

## Agenda Item No: 7

The Chairman using his delegated powers has agreed to take this as a late Report on the following reasons for lateness and urgency grounds:

This report reflects work that has been carried out in a highly compressed time period from the publication on 9<sup>th</sup> May of guidance on the programme of temporary cycling and pedestrian proposals. The very tight delivery timescales set out by government for this programme mean that a later committee would not have allowed sufficient time for delivery of the programme.

### COVID 19 – TEMPORARY CYCLING PROPOSALS

**To:** Highways and Transport

**Meeting Date:** 16<sup>th</sup> June 2020

**From:** Steve Cox, Executive Director - Place and Economy

**Electoral division(s):** All

**Forward Plan ref:** Not applicable      **Key decision:** No

**Outcome:** To agree a set of measures for immediate implementation across the county to encourage cycling during the Covid-19 crisis and through recovery.

**Recommendation:** Committee is recommended to:

- a) Note and comment on the initial list of cycle scheme proposals;
- b) Approve the process for Experimental Traffic Regulation Orders;
- c) Delegate to the Executive Director - Place and Economy in discussion with the Chairman and Vice Chairman of the Highways and Transport Committee, the agreement of any changes to the programme.

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## **1 BACKGROUND**

- 1.1 On the 9<sup>th</sup> of May, the Government announced that an emergency active travel fund of £250M was being made available for authorities in England which would be used to deliver pop-up cycle lanes, wider pavements that allow for social distancing, safer junctions, and cycle and bus-only corridors.
- 1.2 The funding and associated guidance recognise that with requirements for social distancing, effective public transport capacity will be 10-20% of pre COVID-19 levels. Many parts of the road network do not have the physical or environmental capacity to cater for the displaced public transport trips, if those trips are made by car. For the transport network to operate effectively as the economy and society transition back to more normal levels of activity, more people will need to walk, cycle or work at home.
- 1.3 Funding is being allocated to transport authorities to deliver the required schemes. The Cambridgeshire and Peterborough Combined Authority (CPCA) has been notified that it will receive an initial allocation of £575,000, from a first tranche of £45M nationwide.
- 1.4 The CPCA requested that Cambridgeshire County Council and Peterborough City Council develop proposals for temporary or experimental measures, and has indicated that it will passport the funding and will forward fund works by the Councils in advance of the receipt of funding from government. Cambridgeshire will receive around £420,000 in the first tranche of funding. Government guidance on the use of the first tranche of funding requires that delivery of measures should be completed within eight weeks from receipt of funding.
- 1.5 A second tranche of £180M nationwide will be released later in the summer.
- 1.6 This report sets out the initial list of temporary schemes that has been developed jointly with the City and District Councils and Greater Cambridge Partnership (GCP), the process for delivery of the proposals on the list and how development of schemes for the next tranche of funding will proceed.

## **2 MAIN ISSUES**

### **Scheme lists and programme delivery**

- 2.1 The appendix to this report contains lists of temporary scheme proposals across all five districts in Cambridgeshire to support walking and cycling. They have been developed by the County Council in discussion with the city and district Councils and the GCP. They have been informed by suggestions that have been submitted by members of the public, local Members, the Cambridge Cycle Campaign and by the Huntingdonshire Walking and Cycling Group. In Cambridge, the GCP is also developing and funding measures that meet the aims of the guidance and that are well aligned with its programme; these measures are also detailed in the appendix.
- 2.2 The proposals have been assessed against their fit with government guidance, direct transport benefits, impacts on the wider network, and the capability to deliver them quickly.
- 2.3 Due to the very tight timescales involved, it has not been possible to undertake a level of work that would be needed to guarantee that all measures proposed are deliverable in the timescales set out by government, or to undertake a level of local and stakeholder

2.4 consultation that would allow any potential show stopping issues to be identified. Some of the measures will require traffic orders, and there are potential delays in that process that could delay scheme delivery. For these reasons, it is considered critical that flexibility is provided to allow changes to the programme, should they be needed, to remove schemes from the programme if they are undeliverable, and to bring new schemes into the programme in discussion with partners and key stakeholders if necessary and as funding allows. An appropriate delegation to allow this to take place swiftly is included in the recommendations.

