

EXPERIMENTAL TRAFFIC REGULATION ORDER IN ELIZABETH WAY WRITTEN REPRESENTATIONS RECEIVED

OBJECTIONS AND OTHER REPRESENTATIONS OPPOSED TO MAKING THE ORDER PERMANENT



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Re: PR0667 – electric cars in bus lane
Policy and Regulation
Cambridgeshire County Council
Shire Hall, Castle Hill
Cambridge CB3 0AP

February 21, 2021

Dear Sir or Madam,

Camcycle is a volunteer-led charity with over 1,550 members that works for more, better and safer cycling for all ages and abilities in the Cambridge region.

We are strongly opposed to the experimental traffic regulation order (eTRO), PR0667, that has allowed the incursion of electric cars into the bus lane on the Elizabeth Way bridge. The order should be reversed as quickly as possible and any other proposals to allow any type of private cars in bus lanes should be cancelled.

Electric cars are still cars. They take up a lot of space on the road, may endanger people who are cycling, and will surely congest a facility that is meant to help public transport function more smoothly. While the Elizabeth Way bus lane is not heavily used, this is a horrific precedent to set, one which will lead to the destruction of public transport priority and will further deteriorate the already-poor conditions for cycling on many city streets.

One of the terrible ironies of this eTRO is that we have been waiting over six months for the county to implement the DfT-sponsored Covid-19 active travel project that would create a temporary pop-up cycleway using one of the lanes on the other side of the Elizabeth Way bridge. Instead of complying with the mandate from central government, the county has regressively chosen to use the eTRO process to create more space for cars at the expense of buses and people cycling. This is a disgrace and violates the county's stated principles and policies.

Cambridgeshire County Council's **Climate Change and Environment Strategy** states that the county needs to be '*shifting more transport away from cars to walking, cycling and public transport*'.

Furthermore it states:

- '*as managers of the local highways network, how we prioritise walking, cycling and public transport ahead of the private car to minimise carbon emissions and improve air quality, must be further developed*'; and
- '*the County Council, as a statutory consultee to this plan will prioritise active travel (walking and cycling), public transport and mass-transit solutions such as the CAM (metro) to reduce carbon emissions, in line with the travel hierarchy in Figure 13.*'

The Cambridgeshire and Peterborough Interim Local Transport Plan commits to the road user hierarchy, which prioritises, in order: pedestrians, cyclists, public transport, specialist service vehicles and lastly other motor vehicles.

The local transport plan includes a commitment to *'improve the environment and safety of pedestrians, cyclists and public transport users'*.

PR0667 does not comply with either of these policy documents. We are disappointed that it has come to this point. We urge the County Council to rescind PR0667 at the earliest opportunity and to instead pursue measures that improve cycling conditions for people of all ages and abilities, such as the long-awaited Tranche 2 Covid-19 active travel projects.

Yours sincerely,
On behalf of Camcycle

Camcycle is a volunteer-led charity with over 1,550 members that works for more, better and safer cycling for all ages and abilities in the Greater Cambridge region.

I have attached our letter objecting to PR0667, the experimental traffic regulation order permitting electric cars into the bus lane on the Elizabeth Way bridge. We believe this order sets a dangerous, counterproductive and policy-noncompliant precedent that will harm public transport and people cycling in Cambridge. We believe it should be rescinded as soon as possible.

Thank you. So it is clear that there is no actual metric to measure whether this encourages people to buy electric cars?

I fear that this is being used as a Trojan horse. By introducing it on a route with very few buses at a location where using the bus lane offers absolutely no advantage, it will of course have no negative effect on bus reliability. This will then be used as evidence to introduce the same measure on very busy routes. I do not believe that the measures here are in good faith.

Thank you for the reply. What metrics will be used to assess the stated aim of encouraging people to switch from internal combustion engine vehicles to electric vehicles, specifically because of this measure? Without such a metric it would seem to be impossible to state whether or not it meets the aim?

I object to the eTRO allowing electric vehicles to use the bus lane on Elizabeth Way bridge. This will make the road less safe and less pleasant for cycling- it is already not that great. It will not achieve the stated aim of making the replacement of internal combustion vehicles with electric vehicles, as it is very rare that northbound traffic on the bridge queues so far back as the two lane section. It is clearly madness to suggest that this 350m stretch offering no advantage will be any sort of inducement to anyone.

There was supposed to be an emergency/COVID scheme to be implemented on the southbound carriageway to create a wide two way cycleway from St Andrew's Road to Abbey Street. It is very disappointing that such a genuinely useful scheme has been apparently lost whilst this aberrant nonsense is being implemented.

Please reconsider and bring about an early end to this experiment.

I am writing to object to the trial allowing electric cars to use the cycle path on Elizabeth Way Bridge. This completely defeats the point of the cycle lane, particularly as electric cars will account for an ever higher proportion of motor traffic. This is absolutely not the way to encourage cycling; quite the reverse. I hope the idea will be swiftly dropped.

I am writing to express my concern over the experimental traffic regulation order to allow electric vehicles in a Cambridge bus lane (PR0667).

The Council has declared a climate emergency and prioritising bicycles, public transport over private vehicles is essential to meet the threat.

Whilst EVs do not directly burn fossil fuel they are enormously impactful in use of raw materials, material disposal, tyre particulates and do nothing to reduce congestion.

Although I appreciate this is only a trial I believe this sends entirely the wrong message - that the private vehicles will continue to be prioritised over cyclists, pedestrians and bus users.

I therefore wish to register my objection on the following grounds:

- Adding road space for EVs is incompatible with addressing the climate emergency
 - Prioritising car use over road users who occupy less road space does not address congestion problems.
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I am extremely concerned at the trial to reallocate use of the cycle path on Elizabeth Way bridge to allow electric car usage.

Although I understand the using of electric cars is something the county wish to encourage, to do this at the detriment of cycle safety in the city is alarming and a backwards step.

My family are regular cyclists into the city from our village of Dry Drayton, for work and education. It would be good to know that all is being done to extend cycle lanes and make them them safer for cyclists across the city and from local villages leading into it. Only then will you encourage more people out of their cars and onto their bikes.

The plan to allow (silent) electrical vehicles to use the space for cyclists is absolute madness.

Most of us have by now encountered an electric car sneaking up on us in a traffic situation, that created a near miss.

We cannot assume that drivers of electric vehicles drive any more or less safely than drivers of petrol or diesel powered cars. The difference is that we won't be able to hear them approaching and take preventative action to avoid an accident.

I am writing to protest against the county council decision to use bus lanes for electric cars. This is a dreadful decision as it obviously makes bus lanes more dangerous for cyclists when Cambridge needs to encourage cycling. You may not appreciate this if you don't cycle, but if you are cycling on a bus lane there is always a danger that a vehicle overtaking you will pass too close as there is not really room for a vehicle **and** a bicycle. This situation is only tolerable on roads like Milton Road because so few vehicles are using the bus lane. If this policy is extended, which is clearly the direction of travel, it will be much worse for cyclists. It is also a profoundly regressive measure which privileges people who can afford a new electric car over people with cheap combustion engine cars, let alone cyclists.

If fewer people cycle then car congestion will be a lot worse so it is completely counter productive. It is ironic that guerilla action by extinction rebellion to create another cycle lane on Elizabeth way got an immediate response from the county council, to take it away. So 9 months later the big idea from the county is use the bus lane for more cars!

I am a cyclist in Cambridge AND and also an EV car enthusiast, however, I don't necessarily think the two should be mixed on the roads.

I would urge you to rethink the trial scheme to allow EVs to use the bus lane on Elizabeth Way bridge for two reasons

1. In many years of cycling this bridge I have rarely seen taxis need to use this bus lane - so I do not think you would get good measurable results from this trial as there is little gain for EVs to use the bus lane. This could lead you to erroneously believe there are few problems in extending the scheme.
2. The extra cars that use this bus lane would increase the danger to cyclists - as is the case for the occasional taxi that comes up and drives very close to you.

I would however ask that you instead support and encourage EVs with

1. more places that high speed (> 50kW) chargers are installed around Cambridge
2. Encourage a local version of Gridserve that has recently opened near Braintree
3. Have a plan and timescale for kerbside charging of EVs for the many people who do not have driveways.

I am writing to object to the Experimental Traffic Order allowing electric cars to use the bus lane on the Elizabeth Way bridge.

If the bus way is to be used as an incentive to encourage low carbon transport, the move will discourage cycle traffic across the bridge.

Electric cars are no less dangerous than conventional cars. However, being much quieter, I find them disturbing as they 'creep up' from behind with no warning, and do not necessarily leave more room when passing.

I have less objection to 2 wheelers, which take up less space and so tend to leave more room when passing pedal cycles.

I note that a number of cyclists use the pavement on the bridge. If decent access and exit points were constructed so that cyclists could move from the road to the pavement more easily and proper signs and road markings were put on both the road and the pavement this might be a suitable alternative.

While the current signs clearly indicate that the bus lane is for the use of pedal cyclists, it seems that increasing the volume of car traffic (with any mode of propulsion) should be avoided and I hope you will cancel the order at the first opportunity.

This is to register my opposition to opening Bus lanes to electric vehicles.

