

**QUEEN EDITH'S WAY, CAMBRIDGE, PROPOSED WALKING AND CYCLING IMPROVEMENTS**

*To:* **Economy and Environment Committee**

*Meeting Date:* **10<sup>th</sup> November 2016**

*From:* **Graham Hughes, Executive Director – Economy, Transport and Environment**

*Electoral divisions:* **Cherry Hinton and Queen Edith's**

*Forward Plan ref:* **2016/056** *Key decision:* **Yes**

*Purpose:* **To note the results of the consultation on proposed walking and cycling improvements in Queen Edith's Way, and to consider next steps.**

*Recommendation:* **Committee are asked to approve:**

**a) The implementation of a Dutch style roundabout at Queen Edith's Way/Mowbray Road/Fendon Road junction; and,**

**b) Further public engagement with residents and stakeholders on improvements for walking and cycling in Queen Edith's Way.**

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## **1. BACKGROUND**

- 1.1 Queen Edith's Way links Cherry Hinton to Addenbrooke's. The road is predominantly residential in character, comprising a mix of post war housing set back behind grass verges, with some highway trees in places. **Plan 1** shows the location of Queen Edith's Way.
- 1.2 Currently the only cycling provision is a narrow, shared use path which gives rise to daily conflict between pedestrians and cyclists. Many cyclists choose to ride in the relatively narrow road which is also a bus route. There have been 33 accidents in Queen Edith's Way in the last five years, 25 involving collisions between cars and cycles. The accidents are generally centred around junctions and the Fendon Road roundabout. The Sustainable Travel Manager at Addenbrooke's has described Queen Edith's Way as the worst approach route for cycling to the hospital.
- 1.3 Massive employment growth is planned at both the Addenbrooke's end of Queen Edith's Way (Cambridge Biomedical Campus, Astra Zeneca, Papworth Hospital etc) and near Cherry Hinton (Peterhouse Business Park and expansion of ARM). In terms of current forecasts around employment growth in the area, by 2026 a further 10,500 new jobs will be in place at Cambridge Biomedical Campus. The traffic assessment for the site sets a target of 43% of employees arriving by bike. ARM is expanding too, which will generate more cyclists. Currently 25% of staff cycle to work.
- 1.4 This is also an important route for young people accessing educational establishments. Netherhall Secondary School and Sixth Form is located in Queen Edith's Way. The route is also used by children, accessing private schools and Sixth Form colleges located in the Hills Road/Long Road area and it is an important part of a route to primary schools in the area.

## **2. SCHEME DEVELOPMENT**

- 2.1 The suggestion of a scheme was made by Queen Edith's members some years ago. South Area Committee took on board the concerns raised, and recommended allocating S106 developer funding from the Southern Area Corridor Transport Plan. The Area Committee recommendation was endorsed by the Economy and Environment Committee on 21 October 2014. £3m was allocated to Robin Hood Junction, Cherry Hinton Road and Queen Edith's Way.
- 2.2 The initial budget assumed for Queen Edith's Way was £1.2million given its significant length, though additional specific S106 funds of £225,000 from the Cambridge Biomedical Campus development look likely, thus increasing the scheme budget further.
- 2.3 An initial round of consultation took place in summer 2015 with over 1,100 responses. This revealed that 67% of people felt that improvements were needed to the cycling and walking facilities, and that 39% of people felt unsafe cycling on Queen Edith's Way. The need to improve safety at Fendon Road/Queen Edith's Way roundabout emerged as a major concern.
- 2.4 In March 2016 a stakeholder workshop was held at Netherhall School. The event was attended by local residents and organisations including Stagecoach, Camcycle, Federation

of Cambridge Residents Associations, Queen Edith's Community Forum and ARM. Stakeholders in mixed groups were asked to sketch out possible options using cross sections of the available highway for each section. The workshop helped to shape the proposals for the next stage of the consultation and also helped stakeholders to appreciate the limited space available within the cross section.

- 2.5 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.

