

CAMBRIDGE CITY JOINT AREA COMMITTEE



Cambridgeshire
County Council

Date: Tuesday, 24 October 2017

Democratic and Members' Services

Quentin Baker

LGSS Director: Law and Governance

16:30hr

Shire Hall
Castle Hill
Cambridge
CB3 0AP

Kreis Viersen Room

Shire Hall, Castle Hill, Cambridge, CB3 0AP

AGENDA

Open to Public and Press

1 Apologies

2 Declarations of Interest

Guidance for Councillors on declaring interests is available at:

<http://tinyurl.com/ccc-conduct-code>

3 Minutes of the meeting held 13th June 2017

3 - 4

4 Petitions

5 Parking charges

5 - 16

**6 Traffic Regulation Order objections associated with two-way
cycling in one-way streets**

17 - 52

The Cambridge City Joint Area Committee comprises the following members:

Councillor Kevin Blencowe (Chairman) Councillor Linda Jones (Vice-Chairwoman)

Councillor Donald Adey Councillor Dave Baigent Councillor Gerri Bird Councillor Richard Robertson and Councillor Damien Tunnacliffe Councillor Donald Adey Councillor Noel Kavanagh Councillor Ian Manning Councillor Elisa Meschini and Councillor Amanda Taylor

For more information about this meeting, including access arrangements and facilities for people with disabilities, please contact

Clerk Name: Ruth Yule

Clerk Telephone: 01223 699184

Clerk Email: ruth.yule@cambridgeshire.gov.uk

The County Council is committed to open government and members of the public are welcome to attend Committee meetings. It supports the principle of transparency and encourages filming, recording and taking photographs at meetings that are open to the public. It also welcomes the use of social networking and micro-blogging websites (such as Twitter and Facebook) to communicate with people about what is happening, as it happens. These arrangements operate in accordance with a protocol agreed by the Chairman of the Council and political Group Leaders which can be accessed via the following link or made available on request: <http://tinyurl.com/cccfilm-record>.

Public speaking on the agenda items above is encouraged. Speakers must register their intention to speak by contacting the Democratic Services Officer no later than 12.00 noon three working days before the meeting. Full details of arrangements for public speaking are set out in Part 4, Part 4.4 of the Council's Constitution <https://tinyurl.com/CCCprocedure>.

The Council does not guarantee the provision of car parking on the Shire Hall site and you will need to use nearby public car parks <http://tinyurl.com/ccccar-park> or public transport

CAMBRIDGE CITY JOINT AREA COMMITTEE (CJAC): MINUTES

Date: Tuesday 13th June 2017

Time: 4.30pm – 4.45

Place: Kreis Viersen Room, Shire Hall, Cambridge

Present: County Councillors Adey, Jones, Kavanagh, Meschini and Taylor
City Councillors Baigent, Bird, Blencowe, Robertson and Tunnacliffe

Also in attendance: City Councillor Holt

1. ELECTION OF CHAIRMAN/WOMAN FOR THE MUNICIPAL YEAR 2017-18

It was resolved to elect City Councillor Kevin Blencowe Chairman of the Committee for the municipal year 2017-18.

2. ELECTION OF VICE-CHAIRMAN/WOMAN FOR THE MUNICIPAL YEAR 2017-18

It was resolved to elect County Councillor Linda Jones Vice-Chairwoman of the Committee for the municipal year 2017-18.

3. DECLARATIONS OF INTEREST

None.

4. MINUTES OF THE MEETING HELD 14th MARCH 2017

The minutes of the meeting held on 25th March 2015 were agreed as a correct record and signed by the Chairman, subject to changing Rock Road to Hartington Grove in the second paragraph of minute 65, and changing 'suggested' to 'showed' in the penultimate bullet point of minute 65 (to give 'the Mott McDonald survey of on-street parking showed that there would be sufficient space').

5. PETITIONS

None.

6. MORLEY AREA RESIDENTS' PARKING SCHEME

The Committee received a report setting out the background to the current proposal, which had first been considered by the Committee on 14 March 2017. Members noted that, due to an administration error for which officers apologised, the recommendations before Committee on 14 March had referred only to Plans A-C, although Plan D had been included in the report and the discussion. The Committee was now being asked to remedy this omission.

Members noted that the implementation scheme was being finalised, and road marking and signage work for the scheme was expected to start in August or September 2017.

It was resolved unanimously to:

- i. Approve the parking controls shown in Plan D, as advertised (appendix 1 of the report before Committee).

7. TRAFFIC REGULATION ORDER OBJECTION ASSOCIATED WITH HAYMARKET ROAD, CAMBRIDGE

The Committee received a report inviting it to determine an objection to the installation of a disabled parking place on Haymarket Road. Members noted that local members County Councillor Richards and City Councillors Hipkin and Holland had expressed their continuing support for the proposal, and that City Councillor Holt, who was present, also supported the proposal. Members noted that the proposed parking bay was sited as close as practicable to the applicant's residence.

It was resolved unanimously to

- a) implement the restriction as advertised
- b) inform the objector accordingly.

Chairman

PARKING CHARGES

To: Cambridge City Joint Area Committee

Meeting Date: 24th October 2017

From: Parking Manager, Cambridge City Council and
Traffic Manager, Cambridgeshire County Council

Electoral division(s): Cambridge

Purpose: To consult CJAC on proposals to changes to permit fees
for residents' parking and on-street and off-street parking
charges

Recommendation: To consider and comment on the proposals for changes to

- a) Residents' and Visitor Parking Permit Charges
- b) On-Street Parking Charges
- c) Off-Street Parking Charges

<i>Officer contact:</i>	
Name:	Sonia Hansen (Cambridgeshire County Council) Sean Cleary (Cambridge City Council)
Post:	Traffic Manager Parking Manager
Email:	Sonia.hansen@cambridgeshire.gov.uk Sean.cleary@cambridge.gov.uk
Tel:	Sonia Hansen 01223 743817 Sean Cleary 01223 458287

1. BACKGROUND

- 1.1 Cambridgeshire County Council and Cambridge City Council support the aims of the Greater Cambridge Partnership to ease congestion and prioritise sustainable and active travel, making it easier for people to travel by bus, rail, cycle or on foot.
- 1.2 Effective management and charging of car parking can be used as a traffic management tool to encourage and incentivise modal shift to more sustainable methods of travel which will help to ease congestion and improve air quality.
- 1.3 Current responsibility for setting parking charges in Cambridge is as follows -
 - On-street residents' parking schemes permit fees – County Council
 - On-street parking bays – County Council
 - Off-Street council owned multi-storey and surface car parks – City Council
- 1.4 County Council officers have been working with Cambridge City Council, developing a 'joined-up' approach to managing parking with the aims of tackling congestion and promoting modal shift whilst still supporting local business by allowing some short-stay parking within the city centre and encouraging greater use of Park and Ride.
- 1.5 A parking charge of £1 a day was introduced to all Park and Ride sites in the county in 2014 and following this an 18% reduction in the use of Park and Ride buses was seen. It is anticipated that the removal of this parking charge would significantly help to incentivise the use of Park and Ride, encourage greater patronage of Park and Ride bus services and simplify ticketing – just one fee for the bus rather than a parking fee and a bus fare. The County Council are planning to remove the £1 parking charge making the parking element of Park and Ride free from April 2018.
- 1.6 The Greater Cambridge Partnership has previously agreed funding towards the implementation costs of the expansion of resident parking schemes in Cambridge with the aim of increasing on-street parking controls to ease congestion. The Morley scheme is currently being implemented and will go live in November. There are four further schemes going out for public consultation in October – Accordia, Newnham, Staffordshire and East Coleridge. Three further schemes are in the development stages for public consultation which is likely to start in the early part of 2018 these being – Elizabeth, Victoria and Coleridge West. Following on from this further schemes will be developed over the next 3-4 years in a phased approach and in-line with the development of further Greater Cambridge Partnership initiatives to ease congestion and improve sustainable travel options.
- 1.7 The County Council proposals will be presented to Highways and Community Infrastructure Committee for approval in November 2017.

2. RESIDENTS' PARKING PERMIT CHARGES

- 2.1 Residents' and visitors permit charges have not been increased since 2011. Since this time the cost of providing residents' parking schemes across the city has increased whilst income has generally remained at the same level.
- 2.2 An initial review of permit costs and revenue was undertaken in January 2016 which showed a deficit in the region of £88k. Subsequent cost saving and contractual changes has reduce this deficit to around £13k.

- 2.3 This deficit will be further compounded with the introduction of permit limits in-line with the new Residents' Parking Policy and in particular the limit on visitor permits (20 permits per applicant each permit allowing 5 visits) and to a lesser extent the new limit on the number of residents' permits set at 3 per household. Initial investigations have shown a possible drop of around 7,500 permits which at the current permit cost, may result in a loss in the region of £60k.
- 2.4 Based on the expected costs to be met in coming years, permit costs have been reviewed and set at levels that can be expected to generate the income required to cover the cost of providing the service.
- 2.5 Whilst residents' parking schemes are not a device to be used to generate a surplus, permit costs can be used as a traffic management tool in-line with the County Council's Local Transport Plan aims of encouraging a modal shift towards more sustainable methods of transport. Any surplus made will be reinvested in-line with the Road Traffic Regulation Act 1984.
- 2.6 The introduction of a 'standard' scheme charge of £52 (9am to 5pm Monday to Friday) has been used as a base from which the charges for the other scheme regimes have been calculated. New scheme proposals will use the 'standard' charge of £52 (£1 per week) with an additional charge of £1.25 per hour for each additional hour of operation. The proposed 'standard' permit charge covers the basic cost of enforcement, administration and maintenance (signs & lines). Set out below are the details of both the existing charges along with the proposed new charges to be implemented from April 2018.

Operational Hours	Current Residents' Permit Fees	Proposed Annual fee
Mon to Fri 9am-5pm (New 'Standard charge')	N/A	£52.00
Mon to Sat 9am-5pm	£52.00	£62.00
All days 9am-5pm	£60.00	£72.00
Mon to Sat 9am-8pm	£70.00	£84.50
Mon to Sat 8am-8pm	£76.00	£92.00
All days 9am-8pm	£81.00	£98.25

- 2.7 Visitors' permit fees are currently £8, each permit allows 5 visits per permit which equates to £1.60 per day. It is proposed to increase the visitor permit fee to bring it in-line with the cost of using Park and Ride, currently £3 a day omitting the additional £1 parking charge. The aim of this increase is to encourage the use of more sustainable travel methods such as walking, cycling and public transport thus reducing congestion in the city in-line with the Residents' Parking Policy. Set out below are details of the both the existing charge along with the proposed fee.

Operational Hours	Current Visitors' Permit Fee	Proposed fee
Visitor Permit	£8.00	£15.00

- 2.8 The introduction of additional permit types such as tradespeople permits and continuation of existing permits such as the free medical permits, offers residents a number of options enabling them to prioritise the use of visitor permits to their visitors. An overall reduction in the use of visitor permits will help to reduce the demand on limited residents' parking spaces.

- 2.9 It is proposed that tradespeople permits are fixed at the same rate as a visitor permit, £3 per day plus a £5 administration fee and Temporary Hire Car permits are fixed at the same rate as the residents' permit charge. An administration fee of £5 is proposed to cover the associated cost of replacing a permit or generating a refund and a 20% discount is offered on residents' permit for low emission vehicles (vehicles registered after March 2001 with CO2 emission less than 75g/km).

3. ON-STREET PARKING CHARGES

- 3.1 On-street Parking Charges were last increased in 2014. The charges have been reviewed and some minor increases are proposed taking account of inflation and in support of the aims of tackling peak time congestion and discouraging long -stay commuter parking in the City Centre.
- 3.2 The current and proposed charges are set out in appendix 1.

4. OFF-STREET PARKING CHARGES

- 4.1 Proposals for changes to off-street car parking charges need to be consistent with the following strategic objectives:
- a) To provide car access to the city centre for those who need it as part of the integrated transport and access strategy for Cambridge set out in the County Council's Local Transport Plan
 - b) To minimise queuing in order to protect local environmental quality, minimise customer stress and reduce congestion and improve air quality
 - c) To support the vitality and viability of the city centre, particularly the business, retail and leisure sectors. The city centre car parks are particularly important to the success of the evening and night-time economy and Sunday trading
 - d) To provide a high quality of customer service, particularly in relation to information, convenience and personal safety.

4.2 Principles

The task of setting parking charges has to balance a variety of sometimes-conflicting aims. The current proposals will be consistent with the above major objectives and also contribute to the medium term objective of reducing Cambridge's carbon footprint. At the same time charges need to be consistent with policy that encourages the shift away from on-street parking to off-street parking and from car parking to Park and Ride services and other sustainable alternatives to car use. Proposals for 2018/19 are driven by the need to continue to deliver these key aims.

5. ALIGNMENT WITH CORPORATE PRIORITIES

5.1 Developing the local economy for the benefit of all

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

- Effective parking management encourages the use of more sustainable modes of transport, which will reduce congestion, support economic growth and reduce air pollution.

5.2 Helping people live healthy and independent lives

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

- Balanced parking provision and effective parking management will offer those with special needs real choices throughout the city by improving transport links and pedestrian access.
- Reduced congestion will have a positive impact on air quality levels.

5.3 Supporting and protecting vulnerable people

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

- Blue badge holders can park for free in line with the conditions set out in the blue badge scheme.
- Free medical permit for those receiving medium/long term care in their homes are available which provides an exemption from having to purchase visitor permits for carers

6. SIGNIFICANT IMPLICATIONS

6.1 Resource Implications

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

- The Greater Cambridge Partnership Executive Board approved funding of the associated scheme implementation costs for residents' parking schemes.
- The ongoing revenue costs of running Residents' Parking Schemes will be generated via the purchase of permits and the schemes should be cost neutral to the council.

