jeavon's Lane, Cambourne.

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# 1. Background

- 1.1 On 10<sup>th</sup> July 2020 the Department for Transport invited bids for funding from the Emergency Active Travel Fund (EATF). The Cambridgeshire and Peterborough Combined Authority (CPCA) requested that Cambridgeshire County Council (County Council) and Peterborough City Council develop proposals for Tranche 2, focusing on measures to reallocate road space to people walking and cycling, both to encourage active travel and to enable a greener recovery from the pandemic.
- 1.1 On 15<sup>th</sup> September 2020 the Highways and Transport Committee agreed to note the list of cycle scheme proposals for development and implementation from Tranche 2 of the EATF fund and to delegate the Executive Director – Place and Sustainability, in discussion with the Chair and Vice Chair of the Highways and Transport Committee, the agreement of any changes to the programme.
- 1.2 The list of schemes was developed by the County Council in discussion with other local stakeholders. Due to the tight timescales involved in compiling the funding bid, it was not possible to undertake the level of work needed to guarantee that all of the measures proposed were deliverable and the delegated authority agreed at the committee recognised the need for flexibility with regard to the programme. A link to the committee report can be found here [Council and committee meetings - Cambridgeshire County Council > Meetings \(cmis.uk.com\)](https://cmis.uk.com)
- 1.3 On the 20<sup>th</sup> November Central Government confirmed funding for Tranche 2 of the Active Travel Fund to the Cambridgeshire and Peterborough Combined Authority (CPCA).
- 1.4 As recognised in the September 2020 report there was a need for additional staff resource to progress the list of schemes and consultants from Mott MacDonalds were procured to work with County Council officers on the feasibility, design, and implementation of the schemes.
- 1.5 Following feasibility work, 20 schemes were removed due to deliverability issues including cost, safety factors, failure to meet government criteria, physical constraints, and a lack of local support. Public consultation was then undertaken on 19 of the remaining schemes whilst further stakeholder engagement was undertaken on the smaller scale schemes which were being progressed. Detail of the consideration of each scheme can be found in Appendix 1.
- 1.6 Consultation was undertaken between 13<sup>th</sup> July – 13<sup>th</sup> September 2021 with an online questionnaire on the Consult Cambridgeshire website and engagement with local members and other stakeholders. The report on the consultation findings is available as background papers.
- 1.7 As designs matured and were priced, it was identified that to deliver the full works programme further funding would have to be sought, and subsequently additional funding was granted by the CPCA.
- 1.8 A Member Working Group (MWG) was set up, including the Chair, Vice-Chair and Opposition Spokes of the Highways and Transport Committee, and first met in April 2022 to discuss the programme of schemes. It was initially agreed to progress 16 of the schemes to

delivery, later reduced to 14 in agreement with the MWG, whilst 3 of the schemes required further engagement, as set out in Appendix 1.

- 1.9 For those schemes being progressed pre and post implementation surveys were undertaken for each project on 26<sup>th</sup> – 28<sup>th</sup> April 2022, and 18<sup>th</sup> – 20<sup>th</sup> April 2023 and 3<sup>rd</sup> – 5<sup>th</sup> October 2023, with additional surveys on queue length undertaken at the A505 roundabout in September 2023.
- 1.10 Information on each scheme was presented to the MWG over two meetings in September 2023. Plans of each scheme can be found here [Active Travel Fund Tranche 2 - Cambridgeshire County Council](#)

## 2. Main Issues

- 2.1 The unique nature of each scheme has resulted in differing implementation processes including; permanent Traffic Regulation Orders (TRO) for speed limit changes and Experimental Traffic Regulation Orders (ETRO) for trial traffic restrictions. Other works such as buildouts, changes to road layout and the introduction of segregated cycle lanes were undertaken as permitted works. The report breaks these down further, starting with ETRO's.
- 2.2 Under the TRO/ETRO process formal objections to the proposal, together with the grounds on which they were made or any additional comments, can be sent in writing to the County Council's Policy and Regulation team. It should be noted that the formal consultation stage of a TRO/ETRO is open for all to comment on. For an ETRO the consultation period is for 6 months after implementation of the trial scheme.
- 2.3 The cost of removing or making permanent each scheme is set out below. Appendix 5 is a summary of these costs. The future award of Active Travel England funding is linked to the delivery of previously funded schemes so therefore the removal of any of the Active Travel Tranche 2 schemes is likely to impact the success of future bids for funding.