Though electric vehicles are sort of progress for air quality, cars remain a danger to cyclists and pedestrians and therefore should be segregated from them wherever possible. - By allowing cyclists on buslanes but no cars - as presently is the case - it IS possible to segregate them to an extend.

I hereby strongly object to the opening the Elizabeth Way bus lane to electric cars in particular under an experimental traffic regulation order

As a cyclist living near the Elizabeth Way bridge, I wish to object to the dangerous use by electric vehicles and motorbikes of the bus/cycle lane.

I object very strongly to the idea of letting motorcycles and electric vehicles use this lane. I use it as a cyclist from time to time. Motorcycles have the mass of a car and often a greater speed; some are driven with as little regard for the safety of others as typifies (alas) some cyclists. Please keep

them out of lanes which cyclists use. Total separation of the two forms of vehicle should be maintained wherever possible.

I strongly object to the proposal to allow electric vehicles to use the bus lane on Elizabeth Way, Cambridge, because it will be hazardous to cyclists, act as a deterrent to cycling and impede buses. This is contrary to the Council's Climate Change and Environment Strategy which states an intention to continue to improve cycling facilities and prioritise walking, cycling and public transport. Encouraging even more motor vehicle use at present, when the Covid-19 pandemic is deterring people from using buses, is totally wrong.

Electric vehicles take up the same amount of road as conventional ones. Allocating this relatively empty space to them will encourage their drivers to travel at a speed that is hazardous to cyclists sharing the lane, especially as they are quieter than other vehicles. They will also cause congestion that will slow down buses. As electric vehicles are more expensive, this is a charter for wealthy people to intimidate cyclists and degrade public transport.

Cyclists have been waiting in vain for the Council to implement the DfT-sponsored Covid-19 active travel project to provide a pop-up two-way cycle lane on Elizabeth Way Bridge. This is an ideal way to encourage cycling, especially among those who have changed from bus to car because of the infection risk. Allocating this space to private cars at the expense of cyclists and buses is highly regressive.

Although electric vehicles have a role to play in decarbonizing our transport, I object to the idea of allowing electric vehicles to drive in bus lanes, and would like to express my concern with trials like the one conducted currently in Elizabeth Way.

Electric vehicles are still vehicles and, although lower carbon than combustion engine driven ones, have all the downsides associated with private car use. They are a danger to any road user who is not in a car or bus, they take up disproportionate amounts of space and still contribute to emission of PM2.5 fine dust through tyre wear. Conducting a trial now will only benefit those who can afford the high upfront cost of today's electric vehicles, which is very unfair in itself.

Instead, the focus should be on reducing motorised traffic and encouraging people to engage in active transport or very low footprint motorized transport such as e-bikes and e-scooters. It is time the private car takes the back seat instead of being automatically promoted to the most favoured transport option. Most of Cambridge was never designed with cars in mind, after all.

I am writing to provide comments and raise concerns about the Experimental Traffic Regulation Order

PR0667 Elizabeth Way, Cambridge - Experimental use of bus lane by motorcycles and electric vehicles

I live on Xxxxxx Road and use Elizabeth Way frequently using different modes of travel (walking, cycling, car).

The bus lane along Elizabeth Way in northerly direction is part of Cambridge cycle infrastructure and used by many cyclists seeking shortest connection from the centre of Cambridge to locations north of the river. This has been facilitated by further cycle infrastructure in form of a cycle lane which continues in northerly direction from where the bus lane ends.

The Experimental Order PR0667 is likely to significantly increase the amount of interaction of cyclists who use the bus lane with motor traffic. This appears to be in direct contradiction to the DfT guidance for Cycle infrastructure design LTN 1/20 (Guidance for local authorities on designing high-quality, safe cycle infrastructure), Section 6.6.1, which explains that "bus lanes can offer some degree of segregation for cyclists as they significantly reduce the amount of interaction with motor traffic".

The Experimental Order PR0667 is likely to act as a deterrent to cycling, as DfT guidance LTN 1/20 (Section 6.6.1) specifically mentions:

"Some bus lanes also allow taxis and motorcycles to use them, which can significantly increase traffic flows, thereby acting as a deterrent to cycling while also increasing risk of conflict." Allowing motorcycles and electric cars to use bus lanes in Cambridge is therefore counteracting other countrywide efforts to increase and encourage active modes of travel.

The Statement of Reasons for Order PR0667 lists as main reasons:

1. "encourage greater use of [motorcycles]"

I would encourage council members instead to concentrate efforts on promoting Active Travel, especially as we come out of the Covid pandemic. Active modes of travel provide multiple benefits to our society. More information on the impact of current transport systems (including car and motorcycle infrastructure) and the many benefits of increasing physical activity through Active Travel are discussed, for example, in "Working Together to Promote Active Travel - A briefing for local authorities" by Public Health England.

2. "Motor cycle use of bus lanes could have some safety benefits, as it would reduce the likelihood of motor cyclists weaving between lanes of slow moving traffic to avoid queues."

This claim is not further substantiated but if there is a measurable positive effect on safety of motorcyclists, it is likely to be more than offset by the increase of conflicts of cyclists who are weaker road users with motor traffic.

3. "provide an additional incentive for people to buy ZEVs"

I am not convinced by the argument that additional use of this relatively short bus lane provides any incentive to make a relatively substantial purchase as that of a ZEV.

In summary, I am not convinced the stated reasons are sufficiently substantiated to warrant Order PR0667. On the other hand, as explained above, Order PR0667 is likely to increase the risk for cyclists using the bus lane and act as a deterrent to cycling in the area, in contradiction to DfT guidance LTN 1/20, Section 6.6.1. Therefore, I would strongly encourage Council members to reconsider Order PR0667.

I cannot understand why it is proposed that electric vehicles have dedicated space on Elizabeth Way bridge. Dedicated space like this should only be provided if the mode being considered is vulnerable. That cannot be the case with cars of any kind.

It is wide bridge and one that could easily accommodate the inclusion of bike lanes which are far more necessary. In these times, the government has been encouraging councils to make room for sustainable modes of transport like walking and cycling and this just seems to fly in the face of that. Make more space for cycling instead, please.

I have just seen the heading of an article relating to a proposal to allow electric cars to use bus lanes in Cambridgeshire and without even reading it I felt the need to email you to express my deepest concern regarding this proposed scheme.

There are a number of issues which a policy such as this raises. Firstly, electric cars are still cars. They weigh the same, take up the same amount of road space, and travel at the same speed as combustion engine vehicles, therefore they pose the same level of risk to other motorists, pedestrians and cyclists.

Secondly, for cyclists, bus lanes are already a substandard form of separation from traffic due to them still being shared with buses and taxis. Having more vehicles able to use the bus lane increases the danger to cyclists, therefore

making cycling less attractive to less confident riders who want to limit the amount of time they spend mixing with traffic.

Thirdly, by allowing electric vehicles into bus lanes the advantage public transport has over private cars is almost completely gone. Electric vehicles are already becoming fairly popular so buses will likely be stuck in traffic as if they would be in any other vehicle lane.

I think a policy like this will set a dangerous precedent which will likely be copied by other councils around the country. At a time when we should be prioritising public transport (especially post covid-19) alongside walking and cycling and discouraging the use of cars in cities this feels like a step backwards.

The proposal referenced in this article to allow electric vehicles to share bus lanes is truly a poorly thought through idea and I would like to add my voice in urging to reverse it and rethink your priorities -

<https://www.cambridgeindependent.co.uk/news/motorcycles-and-fully-electric-vehicle-can-now-use-elizabeth-way-bus-lane-in-cambridge-9145190/>

Electric vehicles are in some ways more dangerous than petrol/diesel vehicles, as you don't hear them coming and they're faster to accelerate. There is also evidence against the safety of Tesla cars in particular, see here -

Huge fleet numbers of 2012-2018 cars returned due to fault - <https://www.bbc.co.uk/news/technology-55662657>

Autopilot safety concerns - <https://www.vox.com/recode/2020/2/26/21154502/tesla-autopilot-fatal-crashes>

Over 1000 individual examples of Tesla crashes linked to automatic features (it's in Dutch but you can translate) -

https://twitter.com/ton_aarts/status/1225875631247941642?s=21

Using Elizabeth Way as an example, many drivers speed over this bridge, and it is much safer cycling northbound than it is southbound. I have no doubt that this policy will result in near misses, collisions and cause people to drive instead of cycle or walk.

While I am sure the council have the best of intentions with this policy, in encouraging use of electric vehicles, unfortunately 95%+ of drivers are priced out of using them at the moment anyway, and you need to focus efforts on supporting active travel.

In any case if suddenly 50%+ of drivers were driving electric vehicles (which is presumably the goal), that would completely defeat the object of the policy as the bus lanes would be full of electric cars.

Please focus your efforts on supporting and creating new options for safe active travel. The fact remains that Cambridge is incredibly congested by traffic, and there's no space for new roads. If you get every driver of a petrol/diesel vehicle into an electric vehicle, you'll have the same amount of traffic congestion - where is the logic? Promote and support active travel for shorter journeys instead - if you make the roads more dangerous for active travel, there will be more people driving.

You are in a position to do something really forward thinking and pioneering, please don't just encourage greater car use and discourage active travel.