6.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this priority

6.3 Statutory, Legal and Risk Implications

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

- Failure to manage parking effectively will increase congestion, air pollution and undermine road safety.
- Failure to cover the cost associated with on-street parking management will have a negative impact on budgets.
- The Council has power under the Road Traffic Regulation Act 1984 to set and review charges for parking in its area. In doing so it has to have regard to the objectives of the Act "to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway". The procedure for amending the charges is set out in the Local Authorities'

Traffic Orders (Procedure) (England and Wales) Regulations 1996. There is no statutory obligation to consult on the proposals to increase the cost of parking permits and the Council need only give 21 days' notice that they intend to do so. As set out in 2.2 above it is essential to ensure that any rise in the cost of providing parking permits does not have the motive of generating income for the council."

- The Council's Traffic Management duties under the RTRA 1984 and the Traffic Management Act 2004 mean that as well as having regard to the cost of scheme administration and enforcement, charging regimes should also have regard to traffic management considerations and therefore the setting of charges can legitimately be used as a method of restraining demand to enable more effective traffic management.

6.4 Equality and Diversity Implications

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

- Interaction with local Members, stakeholder groups and residents has played a key role in developing the residents' parking policy that meets the need of all.
- Community Impact Assessments were carried out for the Residents' Parking Policy and Residents' Parking Scheme Delivery Plan and can be viewed via the link at the end of this report in source documents.

6.5 Engagement and Communications Implications

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

- A communication plan for parking is key in developing parking proposals that best suit the local community

6.6 Localism and Local Member Involvement

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

- Local members have been involved in developing the Residents' Parking Schemes

6.7 Public Health Implications

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

- Effective management of parking can have an impact on reducing congestion and improving air quality

Implications	Officer Clearance
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 Finance?	Yes Name of Financial Officer: Paul White
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Tamar Oviatt-Ham

Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Eleanor Bell
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Tamar Oviatt-Ham
Have any Public Health implications been cleared by Public Health	No response Name of Officer: Iain Green

Source Documents	Location
Residents' Parking Policy	<u>Residents Parking Policy H&CI March 2017</u>

APPENDIX 1

On Street Pay and Display Parking Places – Current Parking Charges and Time Limits and Time Limits

TARIFF REFERENCE	TARIFF (Parking Charge)	TIME LIMIT	HOURS OF OPERATION excluding Bank Holidays and Public Holidays	STREETS OR PARTS OF STREETS
1	50p for 10 minutes	1 hour	Monday to Saturday 8.30 am to 6.30 pm	Free School Lane, King Street, Manor Street, Trumpington Street (north of Silver Street)
2	60p for 15 minutes	2 hours	Monday to Saturday 8.30 am to 6.30 pm	Jesus Lane, Park Terrace, Sun Street
3	50p for 15 minutes	2 hours	Sunday 9.00 am to 5 pm	Free School Lane, King Street, Manor St, Trumpington Street (north of Silver Street)
4	50p for 15 minutes	4 hours	Sunday 9.00 am to 5 pm	Brookside, Lensfield Road, Regent Street, Tennis Court Road, Trumpington Street (south of Silver Street) Park Terr
5	50p for 10 minutes	2 hours	Monday to Saturday 8.30 am to 6.30 pm	Brookside, Lensfield Road, Regent Street (south of Park Terrace), Tennis Court Road, Trumpington Street (south of Silver Street)
6	50p for 30 minutes	4 hours	Monday to Sunday 9.00 am to 5.00 pm	Gresham Road, Norwich Street, Russell Court, West Road
7	50p for 30 minutes	4 Hours	Sunday 9.00 am to 5.00 pm	Bateman Street, Castle Street, Chesterton Road (West of Victoria Avenue), Jesus Lane, Newnham Road (north of Fen Causeway, west side near Maltings Lane), Northampton Street) Panton Street, Pemberton Terrace, Pound Hill, Queens Road, Russell Street, Sun Street,
8	60p for 15 minutes	4 hours	Monday to Friday 9.30 am to 5.00 pm Saturday 9.00 am to 5.00 pm (No Stopping Monday to Friday 7.00 am to 9.30 am)	Newnham Road (north of The Fen Causeway, west side near Maltings Lane), Queen's Road
9	50p for 30 minutes	2 hours	Monday to Saturday 9.00 am to 5.00 pm	Bateman Street, Canterbury Street, Castle Street, Chesterton Road (west of Victoria Avenue), Chesterton Road (east of DeFreville Avenue, opposite numbers 168A to 170), DeFreville Avenue, Devonshire Road (east of Tenison Road), Emery Street, Ferry Path (Hamilton Road), Glisson Road, Gwydir Street (Mill Rd), Hamilton Road, Histon Road (North of Canterbury St), Humberston Road, Mawson Road, Mill Road Council Depot Access Road, Mill Street, Montague Road, Norfolk Street,

				Northampton Street, Norwich Street, Panton Street, Pemberton Terrace, Pound Hill, Russell Street, St. Barnabas Road,
10	50p for 30minutes	4 hours	Monday to Saturday 9.00 am to 5.00 pm	Abbey Road, Arthur Street, Aylestone Road, Beche Road, Devonshire Road(Mill Rd), Fisher Street, Gwydir Street (Cambridge Blue),Harvey Road, Histon Road(South of Canterbury St), Holland Street, Kingston Street, Newnham Road (south of The Fen Causeway, adjacent to Lammas Land), Ravensworth Gardens, St Paul's Road, St Peter's Street, Shelly Row,
11	50p for 30 minutes	8 hour	Monday to Sunday 9.00 am to 5.00 pm	Broad Street, Cutter Ferry Close, Lady Margret Road, Mount Pleasant, Newnham Walk, Ridley Hall Road, Sidgwick Avenue, Station Road, Trumpington Road, Union Road, Wordsworth Grove,
12	20p for 15 minutes	1 hour	Monday to Saturday 9.00 am to 5.00 pm	Chesterton Road (east of Victoria Avenue, outside numbers 34 to 46) Milton Road (Mitcham's Corner, layby adjacent to Springfield Road)
13	50p for 30minutes	8 hours	Monday to Saturday 9.00 am to 5.00 pm	Clarendon Road, Great northern Road,Huntingdon Road, Priory Road, River Lane, Saxon Road, St. Matthew's Street, Shaftesbury Road, Sturton Street, Tenison Avenue, Tenison Road (south of George Pateman Court), Walnut Tree Avenue
14	10p for 15minutes	30 minutes	Monday to Saturday 7.00 am to 5.00 pm	Newton Road
15	50p for 20minutes	20 minutes	Monday to Saturday 9.00 am to 5.00 pm	Parkside (o/s nos. 37-38)
16	£1.00 per hour	No maximum stay	Monday to Saturday 9.00 to 7.00pm	Shire Hall Car Park
17	£1.00 per hour	No maximum stay	Sundays 9.00 to 5.00pm	Shire Hall Car Park
18	£1.00 per hour	No max stay	Saturday only 9.00 am to 7.00pm	Castle Court Car Park

SCHEDULE 1

On Street Pay and Display Parking Places – Proposed Parking Charges and Time Limits

TARIFF REFERENCE	TARIFF (Parking Charge)	TIME LIMIT	HOURS OF OPERATION excluding Bank Holidays and Public Holidays	STREETS OR PARTS OF STREETS
1	60p for 10 minutes £1.20 for 20 minutes £1.80 for 30 minutes £2.40 for 40 minutes £3.00 for 50 minutes £3.60 for 1 hour	1 hour	Monday to Saturday 8.30 am to 6.30 pm	Free School Lane, King Street, Manor Street, Trumpington Street (north of Silver Street)
2	70p for 15 minutes £1.40 for 30 minutes £2.10 for 45 minutes £2.80 for 1 hour £3.50 for 1 hr 15 mins £4.20 for 1 hr 30 mins £4.90 for 1 hr 45 mins £5.60 for 2 hours	2 hours	Monday to Saturday 8.30 am to 6.30 pm	Jesus Lane, Park Terrace, Sun Street
3	60p for 15 minutes £1.20 for 30 mins £1.80 for 45 mins £2.40 for 1 hour £3.00 for 1 hr 15 mins £3.60 for 1 hr 30 mins £4.20 for 1 hr 45 mins £4.80 for 2 hours	2 hours	Sunday 9.00 am to 5 pm	Free School Lane , King Street, Manor St, Trumpington Street (north of Silver Street)
4	60p for 15 minutes £1.20 for 30 minutes £1.80 for 45 mins £2.40 for 1 hour £3.00 for 1 hr 15 mins £3.60 for 1 hr 30 mins £4.20 for 1 hr 45 mins £4.80 for 2 hrs £5.40 for 2 hrs 15 mins £6.00 for 2 hrs 30 mins £6.60 for 2 hrs 45 mins £7.20 for 3 hrs £7.80 for 3 hrs 15 mins £8.40 for 3 hrs 30 mins £9.00 for 3 hrs 45 mins £9.60 for 4 hours	4 hours	Sunday 9.00 am to 5 pm	Brookside, Lensfield Road, Regent Street, Tennis Court Road, Trumpington Street (south of Silver Street) Park Terr
5	60p for 10 minutes £1.20 for 20 mins £1.80 for 30 mins £2.40 for 40 mins £3.00 for 50 mins £3.60 for 1 hour £4.20 for 1 hr 10 mins £4.80 for 1 hr 20 mins £5.40 for 1 hr 30 mins £6.00 for 1 hr 40 mins	2 hours	Monday to Saturday 8.30 am to 6.30 pm	Brookside, Lensfield Road, Regent Street (south of Park Terrace), Tennis Court Road, Trumpington Street (south of Silver Street)

	£6.60 for 1 hr 50 mins £7.20 for 2 hours			
7	60p for 30 minutes £1.20 for 1 hour £1.80 for 1 hr 30 mins £2.40 for 2 hrs £3.00 for 2 hrs 30 mins £3.60 for 3 hrs £4.20 for 3 hrs 30 mins £4.80 for 4 hrs	4 Hours	Sunday 9.00 am to 5.00 pm	Bateman Street, Castle Street, Chesterton Road (West of Victoria Avenue), Jesus Lane,) Newnham Road, (North of Fen Causeway West side near Maltings Lane), Northampton Street, Panton Street, Pemberton Terrace, Pound Hill, Queens Road, Russell Court, Russell Street, Sun Street,
8	70p for 15 minutes £1.40 for 30 minutes £2.10 for 45 minutes £2.80 for 1 hour £3.50 for 1 hr 15 mins £4.20 for 1 hr 30 mins £4.90 for 1 hr 45 mins £5.60 for 2 hours £6.30 for 2 hrs 15 mins £7.00 for 2 hrs 30 mins £7.70 for 2 hrs 45 mins £8.40 for 3 hours £9.10 for 3 hrs 15 mins £9.80 for 3 hrs 30 mins £10.50 for 3 hrs 45 mins £11.20 for 4 hours	4 hours	Monday to Friday 9.30 am to 5.00 pm Saturday 9.00 am to 5.00 pm (No Stopping Monday to Friday 7.00 am to 9.30 am)	Newnham Road (north of The Fen Causeway, west side near Maltings Lane), Queen's Road
9	60p for 30 minutes £1.20 for 1 hour £1.80 for 1 hr 30 mins £2.40 for 2 hrs	2 hours	Monday to Saturday 9.00 am to 5.00 pm	Bateman Street, Canterbury Street, Castle Street, Chesterton Road (west of Victoria Avenue), Chesterton Road (east of DeFreville Avenue, opposite numbers 168A to 170), DeFreville Avenue, Devonshire Road (east of Tenison Road), Emery Street, Ferry Path (Hamilton Road), Glisson Road, Gwydir Street (Mill Rd), Hamilton Road, Histon Road (North of Canterbury St), Humberstone Road, Mawson Road, Mill Road Council Depot Access Road, Mill Street, Montague Road, Norfolk Street, Northampton Street, Norwich Street, Panton Street, Pemberton Terrace, Pound Hill, Russell Street, St. Barnabas Road,
10	60p for 30 minutes £1.20 for 1 hour £1.80 for 1 hr 30 mins £2.40 for 2 hrs £3.00 for 2 hrs 30 mins £3.60 for 3 hrs £4.20 for 3 hrs 30 mins £4.80 for 4 hrs	4 hours	Monday to Saturday 9.00 am to 5.00 pm	Abbey Road, Arthur Street, Aylestone Road, Beche Road, Devonshire Road (Mill Rd), Fisher Street, Gwydir Street (Cambridge Blue), Harvey Road, Histon Road (South of Canterbury St), Holland Street, Kingston Street, Newnham Road (south of The Fen Causeway, adjacent to Lammas Land), Ravensworth Gardens, St Paul's Road, St Peter's Street, Shelly Row

11	60p for 30 minutes £1.20 for 1 hour £1.80 for 1 hr 30 mins £2.40 for 2 hrs £3.00 for 2 hrs 30 mins £3.60 for 3 hrs £4.20 for 3 hrs 30 mins £4.80 for 4 hrs £5.40 for 4 hrs 30 mins £6.00 for 5 hrs £6.60 for 5 hrs 30 mins £7.20 for 6 hrs £7.80 for 6 hrs 30 mins £8.40 for 7 hrs £9.00 for 7 hrs 30 mins £9.60 for 8 hrs	8 hour	Monday to Sunday 9.00 am to 5.00 pm	Broad Street, Cutter Ferry Close, Lady Margret Road, Mount Pleasant, Newnham Walk, Ridley Hall Road, Sidgwick Avenue, Station Road, Trumpington Road, Union Road, Wordsworth Grove
12	20p for 15 minutes No change	1 hour	Monday to Saturday 9.00 am to 5.00 pm	Chesterton Road (east of Victoria Avenue, outside numbers 34 to 46) Milton Road (Mitcham's Corner, layby adjacent to Springfield Road)
13	60p for 30minutes £1.20 for 1 hour £1.80 for 1 hr 30 mins £2.40 for 2 hrs £3.00 for 2 hrs 30 mins £3.60 for 3 hrs £4.20 for 3 hrs 30 mins £4.80 for 4 hrs £5.40 for 4 hrs 30 mins £6.00 for 5 hrs £6.60 for 5 hrs 30 mins £7.20 for 6 hrs £7.80 for 6 hrs 30 mins £8.40 for 7 hrs £9.00 for 7 hrs 30 mins £9.60 for 8 hrs	8 hours	Monday to Saturday 9.00 am to 5.00 pm	Clarendon Road, Great Northern Road, Huntingdon Road, Priory Road, River Lane, Saxon Road, St. Matthew's Street, Shaftesbury Road, Sturton Street, Tenison Avenue, Tenison Road (south of George Pateman Court), Walnut Tree Avenue
14	20p for 15minutes 40p for 30 minutes	30 mins	Monday to Saturday 7.00 am to 5.00 pm	Newton Road
15	50p for 20minutes No change	20 minute s	Monday to Saturday 9.00 am to 5.00 pm	Parkside (o/s nos. 37-38)
16	£1.20 per hour	No maxim um stay	Monday to Saturday 9.00 to 7.00pm	Shire Hall Car Park
17	70p per hour	No max stay	Sunday	Shire Hall Car Park
18	£1.20	No max stay	Saturday only 9.00 to 5.00pm	Castle Court Car Park

TWO WAY CYCLING IN ONE-WAY STREETS

To: Cambridge Joint Area Committee

Meeting Date: 24th October 2017

From: Executive Director: Economy, Transport & Environment

Electoral divisions: Market, Petersfield, Romsey and Trumpington

Forward Plan ref: **Key decision: No**

Purpose: To determine objections to two-way cycling on restricted streets as set out below.