### 3. PROPOSALS

- 3.1 Queen Edith's Way was broken down into sections for consultation as one length is part of the Ring Road, a 30mph speed limit, and is wider, whereas the other length is now 20mph, not part of the Ring Road, and narrower. The sections are shown in **Plan 2**. Cross sections and montages of each of the options can be seen at this link: <http://tinyurl.com/zvwlfmx>
- 3.2 In the wider length from Fendon Road to Hills Road (Section One), which forms part of the Ring Road, two options were developed for consultation. The cross section of Option One comprises verge, footway and new raised cycleway, whereas in Option Two it comprises footway, verge and new raised cycleway. In both cases the cycleway proposed would be similar, although narrower, to that seen in Hills Road. In this length there is no existing verge or trees next to the carriageway so there would be no loss of verges or highway trees with either option.
- 3.3 For Fendon Road roundabout (Section Two) a Dutch style roundabout is proposed. This type of arrangement has parallel priority crossings (cycle and pedestrian zebra crossings) on each arm, and an annular ring around the edge to enable pedestrians and cyclists to have priority over motor traffic. This type of arrangement has been trialled successfully at the Transport Research Laboratory, and schemes are being developed by Transport for London and Newcastle City Council. Such a design builds on the scheme at Perne Road/Radegund Road implemented in 2013 which has seen a large drop in recorded injury accidents.
- 3.4 In the narrower non ring road length (Section Three) two options were developed for consultation. The cross section of Option One comprises verge, footway and new cycleway, whereas in Option Two it comprises footway, verge and new cycleway.
- 3.5 The carriageway would be narrowed to five metres in width, between two advisory cycle lanes. A similar arrangement has been in place in Gilbert Road (also a bus route) since 2010, though in Gilbert Road the carriageway is 5.6 metres wide, with 1.8 metre wide cycle lanes. In nearby Cherry Hinton High Street (also a bus route) a carriageway width of 4.6 metres has been implemented. Monitoring at Cherry Hinton is being undertaken to gauge its effectiveness. Current traffic flows of 7,000 vehicles per day (7am-7pm) in Queen Edith's Way are the same as those in Cherry Hinton High Street (flows in Gilbert Road are higher).

- 3.6 Option One retains the section of verge directly adjacent to properties, retains encroaching hedges, but it requires the loss of verge next to the carriageway which includes street trees. Option Two requires the loss of verge directly adjacent to properties, and the chopping back of any encroaching hedging. The section of verge nearest the carriageway would be reduced in width with many existing trees lost, however these would be replaced by a new tree planting scheme. Option Two would be a more costly option.
- 3.7 Parking restrictions were also included in the consultation to ensure that new cycling provision is not blocked by cars, though loading and unloading would be permitted.
- 3.8 Depending on the options selected, floating bus stops may be included in the scheme.

#### **4. CONSULTATION**

- 4.1 The consultation took place in summer 2016 with three public drop in events held. 647 responses were recorded, 155 were from residents living on Queen Edith's Way. More details of the results can be viewed in **Appendix 1**.
- 4.2 In the length from Hills Road to Fendon Road the preferred option is Option One with 68% of respondents supporting or strongly supporting it. Amongst Queen Edith's Way residents support and opposition for each option was almost equally split, with a slight preference for Option One.
- 4.3 In the length from Fendon Road to Cherry Hinton Road the preferred option is Option One with 63% of respondents supporting or strongly supporting it. Amongst Queen Edith's Way residents there was more opposition than support for both options.
- 4.4 The proposed roundabout changes are well supported (433 people supporting, and 115 opposing) by Queen Edith's Way residents and non residents alike.
- 4.5 Camcycle feel that in Section One the cross sections proposed should be re-examined to see if it is possible to place a line of trees between the motor traffic and cycle lanes. This is possible but only if fluted trees with tall canopies are used otherwise it has an impact on cycleway and footway widths. They strongly support the roundabout and for Section Three on balance they are supportive of the proposed options.
- 4.6 A petition of 270 signatures was also received opposing all options proposed, and a further letter was received from a large number of residents who live in the Hills Road to Fendon Road length stating that they do not wish to have a scheme at all, and they oppose all options proposed.
- 4.7 A well attended public meeting organised by residents has also been held since the consultation closed. Councillors Bates and Cearns have also met with the petitioners, and with the head teacher of Netherhall School.
- 4.8 The local County Councillor for Queen Edith's has also been engaging widely. From these meetings and discussions, it is clear that residents are concerned about the loss of trees and grass verges, and that their primary concern is the safety of young people cycling in the area. A preference to widen the existing shared use paths, with minimal loss of trees and verges is emerging as a preferred option by residents, but such a layout would not give

much of an improvement and would not suitably cater for the inevitable growth in commuter cyclists.