I write in respect of your request for input to the trial of allowing electric vehicles (EV) to use bus lanes along with public transport vehicles and cyclists. I write as a cyclist and EV driver.

The concept has a huge upside for EV drivers, in that my travel time will be greatly reduced if this concept became standard practice. I would have a little bit of a lie in and time for a coffee when I get there. I would not pollute less (my EV does not pollute whilst in stationary traffic). Nor would I be more likely to spend £70k on a car I already have because of significant tax breaks, or to sell my second petrol car which I don't use for commutes but rather to ferry the family and dogs here and there.

But I'd be refreshed and have a coffee before work.

So that's nice.

As a cyclist I'd go nowhere near these lanes.

As my perspective changes, the driver now rushing to get a coffee in their silent 2 tonne weapon squeezing past vulnerable road users puts my life at risk. I can't hear them, so I can't act to take action to protect myself (like getting off and walking because an argument with a fast moving metal cage is not one I want).

Rather than being a sensible road user and altering my position to suit the road, traffic and conditions, I would be forced to protect myself by 'taking the lane' at all times. If the trial is adopted over anything less than a short section, any EV in the lane would be going no faster than my short legs can propel my round belly. I am sure the rushing, coffee deprived EV driver would be willing to go at little over walking pace for the length of their journey. I'm sure they would not get frustrated, angry or try to intimidate or force a pass. - we know drivers of horrible polluting cars do this all the time. But not virtuous EV owners.

In short. If you want people to stay off bikes, this is an outstanding idea. I'm sure there will be additional capacity in the health service by then. So there's literally no downside I can see (that's sarcasm by the way, does that translate into Council speak?)

Cycle lanes are intended to allow cyclists to use the road in relative safety and public transport, the most efficient way to carry people who can't cycle, to move more freely than other traffic, thus providing an incentive for people to use it rather than single occupancy cars.

Both objectives will be impeded by allowing Teslas to use the lanes. Cyclists may well then feel safer in the slow moving traffic outside the cycle lanes, than risking a collision with a silent fast moving Tesla.

This is the wrong answer to the question of how to incentivise motorists to buy electric cars.

I strongly object to electric vehicles being allowed in cycle/bus lanes, such as Elizabeth Way. An electric car is still a car, and just as much of a danger to cyclists, and causes just as much congestion (for example, for buses). This is not the right way to promote electric over other vehicles.

I am writing to object strongly to the current experimental EV lane on Elizabeth Way in Cambridge.

Either a separate lane is needed for buses, or it should be removed altogether and the space reallocated to a more generally beneficial use. And there is no reason why EVs should be allowed to use this lane rather than any other vehicles. Their inclusion in this trial looks very much like a Conservative council giving priority to drivers rich enough to afford an EV and that does not help the image of the local Conservative party.

On a practical point, EVs are even more dangerous than other road vehicles to cyclists, who also share the bus lane, because, although they drive as fast as other vehicles and take up as much space, their approach is almost silent.

Please ensure that this experiment is brought to a swift conclusion and never translated into a permanent measure.

I am very concerned about the trial to permit electric cars to use the bus lane on Elizabeth Way. This is very dangerous for cyclists who won't be able to hear the electric cars coming and it is likely to result in the death or serious injury of cyclists.

I strongly object to allowing zero-emission vehicles in any bus lane anywhere as they are still cars or SUVs and so are a danger to cyclists, especially as such vehicles are normally very quiet.

I grew up in Cambridge and I am a keen cyclist. I am genuinely shocked and saddened by the appallingly low standard of cycling infrastructure in the city - no proper bike lanes in the new housing developments, shared pavements for cyclists and pedestrians (which is dangerous for both), bike lanes which are just painted on. When are we going to get someone in the council that can do the job properly?

Allowing electric vehicles in bus lanes is a sick joke for cyclists. When are you going to put in proper cycling infrastructure????? It is beyond ridiculous =

I was alarmed to hear about plans to permit electric vehicles to use the bus/cycle lane on Elizabeth Way. Whilst I'm very supportive of measures to encourage people to switch their vehicles from internal combustion to electric power, this move seems to run counter to the idea of this kind of reserved lane which should be used to reduce congestion by allowing public transport to run more freely, and to provide a safer environment for cyclists. Electric versions of cars take up as much space as their traditional counterpart and are just as dangerous to other road users in collisions, so I'm struggling to understand how this move is justified.

This seems a remarkably ill-judged decision which could set a very bad precedent and I urge you to reconsider.

I am writing with respect to electric vehicles being allowed to use the bus lane on the Elizabeth Way bridge. Please do not make this permanent and do not allow this anywhere else. The RAC are against it, it goes against encouraging people to cycle and goes against the need to get more people on to public transport and out of their cars. This measure is environmental vandalism pandering to a rich few at the moment and as the number of electric vehicles grows will become unsustainable.

I cannot understand why it is proposed that electric vehicles have dedicated space on Elizabeth Way bridge. Dedicated space like this should only be provided if the mode being considered is vulnerable. That cannot be the case with cars of any kind.

It is wide bridge and one that could easily accommodate the inclusion of bike lanes which are far more necessary. In these times, the government has been encouraging councils to make room for sustainable modes of transport like walking and cycling and this just seems to fly in the face of that. Make more space for cycling instead, please.

I am writing to object to the above experimental traffic regulation.

I support the objections highlighted by Edward Leigh for Smarter Transport
- <https://www.smartertransport.uk/electric-cars-in-bus-lanes/>

Allowing electric cars in bus and cycle lanes is going to be dangerous for pedal cyclists. The bus lanes feel safe for cyclists, allowing plenty of room and preventing motor vehicles driving too close. Buses in Cambridge are nearly all cycle aware and do not threaten cyclists by driving close, hooting if we are too slow, or even grabbing at young women cyclists, all of which make driving on non-cycle lanes threatening and scary. The number of cargo bikes in cycle lanes, mostly carrying small children, will slow electric cars down as they will be unable to pass, causing drivers to behave aggressively.

I would like all people making decisions on this proposal to spend a week cycling on non-cycle lanes to see how intimidating it is for us to have to share with motor vehicles. Well, "sharing" is not how car drivers see it, cyclists to them are just a problem to be overtaken as quickly as possible. Since lockdown our residential streets are full of speeding cars and vans, many driving at 40-45 mph, much more than were seen previously. Please leave the few "safe" lanes alone.

I object to the ETRO that allows electric cars to use the Elizabeth Way bridge bus lane. Bus lanes are currently heavily used by people cycling in Cambridge, often in places where there is no safe cycle infrastructure. Allowing private cars onto bus lanes is dangerous for people cycling. Private car usage should not be incentivised over public transport or active transport, no matter the fuel type. Please end this scheme, and focus instead on active travel, and good public transport.

I'm emailing to object to the recent ETRO allowing Zero Emissions Vehicles to use the Elizabeth Way Bus Lane. I believe the ETRO will make the road more dangerous for cyclists and potentially impede emergency services, whilst doing little to incentivise ZEV use. The reasons for the increased danger to cycles is clear, as ZEVs are the same size as conventional cars so can cause just as much damage. They may also get up to higher speeds if they are the sole occupant of the bus lane. If a ZEV is in the bus lane when an emergency vehicle needs to get past, there is also an issue of hitting a cyclist or mounting the pavement whilst getting out of the way – currently the bus lane provides a clear, if short route for emergency services.

This is also a very short section of road that rarely sees any serious congestion. Most queues form further along the carriageway past the speed camera and BP garage, so there is little to be gained by a brief burst of higher speed for 350m or so. As such this will not seriously incentivise ZEV usage, and the other side of the bridge is a far worse congestion point that will not be touched.

In principle I am less against opening the lane to electric two-wheelers as it is wide enough for them and cycle users to coexist relatively safely, but the above points still stand. There really is very little benefit to be had.

This scheme is especially disappointing given the supposed temporary wide, two-way cycleway set-up of the southbound side of the bridge has yet to materialise. As such cycling provision has been made slightly worse in the area, at a time when we need to be rapidly making it better. I'd urge the council to wrap up this ETRO sooner rather than later, and to expedite the implementation of the two-way cycleway on the southbound side.

I've read about this allowing electric cars in the bus lane proposal and I really do have to ask, Do you understand what bus lanes are actually for?

Here's a nice visual explanation of why electric cars in the bus lane is a particularly dumb car brained idea.



This is a proper car brained scheme. It's a proposal so dumb, stupid and counter productive to good public transport provision, that on the face of it the very idea of suggesting a trial for a countywide rollout suggests is so dumb you'd hope someone's getting backhanders because otherwise it is just gross incompetence .

I am writing to state my **strong opposition** to the Council's Experimental Traffic Order PRO667, which came into operation on 14 December 2020, regarding the bus lane on Elizabeth Way.

I note that letters of opposition need to be received by 13 June 2021.

I have read the documents on your website about this: <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/traffic-regulation-orders/experimental-traffic-regulation-orders>

In particular I studied the "Explanatory Note" included in the Statement of Reasons.

For Reference this Explanatory Note is included below as ANNEX

Some points that I would like to make:

1 I note that the "Explanatory Note" makes no reference to prioritising safety of cyclists. This decision will inevitably make the situation for cyclists more dangerous. A key strategy to reduce congestion in the city and reduce pollution is to encourage the shift from cars to bikes. Allowing cars to use the bus way will no doubt discourage people from making this shift.