Recommendation: a) Implement works in order to allow two-way cycling on the streets listed below, as advertised.

- 1) Guest Road
- 2) Collier Road
- 3) Emery Street/Road
- 4) Perowne Street
- 5) Sedgwick Street
- 6) Catharine Street
- 7) Thoday Street
- 8) Ross Street (from St Philip's Road to Mill Road)
- 9) Hemingford Road
- 10) Argyle Street
- 11) Coronation Street (west of junction with Panton Street)
- 12) Norwich Street
- 13) Union Road
- 14) New Square

b) Agree not to progress any changes to Brookside

c) Inform the objectors accordingly

<i>Officer contact:</i>	
Name:	Clare Rankin
Post:	Senior Project Officer
Email:	Clare.rankin@cambridgeshire.gov.uk
Tel:	01223 699601

1. BACKGROUND

- 1.1 Allowing cyclists to be exempt from no-entry restrictions, and to travel both ways on one-way streets, is a cost effective and easy way of expanding the city cycle network. With better permeability for cyclists it also encourages residents to cycle, rather than use a car for short, local journeys, in accordance with the Cambridge City and South Cambridgeshire Transport Strategy.
- 1.2 Many restricted streets have already been opened up to two-way cycling over the last 10 years following a Department for Transport trial which included Mawson Road. There have been no reported accidents associated with two-way cycling on these streets.
- 1.3 The Department for Transport (DfT) changed the traffic signing regulations so that 'except cycles' plates can be attached to 'no entry' signs which makes it much easier to implement these changes and more easily understood by the public.
- 1.4 This is the last phase of the project to open up restricted streets to two-way cycling, and the proposed streets are the remaining streets on the original 'long list' of streets which are the less strategic and narrower, and/or busier streets. Officers assessed the suitability of each street for two-way cycling taking into consideration road width, traffic speeds and volume of traffic.
- 1.5 Local members were consulted, and feedback fed into the process. Stakeholders and residents on each of the streets in question were then consulted in July 2016, and members of the Cambridgeshire County Council Road Safety Team visited the streets and made comments on the proposals.
- 1.6 At the meeting of the Cambridge Joint Area Committee in January 2017 <https://tinyurl.com/yanw8f2l> it was agreed to proceed with advertising the traffic regulation orders (TROs) for the above streets, including Brookside. The TROs were then advertised on street and in the local paper from 9th August - 2nd September 2017.
- 1.7 The proposed layouts are shown in **Appendix 1**.

2. RESPONSES

- 2.1 There were 22 objections and 28 responses in favour, which are summarized in **Appendix 2**.
- 2.2 There was one objection to all of the roads proposed for two-way cycling on the grounds of increased conflict between cyclists and motorists, delays for cyclists and motorists travelling with-flow, and an increase in conflict between pedestrians and cyclists as more cyclists would use the footway.
- 2.3 There were 25 responses in favour of all of the proposals, including very strong support from Camcycle. These highlighted the improved permeability and convenience for cyclists as well as consistency of approach. Some felt that it was actually safer passing oncoming vehicles rather than being tailgated or overtaken by with-flow traffic and many commented that there had been no issues using existing one-way streets which had already been opened up to two-way cycling. Six of these responses expressed

disappointment that more streets were not included in the proposals.

- 2.4 There were seven objections to all of the proposals within Newtown, including an objection to the proposals for Brookside and Union Street from the North Newtown Residents' Association. There was one objection to all of the Newtown schemes except Norwich Street, which was supported.
- 2.5 As well as the above, there were eight objections to two-way cycling in Brookside including an objection from St Mary's School.
- 2.6 The main objections to Brookside were on grounds of safety for cyclists and pedestrians, particularly school children, based on: the narrowness of the road, number of parked cars, number of schools and nurseries located on Brookside and number of parents dropping off and picking up their children.
- 2.7 There was one objection to Norwich Street, in addition to those for all of the Newtown proposals as set out in paragraph 2.3. The objections were due to: parked cars leaving the space available too narrow for cyclists and cars to pass each other safely, the number of schools and traffic in the area, and the availability of a nearby alternative route (Union Road), the poor surfacing of the road, the junctions with Panton Street and Hills Road, and the volume of traffic.
- 2.8 The proposals in Coronation Street attracted one additional objection but this was for the section east of the Panton Street junction which is not being pursued.
- 2.9 Of the 28 responses in support of the proposals, six, including the response from Camcycle, expressed disappointment that Panton Street was not being progressed as it would provide a route to school and an alternative route south, avoiding the double mini-roundabouts on Trumpington Road, which has the highest accident rate for cyclists in Cambridge.
- 2.10 There was one objection to Emery Road on the grounds that it would lead to collisions between exiting cyclists and motorists turning in from Mill Road. The respondent felt the situation would be improved if the faded no entry except for access signs were replaced.
- 2.11 There was one objection to Perowne Street. The respondent had already witnessed a number of near misses and collisions between motorists and cyclists travelling the wrong way, and felt that improving the parking situation should be the priority.
- 2.12 For Romsey generally there was one additional response in support and one objection. The objection was for reasons of safety due to the narrow widths available and likelihood of collisions as a result. The respondent felt that there were adequate alternative routes available and so the proposals were unnecessary. The comments in support included the point that the space available for roads such as Sedgwick Street and Catharine Street was no narrower than Cavendish Street which was wholly two-way.
- 2.13 There was an additional response in favour and one objection to Sedgwick Street.
- 2.14 There was one additional response in support of Hemingford Road.

3. CONCLUSION, RECOMMENDATIONS AND NEXT STEPS

- 3.1 Allowing two way cycling in one way streets has proved to be a safe, low cost intervention to encourage cycling and add to the network of routes that can be used in the city, giving cyclists an advantage over motorists in terms of journey times, and thus making cycling an attractive option.
- 3.2 Objectors concerns about the narrowness of the proposed streets are mirrored by the Safety Audit report, and officers concede, as stated in 1.4 above, that the streets in question are narrow and relatively unstrategic in terms of the wider cycling network.
- 3.3 However, with the exception of Brookside, it is felt that the levels of risk are low and that the proposed signs and lines will alert drivers to expect contra-flow cycling, and so make it safer for the local residents who are often cycling to access their homes and who, in most of the proposed streets, do not have other options due to narrow footways and parked cars.
- 3.4 Whilst there are reported problems of congestion and unsafe conditions in the Newtown area during peak hours, particularly at school drop off times, there have been only three slight accidents involving cyclists in the last five years. These were between cyclists and motorists and none of the accidents were located on the streets under consideration.
- 3.5 A large number of objections related to the proposals for Brookside and it is recommended not to proceed with works to allow two-way cycling on this street. As stated by objectors Brookside has a number of independent schools, nurseries and colleges and in the morning peak hours it is extremely busy with parked cars and queuing traffic. Available carriageway space is very narrow and there is no footway on the west side so it would be very difficult for cyclists to travel in a contra-flow direction during this time.

4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1 Developing the local economy for the benefit of all

Encouraging the use of sustainable modes of transport helps people to get around Cambridge more effectively and efficiently, and so supports the development of the local economy.

4.2 Helping people live healthy and independent lives

Making streets more permeable for cycling makes cycling a more attractive mode of transport. Regular cycling has been shown to have significant health benefits and also gives more independence to those who do not have access to a car.

4.3 Supporting and protecting vulnerable people

There are no significant implications within this category.

5. SIGNIFICANT IMPLICATIONS

5.1 Resource Implications

The works will be funded from the Department for Transport Cycle City Ambition Grant and S106 developer contributions.

5.2 Statutory, Risk and Legal Implications

Traffic regulation orders have been advertised for each scheme following consultation.

5.3 Equality and Diversity Implications

There are no significant implications within this category.

5.4 Engagement and Consultation Implications

The Traffic Regulation Orders were advertised following the statutory process and there was consultation with local residents, stakeholders and local members.

5.5 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.

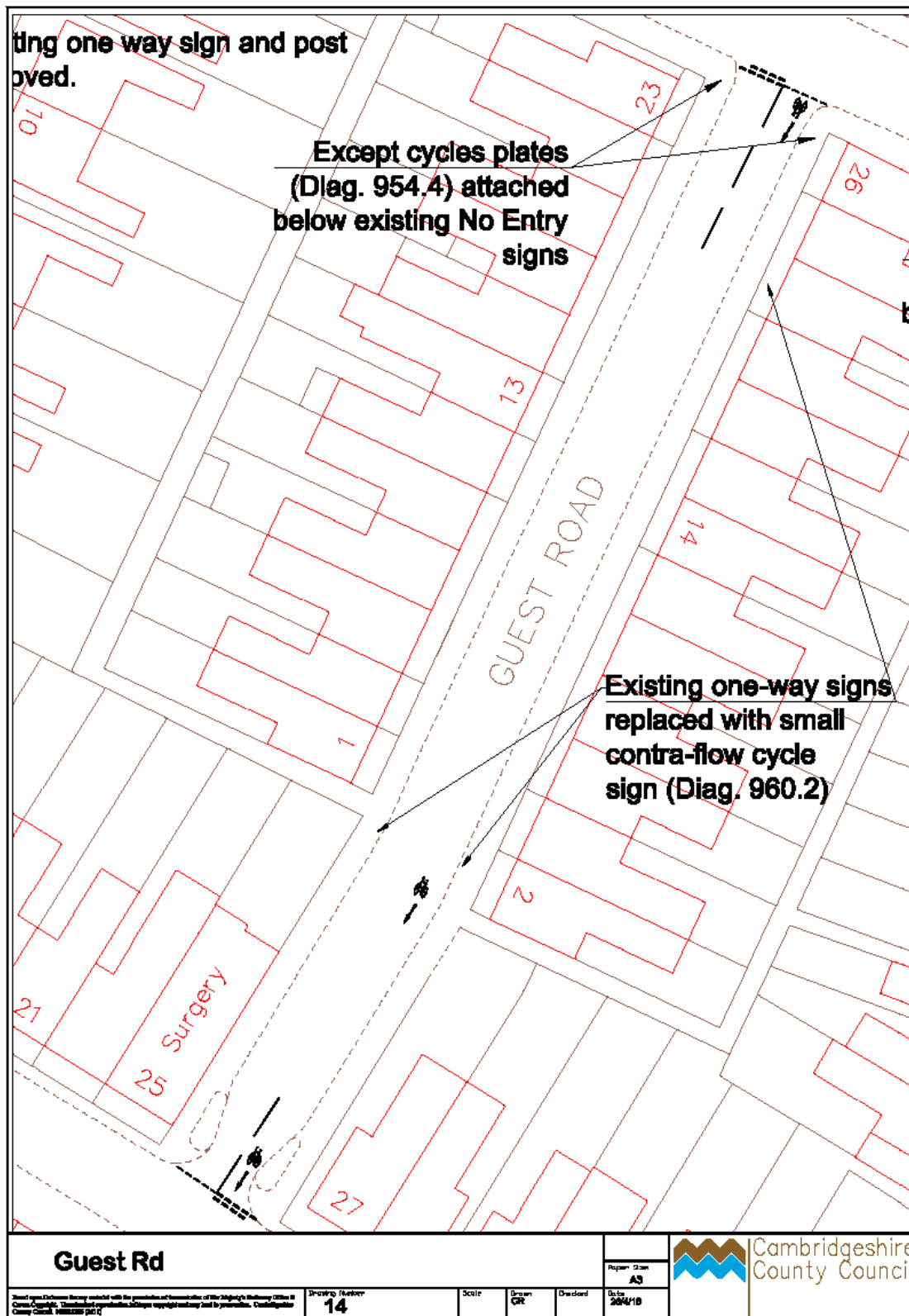
Source Documents	Location
Scheme plans Objections and responses in support of the advertised TRO Road Safety Audit comments Papers for CJAC January 2017 Photographs sent by a resident	Room 310 Shire Hall 3 rd Floor.