### **Key elements of the programme**

2.5 The programme includes measures of a number of different types, including:

- A school streets programme - Offer of support (with no obligation) which would fund staff training, signage and cones / barriers to be made to all 240 schools in Cambridgeshire;
- Modal filters / point closures on the local road network to limit through traffic excepting pedestrians, cyclists, public transport and the emergency services;
- Removal of car parking to provide physically segregated on-road cycle lanes and / or wider pavements;
- Reallocation of traffic lanes to accommodate bidirectional or contraflow cycle lanes;
- Removal of railings where they inhibit movement or prevent social distancing;
- Installation of cycling parking.

### **Traffic Order process**

2.6 For speed, a number of the schemes will be implemented under what are termed Experimental Traffic Regulation Orders (ETROs), a process not often used in Cambridgeshire. This is like a permanent Traffic Regulation Order (TRO) in that it is a legal document which imposes traffic and parking restrictions such as road closures, controlled parking and other parking regulations indicated by double or single yellow line etc. The ETRO can also be used to change the way existing restrictions function

2.7 An ETRO can only stay in force for a maximum of 18 months while the effects are monitored and assessed. Changes but not additions can be made during the first six months of the experimental period to any of the restrictions (except charges) if necessary, before the Council decides whether or not to continue with the changes brought in by the ETRO on a permanent basis.

2.8 It is not possible to lodge a formal objection to an ETRO until it is in force. Once it is in force, objections may be made to the order being made permanent and these must be made within six months of the day that the experimental order comes into force. This will speed up the overall process.

2.9 The approval to make an ETRO permanent would be made by the Highways and Transport Committee or the Assistant Director, Highways under delegation. The approval route would be dependent on whether formal objections had been made. Proposals for schemes requiring an ETRO will be approved by the Executive Director Place & Economy in consultation with Chairman/Vice Chairman of this Committee.

2.10 Feedback or objections received during the experimental period may be significant enough

to require a change to the experiment. Any changes will be approved by the Executive Director - Place and Economy or Assistant Director Highways in consultation with the Chairman/Vice Chairman of this Committee. .

- 2.11 If an experimental order is changed, then objections may be made within six months of the day that the experimental order is changed

### **Second tranche of funding**

- 2.12 As noted above, a second tranche of funding will be allocated later in the summer. If it is allocated in the same way as happened for tranche 1, Cambridgeshire and Peterborough would receive a further £2.3M, of which Cambridgeshire would receive around £1.68M. While guidance in relation to this funding has not been published, it is anticipated that a similar policy emphasis will be maintained, but with the potential for permanent measures that build upon the first tranche measures to be delivered.
- 2.13 Given the scale of this funding and the likely speed of delivery required, it is essential that partners work together to quickly to identify proposals for implementation. County Council officers will therefore shortly be contacting city and district Councils and the Greater Cambridge Partnership to identify schemes from the Local Cycling and Walking Infrastructure Plan and from other programmes that might be brought forward should funding be available. Technical support will be provided to Councils to develop these lists so they are ready for implementation when the additional funding is received.

## **3. ALIGNMENT WITH CORPORATE PRIORITIES**

### **3.1 A good quality of life for everyone**

The report above sets out the implications for this priority in paragraphs 1.1 and 1.2.

### **3.2 Thriving places for people to live**

As society and the economy come out of lockdown, the proposals seek to allow the transport network to support changes in travel patterns necessitated by the need to continue social distancing, while allowing travel levels to return towards more normal levels.

### **3.3 The best start for Cambridgeshire's children**

The report above sets out the implications for this priority in paragraph 2.4.

### **3.4 Net zero carbon emissions for Cambridgeshire by 2050**

- The reduction in travel brought about by the lockdown has led to large reductions in CO<sub>2</sub> emissions from the transport sector. However, there is a significant risk that levels of emissions will rebound significantly and in a worse case, to levels greater than before lockdown, if reduced public transport capacity is compensated for by additional car trips.
- The government funding for temporary cycle measures is focussed on addressing this problem by providing additional capacity for local trips to be made by walking and cycling.

- An increased willingness from companies / workers for home working compared to pre-COVID-19 may also have a positive impact on transport's CO<sub>2</sub> emissions.

## **4. SIGNIFICANT IMPLICATIONS**

### **4.1 Resource Implications**

The report above sets out details of significant implications in paragraphs 1.3 and 1.4.