### ETROs

- 2.4 The modal filters on Vinery Road and on Church Street, Cambridge; the one-way on Cambridge Road, Madingley; the contra-flow cycle lane on Ambury Road, Huntingdon, and the removal of the parking in the layby on East Road were all implemented through the ETRO process. The ETROs all came into operation between August and December 2022 with the six months following this being the period for objections.
- 2.5 Letters were sent out to all residents prior to implementation which set out the ETRO process and asked for feedback once the scheme was in place. A further letter was sent out in January to remind residents to provide feedback on the schemes in Vinery Road, Church Street and Madingley, and local stakeholders were asked for any further feedback in September. A table setting out the main themes and our responses for all the schemes can be found in Appendix 2.

## Vinery Road

- 2.6 Two removeable bollards were installed on Vinery Road at the road narrowing south of the entrance to St Philip's School in October 2022. Vehicular access is maintained to all properties. The scheme removes through traffic along Vinery Road in order to increase safety for those walking and cycling and improve the attractiveness of the area in terms of the noise and air pollution caused by through traffic.
- 2.7 We received a total of 284 written representations with 198 objecting to the scheme and 75 in support with the remaining being more ambiguous comments. We also received a petition from the Vinery Stores post office against the scheme.
- 2.8 Comments in support mentioned a reduction in dangerous driving and improved safety especially for children, as well as benefits to the school streets scheme where fewer volunteers are now needed and the abuse from drivers has reduced significantly. The school also commented on the benefits to the school streets scheme and added safety for children accessing the school outside the times of the school street. Collision data shows that there were 5 collisions involving pedestrians or cyclists over the last 5 years, two of which were serious whilst there have been none since installation of the modal filter.
- 2.9 Most objections concerned the effect on local businesses, the increase in traffic and pollution on surrounding roads, dangerous U turn manoeuvres, longer journey times, difficulties for those with disabilities, and access by emergency vehicles. The school also mentioned a negative effect on deliveries. Some of the comments suggested that a timed closure was a more appropriate solution.
- 2.10 Monitoring has shown that the number of people walking past the local businesses on Vinery Road has increased which should be positive for trade. Research such as that set out in The Pedestrian Pound (Living Streets 2018) [pedestrian-pound-2018.pdf](#) ([livingstreets.org.uk](http://livingstreets.org.uk)) sets out evidence that traders often significantly overestimate the numbers of people who access their shop by car and that improvements to the walking environment are beneficial to retail trade.
- 2.11 Sensors show that the level of air pollutants have decreased on Vinery Road but not increased on Mill Road or Coldham's Lane post implementation. The monitoring data (Appendix 3) indicates that there has been some increase in the traffic levels at the eastern end of Mill Road but no significant increase on Coldham's Lane. The aim of the scheme was to re-route through traffic away from residential streets and so some increase in traffic on these roads is to be expected. The implementation of the Mill Road Traffic Regulation Order will affect traffic in the area and if the modal filter on Vinery Road were removed there is a danger that there would likely be an associated increase of through traffic on Vinery Road.
- 2.12 In response to complaints we installed additional no through route signs on and approaching Vinery Road and following requests from the school and local members we reversed the one-way at the eastern end of Vinery Road which from feedback received has reduced the amount of U-turning. This was also implemented with an ETRO which will be considered at a later committee once the consultation period has finished.

- 2.13 For those who rely on their car some journeys will be longer but only by a mile at maximum. Emergency vehicles are given a key to the removable bollard so the restriction should not have a significant effect on their journey time.
- 2.14 If the scheme is made permanent, we would look to install double yellow lines to prevent obstructive parking on the west side of the bollards, and work with colleagues in the Greater Cambridge Partnership to implement short stay parking bays for the local businesses. There could also be the opportunity to enhance the public realm around the closure point with planting as part of an environmental improvement scheme.
- 2.15 City Councillors are in support of the scheme being made permanent and at the time of writing the County Councillor is undertaking further engagement with residents.
- 2.16 Appendix 3 sets out the analysis of the monitoring information collected for Vinery Road and the surrounding area pre installation and in April and October this year. The October results show an increase of between 11 – 26% in the number of people walking and cycling along Vinery Road/Vinery Way except for a small decrease in the morning peak on the one-way section.
- 2.17 The cost of making the scheme permanent, including additional double yellow lines, is estimated to be £5,743. The removal of the modal filter with associated signing is estimated to cost £4,300.