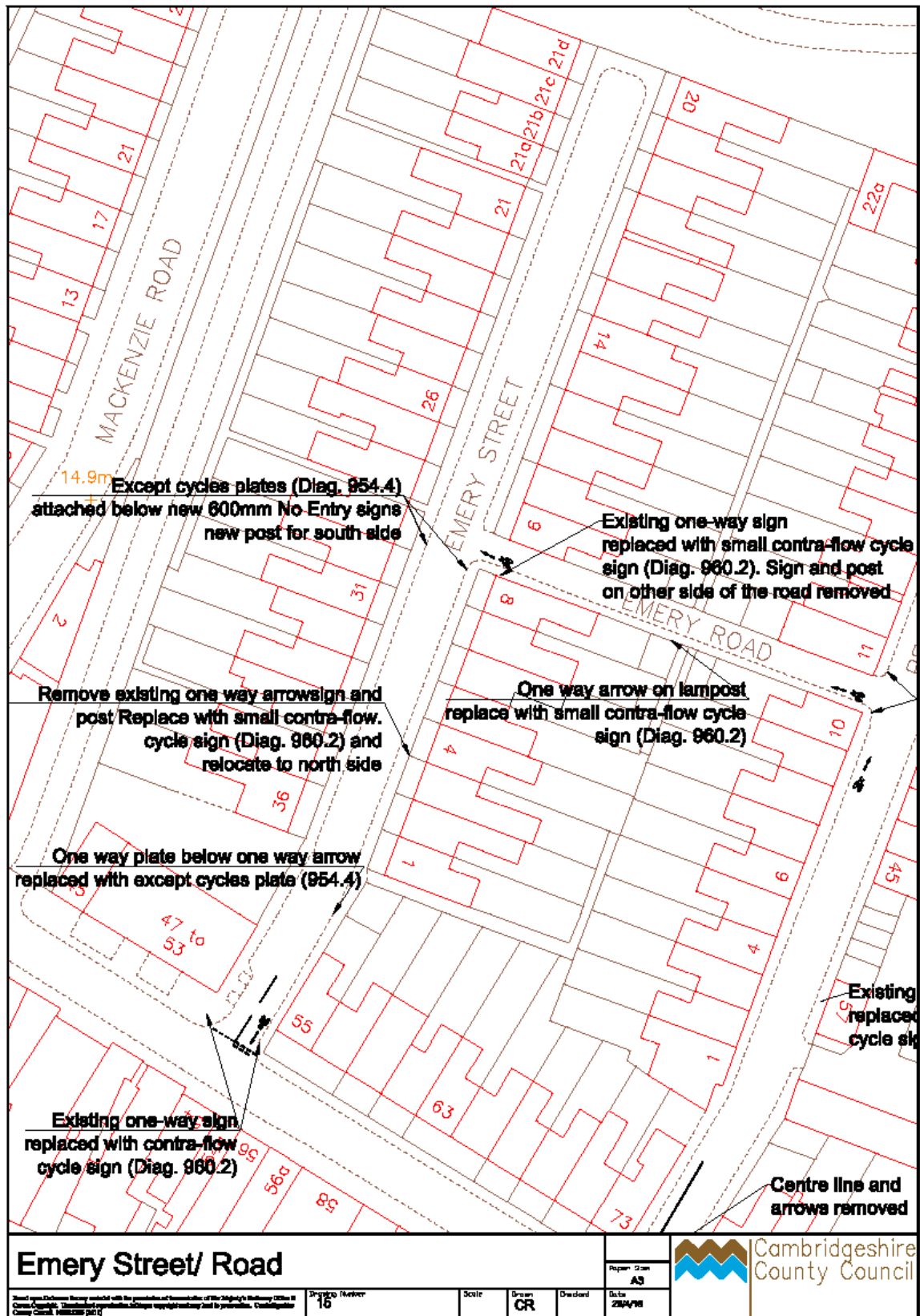
Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: D Parcell
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: F McMillan
Are there any Equality and Diversity implications?	No Name of Officer: T Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: S Silk
Are there any Localism and Local Member involvement issues?	No Name of Officer: T Oviatt-Ham
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: T Campbell

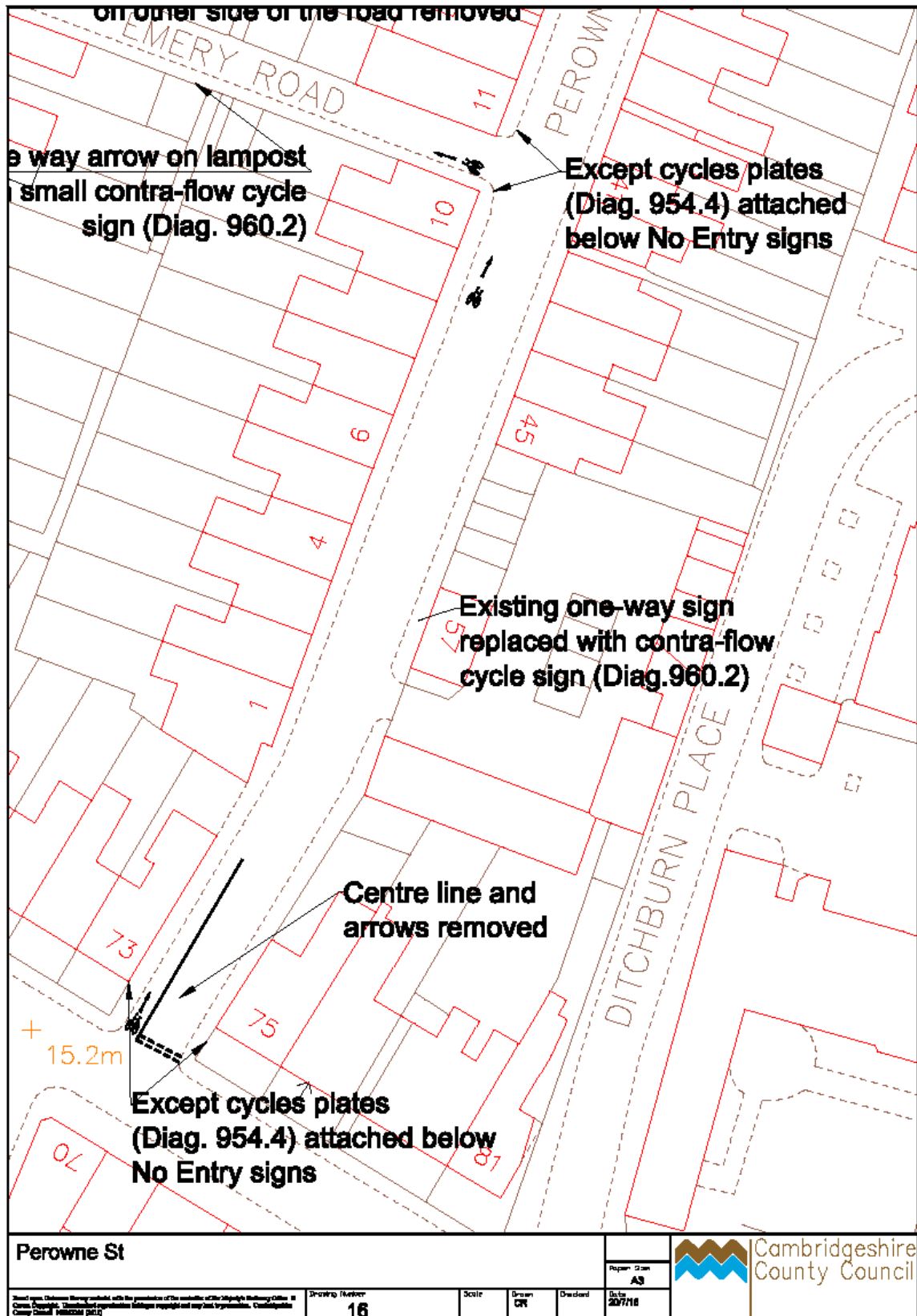
APPENDIX 1

- a) Area and detail maps for Guest Road, Collier Road, Emery Street, Emery Road and Perowne Street



