

HIGHWAYS AND TRANSPORT COMMITTEE – (4th October 2022)

PETITIONS AND PUBLIC QUESTIONS

No .	Question / Comment sfrom:	Item	Question
1.	CamCycle	Traffic Management Act Pt 6	<p>Camcycle strongly welcomes the county council's application to the Department for Transport for powers under the Traffic Management Act Part 6. We have been campaigning for these powers for nearly two decades. They will make a huge difference to cycling safety and help create new routes and schemes that enable more people to choose walking and cycling.</p> <p>We agree with the area chosen for initial implementation, because Downing Street has long been an area of concern for us in regards to dangerous driving and parking.</p> <p>Will the ANPR camera be positioned to capture the first part of the contraflow cycle lane as well as the junction itself to include enforcement of drivers entering the lane to park illegally?</p> <p>We are also interested in the role these powers can play in developing low-traffic neighbourhood schemes including School Streets, HGV restrictions through villages and modal filters such as new proposals for a bus gate scheme on Mill Road.</p> <p>Given that it's estimated that designation orders won't be issued until April/May, how will this affect progress on Mill Road and other schemes that may need a tailored list of exemptions?</p> <p>Finally, what is the latest on civil parking enforcement for South Cambridgeshire, Huntingdonshire and Fenland? When would they be able to apply for and benefit from these new powers?</p>
			<p>Response:</p> <ul style="list-style-type: none"> • The ANPR camera will be positioned to enforce the moving traffic offence for the banned left turn not for entering the cycle lane to parking illegally. Parking in the cycle lane will be enforced in the usual manner. • Mill Road will be enforced as a bus gate using existing powers and does not need a specific moving traffic enforcement application to progress it so there should be no impact on timescales. We already have a Statutory Instrument in place for enforcing bus gates.

			<ul style="list-style-type: none"> There will be an update report to committee in December on CPE. When CPE is implemented in those districts then an application for Moving Traffic Enforcement to DfT can follow.
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2.	CamCycle	Local Highway Improvement Member Working Group Report	<p>Camcycle welcomes the review of the Local Highway Improvement process and we thank members and officers for all the time and work they have put in. It is an important way that local communities across the county can work together for better streets.</p> <p>Given the discussion at the last Highways and Transport Committee about what the committee's remit was and the shift towards greater monitoring and enabling of active travel, could we ask the committee what they see as the key benefits of individual LHI schemes?</p> <p>What will the first KPI mentioned in the table (a cyclic qualitative survey distributed to applicants upon completion of the programme) actually measure? Will it just look at satisfaction of the applicant or will there be monitoring of aspects such as improved safety and uptake in active travel for example (in the case of an active travel scheme)?</p> <p>In the section looking at alignment with corporate priorities, the opportunity to improve low-carbon transport is ranked as neutral and air pollution is ranked as negative, when in fact most schemes that reduce speed improve both.</p> <p>We'd also like to ask what processes are in place to ensure a consistent delivery across the county? For example, ensuring that all active travel schemes are designed and implemented in line with LTN 1/20.</p>
			<p>Response:</p> <ul style="list-style-type: none"> The LHI process is a bottom up initiative which allows third parties to request improvements to the highway which wouldn't ordinarily receive funding. This allows local issues to be addressed, with these being requested by the individuals who experience or are impacted by them the most.

			<ul style="list-style-type: none"> • The survey will monitor satisfaction with the LHI process and allow applicants the opportunity to feedback constructively. The survey will be qualitative rather than quantitative but will seek to find out if the applicant feels the LHI has addressed the issue / problem identified at application stage. This could include improving safety, or encouraging further active travel. • The relevant design guidance, (where applicable), whether LTN 1/20 or similar is followed when designing LHIs.”
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3.	CamCycle	Delivery Robots Trial – Update and Expansion	<p>Given limited pavement space in Cambridge and existing obstructions such as wheelie bins and parked cars, we’d like to know more about the delivery robot trial so far:</p> <ul style="list-style-type: none"> • Do the robots use footpaths only or also shared-use paths for walking and cycling? • What consultation has been done with people who are not reached through county council social media channels or other online routes? Have there been negative impacts reported by those walking, cycling and wheeling? • Is there any data on how the robots may be impacting short active travel journeys and perhaps replacing walking and cycling trips to the shops? • At the moment the trial is limited to one supermarket – what would happen if other supermarkets and shops also requested use of the robots: is there an upper limit? • Finally, does anyone really believe that a trial of these robots would work in a place like Romsey with uneven, potholed pavements covered with parked cars? Is it really fair to add yet another obstruction to people attempting to walk, wheel and push buggies in this area?
			<p>Response:</p> <ul style="list-style-type: none"> • The robots in Cambourne are generally on footpaths but in some areas they do use some wider shared use paths.