### Church Street

- 2.18 Church Street and Chapel Street form important links on the cycle route between the north and south-eastern sides of the river. To remove through vehicular traffic and therefore improve the safety of the route for people travelling by bike or on foot, two planters and a removable bollard were installed on Church Street north of the junction with Lynfield Lane in October 2022. Access to all properties is maintained.
- 2.19 We received a total of 244 written representations with 111 objecting to the scheme and 124 in support with the remaining being neutral comments. Comments in support mentioned the improved safety for those walking and cycling and attractiveness of the route. Residents mentioned how much quieter and more pleasant the area had become and felt that disbenefits to driving were very minor.
- 2.20 Objectors were concerned with an increase in traffic levels on Church Street west, having to join Chesterton High Street earlier and therefore experience greater congestion and longer journey times.
- 2.21 We monitored the situation on Church Street west during the trial with site visits during am and pm peak hours and did not observe any significant queuing to exit onto the High Street.
- 2.22 In response to complaints about the signage, we installed larger no through route signs at the junction with the High Street. If made permanent the planters would be removed and replaced with a permanent arrangement in consultation with local members and residents.

- 2.23 Appendix 3 sets out the analysis of the monitoring information collected for Church Street. The air quality monitoring shows a decrease in particulate matters on weekdays and weekends. The October survey shows an overall increase in the levels of walking (6%) and cycling (12%) across the morning and evening peak traffic periods.
- 2.24 The estimate cost of making the scheme permanent is £2,400. The scope of the planting areas would be tailored to the remaining budget available or additional funds would be sought. The removal of the Church Street modal filter is estimated to cost £3,500.

### Cambridge Road, Madingley

- 2.25 The ETRO relates to making the south-eastern end of Cambridge Road, Madingley one-way to provide a safer and more direct cycle route from Madingley village to the existing cycle provision on Madingley Road, and on into Cambridge as well as to the Perse nursery school and Coton primary school. The scheme removes a significant amount of traffic on Cambridge Road and therefore the danger of close passing which made it unsuitable as a route, particularly for less confident users or children. The alternative route along Church Lane requires the crossing of the busy Madingley Mulch roundabout (A1303/St Neots Rd/Church Lane junction) where speeds are relatively high, in order to access the existing shared use path on the south side of Madingley Road. The scheme was introduced in October 2022.
- 2.26 We also installed sections of protected cycle lane using flexible wands and reduced the speed limit to 40mph on Cambridge Road (with a TRO). The footway adjacent to the bus stop on Madingley Road was widened to allow for shared use, an additional uncontrolled crossing installed close to the junction of Madingley / Cambridge Road and the kerbs at the junction with Cambridge Road, Coton were built out with the aim of reducing speeds as vehicles turn into the village to make the crossing safer.
- 2.27 We received 71 written responses with 28 objections and 30 in support with the remaining being more ambiguous comments and criticisms. Additional responses were also received from the local Parish Councils as set out below. Supportive comments focused on the improved safety for people walking and cycling, particularly for children cycling to school. Cambridge University were supportive of the scheme in principle but raised the issue of damage to the Madingley Hall gates from more vehicles now turning right and we are working with them to resolve this issue with additional protective bollards. Madingley Parish Council have responded positively about the scheme whilst acknowledging the disbenefits such as the increase in farm vehicles through the village, manoeuvring of long vehicles at Madingley Hall and people making U turns on Cambridge Road. If made permanent they feel an allocated turning place should be provided and this is something we can consider.
- 2.28 Objections received focused on the effect of increased traffic on Church Lane, longer journeys due to the congestion on Madingley Road, and limited benefits for active travel. This was also reflected in the response received from Dry Drayton Parish Council who are not in favour of making the scheme permanent and reported that they had received a number of negative comments from residents. The objection from Trinity College, who own farmland in the area, is on the grounds that farm vehicles heading south now drive through the village which is longer and more unsuitable due to traffic calming features and parking.