2 Electric cars are clearly preferable on environmental grounds but the huge disadvantage to cyclists is that they are so quiet that cyclists may not be aware that they are there. They are likely to be more dangerous to cyclists than noisier vehicles.

3 There is no mention of ensuring bicycle safety either as an objective or as a monitoring activity. How do you propose to gather the views of cyclists, particularly children, the elderly and less confident cyclists who have suffered each time they are intimidated on the bus way by cars? Any cyclist will have experienced the fear of cars passing much too closely. EVs undertaking slower traffic in the outside lane are likely to move closer to cyclists.

4 Prioritising electric vehicles (EVs) means they would travel faster across the bridge, at the expense of polluting petrol/diesel vehicles. This would increase pollution.

5 Electric vehicles are an option many people would like to have, but they remain an expensive option. By prioritising EVs you are prioritising the wealthy over the less-wealthy. I cannot believe that allowing these cars to use bus lanes will have any impact on people's decisions to buy EVs. In any case, as EVs increase in number the advantage of allowing them to use the bus lane will vanish.

6 Non EV drivers will inevitably be confused at the sight of some cars using the bus lane. I don't believe there has been any government effort to publicise the symbol EV, which will not be familiar to road users other than owners of EVs. It will not be clear to other road users, cars or cyclists, that the cars can legitimately use the lane. If drivers see some cars using the bus lane they are quite likely to be tempted to use it themselves.

7 IF the Council persists in this line of action then they need to be honest and say that they have decided to compromise cycle safety in the interests of car drivers. I see no mention of this in any of the documents.

8 The City urgently needs traffic to be managed effectively. The solution is to discourage car use, improve park and ride, and keep buses flowing smoothly on uncongested streets.

9 I wonder if this decision has been influenced by practice elsewhere in other countries of prioritising EVs in the fast lane? I know this is the case near the home town of Tesla in the USA. Prioritising use of the fast lane does not impact cyclists, and must not be confused with prioritising use of the slow lane/bus lane.

I would like to be informed of the background to this decision. Who initiated the idea, and who supported it? I presume this is available through freedom of information and I look forward to receiving this.

Please keep me updated on this matter.

I want to express my strong objection to the experimental EV lane on Elizabeth Way. I am extremely supportive of the council taking on new initiatives to help reduce congestion, improve air quality and combat climate change. However, I think a priority lane for EV vehicles puts emphasis on the wrong solutions.

Congestion will not be helped by allowing EV vehicles a special lane. We should encourage walking, cycling and public transport and make car journeys for individuals the least desirable option.

Additional vehicles in the lane endangers people cycling. EV vehicles especially, as they are quiet and have high inertia in an accident (typically weigh 25% more than an average car).

The scheme will likely improve the quality of life for affluent individuals rather than the general population. EV cars are expensive, so you are effectively providing a priority lane for the rich.

I hope you reconsider this trial solution and instead put the focus on solutions such as cycling and reducing overall traffic. I would avoid cars altogether in the bus lane, however, if you are going to allow cars in the lane, I'd rather see a high-occupancy vehicle lane than an EV lane. A petrol powered car carrying 4 people makes more sense than 4 electrical vehicles carrying 1 person each!

Many thanks for your email and sending across the background to this trial. I've now had a chance to read the statement of reasons and importantly the dimensions that will be used in evaluation.

I note that it refers to bus movement but not the impact on other users of the bus lane such as cyclists. I really do hope that the evaluation criteria is widened. I am also at loss to understand how the trial period can be considered valid given the dramatic change in traffic movements since the start of the trial and likely to remain in place for most of the trial period.

I'd like to register my objection to this trial on Elizabeth Way.

I live in CB2, have owned an EV since 20xx and a xxxxxx member of Cambridge Cleanwheels

<https://www.transitioncambridge.org/wiki/CleanWheels/HomePage>

EV vehicles are part of the sustainable model for transport that will help address the Climate Crisis. Providing EV drivers with the use of the assigned lane for bus, cyclists, taxis and motor cyclists is poorly thought through, it adds to the traffic on the assigned lane and perversely rewards over time ICE drivers with greater available capacity on the conventional car lane.

Please forward the objectives that are associated with the trial, increasing traffic flow is not an appropriate objective, our aim must be to reduce total car & van vehicles on the roads of Cambridge through offering a range of transport modes and consolidating journeys.

I wish to object to the experimental use of the Elizabeth Way bus lane by motorcycles and electric vehicles, which came into force on 14th December 2020 ([link](#)). I also object to the order being made permanent.

As you know, bus lanes allow use by cyclists. [Allowing](#) motorcycles and electric vehicles into a bus lane makes it more dangerous for cyclists and is therefore likely to lead to lower levels of cycling.

The question is whether it is reasonable to reduce cycling in order to increase use of electric vehicles.

Shifting transport from standard cars to cycling has four main benefits:

1. Reduce global warming due to use of fossil fuels
2. Reduce air pollution at road level
3. Improve physical and mental health
4. Strengthen communities

Shifting instead to electric cars only tackles one of these, reducing air pollution at road level. In particular, it does not tackle global warming, since burning of fossil fuels is only moved to power stations that produce the electricity for electric cars.

I hope you are carefully considering what evidence to collect to evaluate the experimental scheme. I expect you will be monitoring the usage of the bus lane and in particular seeing whether its use by cyclists is reduced. I suggest that you should also survey cyclists' perceptions of the safety of the bridge, and that this survey should include cyclists who may have stopped using the bridge because of safety concerns.

I also think you should change the misleading signage on the bridge. I'm aware "zero emissions vehicle" is accepted terminology, but it hides the fact that CO2 is emitted to produce the electricity.

But most of all, I ask you to abandon this experimental scheme and not to introduce any other such schemes that make cycling more dangerous.

Please do not allow electric cars in the bus lane.

A recipe for disaster for cyclists and bus lane congestion.

Thank you for your reply.

Please can you let me know the aims and objectives of the experiment, what parameters are being measured in order to assess the impact of the trial, how you are collecting feedback and from what organisations and people are you obtaining feedback? What is the information or report that initiated the idea of the experimental use of the bus lane for electric vehicles?

I object strongly to the recent change of access to the bus lane for electric cars on Queen Elizabeth Way in Cambridge. I cycle in this bus lane and think the change of use of the lane is a huge safety risk and provides a hostile environment to cyclists. The speed limit is often exceeded by cars in the outside lane and it often feels like a race track with cars vying for position from the roundabout. It is always a relief to get into the bus lane where I feel much safer. If vehicles are now allowed to use the bus lane I believe the traffic in the lane will be lethal to cyclists. I felt the bus lane prior to this change was a relatively safe space to cycle and that permitting cars to use the lane reduces the advantages of the lane for buses and reduces the safety for cyclists.

I have only just become aware of the ETRO to allow electric vehicles to use a bus lane in Cambridge, with a view to a possible general roll out to include other bus lanes. I object to this policy on principle as it is the exact opposite of what should be done to reduce congestion, pollution and emissions, as well as making the road environment more hostile to vulnerable users such as cyclists who share bus lanes. First, policies should be equitable; reserving road space for those who can afford a premium-priced vehicle at the expense of public transport is patently unfair. Second, encouragement of EVs will not address congestion or the CO₂ emissions associated with the current mix of electricity generators or the particulates from vehicle tyres, oils and metallic debris. Finally, if this privilege is granted and the numbers taking advantage of it become too large, it is much harder politically to withdraw the policy than never to have granted it in the first place,

I wish to object in the strongest possible terms to the proposal to allow electric cars to use the bike lane on Elizabeth Way, which flies in the face of all recent policies to encourage active transport and discourage use of cars, and which sets a terrible precedent for other bike lanes around the City and around the Country.

At present, cyclists share the lane with buses, and bus drivers are generally well-trained, courteous, and accountable for their driving. Unfortunately, this is not necessarily true of electric car drivers, so there is a much greater risk of conflicts and accidents. Add in the fact that there are likely to be many more electric cars (especially since this route will be hugely attractive) and that electric cars are silent, and you have a recipe for disaster.

It is true that electric cars are preferable to petrol/diesel ones, but they are much, much worse than bicycles which have a much smaller environmental footprint (especially when you consider the massive carbon footprint from manufacturing the car and its batteries). So we need to be encouraging cyclists, not electric cars, and it is obvious that this proposal will discourage cyclists, especially if they are inexperienced.

There is also an equality aspect to this. Electric cars are expensive, and therefore owned by well-off people. Poorer people have to make do with bikes or buses, both of which are likely to suffer delays as more and more electric cars pile into the bus lanes. This is simply not fair.