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

- It is anticipated that much of the work will be commissioned through the highways contract with Skanska and that no further procurement will be needed.
- Should any work need to be commissioned from other parties, it will follow the Council's Contract Procedure Rules

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

- An Experimental Traffic Regulation Order is made under s9 and s10 of the Road Traffic Regulation Act 1984 and The Local Authorities' Traffic Orders (Procedure) (England) Regulations 2012.
- Given the speed that schemes have been developed and will be implemented, measures will be closely monitored, and if necessary changes will be made to schemes address any problems seen. If necessary, temporary measures can be removed.
- As traffic levels build up towards more normal levels, it may negate the positive impact of measures in some places, or lead to issues elsewhere on the transport network. For example, where traffic is currently flowing well enough to allow a bus lane to be reallocated to cyclists or pedestrians, when traffic returns to a level where buses are experiencing delays due to congestion, the temporary measures are likely to need to be removed.
- The enforcement of some measures may require police intervention, as the powers available to the County Council and the temporary nature of the measures rule out other options in the short term.

### **4.4 Equality and Diversity Implications**

- There is a risk of social or distributional impacts, particularly if measures disadvantage public transport users with protected characteristics. This will need to be accounted for in areas where modal filters are introduced, with a presumption that bus access will be maintained.
- Where car parking is to be removed or re-allocated, disabled parking provision will be maintained.
- There may also be social and distributional impacts if measures are not introduced, as the lack of space for social distancing may disadvantage some groups more than others, as might increases in congestion to levels greater than seen pre-lockdown.

#### **4.5 Engagement and Communications Implications**

- A communication strategy will be developed and we are likely to need to use a number of channels including through local Members to engage with the public and stakeholders as measures are introduced.
- The timescales and urgency of these proposals mean that communication will be primarily the provision of information rather than consultation.
- Normal requirements in terms of statutory consultees will apply.

#### **4.6 Localism and Local Member Involvement**

- Local members have had a short opportunity to engage with the proposals, and as noted above, will be an important channel for communications with their communities.
- Local Members will be consulted on any proposed changes to the current programme before they are agreed by delegation to the Chair / Vice-Chair.
- Local members will be given the opportunity to input to the consideration of proposals for the second round of funding.
- As the programme is taken forward, local intelligence on the impact of interventions from local members will be sought, along with commentary on whether proposals are working as intended or need to be modified.

#### **4.7 Public Health Implications**

- For an individual, the health benefits of increased walking and cycling markedly outweigh the risk of injury, and also offer a significant benefit to the health service, with reduced risk of many conditions in later life.
- As with CO<sub>2</sub> emissions, emissions of pollutants from road transport – particularly nitrogen dioxide and fine particulate matter – have significantly reduced in the lockdown period.
- However, while monitored nitrogen dioxide concentrations in Cambridge have fallen by up to 60% in the City Centre, unusually settled dry weather in the first weeks of lockdown gave rise to higher than normal background particulate concentrations, and this has meant that fine particle concentrations did not markedly decline.
- If traffic conditions revert to pre-lockdown levels or greater, air quality will worsen.

<b>Implications</b>	<b>Officer Clearance</b>
<b>Have the resource implications been cleared by Finance?</b>	Yes Sarah Heywood:
<b>Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?</b>	Yes Gus de Silva:
<b>Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law?</b>	Yes Fiona McMillan
<b>Have the equality and diversity implications been cleared by your Service Contact?</b>	Yes Elsa Evans
<b>Have any engagement and communication implications been cleared by Communications?</b>	Yes Sarah Silk
<b>Have any localism and Local Member involvement issues been cleared by your Service Contact?</b>	Yes Andrew Preston
<b>Have any Public Health implications been cleared by Public Health</b>	Yes Emmeline Watkins

<b>Source Document</b>	<b>Location</b>
Government announcement	<a href="https://www.gov.uk/government/news/2-billion-package-to-create-new-era-for-cycling-and-walking">https://www.gov.uk/government/news/2-billion-package-to-create-new-era-for-cycling-and-walking</a>
Statutory guidance	<a href="https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities">https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities</a>

## Appendix: Temporary cycle / pedestrian scheme proposals

The temporary scheme proposals in the tables below have been developed by officers at the County Council in discussion with the District and City Councils and the Greater Cambridge Partnership. The schemes are set out by district, with countywide programmes set out separately. Most (but not all) of the proposals on these list are intended for delivery from the first tranche of government funding that is being released for this purpose.

A number of proposals will be funded by either Cambridgeshire County Council (shaded green) or the Greater Cambridge Partnership (shaded blue). These proposals generally intersect with programmes already in train for the two bodies – for example, the resurfacing of the Hills Road bridge in Cambridge is needed irrespective of this programme, and will be funded from the County Council’s maintenance budgets.