- 2.29 Monitoring shows that southbound traffic has increased on Church Lane in the AM peak with a smaller increase in the PM peak. This is to be expected with the restriction we have installed on Cambridge Road, however much of the additional traffic through the village is as a result of the A14 works. Some journeys are longer, and this will include some farm vehicles but the maximum additional journey is 1.5 miles.
- 2.29 When first installed there were issues with contravention of the one-way and we worked with the Parish Council to improve signage within the village. There are still a small number of illegal exits onto Madingley Road, but this has reduced significantly over time and there have been no reported collisions associated with the scheme. The removal of traffic exiting onto Madingley Road makes manoeuvring at this junction easier and safer. If made permanent, bollards and modular islands would be used to replace the water filled barriers currently in place at the Madingley Road junction and additional signage will be considered.
- 2.30 Appendix 3 sets out the detailed analysis of the monitoring information collected. The survey results show a significant increase in traffic on Church Lane travelling northbound during the morning peak hours and a small decrease travelling southbound. Numbers of people cycling on Cambridge Road have increased in both directions although cycling numbers fluctuated on Church Lane and Cambridge Road south with some decreases and some increases in different directions.
- 2.31 The estimated cost of making the scheme permanent is £9,000. The removal of the one-way at the south-eastern end of Cambridge Road, Madingley and associated signs and lines is estimated to cost £12,160.

#### Ambury Road, Huntingdon

- 2.32 Ambury Road from the junction with Avenue Road to the ring road is one-way for vehicles and the ETRO was for the installation of a contra-flow cycle lane to allow for a continuous cycle route from the north of Huntingdon and the secondary school to the town centre. This was implemented in November 2022. Signage of the cycle route along Priory Road and Cowper Road was also improved.
- 2.33 We have not received any response regarding this scheme. Monitoring information from April shows an increase in cycling but also seems to show that some people are cycling in the traffic lane or on the footway still and so we will consider additional signs or lines if this continues to be an issue.
- 2.34 There is no cost in making the Ambury Road, Huntingdon scheme permanent, although there may be an additional small cost if we install further signs or lines as above. The cost of removing the scheme is estimated at £43,000.

#### East Road

- 2.35 The ETRO relates to closing the layby, and therefore removing the parking, to the south of Occupation Rd, near Mackays where we installed a protected cycle lane using flexible wands on order to make safer the transition onto the carriageway from the underpass and discourage people from continuing to cycle on the footway.

- 2.36 We received an objection regarding the loss of short-stay parking for a nearby business and also an objection relating to vehicular access to Park Terrace. We also received some feedback about a deteriorating joint in the carriageway between the layby and road making it difficult to cycle, and we intend to repair this if the ETRO is made permanent.

## PERMITTED WORKS

### East Road

- 2.37 The remainder of the trial scheme was undertaken as permitted highway works. We redesignated the outbound inside traffic lane between Burleigh Street and the Elizabeth Way roundabout creating sections of protected cycle lane using flexible wands to provide a safer cycle route along this key corridor, particularly on journeys to and from Anglia Ruskin University.
- 2.38 We received many negative comments about the scheme which focused on congestion and problems for emergency vehicles whilst positive comments mentioned an increase in safety and attractiveness of the route. A summary of responses can be found in Appendix 2.
- 2.39 Emergency vehicles can and do straddle the flexible wands that have been installed and we increased the spacing between the wands to allow vehicles to move out of the way of emergency vehicles more easily. We also changed the layout of wands near the Elizabeth Way roundabout in response to negative feedback from cyclists. In response to the continuing concerns of the Fire Service we are proposing to remove some of the wands between Burleigh Street and Crispin Place and widen the lane width in the eastern section to further enable easier manoeuvring to allow emergency vehicles to pass. We will re-surface the cycle lane in red to enhance its visibility.
- 2.40 We have been in contact with bus operators regarding any effect of the scheme on buses.
- 2.41 There have been no collisions on East Road involving people travelling by bike since the installation of the scheme in October 2022 whilst there were 5 collisions in the 3 years before installation.
- 2.42 Appendix 3 sets out the detailed analysis of the monitoring information collected for East Road. Following installation, the phasing of the signals was changed to mitigate the effect of the scheme but there have been some moderate increases in queuing, with eastbound traffic being impacted most.
- 2.43 It is likely that a more substantial change to the highway will be implemented as part of the re-development of the Grafton Centre to include enhanced cycleways and the removal of the traffic islands.
- 2.44 The estimate cost for making the scheme permanent, including changes as set out above, is £40,271 and the estimate cost of removal is £26,622