## **5. MAIN ISSUES**

- 5.1 The Dutch style roundabout is likely to improve safety for pedestrians and cyclists, as well as providing priority and convenience at what is currently a difficult location for these users. It may have a small, localised impact on motorised traffic in terms of slight delays on this part of the Ring Road, and would impact slightly on bus services, albeit not Busway or Park and Ride services. There is good support from the consultation to take the scheme forward and to commence detailed design.
- 5.2 Despite support for Option One in the consultation, particularly in the length from Hills Road to Fendon Road, it now appears that neither Option One nor Option Two are well supported in either length by local residents. In Section One from Hills Road to Fendon Road there seems no appetite for a scheme from residents living in this part of Queen Edith's Way. In Section Three from Fendon Road to Cherry Hinton the concerns are loss of grass verge and trees, and worries around narrow traffic lanes with less confident cyclists occasionally sharing space with buses.
- 5.3 The creation of a Local Liaison Forum and a period of further engagement would give an opportunity to share the monitoring results from Cherry Hinton High Street, re-examine the cross sections available in a workshop format, and give more time to develop a scheme with a higher level of local support and buy in. In undertaking further engagement, officers will need to impress upon stakeholders and residents the need to balance issues around employment growth and the needs of commuter cyclists, with local concerns and the needs of younger people cycling to school.
- 5.4 Works to implement a layout in nearby Cherry Hinton High Street that would be similar to Option One proposed in Section Three have just been completed, and post scheme monitoring is taking place. Stagecoach in particular have been very complimentary about the new layout: they have said it allows buses more space when passing cyclists, and the flexibility to use relatively wide cycle lanes if needed; it also encourages compliance with the 20mph speed limit.
- 5.5 The approach of further engagement is supported by the local member, and those active in organising the petition.
- 5.6 The County Council is in talks with an organisation called the Dutch Cycling Embassy which is a group of experts funded by the Dutch government to support other European neighbours in developing cycling projects. It is hoped that the Dutch Cycling Embassy will cement a partnership with the County Council to support in particular the detailed design of the Dutch style roundabout, and to assist in the development of a better supported option for the main lengths of Queen Edith's Way.

## **4. PROGRAMME AND COSTS**

- 5.1 The scheme budget is £1.425 million
- 5.2 The Cycling Projects Team is wholly funded by capital grants and as such all staff time is

booked to projects. Additional engagement, and further development of options will result in less budget available to build a scheme.

- 5.3 In terms of programme, further engagement will push back a date for scheme delivery. There are other schemes coming forward in this part of the city, and the need to co-ordinate roadworks means that delivery of a scheme is likely to follow works at Robin Hood junction and in Hills Road planned for the first half of 2017, and a scheme planned for Fulbourn Road due to start later in 2017. This means a potential start date of Spring 2018 at the earliest.

## **6. CONCLUSION AND RECOMMENDATIONS**

- 6.1 There is good support for a Dutch style roundabout, and working with the Dutch Cycling Embassy will ensure the very best design is developed for a scheme that is likely to attract national interest, but giving a local benefit.
- 6.2 It is clear that further engagement is required to develop the other scheme elements, and to work towards a higher degree of local buy-in and support. Recognition should be made of the fact that this is a strategic route for commuter cyclists as well as a route for school children, and an important piece of infrastructure to ensure that the many new employees going to key business sites do so by more sustainable transport modes.

## **7. ALIGNMENT WITH CORPORATE PRIORITIES**

### **7.1 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.

### **7.2 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.

### **7.3 Supporting and protecting vulnerable people**

Good quality separate cycling infrastructure potentially means less cycling on footways, and less conflict with elderly and disabled people. The new roundabout proposal will make it easier to cross the road.