			<ul style="list-style-type: none"> • The results of the survey are included in the appendix. The survey was emailed to a number of stakeholders. The Police, Fire Service, Ambulance Service, RNIB, Guide Dogs UK, Age UK, South Cambridgeshire District Council, Healthwatch Peterborough, The local MP, City and County Councillors • There is no detailed information on the impact on short active travel journeys at present, but this is something that can be investigated as part of the trial. Not everyone can walk or cycle to the shops and Starship's own customer survey found that 17% of respondents were either disabled or had someone with disabilities in the household. • In other counties the robots provide a service to other shops and businesses so this is something that Starship will consider but the Council can put a limit on the number of robots used in the trial. • The area of Southeast Cambridge will be a challenge and there may be some areas which are not suitable and will not be covered by the robots. Very narrow footways may be excluded to avoid obstruction with people attempting to walk, wheel and push buggies.
No .	Question / Comments from:	Item	Question/Comments:
4.	CamCycle	HGV Policy	<p>Camcycle welcomes the review of the county council's HGV policy and thanks members and officers for their work. There are many routes in the county where tailored restrictions of HGV traffic would significantly increase safety for active travel users.</p> <p>Given some historic issues with inappropriately long vehicles becoming stuck in Cambridge streets and current DfT trials of longer semi-trailers, will this policy also consider situations where there may be a need for restrictions on the basis of length as well as weight?</p>

			<p>Response:</p> <p>It is possible for a vehicle length restriction order to be put on a road, for example where there is a sharp bend and long vehicles are unable to get round or get stuck. It is not something that is used very often and had not been mentioned in the policy, but it could be added as a minor amendment to the policy if Committee is supportive.</p>
No	Question / Comments from:	Item	Question:
5.	Professor David Trippett	HGV Policy	<p>At present, HGVs have unrestricted access along Coldham's Lane in Romsey, and this residential community is suffering badly. In a nutshell: HGVs pollute heavily, endanger cyclists, and speed every night. I respectfully request that the Committee (i) changes the Advisory Freight Map to route HGVs along the A1134 rather than through this residential C-road; (ii) and I request that you introduce a weight ban to prevent inappropriately sized vehicles from driving along Coldham's Lane, blighting our residential community.</p> <p>As your Policy documents states, HGV pump out significant carbon particle pollution. This directly impacts 100s of residents homes, our communal play area, the air around St. Philips primary school, and the environment of an old persons home. The pollution blackens the lungs of our community, in short, and it is destroying any hopes for active travel.</p> <p>The HGVs on Coldham's Lane must straddle the advisory cycle lanes because Coldham's Lane—a minor C road—is not wide enough to accommodate them. This causes cyclists to use the pavements, often brining about collisions and with pedestrians.</p> <p>Finally, HGVs speed dangerously at night along Coldham's Lane, causing great distress to its residents. A recent _Roadwatch_ survey showed that over 14,000 vehicles speed per week, with maximum speeds of 73mph.</p> <p>It is inexplicable that is no traffic management at all on Coldham's Lane. A consultation by the Residents Association showed that the almost all members of the Community on Coldham's Lane support a ban on HGVs between the Beehive Centre and Sainsbury's Roundabout. We respectfully ask you to action this because it fits the terms of your policy as outlined in Appendix A (pp. 86-90):</p>