## Trumpington Road/Fen Causeway/Lensfield Road junction

- 2.45 The double mini roundabout configuration here has been an accident cluster site for many years, with most collisions involving those on bikes. The active travel scheme, which was installed in August 2022, aimed to improve safety by reducing the number of approach and exit lanes to both mini roundabouts. Cycle lanes protected by flexible wands were introduced as well as the installation of improved crossing points for people on foot.
- 2.46 We contacted local residents, businesses and education establishments shortly before implementation asking for feedback on the scheme once it was in place and contacted local schools and businesses again for feedback a year later. We had a number of positive responses that the scheme had made cycling or walking through the junction feel safer. Some feedback highlighted the need for further improvements such as making the right turns for people cycling safer, extending the southbound protected cycleway and the need for controlled crossings for people walking. Many of the negative responses concerned the closure of alternative routes through Newtown leading to increased congestion. A summary of the responses is set out in Appendix 2.
- 2.47 There has been negative feedback from local businesses and the press regarding increased congestion in the area, which has coincided with employees returning to offices post-covid. Analysis of the monitoring surveys (Appendix 3) suggest that traffic on Lensfield Road has been most affected, with traffic now queueing for longer than previously.
- 2.48 We received complaints from Stagecoach and have subsequently met with them and other operators to discuss delays, particularly to the Park & Ride bus service (3). The University of Cambridge also highlighted concerns about the delays they felt were caused by the combination of this scheme and the scheme at the Silver Street/Trumpington Street junction. We examined the VIX bus data for the PR 3 service and this does show a more significant increase in delays on the outbound service, which runs via Lensfield Road, however the inbound delay is small and comparable to those seen elsewhere on the network.
- 2.49 From 2017 until the scheme was implemented in August 2022 there were 25 collisions involving cyclists, 5 of which were serious plus a further serious collision involving a pedestrian. In the fourteen months since implementation there have been 3 collisions involving cyclists, 2 of which were serious. This remains a difficult junction for vulnerable users and our scheme does not improve the safety of all movements, but it does reduce conflict points and provides protected sections of cycleway between the roundabouts. It is recognised that further work is needed to make all movements as safe as possible, but this has to be balanced with the effect on buses.
- 2.50 For most movements around the junction the number of cyclists has increased and the number of cyclists and pedestrians at the crossings where we enhanced the refuge islands has also increased.
- 2.51 At this stage we propose that we:
- continue to monitor bus delays and whilst keeping the protected cycleways,

- explore the potential for reintroducing a partial or full traffic lane on Trumpington Road between Lensfield Road and Fen Causeway to ease queuing on Lensfield Road
- consider options to continue the protected cycleway southward.

2.52 The estimate cost for making the scheme permanent with the additional traffic lane is £24,029 and the estimate cost of removal of the scheme is £13,905.

#### Newmarket Road/Wadloes Road/Barnwell Road roundabout

2.53 This junction forms part of the GCP Eastern Access project but it was felt that some small changes aimed at improving safety for those crossing on the roundabout and reducing speeds would be of benefit as an interim measure. The scheme consists of kerb buildouts at the Wadloes Road exit and Barnwell Road approach lane with widened refuge islands.

2.54 There were some initial concerns, reported to local members, regarding the effect of road narrowing on queuing for McDonalds but subsequent site visits did not indicate any issues and there has not been any further feedback. The local County Councillor is supportive of the scheme.

2.55 The estimate cost of making the scheme permanent, which covers the re-alignment of some tactile pavement, is £2,431 and the estimate cost of removal of the scheme is £28,972.

#### A505/A1301 roundabout

2.56 Significant works are planned for this roundabout as part of the Genome Campus development but, as for the Newmarket Road scheme above, it was felt that some temporary build outs using islands and flexible wands installed on some of the approach and exit arms could reduce speeds and therefore help make crossing the road safer for vulnerable users in the interim.

2.57 There were a large number of complaints about the scheme following installation in March due to increased queuing on the Sawston approach to the roundabout where capacity had been reduced due to a reduction in traffic lanes. Following a site visit with local members the build outs at this approach were removed and arrow markings later amended to reduce queuing. Since these changes were made, we have received no further responses. Local members are supportive of keeping the measures subject to a review in 3 months.