### All Areas

Route / Area / theme	Location	Description	Funding
Access to schools	All schools in Cambridgeshire	School streets interventions to be offered to all schools in Cambridgeshire (207 Primary, 33 secondary). Involves temporary closure of roads near school entrances at times around opening and closing times. Cones / barriers / signs and training for school staff to be provided.	Gov.
Cycle parking	City / town / village centres	Cycle parking to support increased cycling to areas of town centre activity.	Gov.
	Schools	Cycle parking to support increased cycling to school	
	Business areas	Cycle parking to support increased cycling to work	
Village links to main rural cycle routes	Opportunities to be identified	Point closure or modal filters.	Gov.
Traffic signals	Where requests are made, if safe and appropriate	Review timings at junctions or crossings where reduced traffic may give scope for more time to be given to pedestrians and cyclists. (Note that many crossings / junctions are already working on timings that minimise time to call the pedestrian phase)	Gov.
Monitoring	All areas	Review the impacts of interventions before and after implementation. Accept that we may get things wrong, and when we do, quickly amend schemes in response to public / stakeholder / partner feedback. Keep track of how the temporary changes affect the performance of all transport modes as travel increases as the economy / society emerges from COVID-19 lockdown. Review and amend interventions to maintain benefits or address changing travel patterns.	Gov.
	Greater Cambridge, and sites in other areas as appropriate	Smart city sensors to monitor cycling levels. Before and after monitoring of interventions will enable longer term decisions post lockdown. Would also include citizen questionnaire / feedback.	Gov.
	All areas	Upgrade of Countywide cordon monitoring sites.	CCC



<b>Route / Area / theme</b>	<b>Location</b>	<b>Description</b>	<b>Funding</b>
Supporting activities of other recovery / restart workstreams	All areas	Investigate suggestions for the reallocation of road space to support other recovery workstreams. (For example reallocation of road space / parking areas in town centres to support businesses reopening by providing more space for social distancing, or for business use if indoor space is restricted while social distancing requirements remain).	Gov.
Maintenance of existing pedestrian / cycle facilities to support increased use / need for social distancing	All areas	Enhanced vegetation clearance regime for footways and cycleways, to ensure that they are maintained to their full width. Initially this will involve simple cut backs of any overhanging vegetation but could develop to involve removal of more problematic shrubs and grassing over with replacement trees / shrubs planted elsewhere to compensate.	CPCA / CCC or tranche 2 Gov.
	All areas	Renewal of cycle lane white lining, and other white lining where there would be safety or usability benefits for pedestrians and cyclists	
Communication	All areas	Wayfinding for new routes	Gov.
	All areas	Information campaign to let people know about the new routes, and about what we need to do to keep the transport network running effectively while we come out of lockdown. Communicate on the benefits seen in terms of less congestion, less noise, improved air quality and lower CO <sub>2</sub> emissions from road transport in the lockdown, and the opportunity for us to take positive steps to keep those benefits as far as possible.	Gov.
	All areas	Business travel planning initiatives including publicity, guides, training, personalised travel planning	Gov.

## Greater Cambridge

Route / Area / theme	Location	Description	Funding
South Cambs. villages	Review and implement where practicable and appropriate, suggestions for modal filters, cycle lanes and other measures	Proposals to be considered and worked up – to date, measures suggested in: Barrington, Bassingbourn, Cambourne, Comberton, Dry Drayton, Fen Drayton, Girton, Grantchester, Great Wilbraham, Haslingfield, Hauxton, Hildersham, Hinxton, Histon, Madingley, Melbourn, Oakington, Over, Papworth Everard, Stow-cum-Quy, Swavesey, Teversham, Waterbeach, Whaddon, The Wilbrahams and Whittlesford.	Gov.
Cambourne to Cambridge	St Neots Road, Hardwick	Modal filter buses & cycles only, or physically segregated cycle lanes if space allows.	Gov.
	Madingley Road, Cambridge	Segregated cycle lanes where space allows, cutting back vegetation, narrowing junction at Coton junction, widening crossing at Coton turn.	Gov.
	Storey's Way, Cambridge	Prohibit the passage of motor vehicles through the existing width restriction	GCP
	Adam's Rd / Coton footpath junction, Cambridge	Change priority and remove chicane as per West Cambridge Section 106 proposal and remove parking	Gov.
	Grange Rd, Cambridge	Prohibit motor vehicles at all times except local buses on a short section of Grange Road north of West Road. <i>(Optional measure: make a short section of Grange Road one-way southbound except for cycling between West Road and Cranmer Road to prevent rat-running from Barton Road to Queen's Road via West Road).</i>	GCP
	Sidgwick Ave, Cambridge	Make one-way & remove parking to widen footway and provide segregated contra-flow cycle lane	Gov.
	Queens Road, Cambridge	Remove parking and replace with segregated cycle lanes	Gov.
	Silver Street, Cambridge	Extend bus gate restriction to operate 24 hours a day, 7 days a week	GCP
	Silver Street / Kings Parade junction, Cambridge	Change priority to N/S	Gov.
Babraham Park and Ride to Addenbrooke's and City Centre	Addenbrooke's area	Temporary measures in advance of permanent works to improve cycle access via Red Cross Lane.	Gov.
	Nightingale Avenue	Prohibit motor vehicles at all times on a short section of Nightingale Avenue between Rotherwick Way and Topcliffe Way. (cutting through movements between Hills Road and Queen Edith's Way)	GCP
	Luard Road	Prohibit through movements between Hills Road and Long Road. Prohibit motor vehicles at all times on a short section of Luard Road adjacent to Luard Close	GCP
	Hills Road bridge	Resurfacing to address current pothole / poor quality surfacing problems on busy existing cycle facilities over bridge.	CCC
	Hills Road from Station Road to Catholic Church	Remove bus lane to widen footway by 1m to allow for social distancing and create 2m cycle lane. Keep under review as traffic levels pick up and social distancing guidance evolves, as Hills Road corridor critical for bus network in Cambridge.	Gov.
	Regent Street	Remove parking and widen footways or install cycle parking	Gov.