## **8. SIGNIFICANT IMPLICATIONS**

### **8.1 Resource Implications**

The scheme is capital funded through S106 developer contributions totalling £1.425million. The scheme is being designed to ensure minimal maintenance and revenue costs.

## **8.2 Statutory, Risk and Legal Implications**

There are no significant implications within this category.

## **8.3 Equality and Diversity Implications**

There are no significant implications within this category.

## **8.4 Engagement and Consultation Implications**

There has been extensive public and stakeholder consultation as set out in Sections 2 and 4.

If the recommendations are agreed, then there will be further engagement, and a Local Liaison Forum will be established.

## **8.5 Localism and local member engagement**

There has been extensive public and stakeholder consultation as set out in Sections 2 and 4.

If the recommendations are agreed, then there will be further engagement, and a Local Liaison Forum will be established.

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

## **8.6 Public Health Implications**

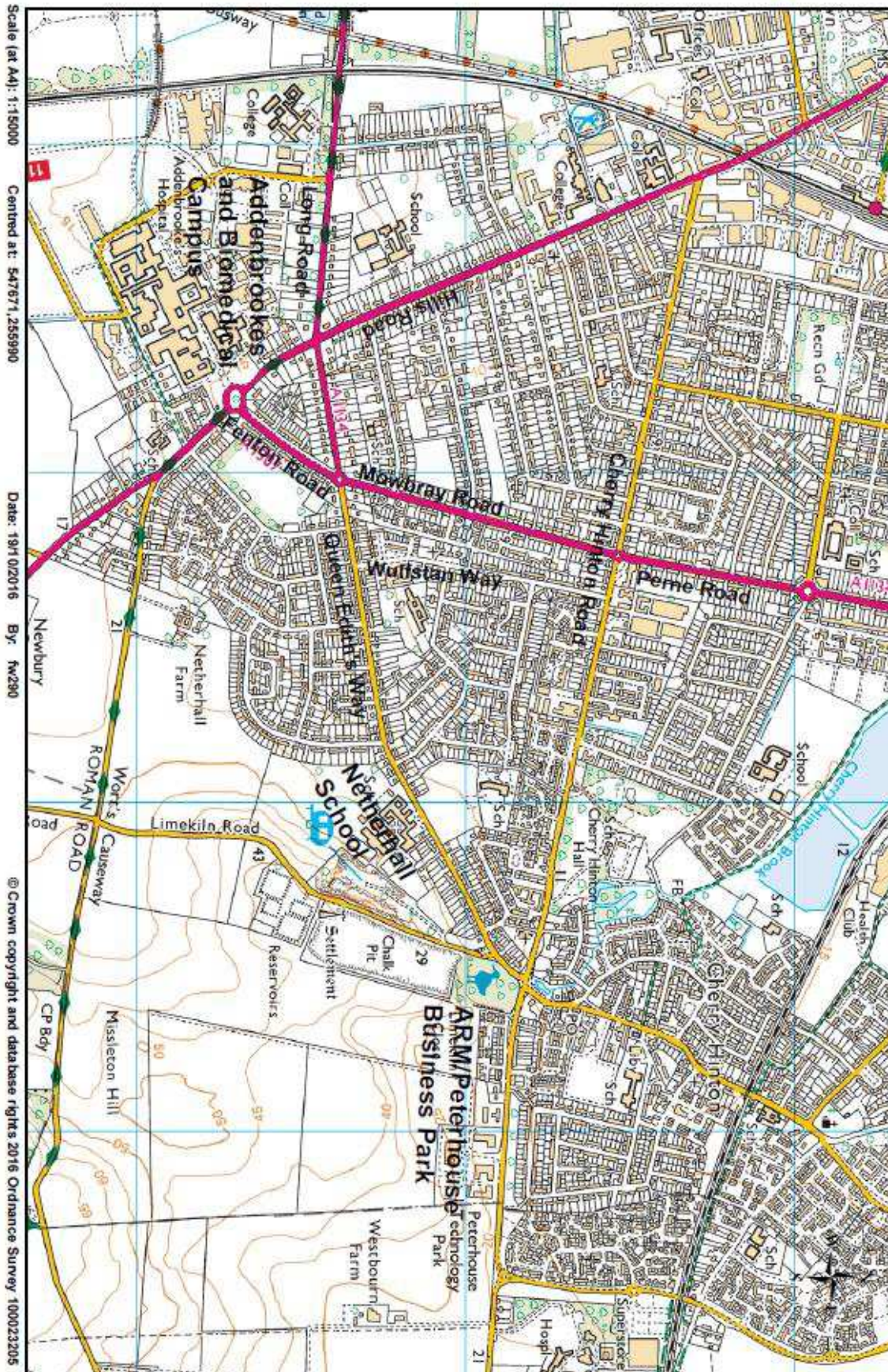
More people cycling and walking undoubtedly contributes to improved public health. Cycling is a physical activity that can prevent ill health and improve health. It is important that people are supported and encouraged to be physically active and any efforts should focus upon interventions that mitigate any barriers like perceived safety risks.