I would like to add my feedback after hearing about the above scheme to allow an electric vehicle to use the bus/cycle lane over Elizabeth Way. I really support policies designed to encourage people from petrol

and diesel cars in to electric cars due to the environmental impact. However, I do have some concerns about this particular scheme:

- 1) Cars are still cars and still pose a danger to cyclists using this cycle lane. We don't have that safe, dedicated cycle lanes around the city. With more and more cars being electric these days this scheme will continue to make cycling on Elizabeth way more and more dangerous. In addition, electric cars still take up a large amount of road space, are inefficient and still pollute via disc brake and tyre particles.
- 2) At what point would the scheme be withdrawn? When 5% of cars are electric? 10%? This is a slippery slope to reduce public and active transport. It is a short-termist policy.
- 3) Cycling is by far the more environmentally friendly option for transport. There is far less environmental cost to building bikes and they not only move people around the city with very minimal pollutants, it's also overwhelming beneficial for people's health too. Yet despite this we have very poor cycling infrastructure in this city, instead we rely on safety in numbers approach. We must prioritise cyclists over cars of any sort and only distinguish between types of car once we have as many people cycling as possible.

Thanks for reading and considering my concerns.

I am writing to object to the experimental order allowing electric bikes and vehicles in a bus lane. This is a very dangerous idea as there are many places in Cambridge and elsewhere where cyclists have to use the bus lanes. Fast, silent electric vehicles will be very dangerous to them. Also, the cars will impede the busses.

Trying this idea during the Covid pandemic will give a false impression of its dangers, as traffic density will be low. Please call it off before someone gets killed.

I'm writing to express my disapproval over your idea of allowing electric cars (& motorbikes!) in the bus & cycle lane on Elizabeth Way. I regular cycle all over the city, and there are few enough nice wide lanes with just cycles and buses (& occasional taxis, which I'm ambivalent about) without allowing more private cars, even if they are electric.

Please don't encourage any kind of extra car use in the city. And, while you're at it, please extend that cycle way on Elizabeth Way bridge all the way to the Chesterton Lane roundabout, rather than having three lanes of traffic there instead, as at present.

I am writing to object to the proposal (or maybe the scheme has already started) to allow electric cars to use the bus and cycle lane on Elizabeth Way bridge. I support the overall goal of reducing petrol and diesel cars on our roads, and electric cars should be promoted as an alternative to these. Electric cars are however, still cars. They still produce microparticles (from braking, tyres on the road, and they are heavy) and, like other cars are a hazard to pedestrians and cyclist, particularly when they are using what was a 'protected' space for cyclist. Active travel by pedestrians and cyclists should take precedence and be prioritised over electric cars. Allowing them to use the bus lanes is a regressive step.

I was dismayed to hear about the trial allowing electric vehicles to drive in bus lanes on Queen Elizabeth Way. I can't imagine any grounds for permitting this given that the bus lanes are shared with cyclists who are vulnerable to cars. As much as I support EVs, they are cars and drive faster than bicycles and are silent, which poses even more risk to cyclists as they may not hear them. Bus drivers in Cambridge are experienced at driving safely in proximity to cyclists, but one cannot make the same assumption about car drivers.

Please reconsider thought to giving EVs use of bus lanes in areas where cycle lanes are not separately allocated.

I am horrified to hear that you should even contemplate allowing electric vehicles to use the bus/cycle lane in Elizabeth Way. This move would seriously endanger cyclists and slow the progression of buses. Electric vehicles are almost silent (and silent to those who are hard of hearing) and are allowed to drive at the speed for road traffic users.

Any reduction in traffic queues will, for the time being while electric cars are in the minority, be minimal and may be offset by the number of cyclists changing to car use. When the majority of cars are electric the cycle/bus lane will become just another general traffic lane and the whole principle of encouraging cycle (and bus) use will be negated.

The fact that vehicular traffic sometimes backs up in queues is, surely, an incentive for drivers to seek alternative methods of travel. I know from experience how much I wish I was on my bicycle when I am passed by a cyclist on the Trumpington Road cycle path near the Leys School and see the same cyclist coming OUT of the Co-op store in Shelford! I certainly only use the car for long-distant journeys or if carrying large or heavy objects.

I object strongly to the proposal and I do hope the Policy and Regulation Team will re-consider this move, which at all events could only be comparatively temporary.

I write to object to the concept of permitting private electric vehicles on bus lanes, and hence on public money being spent on trials of this concept, as proposed for Elizabeth Way in Cambridge.

The pretext of encouraging the uptake of electric vehicles is not credible. EVs are currently much more expensive than combustion-engine vehicles to buy and very few people are going to be incentivised by the minor and temporary advantage of being able to use bus lanes. Those who are prepared to make the investment in EVs tend to be environmentally-conscious consumers who are unlikely to be impressed by measures which are environmentally unsound, such as allowing bus lanes to be clogged up with private cars to the detriment of public transport and cycling.

More importantly, by 2030 all new cars will be EVs, so the freedom for EV drivers to use bus lanes will amount to the elimination of bus lanes. This concept is a planning dead end, unless the ultimate objective is to get rid of bus lanes.

Instead of thinking up new ways of promoting private car use and disguising them with greenwash, the County Council should focus its limited resources on better public transport and facilitating cycling and walking. It should also immediately reconvene the Cambridge Joint Area Committee, whose abolition was an absolute disgrace.

This experimental traffic order will offer a privileged overtaking lane for the privileged few who can afford electric cars and will cause yet more upset to people in these upsetting times.

Enabling cars to move into the bus-lane will bring them into close proximity with cyclists who may then be tempted to start using the footpath to avoid the danger. This is a retrograde step. We should be allocating any spare space to active travel - walking and cycling.

There are already financial incentives in place to encourage a switch to non-polluting vehicles and as more of them come on-stream in the future the possible roll-out of this ETRO elsewhere in Cambridge will fill up the road space again with cars, squeezing out space for public transport and active travel.

I would like to OBJECT to proposal to make the Experimental Traffic Regulation Order (ETRO) PR0667 permanent on the grounds that it goes against two main goals set out by the County Council itself:

1. Zero Road Casualties, and
2. Zero Carbon Emissions.

Further details relating to each are below.

Zero Road Casualties

In July 2020, the Cambridgeshire and Peterborough Road Safety Partnership became the Cambridgeshire and Peterborough Vision Zero Partnership. Quoting from the partnership's website:

"This reflects the aspiration of achieving Vision Zero – that no human being should be killed or seriously injured as the result of a road collision. The Vision Zero Partnership is committed to a Safe System approach."

This Safe System approach is based on four key principles: safe speeds, safe vehicles, safe roads and roadsides and safe road users. Although not made explicit in the Statement of Reasons for this ETRO, it is strongly implied that it is the benefit of speed, over other vehicles, which would incentivise drivers of electric (zero emission) vehicles (ZEVs) to use the bus lane on Elizabeth Way.

Effective speed management is a key outcome of well performing safe systems. In addition roads should be designed keeping in mind the safety of all road users by making sure that there are adequate facilities for pedestrians, cyclists, and motorcyclists. Within an urban environment, such as the location on Elizabeth Way, there are a greater number of pedestrians and other vulnerable road users. In fact the council note that 'pedal cycles' already use the bus lane. It is these vulnerable road users (pedestrians, cyclists, and motorcyclists) who make up half of all road traffic deaths and speed is an overarching risk. Quoting from the World Health Organisation:

"An increase in average speed is directly related both to the likelihood of a crash occurring and to the severity of the consequences of the crash. For example, every 1% increase in mean speed produces a 4% increase in the fatal crash risk and a 3% increase."

By encouraging the use of electric (zero emission) vehicles (ZEVs) in the bus lane on Elizabeth Way through ETRO PR0667 the council are jeopardising their aim to achieve Vision Zero.

Zero Carbon Emissions

The County Council's Climate Change and Environment Strategy holds the vision:

'to deliver net zero carbon emissions for Cambridgeshire by 2050 in partnership with all stakeholders, whilst supporting our communities and Cambridgeshire's biodiversity and environmental assets to adapt and flourish as our climate changes'.

Transport is currently the largest contributor to UK domestic greenhouse gas emissions. Although electric (zero emission) vehicles (ZEVs) may have zero direct carbon dioxide emissions (ie while they are in use) they still produce particulate pollution from tyre, brake and road dust. In addition, the lifetime emissions from an electric car are only 30% lower than a fossil fuel car.

The Committee on Climate Change has stated that as well as changing to electric vehicles, we must significantly reduce the amount that we travel in them. Walking, cycling and using public transport must become the modes of choice for our journeys and the amount we travel by car needs to reduce significantly if we are to meet our greenhouse gas reduction targets.

We cannot encourage more car use, as the ETRP PR0667 is proposing, especially at the expense of other, more sustainable, forms of transport. I therefore object to the proposal.

I am writing to you to object to the proposal to offer electric cars use of the bus lane on Elizabeth Way.

This idea will have negligible impacts on emissions (no one is going to purchase an electric vehicle because of it) but will make life more dangerous for the large proportion of Cambridge residents who cycle,

I have heard of the ETRO allowing electric vehicles to use the bus lane on Elizabeth Way.

I understand that we want to encourage the use of less polluting vehicles but I oppose this scheme as it allocates space away from public transport and bicycles and toward cars. This will result in slower (and more polluting) journeys for those using public transport and less space and more danger for those using bicycles.

The number of electric vehicles is set to rise over time even without this scheme and the danger and congestion will therefore also increase.

Please reverse this decision and don't allow any more similar schemes.

I am in favour of schemes that allocate space away from cars and toward pedestrians, bicycles and public transport.