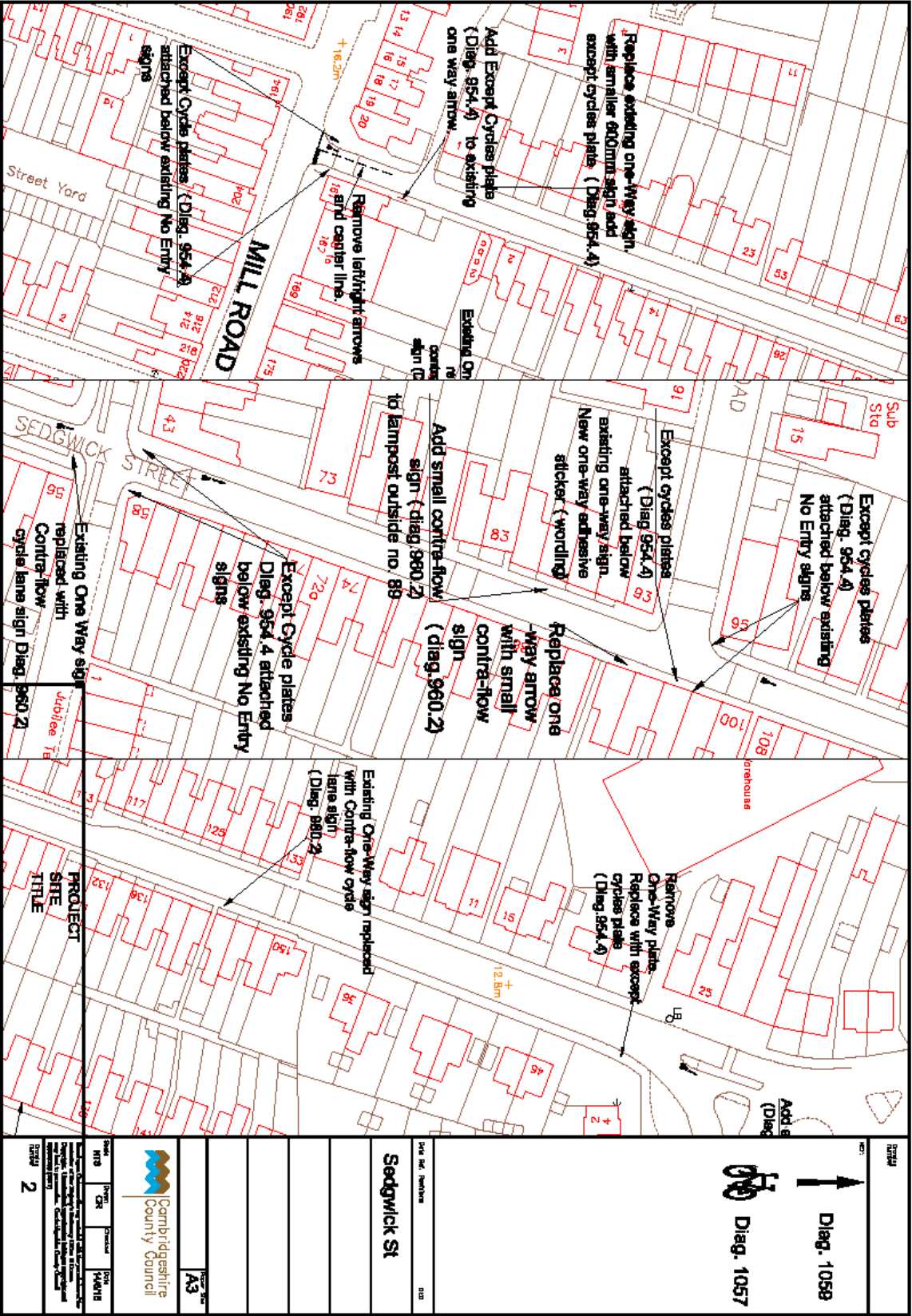


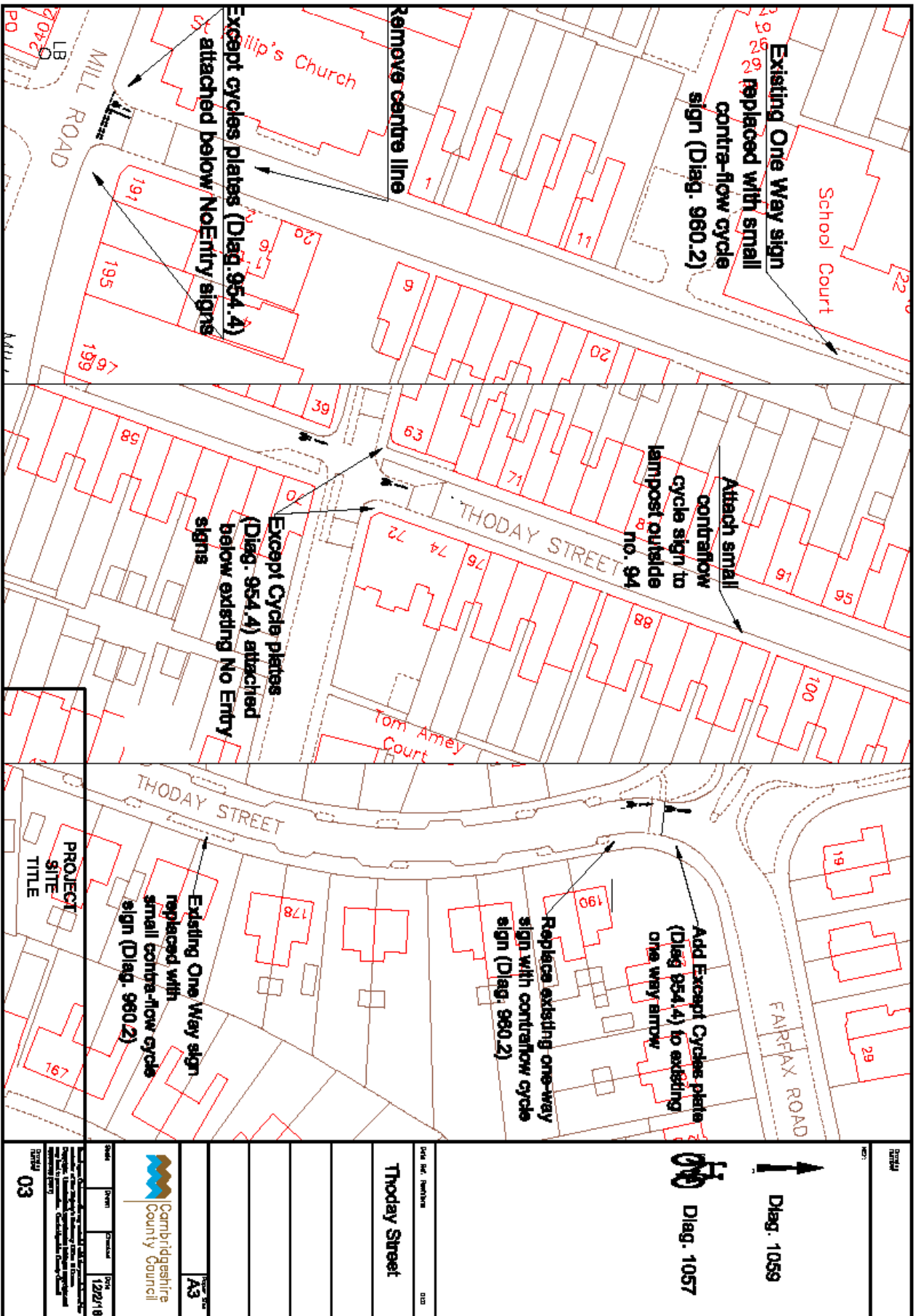


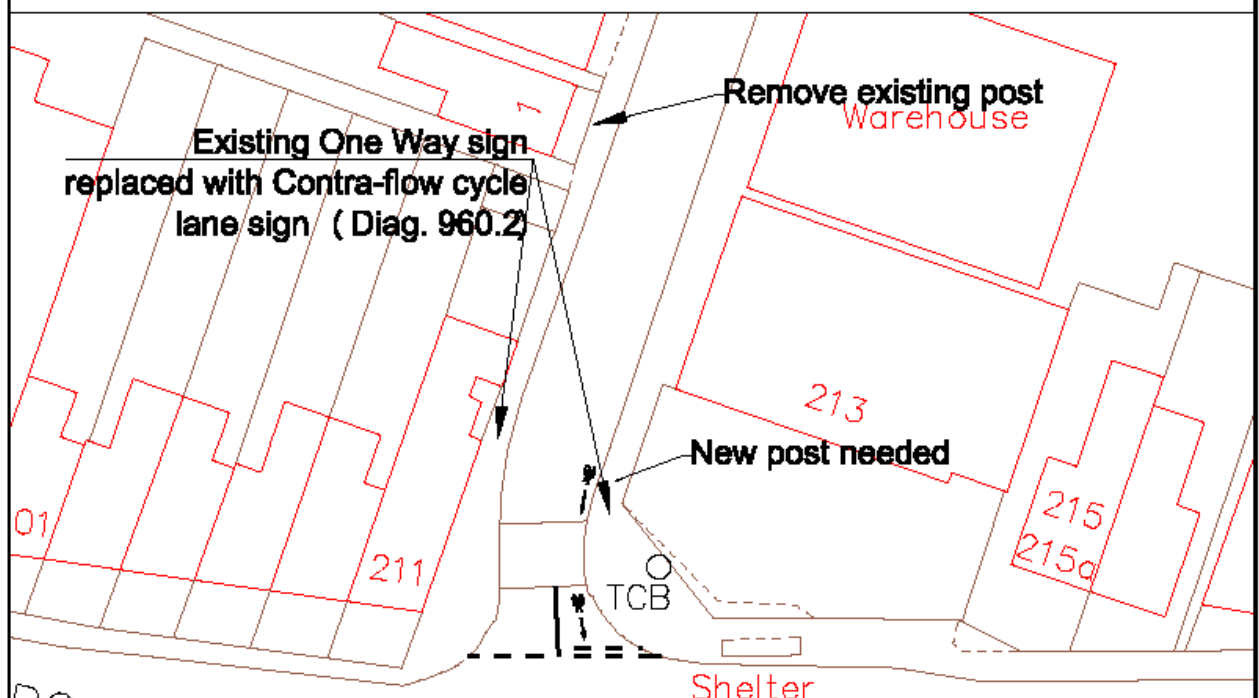
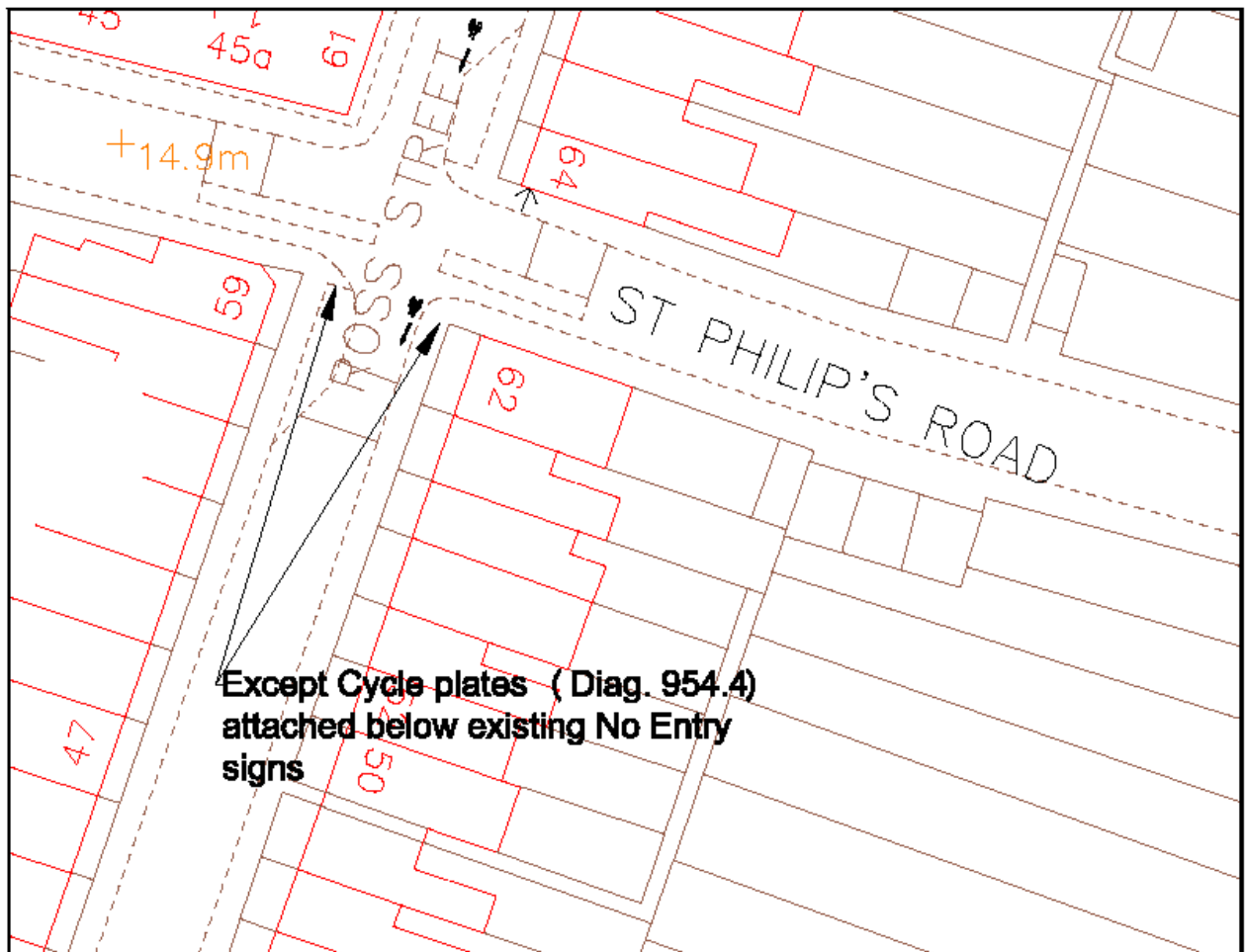


- b) Area and detail maps for Sedgwick Street, Catharine Street, Thoday Street, Ross Street, Hemingford Road and Argyle Street

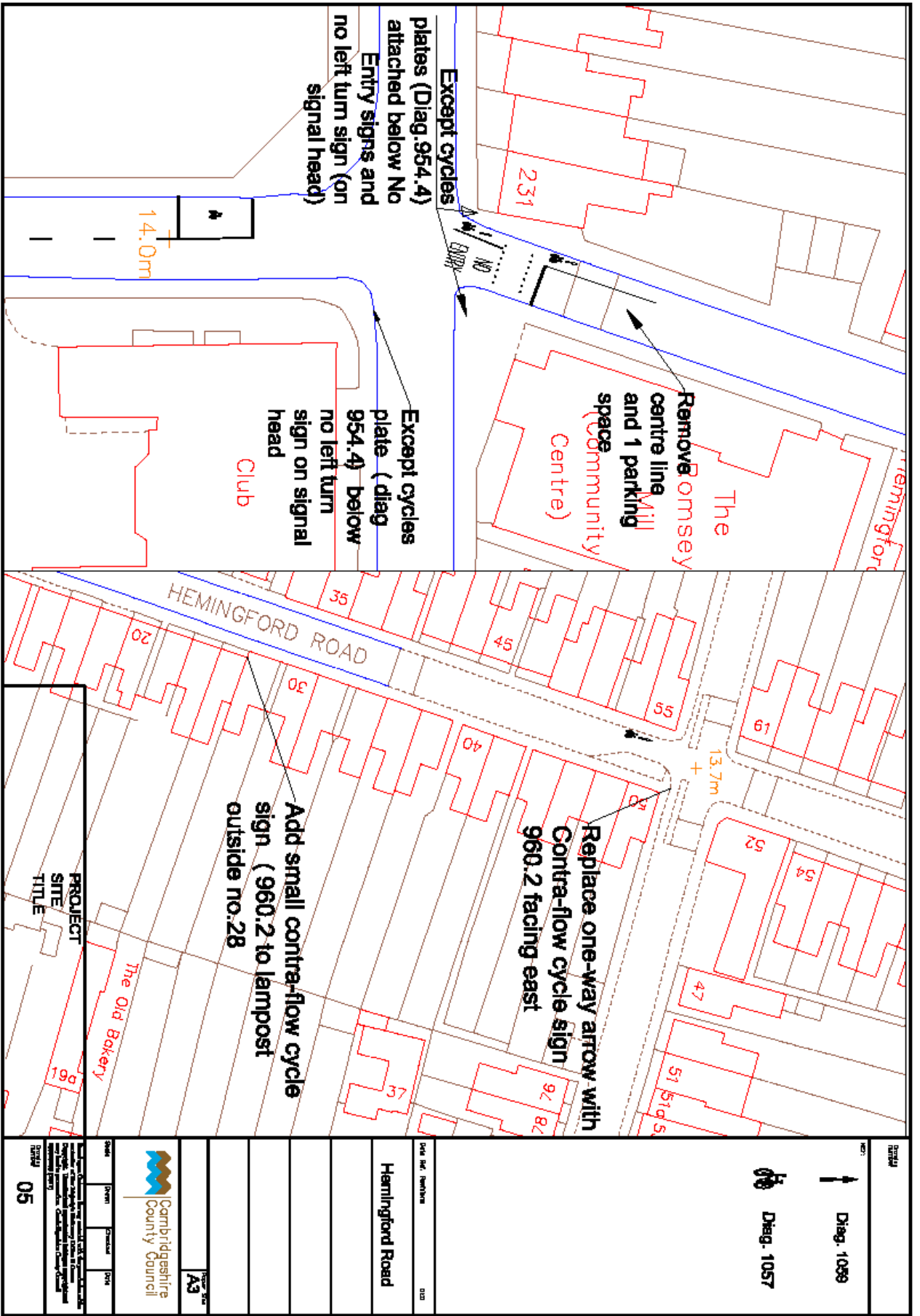


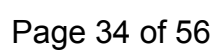






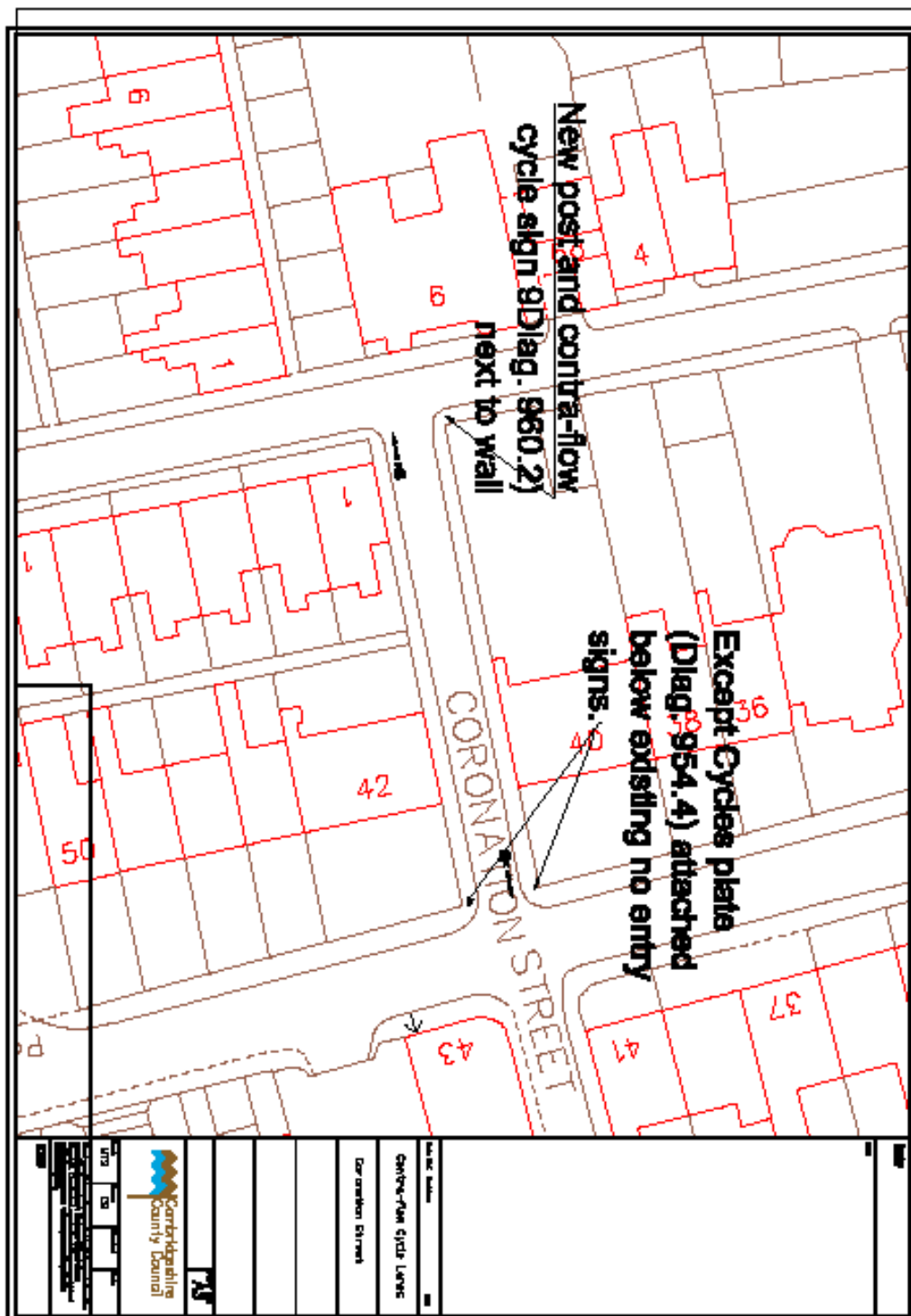
Ross Street				Cambridgeshire County Council	
Drawing Number 06				Date 1/2/18	
Scale 1:100				Author	
Check				Approved	