The Transport and Health Joint Strategic Needs Assessment makes reference to encouraging short trips of less than 2km within the city to be undertaken on foot or by cycle. The proposals support and encourage this.

<b>Source Documents</b>	<b>Location</b>
Consultation responses and petition	Room 310, Shire Hall, Cambridge



## PLAN 1 – Location plan





## PLAN 2

### Proposed Improvement Areas along Queen Edith's Way



## APPENDIX 1

# Queen Edith's Way

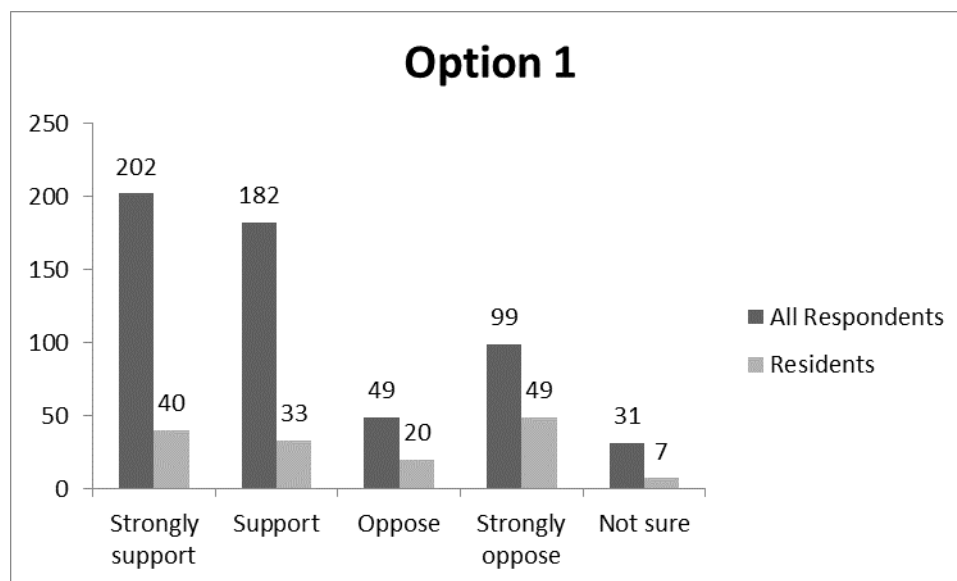
## Consultation Results

August 2016