I am really appalled to hear of your proposed plans to allow electric vehicles into bike/bus lanes. I feel there are three main issues:

1) I feel this would erode the city's "cyclability" and discourage bike usage. Cambridge is extraordinary for its biking infrastructure. This makes biking "do-able" - even for a middle-aged mum with kids (me).

2) Although I understand your desire (which I share) to encourage electric car ownership, we don't want it to come at the cost of decreased biking.

3) It goes against the many (successful) demand-management strategies pursued by the County Council for decades. We should be discouraging cars driving into the city, not promoting it.

Funnily enough, our family's old petrol-car is almost at the end of its life and my husband and I were just recently discussing whether we could get on with bikes and the occasional taxi. We can't afford a new electric car ... it's not an option, but the thought of lots of electric vehicles in the bike lanes also makes me think that bike-dependence might be a bit risky.

I urge you not to pursue this option.

As a regular cyclist and the father of three children who all cycle independently in Cambridge, I am writing to protest strongly against the test of allowing electric cars to use the bus lane on Elizabeth Way bridge in Cambridge. While electric cars are more environmentally friendly than petrol or diesel cars they are no safer. In fact, in two important ways they are *more* dangerous: they are quieter and they are capable of accelerating more quickly (and if they are capable we can all be quite sure some drivers will use that capability). Allowing them to use the bus lane is a huge mistake and detrimental to other approaches to green transport (and public health) such as cycling. As a parent, I will not feel safe allowing my children to cycle on this busy main road in Cambridge if their space is shared by quiet and rapidly-accelerating vehicles. I urge you to rethink this proposal.

I strongly object to the 'experimental traffic regulation order' (ETRO) that allows electric cars to use the Elizabeth Way bridge bus lane. The space should be reserved for buses and cyclists, or if it is not needed for buses dedicated space should be provided for cyclists before even thinking about giving the space over to electric cars.

I would also strongly object to similar measures being introduced on other bus lanes in the city.

To tackle congestion and the climate emergency, the city needs fewer cars, not just cleaner cars. It is completely inappropriate to prioritise electric cars over public transport and cycling.

I have significant concerns about the plan to allow EVs in the Bus and Cycle lane on Elizabeth Way Bridge.

A key objective for the council should be to promote cycling and public transport, not private cars.

Switching from diesel/petrol to EVs may go some way to alleviating the air pollution problem, but this does not solve the carbon cost of manufacture. There needs to be fewer private cars on the road. Cars need phasing out of the City.

EVs are also quiet and a potential risk to cyclists if they are unaware of their presence.

I was appalled to hear about the notion of allowing electric vehicles in bus lanes. I understand that you wish to encourage the use of electric cars but they are already rapidly becoming more common and indeed are likely to become the norm for new cars over the next 10 years. Already in 2020 they accounted for around 10% of new car sales, more if you include hybrids.

Cyclists face enough hazards on the roads without having to share with silent, rapidly accelerating vehicles, especially those allowed to undertake the carbon powered vehicles. The drivers are likely to be concentrating on getting ahead of other vehicles. I know to my cost how drivers can look for other vehicles and ignore bikes right in front of them! I have a wire in my elbow to remind me.

In addition, they will clutter the lane, which is currently very useful for cycles (and buses of course) that increase the flow of people in limited road space.

Please terminate the misguided trial on Elizabeth Way as soon as possible.

I am writing to object to the proposed experimental electric vehicle lane on Elizabeth Way.

Although I support the replacement of fossil-fuel burning cars with electric vehicles, I do not believe that inclusion of electric vehicles among the permitted users of the Elizabeth Way bus lane will at all incentivise electric vehicle uptake, and therefore will make no difference in terms of emissions.

However, I do believe that cars, electric or not, using the bus lane would present a danger to cyclists using the bus lane. I also believe that, as electric vehicles are expensive, allowing them to bypass traffic by using the bus lane would in effect be a deliberate and unconscionable perk for electric vehicles' wealthy owners, potentially even slowing down the buses that the bus lanes were originally intended for.

I therefore think that the experimental EV lane on Elizabeth Way should not go ahead.

I'm a Cambridge City resident and I both drive and cycle here in the city. I'm disturbed to hear that you're considering using bus and cycle lanes for cars, albeit electric ones.

I **strongly object** to any proposal to add more vehicles, however they are powered, to our existing bus lanes.

The council should be encouraging alternatives to car-based transport. Cambridge does not have the road capacity for people to drive into the city, and we have nowhere for them to park when they get here.

The Park and Ride schemes are the best way for visitors to access our bus lanes.

Public transport and cycling are always going to be better for the planet than any car based transport, and I'd like the county council to support the environment in addition to supporting those of us who live and travel in our city.

I do not like the new traffic regulation order Pro667 that allows electric cars to use the bus lane. As a cyclist who regularly cycles over Elizabeth Way bridge I feel much safer knowing that I only have to watch out for buses. I share your aim to replace fossil fuel cars with electric cars but cyclists are even greener. They should not be discouraged by having to share space with an increasing number of electric cars and other drivers who will be more tempted to cheat.

I am shocked and dismayed to hear of this proposal. Cycling should be being encouraged and made as safe as possible. The idea of more silent cars dashing along the bus lane is the absolute antithesis of a pro-cycling policy.

I was extremely disappointed to discover that signs had been erected on the Elizabeth way bridge allowing electric vehicles usage of the bus and cycle lane.

Electric cars are still cars, allowing them to use this lane removes a cycle lane and also will compromise public transport.

I'm sure you're aware that private motorised cars of any kind, electric or not will not form part of the modern city due to their inefficiency, carbon footprint and associated health concerns that arise from their usage so I cannot see why the city is attempting to encourage their use at the expense of more desirable transportation measures.

Please consider this an extremely negative reaction to the changed status of the lane.

An experimental traffic order (PR0667) is allowing electric cars and other vehicles to use the bus/cycle lane on Elizabeth Way bridge. This allows quiet and fast vehicles to interact with bikes.

If the Council's intention is "to continue to improve cycling across Cambridgeshire" and to prioritise walking, cycling and public transport above cars, this is a silly and retrograde step.

The experimental lane will be extremely alarming to anyone who cares about cycling safety and public transport. Electric cars are still cars. This is a dreadful precedent to set and we urge you to abandon the experiment.

I read in the Cambridge Evening News recently about the proposal to allow electric cars to use bus lanes.

I'm a driver and cyclist and feel this is a terrible idea and can not see how this could even be considered a good idea? It is true electric cars produce less CO2 and other pollutants than other types of motor vehicle, when being driven, but they produce considerably more in their production. And if it is an effort to encourage people to sell their old car and buy a new electric car and so gain an advantage on the road, well how incredibly elitist is that? Electric cars are (currently) considerably more expensive than their petrol equivalent and most are sold as status symbols (Tesla for example)

If I could afford to buy an electric car I would, but that decision would not be affected by this policy.

That's with my driving hat on, now when I put on my cycling hat... I try and avoid cycling in bus lanes as they don't feel very safe when you are actually sharing with a bus. If you then add electric cars to the mix (most of which are currently large SUVs or large executive cars) and it will become horrendous.

Bus drivers have learnt to be patient and sit behind bikes in bus lanes (well most have) I fear car drivers will be less inclined to be so patient as the reason they are entering the bus lane is to get a jump on the other car drivers, so they won't want to be slowed down by a cyclist.

Surely the Councils policy should be about reducing congestion, so encouraging people out of the cars (onto: buses, park-and-ride transport, bikes or walking) This policy only encourages more people does the opposite and encourages more people to drive into the city.

I do hope you reconsider.

Electric vehicles should not be allowed to mingle in cycle lanes with pedestrians and pedal cyclists, this could cause injury, eg: Elizabeth Way experimental EV lane.

I am writing as a cyclist to object to your recent decision to allow electric motor vehicles to use the bus lane Northbound on the Elizabeth Way bridge. This lane currently provides a partly protected cycle lane across the bridge. This change will make this lane less safe and discourage people from cycling. Instead it will only add to traffic congestion at either end of the bus lane. The county should be discourage use of private motor vehicles whether they are fossil fuel or electric powered as they all contribute significantly to air pollution due to tyre wear and brake wear.

The right solution for this bridge is that there should be protected cycle lanes in both directions over the bridge instead of this barely-thought-through change.

I am writing to you about the experimental use of bus lane by motorcycles and electric vehicles.

In normal times, I use the Elizabeth Way bridge and the Pye Fields bridge to commute by bicycle to my work at Arm. Despite the fact that the Pye Fields bridge is clearly both for bikes and pedestrians, a friend of mine thinks that cyclists should not use it, because of the danger to pedestrians. However, between that hostile attitude and the loss of the Elizabeth Way bus/cycle lane as a safe space to EVs, I do wonder what I should do. Cyclists live with the reality of close passes and being knocked off by careless drivers or malicious drivers with an undue sense of entitlement. If an ambulance were behind me in the bus lane I would hear it, but EVs are almost silent. Adding silent motor vehicles to the bus lane is not going to encourage me to cycle on it, despite my entitlement. 'But I had the right of way!' is a poor epitaph.

Of course, these are not normal times, and given that fact I am sceptical that the results of this experiment will be representative.

Further, allowing EVs to use the bus lane is going to create the impression of more capacity, rather than create more capacity. The roundabouts remain the same. You are likely to end up with more traffic trying to move through the same junctions. EV numbers will only increase as 2030 and 2035 come closer. Some bus passengers and cyclists might be tempted to buy an EV, and add to the traffic.