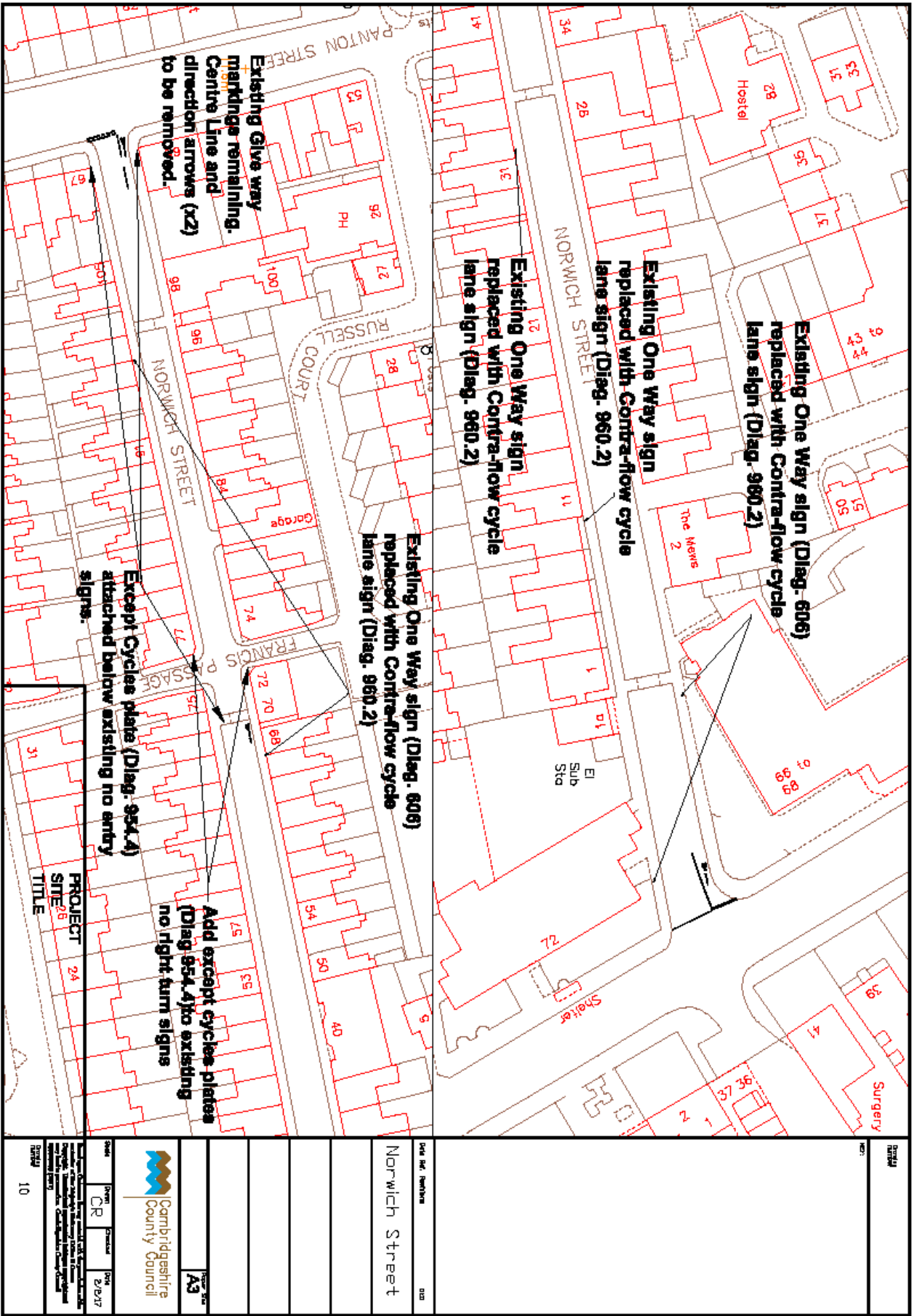


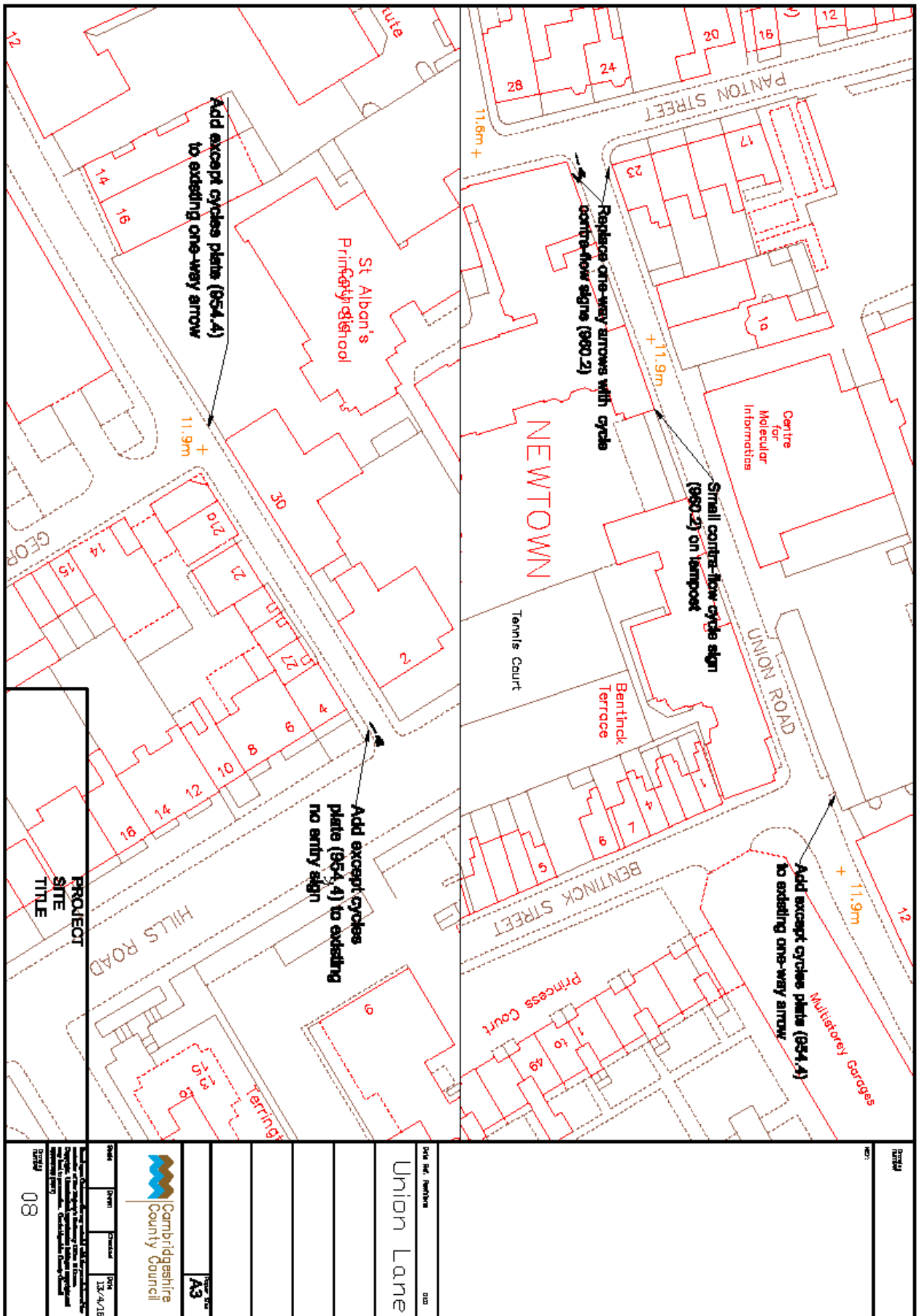


c) Area and detail maps for Coronation Street, Norwich Street, Union Lane and New Square









Appendix 2

	Stakeholders' Objections
North Newtown Residents Association	<p>We wish to object to the proposed introduction of two way cycling on Brookside. The road is extremely narrow and is excessively busy during term time (due to the number of schools in the area).</p> <p>The council declared Brookside unsafe in April 2006 on the grounds that the road is 2.5 metres wide, which is insufficient for a safe contra flow system.</p> <p>Other points to consider: At peak times - especially school drop off and pick up times - the local roads can be highly congested and at other times have fast moving 'rat run' cars. Union Road also has two schools and can be very busy. The junctions with Hills Road and other streets are a safety risk.</p>
St Mary's School	<p>We would like to object to the proposed introduction of two way cycling on Brookside and concur with views of (objection 9) and with previous findings from the Council itself that the road is too narrow to accommodate two way cycling safely. The timing of the consultation is disappointing, with a start and finish date within the school holidays.</p>
No	Residents' Objections
1	<p>I wish to object on the grounds that they cannot be judged to improve traffic management nor be safe for residents and road users.</p> <p>Who has right of way when the road is not wide enough for two way flow? If tricycles are allowed to travel against normal traffic flow this will create a clash with motor vehicles.</p> <p>Sections of the proposed routes have roughly 3m available for traffic flow due to parked cars, which is not enough room for cyclists to safely pass vehicles moving in the opposite direction. This will lead to:</p> <ul style="list-style-type: none"> • More conflicts with motorised vehicles • Slower passage for all • Cyclists mounting footpaths to avoid collisions or to avoid stopping, which will lead to; • More conflicts with pedestrians especially considering the width of the footpaths as is. <p>The little gain in time for cyclists travelling contra-flow is superseded by the increase in danger and increase in journey times for with –flow cyclists caught in the traffic held up by contra-flow cyclists.</p>
2	<p>I strongly object to your two-way cycling proposals for streets in Newtown. As a resident and car driver I believe that it will increase my risk of personal injury as well as damage to my vehicle and other vehicles. It will also increase the risk to the many, inexperienced cyclists that use this area.</p>

	<p>The junctions contained in this order already suffer visibility issues due to pedestrians or blind corners, particularly Union Road at its junction with Hills Road, so the addition of another variable will only increase the risk of collisions occurring.</p> <p>Brookside is narrow and though there are spaces for cars and cyclist to pull into, if a car does so it forces any cyclist travelling contra-flow to pass on the wrong side of the road.</p> <p>Regarding Norwich Street, I can see the reasoning for two-way cycling, as many residents seem to use bicycles and would want to access Hills Road directly.</p>
3	<p>As a committed cyclists I am writing to object to the idea of two way cycling along several streets on grounds of safety and lack of any real unmet need.</p> <p>1) Coronation Street – The junction of St Eligius Street and Coronation Street is very sharp with poor visibility. Cyclists can pass safely along Pemberton terrace so there is no need to implement this added risk.</p> <p>2) Brookside – The street is narrow due to parking and populated by schools. The addition of cyclists travelling in the opposite direction to normal flow will only increase the risk of injury. Cyclists can travel south on St Eligius and use the new cycle lane on Trumpington Road.</p> <p>3) Norwich Street, Union Road, Coronation Street. There are other options available to cyclists so there is nothing to be gained by adding contra flow cycle lanes.</p>
4	<p>If there is not enough room to mark out a contraflow cycle lane, thereby allowing space for cycles, through vehicles and parked vehicles side-by-side, 2-way cycling should not be allowed as it is too dangerous with so many students and schoolchildren, as well as traffic, using these streets. Brookside and Norwich Street are too narrow, but Union Road and Coronation Street probably have enough width to allow a demarcated cycle lane.</p>
5	<p>I wish to objects to the inclusion of the following streets in the scheme: Brookside, Norwich Street, Coronation Street and Union Road.</p> <p>These streets are not comparable to other one way streets in the city because of the number of schools in the area (6 in total, 4 of which are primary school age and below). Newtown is bordered by three major arterial routes (Hills Road, Lensfield Road & Trumpington Road), which are subject to major congestion at peak times. This congestion results in Newton being subject to significant amounts of 'rat running' with drivers regularly ignoring the 20mph speed limit (which is not policed).</p> <p>On Brookside, parents park in residents' parking bays and on double yellow lines when dropping off or collecting children throughout the day. The road is very narrow, with metal railings on one side and residents' parking on the other, which means that those who at the moment chose to cycle the wrong way down the one-way section have nowhere to pull over safely out of the path of oncoming vehicles, unless they mount the pavement, which brings them into conflict with pedestrians. Norwich Street is another narrow street which has parked cars on most of its length and also narrow 'pinch points'. The junction of Union Road and Panton Street is a tight corner, with narrow pavements on Union Road and the junction of Coronation Street with Panton Street is another busy intersection. The junction of Bateman Street and Brookside has limited visibility (particularly at night) for cars turning in to Brookside because of the high</p>