### 1: To what extent do you support the proposed options in Section 1: Hills Road to Fendon Road Roundabout?

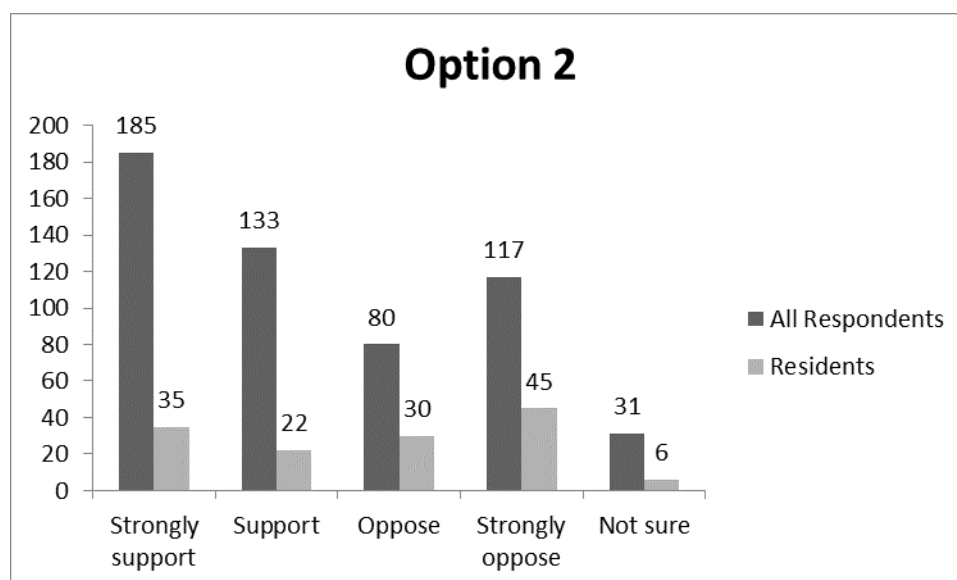
#### Option 1

This option retains part of the grass verge between property boundaries and the footpath.



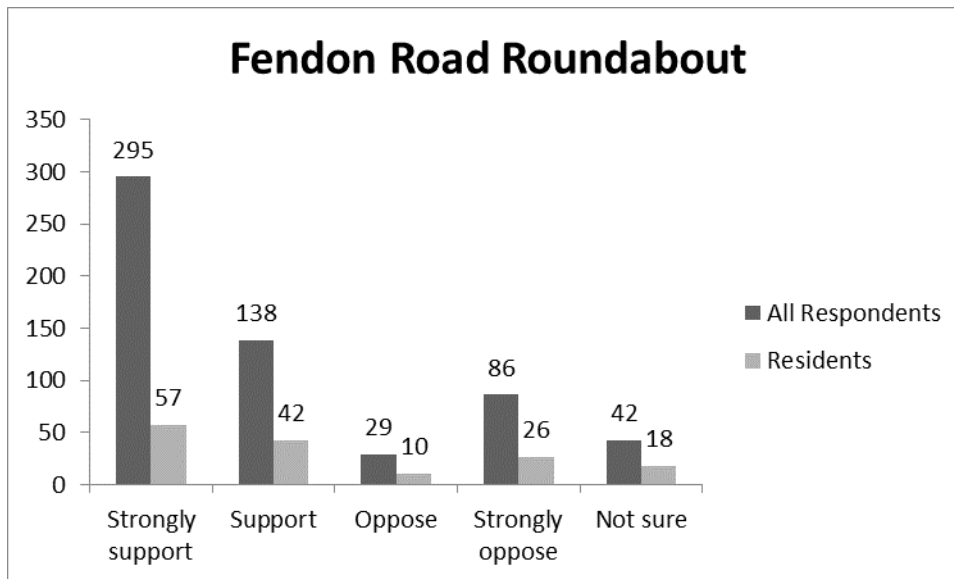
#### Option 2

Under this option a new grass verge would be created between the footpath and the cycle lane where new trees and lamp columns could be located. The existing grass verge between the property boundary and the footpath would be removed.