Route / Area / theme	Location	Description	Funding
Trumpington Park and Ride to city centre	Shelford Road / Hauxton Road junction	Remove guard railing on west side of footway	Gov.
	Station Road, Cambridge	Remove parking and create light segregated cycle lanes. Reduce splays at Tenison Road junction	Gov.
Milton / Milton Park and Ride to city centre	Milton High Street	Widen footway between White Horse and Lion and Lamb, Milton	Gov.
	Butt Lane between Milton and Histon	Modal filter on Butt Lane to the west of entrance to Household Waste Recycling Centre	Gov.
	Ely Road, Milton	Prohibition of southbound motor vehicle movements from A10 to Ely Road to deter rat-running through Milton village and provide better conditions for cyclists. (Landbeach Road would remain available for local trips into Milton from the north.	Gov.
	High Street, Milton	20mph speed limit, widen footway between White Horse and Lion and Lamb	Gov.
	Cowley Road, Cambridge	Remove car parking on east side to segregated cycleway from shared use path allowing more space for social distancing.	Gov.
	Milton Rd, Cambridge	Temporary on-road cycle lanes to encourage cycling on road rather than on narrow shared use path, facilitating social distancing.	Gov.
	Milton Road south of Gilbert Road	Modal filter, allowing bus / cycle / emergency services access.	Gov.
North Cambridge to east Cambridge	Arbury Rd, north of Leys Rd	Modal filter, allowing bus / cycle / emergency services access. Needs to be considered in context of works on Histon Road.	Gov.
Newmarket Road Park and Ride to City centre	Newmarket Road, Cambridge	Cone or barrier off on-road cycle lanes where possible.	Gov.
	Newmarket Road between Swanns Rd and Coldhams Common crossing	Temporary bidirectional on-road segregated cycle lane on outbound carriageway.	Gov.
	Elizabeth Way and Newmarket Road, Cambridge	Temporary bi-directional on-road segregated cycle lane between St Andrews Road junction on Elizabeth Way and Abbey Street crossing on Newmarket Road Widen footway and remove guard railing on the footway adjacent to the cycle way at the roundabout.	Gov.
	Maids Causeway / Victoria Avenue	Prohibit motor vehicles at all times except local buses on a short section of Victoria Avenue adjacent to the Jesus College entrance except for local buses.	GCP
	East Road between Newmarket Road and Mill Road	Cone off on-road cycle lanes where possible; remove guardrail Mill Rd/East Road junction	Gov.
Cherry Hinton to City Centre	Mill Road	Measures to allow for more pedestrian space and the maintenance of bus services along the length of the road.	Gov.
	Coldhams Lane	Modal filter to be investigated.	Gov.
Newtown area, Cambridge	Bateman Street, Coronation Street, Pemberton Terrace, Panton Street	Provisionally, measures to prohibit motor vehicles at all times on the following short sections of road; Bateman Street west of Panton Street, Coronation Street west of Panton Street and Pemberton Terrace west of Panton Street. Make Panton Street one-way southbound except cycles between Lensfield Road and Union Road	GCP