2.58 Analysis of the monitoring data (Appendix 3) has shown a reduction in speeds and there have been no collisions involving people walking or cycling in the 8 months since installation. There were two serious collisions involving cyclists in the two years prior to installation.

2.59 There would be no cost for making the scheme permanent. The estimate cost of removal of the scheme is £27,765.

## Bassingbourn

- 2.60 A 20mph limit was advertised as a TRO, approved as part of a delegated decision and implemented in December 2022. Traffic calming features were installed at the village approaches and near the school entrance. The County Councillor and Parish Council are supportive of the scheme.
- 2.61 Analysis of the monitoring data showed a reduction in speeds, mainly on the Causeway, but average speeds remain above 20mph. There was a slight increase on South End but speeds are very low and the buildout improves visibility at the crossing to the school.
- 2.62 There is no cost to making this scheme permanent. The estimate cost for removal of the traffic calming measures is £21,168.

## Remaining schemes

- 2.63 Over 400 additional cycle parking spaces were installed around the County. Details of location can be found here [Active Travel Fund - Cycle Parking - Cambridgeshire County Council](#) . 8 cycle lockers are due to be installed at either Wisbech bus station or Trumpington Park & Ride at the end of November. If subject to vandalism at Wisbech they will be removed. The estimate cost of removal would be £3,000.
- 2.64 At Fallowfield the existing modal filter was changed to improve access for walking and cycling and the planters will be replaced with a more permanent arrangement in consultation with local members and residents.
- 2.65 Changes to the priority at the junction of Silver Street and Trumpington Street were made permanent and enhanced with an uncontrolled pedestrian crossing implemented at the junction and at Granta Place the vehicular gate was replaced by cattle grids and an additional pedestrian gate installed to improve access.
- 2.66 Following discussions with Cambourne Town Council the scheme at Eastgate was changed to the provision of additional crossings on Jeavons Lane. Areas of unadopted highway have delayed a decision on exact locations but it is hoped that work can be undertaken early next year. Additional Delivering Transport Strategy Aim Funding has been secured for this scheme.
- 2.67 Camcycle asked its members for feedback on all of the schemes. Of the 56 people who responded over 80% were supportive of the schemes with the exception of the Wadloes Road/Newmarket Rd/Barnwell Road junction where 40% felt it had made no difference. The Camcycle feedback is included in Appendix 2.

## 3. Alignment with ambitions

- 3.1 Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes

The following bullet points set out details of implications identified by officers:

- Making permanent these Active Travel schemes is expected to have a positive contribution in supporting net zero by 2045 by encouraging more people to walk or cycle for shorter journeys instead of using motorised transport.
- Implementation of additional planting as part of making the schemes permanent will also contribute positively to the natural environment

### 3.2 Travel across the county is safer and more environmentally sustainable

The following bullet points set out details of implications identified by officers:

- Features such as improved crossings, speed limit reduction and traffic reduction improve safety for more vulnerable users and encourage people to walk and cycle for local journeys
- There may be some effects on bus journeys at peak times

### 3.3 Health inequalities are reduced

The following bullet points set out details of implications identified by officers:

- Features such as improved crossings, speed limit reduction and traffic reduction improve safety for more vulnerable users and can improve air quality in local areas.
- Making places safer and more attractive for active travel encourages people to walk and cycle and therefore incorporate physical activity into their everyday lives.
- Some journeys which have to be made by car will be made longer by some of the schemes and so will affect those who need a car to travel due to disabilities.

### 3.4 People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs

The following bullet points set out details of implications identified by officers:

- See wording under 3.3 above
- Safer cycling and walking routes allow those without access to a car or public transport to travel sustainably and actively to education, work, leisure and other destinations

### 3.5 Helping people out of poverty and income inequality

Safer cycling and walking routes allow those without access to a car or public transport to travel to work and education related destinations

### 3.6 Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised

See wording under 3.3 - 3.5 above.

### 3.7 Children and young people have opportunities to thrive

See wording under 3.3-3.5 above.