## 2: To what extent do you currently support the proposed option in Section 2: Fendon Road Roundabout?

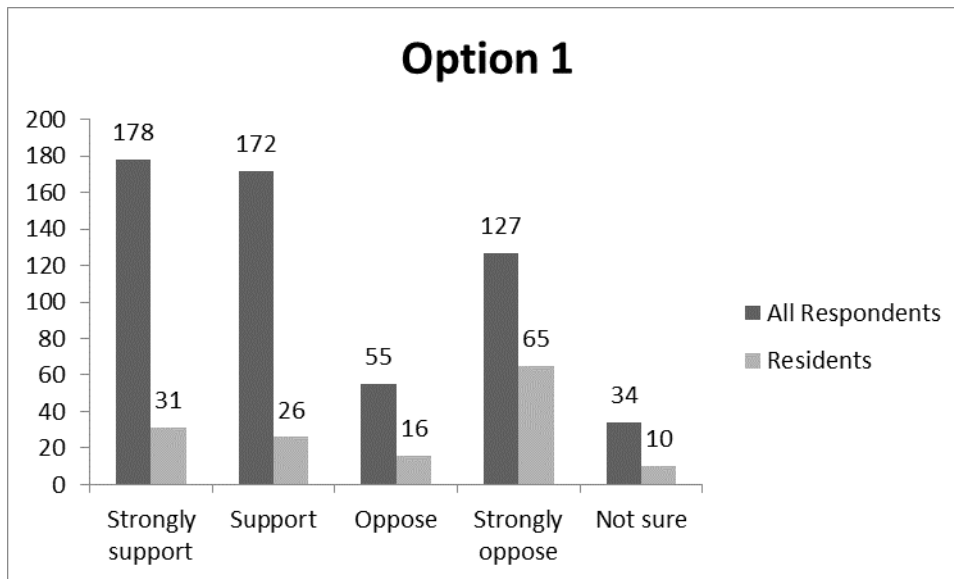
The proposals to the roundabout include an orbital cycle lane which allows cyclists to travel separated from traffic and have priority over the arms of the roundabout. The geometry of the roundabout would be tightened to reduce speed and improve visibility.



### 3: To what Extent do you support the proposed options in Section 3: Fendon Road Roundabout to Cherry Hinton Road?

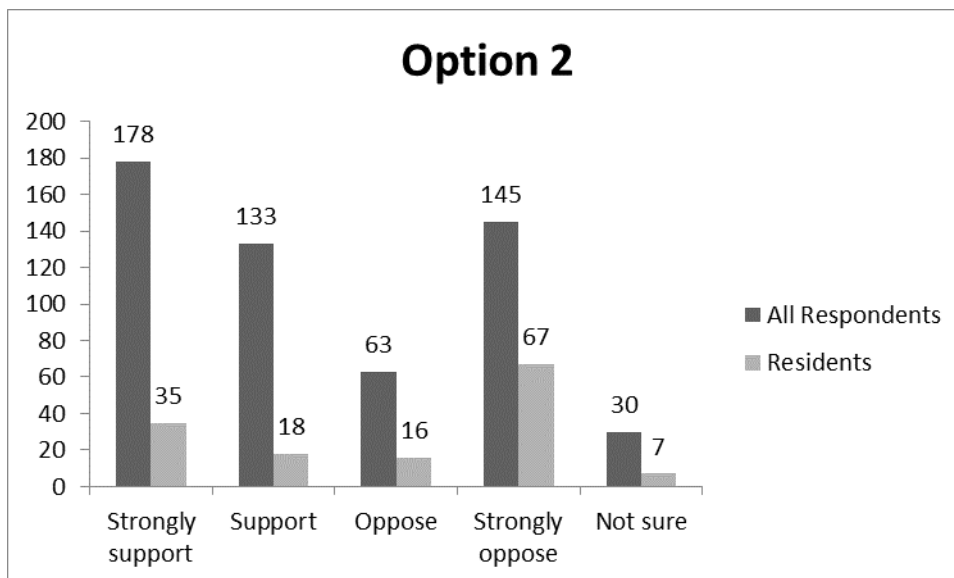
#### Option 1

This option retains part of the grass verge between the property boundary and the footpath.



#### Option 2

Under this option a new grass verge would be created between the footpath and the cycle lane where new trees and lamp columns could be located. The existing grass verge between the property boundary and the footpath would be removed.



<b>Implications</b>	<b>Officer Clearance</b>
<b>Have the resource implications been cleared by Finance?</b>	Yes Name of Financial Officer: D Parcell
<b>Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?</b>	Yes Name of Legal Officer: F McMillan
<b>Are there any Equality and Diversity implications?</b>	Yes Name of Officer: T Oviatt-Ham
<b>Have any engagement and communication implications been cleared by Communications?</b>	Yes Name of Officer: M Miller
<b>Are there any Localism and Local Member involvement issues?</b>	Yes Name of Officer: P Tadd
<b>Have any Public Health implications been cleared by Public Health</b>	Yes Name of Officer: T Campbell