			<p>(i) a minor C-road is protected, while the major A-road carries the HGVs for which it was designed</p> <p>(ii) terminal locations for an HGV ban are clear: between Sainsbury's Roundabout & the roundabout by the Beehive Centre</p> <p>(iii) a strong, efficient alternative route exists: A1134</p>
			<p>Response:</p> <p>This could be considered if there is a funding source to progress. However, it should be noted that HGVs with business in the area would still be able to drive into the zone for loading / unloading.</p>
No	Question / Comment s from:	Item:	Question/Comments:
6.	CamCycle	LCWIP	<p>Camcycle strongly welcomes the publication of the Local Cycling and Walking Infrastructure Plan and we thank officers for the huge amount of work that has gone into this document. We know how crucial it is to ensure our region gains the investment it needs for active travel schemes right across the county.</p> <p>There is a lot of useful data from the consultation which aligns with feedback we receive on aspects including the need for safer junctions, better maintenance, more space for walking and cycling and more accessible routes.</p> <p>Point 2.4 and the contents of the LCWIP refer to maps and prioritisation matrices for cycling and walking but these aren't included in the report. Are these, or will they be, posted somewhere members of the public can view them?</p> <p>Given the decrease of modal share in some districts mentioned on page 9 of the LCWIP and the decrease in cycling in <i>all</i> districts of Cambridgeshire as revealed by the latest DfT figures based on the National Active Lives survey, does the county have an indication of timescales for these walking and cycling improvements to be put in place?</p>

			<p>Finally, we note that often urban areas have been prioritised because of a higher propensity to cycle and therefore greater increase in active travel journeys. However, if our region wants to achieve its goal of reducing car miles by 15% by 2030 to tackle carbon emissions, it will also be important to look at medium-length journeys, for example into and out of market towns. There isn't any mention of e-bikes or the type of journeys and routes that should be focused on to enable their uptake. Is there any plan to consider these medium-length journeys?</p>
			<p>Response:</p> <p>A link to the maps is at the bottom of the agenda and the matrices can be provided on demand. All of the documents will be put on the County Council website following the meeting.</p> <p>Some schemes are more advanced than others, for example the Hills Rd scheme (the top route for Cambridge City) is currently being designed up as part of the GCP Cycling Plus project, East Cambridgeshire District Council are actively pursuing funding for the delivery of the Wicken Fen to Soham route and others may be delivered through new developments so there will be different timescales for the different routes. A variety of funding sources have been and are being used to undertake feasibility work on some routes and we are actively pursuing further funding for design work in order to have a pipeline of schemes for delivery to take advantage of funding as it becomes available.</p> <p>Many of the LCWIP routes link together or to existing routes to create longer, medium length journeys and many of these are between villages and market towns. We need to connect the closest villages to the larger urban areas as a first step then we can look further out.</p>
7.	Question / Comments from:	Item:	Question/Comments:
	Bill Blake	LCWIP	On behalf of the Coldham's Lane Romsey Residents Assoc. Can the committee urgently consider traffic reduction measures on the Romsey section of Coldham's Lane as part of the Local Cycling and Walking Plan?

			<p>Coldham's lane, between Sainsbury's roundabout and the Beehive Centre is heavily used as a short cut between 2 points on the ring road and carries traffic at peak times which forces cyclists (many of which are school children) to use the pavements leading to conflicts with pedestrians.</p> <p>Phase 2 of the Chisholm Trail crosses the Lane at a busy intersection with Cromwell road, and increasing numbers of cyclists queueing are blocking the pavements on both sides of the lane to wait for the lights at peak times. Given the importance of the Trail to the promotion of active travel in the city can the committee say what measures are to be put in place to improve the situation, in particular how and when the 'local access' designation for CL is to be implemented ?</p> <p>Residents have expressed a strong desire for improved, safer provision for cycling & walking on Coldham's Lane as well as a 20 mph speed limit and a night ban on HGVs. Can the committee advise on how traffic reduction measures can be incorporated into a local access designation with clear benefits for active travel?</p> <p>The proposed design for the Chisholm Trail crossing of Coldham's Lane by Milestone shows a lack of active travel priority. Given the proposed local access designation for CL can the committee advise on how an active travel priority crossing could be achieved?</p>
			<p>Response:</p> <p>This section of Coldham's Lane is included as an LCWIP route and so it is a priority for us. Options for improvements will be aligned with the GCP work on road classification, the consultation on this has recently ended.</p>