	<p>wall. Two-way cycling will simply increase the potential for conflict on all these roads and I am concerned about the safety of school children and the elderly, as well as the cyclists themselves</p> <p>In 2006 CJAC considered two way in the Newtown area and rejected the proposals whereby the Safety Audit team determined Brookside too narrow. Since then traffic has increased, some of the schools have expanded and a new school has opened (which also has plans to expand).</p> <p>Residents have been promised a traffic management review of the area for some time now. Two way cycling should not be considered until this has been done.</p>
6	<p>Brookside, Union Road and Norwich Street can be difficult roads to drive down with just the parked cars let alone contraflow cycle traffic. If I were cycling against the flow of traffic I would not feel safe even with a lane marked out.</p> <p>Is there really a need to allow two way cycling on Norwich Street considering the normal direction of travel on Union Road is in the direction of Hills Road and there is already a contraflow cycling lane on Bateman Street. The proposal suggest that, because the authorities are incapable of enforcing the one-way system for cycling they are allowing contra-flow cycling to pander to those disobeying the road rules.</p>
7	<p>I am writing to object to the proposed two-cycling in a limited number of streets in North Newtown.</p> <p>Residents, many of whom are cyclists and support two-way cycling initiatives, are working with councillors, schools and other stakeholders on finding effective solutions for North Newtown, and the streets in question, including:</p> <ul style="list-style-type: none"> • Reduction in the number of vehicle to the area • Reduction of the amount of Pay & Display Parking • Enforcement of the 20 mph zone • Supporting school's Traffic Management initiatives • Increasing visibility on blind corners • Addressing narrowness of pavements <p>Solving these issues makes for a safer environment for cyclists and residents alike.</p> <p>Unlike many other streets in Cambridge that have adopted two-way cycling, this area and its streets suffer truly significant traffic levels as:</p> <p>we're bounded by Trumpington Rd – Lensfield Rd – Hills Rd city traffic looking for alternative routes</p> <p>we have many independent schools of which many have 25% of parents driving in to deliver & collect children</p> <p>Encouraging cyclists to enter one of the busiest one-way residential systems in Cambridge, puts them at risk, and slows traffic further, leading to traffic queues and increased pollution for residents in an area that is recognised as one of the most polluted in the city.</p> <p>Coronation Street (section Panton St – St Eligius St) –Allowing cyclists to cross this intersection puts them at increased risk, and slows traffic further leading to increased queuing and pollution</p> <p>Brookside – this specific section has previously been rejected for safety issues given the narrowness of the road. Since that finding there have been no improvements</p>

	<p>made to reduce the number of parked cars, or the number of school children & parents delivering & collecting them, safety issues have not been addressed to allow two-way cycling. Additionally, there is a proposal to site additional 5 Pay & Display parking bays for visitors to Botanics, etc. which is an increase in visitor drivers unfamiliar with our one-way system, the narrowness of the road, and particularly cyclists 'going the wrong way'</p> <p>Norwich Street – a long street with many parked cars, and higher traffic levels from Hills Road to Panton Street. The road surface is poor and not good enough to ensure cars & cyclist can pass frequently & safely</p> <p>Union Road – the key issue is intersection of Union Road & Panton Street. This is a tight corner, with parked resident's cars close to it, and many cars coming down Panton Street at speed (above 20mph) and Pemberton Terrace (which is an unsighted dog leg, with a sharp turn left and immediately right). Please see photo attached which show the extent of queuing traffic that regularly seek to exit to Lensfield Road; traffic is backed up past Pemberton Terrace, and the intersection in question, as far as Coronation Street intersection. Allowing cyclists to go against this flow puts them at risk and further intensifies the congestion and queuing</p> <p>I include a link to photos that show the extent to which a large number of queuing cars, crossing pedestrians, etc. would be material factors when considering contra-flow cycling at intersections at Union Road, Coronation Street, and Pemberton Terrace. These are at various times of year, day, and weather:</p> <p>(Pictures Provided in email are available as background papers)</p>
8	<p>I would like to register my objections to two way cycling on the following roads with these points.</p> <p>Union Road - there is a problem with junctions in this very densely overcrowded area. As there are two schools there is excessive traffic and additional cycling as a contra flow could pose risks.</p> <p>Coronation Street - again this is a busy area which gets particularly busy especially at school drop off times.</p> <p>Norwich Street - my main concern is the junction with Hills Road and Panton Street. These areas are either a busy main road or at the other end are particularly affected by school traffic and rat run traffic.</p> <p>Brookside should not have been overruled at the last JAC against council guidance and I trust you will recognise public concerns and remove this road from the road due to safety concerns.</p> <p>I am in favour of cycling and would support appropriate schemes. However at the moment it is favourable to support traffic reduction in the area - by way of tackling parking issues, enforcing traffic speeds, rat running traffic and creating deterrents for car drivers such as working with the schools to ensure their traffic plans are effective. If parents were not able to drive in the area this would be a help but until these - and other measures take place it is very hard to ensure the safety of contra flow cycling in this particular area - especially with so many thousands of extra young people using the local streets. A traffic review should be made of this area (North Newtown) as requested in previous JAC meetings - to ensure that any scheme could be carried out</p>

	<p>in relation to the area as a whole and so that any scheme can work for the benefit of everyone.</p> <p>The streets of North Newtown - including Coronation Street, Union Road, Norwich Street and Brookside are a particular area with many schools, a variety of needs and with roads that are often very narrow and not able to cope at the moment with excessive traffic. Adding contra flow cycling at this stage is not appropriate and should only be carried out after there has been a significant reduction in vehicles and other measures to address safety issues in this area.</p>
9	I would like to confirm that the views given by (see previous 3 comments) are the views held by myself and the majority of residents who live in this area. The dangers brought about by two way cycling outweigh the benefits.
10	A large number of young children attend schools on Brookside. Allowing two way cycling will just increase the risk of an accident occurring.
11	Two way cycling on Brookside would not be safe for cyclists, students, children or residents. I have lived here for 50 years and I see Cambridge roads becoming more dangerous for cyclists and pedestrians, year on year.
12	<p>Why has Brookside reappeared on the latest public notice when it was originally withdrawn as it was felt to be unsafe?</p> <p>Traffic levels seem to have increased over the past months in Brookside and a large number of taxis (empty) use this road as a short cut into the city centre area to avoid congestion points on the main roads, predominantly Trumpington Road and Hills Road.</p> <p>The number of schoolchildren attending the local schools has increase, which has led to an increase in traffic as parents drop off and pick up their children at these schools. Many of these parents park illegally and irresponsibly whilst on the school run putting pedestrians and cyclists at risk. The addition of contra flow cycling would only compound the dangers on Brookside which should be removed from the order.</p>
13	<p>I live in Coronation Street and I witness near misses on a daily basis due to cyclists riding the wrong way. The road is not wide enough for a cycle way and the junctions with Bentinck Street and George IV Street are blind. Parents with Dutch bikes would be a nightmare in this situation.</p> <p>(Two-way cycling is not proposed on this section of Coronation Street)</p>
14	<p>I object to the introduction of a contraflow system for cyclists along Brookside.</p> <p>Traffic levels are uncomfortably high at peak times exacerbated by rat runs to schools. Added to this, there is a lack of law enforcement to stop vehicles parking/pausing on double yellow lines, especially during school hours. Brookside is just wide enough for cars to enter the one way system, passing the Resident Parking Bays, which are used 24/7.</p> <p>One of the schools is at the intersection of Pemberton Terrace and Brookside, which is a blind turn. Given the existing junction priority for traffic at Pemberton Terrace/Brookside and the heavy usage of the canal bridge which also meets at this junction, it compounds the difficulty for the safe flow of movement for cyclists,</p>

	pedestrians and traffic and increases the potential for an accident to happen. I consider the contraflow system to be an unsound and unsafe proposal.
15	<p>My main objections are:</p> <ol style="list-style-type: none"> 1. The street is too narrow for a cycle to pass an oncoming car given the residents' parking bays. Who then has priority? 2. Two way cycling is not needed as there is a new cycle way in Trumpington Road running south parallel to Brookside - which would be the safer choice.
16	<p>My Family and I would like to object to the proposal of permitting two way cycling on Brookside.</p> <p>Brookside is heavily congested due to the local schools. Especially at drop off and pick up, which can be until after 6pm because of after school clubs. The road is often used as a rat run during peak traffic times with little regard for the speed limit, pedestrians or cyclists. I see near misses daily because of it. Cyclists are already a risk to children as you cannot hear them until they are right upon you and two way cycling would only make this problem worse.</p>
17	<p>I am against the proposal to allow contraflow cycling in Brookside.</p> <p>The road, as previously acknowledged by the Council in 2006, is simply too narrow, and also tends to attract a lot of car traffic at particular times of the day (e.g. the school run). So cyclists going against the traffic flow in this constrained space would be exposed to regular danger.</p>
18	<p>I wish to object most strongly on safety grounds to the proposed allowance of two way cycling along Brookside. Additionally, I have concerns about the safety/necessity of allowing two way cycling along other streets in north Newtown.</p> <p>I cannot understand how the dangerous proposal to allow two way cycling along Brookside was approved at the last meeting. Indeed, my understanding was that this proposal had been withdrawn prior to the meeting and then was reinstated at it. Since the report of the 24th April 2006 by the Director of Highways and Access to the Cambridge Traffic Management AJC that this proposal was too dangerous to proceed with, the traffic levels in Brookside have increased massively with two new schools. There are three school drop off and collection times at school start time, mid-day and afternoon with numerous cars stopping in every available space, residents' parking and double yellow lines. At the moment some cyclists, who cannot get through on the road, cycle on the pavement amongst the pedestrian children and parents, and if the cyclists were coming both ways, this would become even more dangerous. I would like to see the evidence that counters that presented in the 2006 report which otherwise must stand and would be used in any court proceedings?</p> <p>Norwich street and Union road are not suited for two-way traffic: Norwich street because it has many parked cars on both sides of the road, suffers from rat-run traffic from Hills Road to Panton Street, and the road surface, is poor and the road too narrow to allow cycles and cars to pass safely. Union road is unsuitable because at the intersection of Union Road & Panton Street there is a very tight corner, with parked resident's cars close to it, and many cars coming down Panton Street at speeds above 20mph, plus Pemberton Terrace, which does a blind dog-leg sharp left</p>

	<p>turn and immediately right, all of which makes for a dangerous exit of cyclists from union road. Moreover, the narrow and sloping pavements at both ends of Coronation street and Union road mean that people with wheelchairs and pushing prams have to use the road, which will make clashes with cyclists more likely.</p> <p>The residents of north Newtown have been requesting a full traffic review for some years now.</p>
19	<p>As a resident of Norwich Street, I do not consider it suitable for two-way cycling. The street is narrow and there are many parked cars, with parking on both sides for much of the street. There is not much space to pass a cyclist travelling in the same direction as the other traffic and if delivery vehicles use the street, there is hardly any gap between them and the parked cars. It strikes me that it would be highly dangerous to also have cyclists riding in the opposite direction - a hazard for all road users but particularly for the cyclists themselves. Surely, it is more appropriate for them to use the streets that are one way in the direction of their travel.</p>
20	<p>I am writing to you about two-way cycling in Emery Street. At the junction with Mill Road visibility is poor and it would be difficult to mark a contra-flow cycle lane all the way to the junction with Mill Road. My particular concern is that as two-way cycling increases the flow of bikes, the likelihood of collisions between cyclists and motorists as the latter turn left into Emery Street will also increase. Many residents walk with their cycles to Mill Road, this will encourage everyone to cycle against the traffic. The matter is made more urgent by the rising number of children living in the street, who will now be approaching Mill Road on their bikes or child-carriers.</p> <p>To reduce the flow of motorised traffic into Emery Street the faded 'No Entry Except for Access' signs should be replaced and there should be better enforcement.</p>
21	<p>Over the years, I have seen frequent near misses and collisions between cyclists who enter Perowne Street against the one-way system, with no regard for cars and vans driving the correct way.</p> <p>I cannot see how this proposed scheme would help with this problem, which is further exacerbated by the constant flouting of parking regulations by cars, vans and taxis who park on the double yellow lines and up on the pavement in Perowne Street. The parking problem should be addressed as the first priority.</p>
22	<p>I wish to object to the proposed plan to introduce two way cycling in Sedgwick Street. I consider Sedgwick Street totally inappropriate for two way cycling and I also consider that this would be extremely dangerous too. My reasons are:</p> <ul style="list-style-type: none"> • Sedgwick Street is a narrow street • There is no room to for a vehicle and cycle to pass each other and at certain areas the volume of traffic volume is considerable • Parking on both sides of street restricts visibility and access • A large number of delivery lorries come down this street • Two way cycling will be dangerous to pedestrians and also to the cyclists themselves • Many houses have front doors straight onto pavements • There are car pull-offs/parking spaces on front "gardens" of some houses • It is not just local residents who use these streets • Chisholm trail is set to take cycles away from the side streets – why pre-empt this?