EVs are not a solution to city congestion. They are the same size (massive) as internal combustion engine cars, and fulfil the same purpose.

An alternative solution to allowing EVs in bus lanes is to switch existing car parking spaces to EV only. This approach would show the council switching capacity to EVs while not deterring existing low impact travel (boot, bike, bus). Please consider also switching motor vehicle parking to cycle parking. It is higher density, lower impact, and increases retail revenue. Cyclists spend less per visit but visit more often, over all spending more.

I am a resident of Cottenham, and have copied in Tim Wotherspoon, my county councillor.

I am writing to strongly object to the plan to allow electric cars to drive in what was previously cycle/bus lanes.

This bad plan will endanger cyclists and delay buses. Please do not proceed with this terrible idea. Let the government incentivize drivers to go electric but do not endanger cyclists.

Stop PR0667

I'm writing to express disagreement with the policy of allowing zero-emissions vehicles in bus/taxi lanes in Cambridge, for the following reasons:

(a) it significantly increases the hazard to cyclists who use these lanes

(b) it is counter to the principle of encouraging cycling/walking over driving for health and environmental reasons (even electric vehicles emit particulates from tyre and brake wear, and consume energy and resources in their production and use)

(c) electric vehicle sales are likely to increase rapidly. As this happens, bus/taxi lanes will become just as clogged as the main carriageway, further disrupting public transport and cycling.

(d) it is confusing for drivers who see other cars in these lanes and do not realise they are electric vehicles.

I think the introduction of private electric vehicles into bus and cycle lanes is a terrible idea. Public transport lanes exist for members of the public using public transport or to protect cyclists. Not for those that can afford a private electric motor car to queue jump. Plus electric vehicles are very quiet and are therefore somewhat more dangerous to vulnerable road users.

Allowing electric cars in bus/cycle lanes is a serious safety hazard:

- It will be unsafe for cyclists
- It will discourage children and new cyclists from cycling
- It will impede buses and cyclists
- It will encourage travel by car, because it will reduce congestion in non-bus lanes
- Pedestrians sometimes wander into bus lanes, thinking it is safe, especially when boarding or alighting from buses
- Drivers of non-electric cars will abuse it as it is not obvious whether a car is electric

Please do not allow electric cars in bus lanes.

It has come to my attention of your recent ERTD that permits Tesla cars to drive in the bus lane on Elizabeth Way as well as a proposal to implement this policy county wide. Although I am not a local resident I felt obligated to raise my concern for several reasons:

1. By encouraging their use this will result in slower journey times for public transport. This is the opposite of what you should be doing.
2. This will endanger cyclists further. It is bad enough that taxi drivers are allowed to share this lane with our most vulnerable road users but to add more cars seems absurd.
3. Electric cars are heavier than those with an engine. They are also able to accelerate a lot faster. Any collisions with cyclists are likely to be more serious as a result.

4. This will set a dangerous precedent for other counties within the UK.
5. I'm not sure this policy will have the desired effect of encouraging people to swap diesel/petrol for electric. Electric cars are very expensive and so this policy will only benefit the rich. Subsidising electric cars or paying to scrap older cars would achieve this.
6. You ought to be tackling congestion rather than shifting electric cars into bus lanes. Instead, you should be implementing an active travel policy to encourage people to shift from cars to walking/cycling/public transport. Not only does that benefit the health of walkers/cyclists but also reduces congestion for those who aren't willing to change.

I implore you to reverse the ERTD decision and scrap the wider proposal. Instead, focus on active travel policies.

I'm more than happy to chat regarding my points if that's of interest to you.

I would like to object to the recent experimental traffic regulation order allowing electric vehicles to use the bus and cycle lane on Elizabeth Way.

I believe this will make the lane a more hostile and less safe environment for cyclists.

On the other hand I would have supported restriction of the *entirety* of Elizabeth way to electric vehicles and public transport.

Any why, even now, has there been no "pop-up cycleway" across the bridge? Of all the roads in Cambridge, surely here there is room.

The news that this has been allowed is ridiculous on so many counts.

1. It is well known that the more space you create for cars that this space will be used up by these vehicles so adding to the traffic congestion on our roads.
2. There is a climate emergency and a cursory examination of the science will reveal that the production and use of electrical cars indirectly involves pollution generating processes. The pollution from tyres is also another reason to curtail ALL car usage.
3. The fact that this will make cycling and other active travel even more hazardous from close passes and from an almost silent vehicle is madness. This is a bad enough problem as it is.
4. There is also an obesity crisis that being stuck in a car will only exacerbate. Five years ago when I worked in critical care I insisted on having hoists to help move our patients. Before they could be installed we had to have the ceiling and roof reinforced to take the bariatric patients we were having to deal with. Any cursory observation of many adults and children out and about will see that this is a problem that is not going away.
5. The existing cycle ways are not wide enough for the number of cyclists using them in Cambridge and certainly do not allow for social distancing.

In conclusion I respectfully ask that this decision is reversed in favour of active travel and cycling in particular. I do cycle in Cambridge as does my son on an almost daily basis who coincidentally also owns a TESLA.

I am writing to express my extreme concern about PR0667 – the “Cambridgeshire County Council (Elizabeth Way, Cambridge) (Bus Lane Exemptions) Experimental Order 2020”.

I see that one of the exemptions currently being trialled is “to allow Motor Cycles and Electric Vehicles (battery powered with zero emissions only) to use the bus lane in Elizabeth Way, Cambridge that runs in a northerly direction from north of Newmarket Rd to Ferry Cutter Close”.

As a cyclist (and driver), I am very much against this proposed exemption. Electric cars are still primarily cars – they take up the space of a car (thus contributing to congestion) and they have the speed of a car (thus posing a danger to slower uses of the bus lane, such as cyclists).

The purpose of allocating one lane of a road as a bus lane is to promote the use of public transport, in the hope that people will get out of their cars and onto the buses. (I have always wondered why a taxi counts as public transport and is given the right to use special lanes, as one taxi simply replaces one car – whereas a bus replaces many cars.) By enticing people to buy electric cars on the promise of being able to use bus lanes, you are simply increasing car usage – which is surely not the intention of any council. If you clog up the bus lanes with electric vehicles, then where are the buses and cyclists meant to go?

Please rethink this idea – it is simply not right for Cambridge.

Are you (or your political masters) crazy? The government gives you money to boost active travel and social distancing and you spend it on... allowing electric cars in bus lanes? This is the most damaging and retrograde idea you could have come up with, perpetuating car dependency while actually making cycling more dangerous and buses slower and more unreliable than before.

So I object and ask you to reverse this policy as soon as possible.

This is the first time that I've written to the council in response to planning decisions, but having seen the details of the ETRO that allows electric vehicles to use the bus lane on Elizabeth Way (and even more worrying, the suggestion that this will be rolled out across all bus lanes), I wanted to let you know how concerned I am about the idea.

I don't own a car, so rely on bicycles and public transport to get around. I also have a 12-year-old daughter, so much of the time I'm cycling with her. Her mother lives in the north of the city, so we frequently use that bus lane.

Allowing electric vehicles to use the bus lanes will make cycling significantly more intimidating, especially given the increase in the number of electric vehicles that we're seeing. (I understand that all taxis in Cambridge are going to have to be electric or hybrid in the near future, which will surely further increase numbers.) Electric vehicles might not emit fumes, but they do just as much damage if they clip a cyclist.

The fact that they are so much quieter than conventional vehicles actually means that I'm more concerned about them - as a cyclist, you're constantly using your ears as an early warning system, so it's much easier to be taken by surprise by a close pass from an electric vehicle than it is by a conventional one.

Aside from the impact on cyclists who are using bus lanes, this surely will lead to significantly more congestion, which will lead to delays to both public transport and the cyclists who would otherwise be using the bus lanes.

I'd really like you to reconsider this decision - or at the very least, to very carefully consider the longer-term implications of the plans before rolling them out more widely.

I wish to object to the suggestion that electric cars should be or are allowed in bus lanes. I use the bus lane (which used to include a cycle lane) on Elizabeth Bridge almost daily on my tricycle. Most cars crossing the bridge go too fast ever since the speed camera ceased to be used. Cycles go much more slowly. It is much

safer to continue to separate cars and cyclists. Motorists in electric cars don't drive differently from any other motorists. But they are more dangerous because they can't be heard. Indeed it is very hard to think of any sensible reason for this policy. I have mirrors on my trike so I can see them coming. But most people don't have mirrors, particularly children. Must we wait until some child is killed before this dangerous policy is reconsidered?

I would like to register my objections to the plans to allow electric cars to use the bus lane on Elizabeth Way in Cambridge under an ETRO. While electric cars produce fewer emissions than petrol ones, they are still private motor vehicles and as such it is not appropriate for them to be allowed to use bus lanes. As electric cars become more and more popular, the bus lane will simply become more and more crowded which will impact the bus services it is supposed to help, and also add to the danger and stress of cyclists using the bus lane as it is supposed to be free of private cars. It isn't even really justifiable at present while electric cars are still a small share of the market, as their high price simply means that drivers who can afford a very expensive electric car can pay for the privilege of using bus lanes which isn't afforded to those who can't afford them. It is an extremely retrograde step and will not help in the long-term to tackle the problems of congestion or emissions, as the only way to seriously tackle those issues is fewer trips being made by car, which means buses, cyclists and pedestrians all need more and better infrastructure, not cars, however they may be powered.