## 4. Significant Implications

### 4.1 Resource Implications

The estimate cost of either removal or making schemes permanent are set out in Appendix 5 and grouped to reflect the feedback received on each scheme and therefore risk of being removed. The remaining budget for the programme of schemes is estimated to be £110,700 with an additional £35, 000 for the Trumpington Road junction from developer funding and £70,000 for the East Road scheme from Delivering Transport Strategy Aim Funding if the schemes are made permanent or amended. As set out above, if schemes are removed this may affect future Active Travel England funding allocations to Cambridgeshire County Council via the Cambridgeshire and Peterborough Combined Authority.

### 4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

The following bullet points set out details of significant implications identified by officers:

- The design work has been procured through a formal tender process and awarded to Mott McDonalds
- The construction work has been procured using the County Council's Term Service Contract for highway works.

### 4.3 Statutory, Legal and Risk Implications

The County Council has the power under the Road Traffic Regulation Act 1984 to make Traffic Regulation Orders, including Experimental Traffic Orders. The appropriate statutory procedures regarding advertisement and consultation must be followed. With Experimental Traffic Orders, if any objections to the order being made permanent are received within the 6-month initial trial period then these have to be thoroughly considered before a final decision is taken. The County Council has considered the provisions of sections 1 and 122 Road Traffic Regulation Act 1984 and considers that it is expedient to make the order for the reasons set out in this report. An Experimental Traffic Order can remain in operation for up to 18 months, during which time the County Council must decide if it should be made permanent. The permanent order can be challenged by way of judicial review within 6 weeks of the date the order is made.

### 4.4 Equality and Diversity Implications

The following bullet points set out details of significant implications identified by officers:

- Those who need a motor vehicle to travel may be adversely affected by the modal filters as they may have to travel further.
- Those who walk, wheel or cycle may be positively affected by the schemes which enhance crossings and reduce speeds or reduce through traffic in residential streets to improve safety and the attractiveness of a road or area.

An Equality Impact Assessment is included as Appendix 4

#### 4.5 Engagement and Communications Implications

The following bullet points set out details of significant implications identified by officers:

- Consultation was undertaken as set out in bullet points 1.7 & 1.8 and Appendix 1
- Letters were sent out to local residents before and after implementation of the modal filters
- Stakeholders were engaged with following analysis of the first monitoring surveys

#### 4.6 Localism and Local Member Involvement

The following bullet points set out details of significant implications identified by officers:

- There has been significant engagement with the local community and local members on many of the schemes
- Site meetings have been held and changes to layout and signage made in response as well as additions such as reversing the one-way section on Vinery Road.

#### 4.7 Public Health Implications

The following bullet points set out details of significant implications identified by officers:

- Features such as improved crossings, speed limit reduction and traffic reduction improve safety for more vulnerable users and can improve air quality in local areas.
- Making places safer and more attractive for active travel encourages people to walk and cycle and therefore incorporate physical activity into their everyday lives.

#### 4.8 Climate Change and Environment Implications on Priority Areas

##### 4.8.1 Implication 1: Energy efficient, low carbon buildings.

Neutral:

##### 4.8.2 Implication 2: Low carbon transport.

Positive

Features such as improved crossings, speed limit reduction and traffic reduction improve safety for more vulnerable users and encourage people to walk and cycle for local journeys

##### 4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Positive

Permanent schemes will introduce some additional landscaping features to replace small areas of tarmac.

##### 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Neutral

##### 4.8.5 Implication 5: Water use, availability and management:

Neutral

##### 4.8.6 Implication 6: Air Pollution.

Positive

Where measured monitoring surveys have indicated a reduction in air pollution at the location of modal filters.

- 4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.  
Neutral

Have the resource implications been cleared by Finance?

Yes

Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement and Commercial?

Yes

Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or Pathfinder Legal?

Yes

Name of Legal Officer: Stephen Randall

Have the equality and diversity implications been cleared by your EqIA Super User?

Yes

Name of Officer: David Allatt

Have any engagement and communication implications been cleared by Communications?

Yes

Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact?

Yes

Name of Officer: David Allatt

Have any Public Health implications been cleared by Public Health?

Yes

Name of Officer: Iain Green

If a Key decision, have any Climate Change and Environment implications been cleared by the Climate Change Officer?

Yes

Name of Officer: Emily Bolton

## 5. Source documents guidance

## 5.1 Source documents

The consultation report can be found here: [Active Travel Fund Tranche 2 - Cambridgeshire County Council](#)

Written responses (redacted) to the ETROs can be provided on request.