	<ul style="list-style-type: none"> • The two way cycling encourages cars to drive wrong way down street • There is a need to consider other street users – not just cyclists – pedestrians, wheel chair users and baby buggies should have a greater priority over cycles on the pavements. <p>The proposed change to two way cycling is only going to exacerbate existing problems – not solve them. Legalising the two-way cycling will only make the area more unsafe, with a risk to other street users.</p> <p>(Pictures provided in email are available as background papers)</p>
23	<p>I wish to register an objection to the proposal to permit two-way cycling on Thoday Street and the streets around it (Ross St, Hemingford Road etc.).</p> <p>Firstly, this proposal will create dangerous traffic situations. As a daily commuter I regularly cycle on these streets, and thus am aware that, with the addition of parked cars, they are not wide enough to permit safe passage of both a car and a bicycle at the same time.</p> <p>Secondly, allowing for a contraflow is unnecessary as there are parallel streets that cyclists can use.</p> <p>It might be suggested that as some people already cycle the wrong way up one-way streets, making this arrangement formal would at least encourage car drivers to watch out for cyclists. However, this is clearly a flawed argument; the fact that people disobey traffic regulations is not a justification for scrapping the rules themselves.</p>

	Comments in Support - Stakeholders
CamCycle	<p>We strongly Support the proposals and urge that all the proposed streets are implemented quickly. Previous schemes have seen few problems in practice and avoids unnecessarily criminalising both local and more strategic journeys. The original purpose of making these streets one-way was to reduce rat-running by motor vehicles, not to make cycle journeys more difficult. The streets of Romsey in particularly are well overdue for making two-way for cycling.</p> <p>If there are any remaining objections to any streets these should be trialled with a temporary TRO and reviewed within 18mths.</p> <p>We are disappointed that Willis Road and other streets in Newtown are not being done. We are keen to work with residents to see wider traffic reduction measures that would allay their concerns but are strongly of the view that two-way cycling would be acceptably safe to change more immediately. We are particularly disappointed at the failure to include Panton Street which avoids the major collision black spot of the twin roundabouts on Trumpington Street and enable a more pleasant and safe way for those cycling to the many schools in the area.</p>
	Comments in support - Residents
1	<p>I am in favour of the proposed two-way cycling in all the proposed one way streets mentioned on your website. The Council's default position on all one-way streets should be to allow two-way cycling unless it is not physically possible as in the Netherlands.</p>

2	I am in full support of all of the proposals. They will assist people accessing their homes and local shops by the most natural and safest routes. I encourage you to implement these changes as soon as possible.
3	Following the various work you have done, I fully support the proposal to make one way streets (and otherwise restricted streets) be available for lawful two way cycling.
4	I strongly support the proposals to allow two-way cycling in one way streets on all 15 proposed streets. I hope that these changes are implemented quickly.
5	I support the proposal to allow two-way cycling on more restricted streets. I use several of the proposed streets regularly, especially the ones in Romsey near where I live, and I have been using the existing two way cycling in Ross Street for some time with no problems. Where the opening up is not for the whole street the change should be clearly indicated in both directions please, unlike the present Ross Street.
6	I fully support the proposals for the streets you list to allow cycles both ways. This can only improve permeability for cyclist and allow them to take quieter routes so that there are less conflicts with pedestrian and motor vehicles.
7	I write to add my support for conversion of one way streets to allow two way cycling. Cycling facing the oncoming traffic is far more friendly than being tailgated by motor traffic in any of the streets in the consultation. Evidence shows that there is no safety concern in practice.
8	I fully support this as a cyclist myself as feel much safer when cycling towards on coming traffic. I find cycling in one way streets with cars behind me very intimidating at times.
9	<p>As a commuter by bike to Newtown, and a regular cyclist around Mill Road, I strongly support these measures - the other roads where two way cycling has been permitted does not appear to have caused significant issues, and opening up these new roads for two way cycling makes many more journeys sensible by bike. New Town in particular has a network of roads that are one-way making it difficult for many cyclists to lawfully cross the area using quieter back streets.</p> <p>Opening up more opportunities to cycle through the area will encourage cycling and sustainable transport, for example to schools in the area, and therefore should reduce the need for people to drive.</p> <p>I would you urge you to approve two-way cycling on all the proposed streets, and consider introducing it in streets not currently included, such as Willis Road and Panton Street,</p>
10	I am a regular visitor, by foot and cycle, of properties in the Romsey area. I support two-way cycling in all the streets under consultation. Over the years we have had plenty of evidence that two-way cycling in one-way streets is not a significant source of danger, and potentially enables people to cycle routes away from more dangerous roads. Given so many streets in Cambridge are already two-way for cycling, it would remove ambiguity to have a consistent approach allowing it, and provide convenience for residents and visitors to the streets.

11	This is a really good idea and I hope it goes through.
12	As someone who cycles in Cambridge on a daily basis I fully support the initiative to introduce two-way cycling on 15 new one-way streets, providing the change is clearly sign posted. It would be even better if cycle lanes were clearly marked on those streets.
13	I would like to wholeheartedly endorse the Transport project "Two-way cycling in one way streets". A consistent implementation of this system across Cambridge removes ambiguity/confusion for cyclists and drivers alike.
14	<p>I generally support these proposals, particularly New Square which I might use more often as it's close to my home. I do cycle in North Romsey from time to time and cannot see the logic of Cavendish Road being wholly two-way while others like Sedgwick Street and Catharine Street which are no narrower and just as clogged with parked cars don't even allow two-way cycling.</p> <p>My only question about the south side of New Square is why it is still one-way at all. . It has hardly any traffic since first the east side of New Square was closed as a through route and Emmanuel Road was closed to most through traffic decades ago. The restriction was introduced when there were parking bays all the way along one side too. The road serves minimal network purpose. A goodly number of intrusive signs could be removed if the entire restriction went, too. I think some are lit.</p>
15	Please be sure to make it clear via road markings & signage that two way cycling is allowed. Many times I have experienced drivers performing what is known as a "punishment pass" - i.e driving at me and squeezing past because they believe I'm in the wrong for cycling in the opposite direction.
16	<p>I'm writing to support the current initiative to make most of Cambridge's one way streets two way for cycling.</p> <p>In view of previous experience, it seems very unlikely that this would cause problems and it is a major improvement for cyclists. It is long overdue.</p> <p>I would like to ask that the entry points have a line on the road, and red surfacing for a short distance, just to discourage right turning drivers from blocking cyclists' way in, as you have done in some other places (Kingston Street for example)</p>
17	<p>I'm writing to support the current initiative to make most of Cambridge's one way streets two way for cycling.</p> <p>In view of previous experience, it seems very unlikely that this would cause problems and it is a major improvement for cyclists. It is long overdue.</p> <p>I would like to ask that the entry points have a line on the road, and red surfacing for a short distance, just to discourage right turning drivers from blocking cyclists' way in, as you have done in some other places (Kingston Street for example)</p>
18	I am writing to express my support for the proposal to allow two way cycling along Hemingford Road and the other roads off Mill Road. As a resident of Hemingford Road I believe the proposals are an effective way of enabling transport around the city by bike. The low volume of traffic on these roads makes them suitable for two way traffic.

	<p>I would also urge that consideration be given to reducing the extent of parking on one side of the road to increase the space for all road users and consideration be given to placing additional bike parking in some of the parking spaces.</p>
19	<p>Can I please add my voice to supporting this sensible move, which hopefully will encourage more people to choose to use bicycles rather than cars by shortening and making easier many journeys.</p> <p>These streets historically were all two-way, and were made one-way, either to allow car parking (a result of car parking?) or to prevent rat running. Ironically, on a narrow street, it is far safer for a cyclist to pass an oncoming car than to be overtaken by a car travelling in the same direction, as you can see where their wing mirrors are before they hit your handlebars!</p> <p>It is ridiculous that residents are either criminalised or have to travel three times as far to reach their houses owing to this silly historic regulation, made in the car-orientated 1970s or 80s. It also makes areas such as Romsey and New Town very hard to navigate for those who are not very local to the area, even if they regularly commute by bicycle around other areas of the City. I find it madness that if I take a route from Coldhams Common to Hills Road, I need to go an entirely different route in each direction. I should not find it preferable to cycle on main roads rather than these quiet traffic calmed back roads.</p> <p>It is sad that there are still some roads that appear to be left off the list.</p>
20	<p>I support the introduction of two-way cycling on one way streets in Cambridge, as proposed. This is already done for example on Kingston Street without problems.</p>
21	<p>Simply to say fantastic! Please keep it up.</p>
22	<p>I am currently a resident of Hemingford Road, one of the roads included in the proposal. Cycling is my primary method of transport, and I fully support the extension of two-way cycling to our street. There is significant cycle traffic on the road, and a dedicated space for cyclists would make the road much safer, particularly at the junction with Mill Road.</p> <p>Both my partner and I cycle regularly, and would request that consideration also be given to providing on-street cycle parking on the road.</p>
23	<p>I'm writing to support your initiative to make more of Cambridge's one-way streets two-way for cycling.</p> <p>I am a resident of Romsey Town and my experience of the opening up of one-way streets to two-way cycling that has already occurred is very positive. I've seen no increase in cyclist-motorist conflict as a result, indeed it seems that now that cyclists are "allowed" to cycle against the flow of motor traffic, motorists are MORE tolerant and careful about cyclists. Making the remaining streets two-way for cycling will improve things further as there will be no question of "is it permitted here or not" and cycling traffic will be more evenly distributed around the streets.</p> <p>I do wish to express my disappointment that neither the eastern part of Coronation Street nor the northern part of Panton Street (as far as Union Road) have been included. Opening these streets to contra-flow cycling would greatly assist cyclists to avoid the notorious "Catholic Church" junction which is a hostile and dangerous place as it currently exists.</p>

24	<p>I strongly support the proposed opening up of the listed streets to two way cycling. This will improve the city's cycling network and encourage more cycling use.</p> <p>I am very disappointed that Panton Street is still not being opened up to two-way cycling as it is important link of a safe cycling route from tennis court road to bateman street and the new cycle lanes on trumpington road. Currently there is no suitable cycling route for young children from the tennis court road area to the trumpington road area as the only route is through the double mini roundabout at the junction of the Fen Causeway & Trumpington Road and this is clearly not a safe place for cycling.</p>
25	<p>I'm writing to support the proposals for more streets to be made two-way for cycling. I would urge you to consider further changes where this can be done safely, in particular on Panton St.</p>
26	<p>I strongly welcome the proposal to open the given list of streets to two-way cycling. It is long overdue. Thank you for getting this done.</p> <p>I would also _strongly_ urge that we make progress on Panton St too. I use it regularly and it is _very_ frustrating that it remains one-way even when all the others are done. There is no good justification for this anomaly. Currently I have to zig-about down Brookside, Pemberton terrace and then go in the opposite direction to my desired travel and use Union lane, when I really want to down to Norwich or Bateman St.</p> <p>Similarly Willis St should be on the list.</p>

CAMBRIDGE CITY LOCAL HIGHWAY IMPROVEMENT MEMBER PANEL
MEMBERSHIP

To: **Cambridge City Joint Area Committee**

Meeting Date: **24th October 2017**

From: **Executive Director Economy, Transport and Environment**

Electoral division(s): **Cambridge City Divisions**

Forward Plan ref: **N/A** *Key decision:* **No**

Purpose: **To agree membership of the Local Highway Improvement (LHI) Member Assessment Panel for the 2018/19 Programme.**

Recommendation: **The Committee is recommended to:**

- a) agree membership of the Cambridge City Local Highways Improvement Member Panel, consisting of three City Councillors and three County Councillors.**
- b) agree that a member of the panel who is unable to attend a panel meeting be authorised to nominate another member of the same Council to attend as a substitute or alternate.**

<i>Officer contact:</i>	
Name:	Richard Lumley
Post:	Head of Highways
Email:	richard.lumley@cambridgeshire.gov.uk
Tel:	01223 703839

1. BACKGROUND

- 1.1 The Committee at its meeting on 14 July 2015 agreed to establish a Local Highway Improvement (LHI) Member Assessment Panel to prioritise LHI applications, to be consistent with the other district areas. The panel was made up of three City Councillors and three County Councillors. At its meeting on 26 January 2016, the Committee further agreed that panel members be authorised to nominate a substitute or alternate member, should they not be available to attend a panel meeting.
- 1.2 Applicants are invited to present their applications to this panel, which is held over a full day in late January/early February each year.
- 1.3 The method of prioritisation follows a standard process applied in all district council areas across the county. This involves individual members assigning a score out of five for each of the four category aims of the initiative for each application. The average score for each application is then used to create a prioritised list.
- 1.4 Funding is allocated according to priority, starting with the application with the highest score and continuing down the priority list until the funding is fully utilised. Any applications with a score less than 1 are not allocated funding.
- 1.5 The prioritised list of applications with funding allocations is then presented to the Highways & Community Infrastructure Committee for approval, alongside the other district council areas in March each year.

2. PROPOSAL

- 2.1 The Committee is asked to nominate and agree membership of the LHI Member Panel to assess applications received for the 2018/19 programme year. This should consist of three City Councillors and three County Councillors.
- 2.2 Should a nominated member of the LHI Panel not be available on the day of the panel meeting, it is proposed that this member be free to nominate their own substitute to attend the meeting in their place.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

There are no significant implications for this priority.

3.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

3.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

There are no significant implications for this category.

4.2 Statutory, Risk and Legal Implications

There are no significant implications for this category.

4.3 Equality and Diversity Implications

There are no significant implications within this category.

4.4 Engagement and Consultation Implications

There are no significant implications within this category.

4.5 Localism and Local Member Involvement

It is hoped that the changes will enable full attendance of the panel by Local Members.

4.6 Public Health Implications

There are no significant implications within this category.

Source Documents	Location
14 July 2015 and 26 January 2016 CJAC Committee Papers – Local Highway Improvement Scheme	https://cmis.cambridgeshire.gov.uk/ccclive/Committees/tabid/62/ctl/ViewCMIS_Committee_Details/mid/381/id/11/Default.aspx