I strongly object to the plan to allow EVs to use the bus lane on Elizabeth Way bridge. (PRO667)

EVs in bus lanes was a sensible carrot in 2010 when it was introduced in Norway. It was removed there in 2015 when there were enough to be seriously delaying buses (when they were at ~20% of new sales, which the UK will probably achieve this year). We are passing the EV adoption tipping point in the UK right now and such an incentive makes no sense at all now. If we'd done it 5 years ago, then yeah, that might have been OK, but we didn't.

In December in the UK, EVs were 23% of all sales, (with significantly more BEVs than hybrids). This is a radical change from the ~5% at the end of last year. The average for the year was 10.5% in 2020.

<https://us9.campaign-archive.com/?u=a336c39e55a6260d59adbffb0&id=a1c79f8903>

<https://www.drivingelectric.com/news/678/electric-car-sales-uk-near-7-market-share-september-2020>

It is also particularly galling that we have been waiting 6 months or so for 'emergency' Covid changes to put a pop-up cycle lane on this road and nothing happened until now, when we get this rather foolish idea instead of actual promotion of active travel.

Regarding the plan for Elizabeth Way electric vehicle lane. It is not clear why this would help, since it is so short and traffic merges straight in, or why vehicles do not use the existing lanes. There was supposed to be a COVID/new cycleway on the southbound side – why has this not been enacted when it would be so useful and bikes/pedestrians currently come close on the pavements which are not fit for purpose? I live just at the bottom of this, and have long seen that this bridge is a major opportunity to make Cambridge less car-bound. Queuing on the bridge should be dissuaded, and it is a major opportunity to improve green space by narrowing the road. The bus lane does not seem particularly useful in terms of time given it is so short and queues do not form northbound. Would it not be best to put both road lanes on the west side, and greenify the bridge on the east side, with cycling, walking, and a bridge park?

I support half of this and object to half of this as a cyclist who regularly cycles in bus lanes in Cambridge.

I totally object to the use of bus lanes by electric cars. They may be lower emission at the point of use, but take up exactly the same amount of road space as a regular car. The thought of having electric cars silently come up behind me and try to overtake me, thus me having to have balls of steel in primary position in bus lanes all the time as no Cambridge bus lane is wide enough for a car to give me even a metre's space when passing (whereas there is more than enough space for a motorbike to overtake me) fills me with horror. It is actually more dangerous than an internal combustion engine car as you can't hear it coming, thus if you are a cyclist who is foolish enough not to deploy primary position the first you'll know of it sneaking past you too close is when it's already coming past; a serious fright and then collision hazard. This is a ridiculous idea and I actually don't think taxis of any variety should be able to use bus lanes either.

REPRESENTATIONS SUPPORTING THE ORDER BECOMING PERMANENT

I write to lend my support to the trial of motorcycle access to the Elizabeth Way bus lane.

I am also pleased to note in the statement of reasons behind the trial that the Council wants to encourage people to buy and use motorcycles in recognition of the role they can play in reducing congestion and pollution and increasing mobility and the use of sustainable modes of transport. To be truly effective though I believe that awareness of the trial needs to be promoted and the trial widened to other bus lanes in order to encourage take up.

Just wanted to provide some feedback on the trial on Elizabeth way Bridge.

The bus lane has been opened up to allow motorcycles and zero emission vehicles. It's something I have been asking for and chasing for sometime now. As someone who commutes by motorcycle around Cambridge daily this is a fantastic idea for several reasons.

It encourages more two wheel use which is far more environmentally friendly than cars. It reduces traffic and emissions.

As a motorcyclist it is also very much safer than sitting behind cars who are often stop start and being in between them you are much less visible.

It allows motorcycles to pass stationary traffic safely and quicker meaning less delays for those using it.

It brings Cambridge in line with many other large cities in the UK who allow motorcycles in bus lanes to reduce their carbon footprint and minimise delays to traffic.

As a volunteer rider I am often out delivering urgent items such as medical supplies, computer equipment on behalf of various organisations. This allows us to make better use of the road and get the items where they need to be.

I hope that at the end of this trial the benefits will be clear and the scheme rolled out across the county

I would like to thank you for allowing motorcycles to use the Elizabeth Way Bridge bus lane and I hope you will consider not only making this permanent but also widening the scheme.

I am well aware that Cambridge has a large, and at times vocal cycling community, whatever other concerns I have about Cambridge cyclists, their safety and compliance with road safety, sharing a wide bus lane with them is a safe move.

I regularly use a motorcycle in Cambridge and also for many years in London, using bus lanes reduces risk, but also frees up space and environmental impact (my elderly motorcycle still does approx 70mpg).

Once again thank you, and please bear in mind that motorcyclists are capable of providing safe transport solutions, especially when you are grey haired and in your 50s like me. I hope you'll consider widening the scheme.

I commute to Cambridge everyday using an electric vehicle. Two months ago, while I was stuck in stationary traffic on Elizabeth Way, I noticed the tiny ZEV sign on the bus Lane. I later found out about the trial scheme for the bus lane on Elizabeth way, which can now be used by electric vehicles. As I've been using

this for a couple of months I thought it would be beneficial to give you some feedback on my experience using it.

First, it is a great idea and generally works well. It's not unsafe for cyclists as many travel on the pathway and the lane is wide enough for a car to safely pass them if they are on the road.

However there are a few issues that I have noticed. The sign for "ZEV" is tiny and only on the first bus lane sign. This means that many drivers don't know electric vehicles can use it (like me for the first few months of my EV ownership) and many drivers of the cars in the "normal" lane think you are breaking the rules and cutting in. Because of this many drivers are extremely aggressive and try to dangerously block me as the lanes merge back to one, and today I was actually pulled over by a police officer for driving down the bus lane because he didn't realise Electric cars could use it.

I really think some more, larger, signs all along the road and some form of green e (electric) sign road markings would help make this much clearer, and it will promote the fact the electric cars can use this lane to help decrease the queue back to the round about. I think this is especially important if the trial will be for a significant amount of time.

I really hope this scheme is extended to other bus lanes in the city.

I would just like to say that opening up the bus lane for the use of bikes scooters and EV's is a fantastic idea!

Traffic flow will be better, if this could be done around the whole county that would be amazing!

Congratulations on making this motorbike rider feel a lot more safer on the Elizabeth bridge by use of bus lanes. No more having to dodge the people who do not use indicators and having to be careful of the driver who does not look out for motorbikes even when wearing high viz vest and headlight on
Once again thanks from a grandad who can get home safe .ps how about bus lanes on A14? Just a thought

I am writing to you to voice my support of the Experimental Traffic Regulation PR0667, which is trialling the ability to use EVs in bus lanes in Cambridge. This is a bold and progressive regulation that will drive EV adoption in Cambridge. The ability to drive in bus lanes is a very tangibly useful benefit that, if expanded beyond its current scope, will unquestionably be a strong consideration factor in buying an EV. Consumers need assurance from local councils that their cities' infrastructures will accommodate the shift to clean battery-powered vehicles. This change would cement Cambridge's reputation as a progressive city with innovative ideas.

Currently, the regulation only affects a singular stretch of road on Elizabeth Way. While I am excited that this is being trialled at all, the scope of the trial does not go far enough. The affected lane is considerably short and is a highly unusual selection. The number of routes this affects, and the amount of useful data generated, must be trivial. Additional routes should be added to the program to produce more data given for the long length of 18 months this could potentially run for, perhaps city-wide on certain days of the week to highlight changes in traffic.

I must also voice my displeasure at the amount of objection coming from the cycling community in Cambridge. It is incredibly selfish and self-serving for them to object only to maintain the status quo. Attacking the price of EVs is easy given the expensive cost of producing batteries for cars. Prices for innovative technology such as EVs falls over time as demand grows which must be facilitated initially with innovative policies such as this trial. Instead of sitting stagnant, Cambridge must take the lead in accommodating the transport of the future.

Many thanks for allowing motorcycle use of the bus lane on Elizabeth Way bridge. This certainly helps my commute. Having been passed on the left by taxis who then undertake and cut me off when using the regular lane, now feels safer to be on the left, and if anyone wants to speed on the right that is their business, but at least on a side I expect.

It would be fantastic to have other bus lanes opened to motorcycle use, such as Newmarket Road, Hills Road etc. That would certainly help travel and safety in more areas.

Would also be good to allow motorcycle use across Mill Road Bridge, and I am sure would help many of the delivery bikes and couriers to make shorter safer journeys.

I support half of this and object to half of this as a cyclist who regularly cycles in bus lanes in Cambridge.

I support the use of bus lanes by motorcycles of all classes. Sensibly ridden, they are no more dangerous to cyclists than quickly-ridden bicycles. As traffic lanes become narrower, it becomes harder for motorcyclists to filter through traffic jams. Most commuter machines are low power with small engines and far better than more cars on the roads.

As motorcyclists are also vulnerable road users, they understand the point of view of cyclists.