Route / Area / theme	Location	Description	Funding
City centre	Granta Place, opposite the Mill public house, Cambridge	Additional gate from Granta Place to Laundress Green to allow more space for social distancing at busy pinch point for pedestrians and cyclists	Gov.
	Benet Street	Water filled barriers to widen footway	Gov.
	Historic Centre pedestrian zone (Trinity Street-Market street-Sidney Street)	Reduce traffic levels during busiest pedestrian hours, by extending core pedestrian zone hours from 10am-4pm (Monday to Saturday) to 10am to 6pm (Monday to Sunday)	GCP
	Burleigh Street / Fitzroy pedestrian zone, Cambridge	Reduce traffic levels during busiest pedestrian hours, by limiting / rescinding exemptions during busiest pedestrian hours	GCP
	Drummer Street / Emmanuel Street / St Andrews Street, Cambridge	Work with bus companies to review operation of city centre bus stops to manage waiting areas and allow as far as possible for social distancing as city centre activity and bus service levels build back up.	Gov.
	St Andrews Street / Hobson Street, Cambridge	Reduce traffic levels during busiest pedestrian hours. Prohibit entry of motor vehicles at St. Andrew's Street entrance between 10:00 and 18:00 Monday to Sunday, except for hackney carriages and local buses	GCP
	Park Terrace, Cambridge	Suspend pay and display parking to allow more space for cyclists	
	Carlyle Road	Prohibit motor vehicles at all times on a short section of Carlyle Road between Holland Street and Grasmere Gardens. ( <i>Optional measures: prohibit motor vehicles at all times on a short section of Alpha Road and Hertford Street immediately south of East Hertford Street to address any displacement of traffic from Carlyle Road</i> ).	GCP
	City centre	Review exemptions for private hire vehicles at city centre closure points	Gov.
Residential areas in Cambridge	Oxford Street	Consider modal filter	Gov.
	Church Street, Chesterton	Consider modal filter at junction with High Street	Gov.
	Vinery Road	Consider modal filter	Gov.
Other main roads	A505 slip road to Granta Park	Make one-way for with segregated bi-directional cycle lane	Gov.
	Barton Rd	Barrier off part of road over M11 bridge to provide bi-directional cycle lane	Gov.
	Major roundabouts in Cambridge	Look to shrink entries / exits / circulatory areas to reduce speeds to improve safety, particularly for cyclists and pedestrians, while traffic flows are reduced.	Gov.
Cycle parking	Park and Ride sites	Additional cycle parking spaces at the 5 Cambridge Park and Ride sites and the Busway Park and Ride site at Longstanton. This will allow for overnight storage of bicycles used for Park and Cycle trips while social distancing limits Park and Ride capacity. Likely to need to source funding for CCTV cover; DfT unlikely to want to accept costs for this (£10k per site).	Gov.
	Addenbrooke's hospital	Support provision of additional cycle parking	Gov.

## East Cambridgeshire

Route / Area / theme	Section	Description	Funding
Ely	Forehill, Ely	One way cycle path up the hill with barriers, no parking either side, allows for more movement for cycling and pedestrians	Gov.
	Brays Lane, Ely	Brays Lane, Ely one way at Forehill end, 2-way for cyclists from Forehill to entrance to Waitrose car park (plan available)	Gov.
	Station Road, Ely	Temporarily remove car parking on bays on the left hand side going down the hill to extend cycle path and to include temporary barriers to extend cycle lane down Station Road	Gov.
	Back Hill, Ely	Widen pavements of Back Hill for commuters walking to the station while school children are walking the other way.	Gov.
	Ely Centre-Ely Station, Back Hill & Station Road	Consider further improvements to those proposed above, for example: <ul style="list-style-type: none"> <li>Advisory cycle lanes on both sides of the road, removal of carriageway centre line and some parking and making the area a 20mph zone.</li> <li>Angel Drove / Station Rd junction to Station - Widen existing shared-use path on Station Rd and extend into Station access road and consider installing parallel crossing to station.</li> <li>Continue cycle lane on north east side of Station Rd to the bridge and provide priority crossing and signalled crossing to station. (NB Longer term route to station via new developments to be considered through the Marina and industrial area to Station Rd which would include a new bridge.)</li> </ul>	Gov.
	Ely centre to Ely North	<ul style="list-style-type: none"> <li>Make short section of Minster Place 2-way for cyclists to path linking to Church Lane.</li> <li>Make Silver St 20mph and consider traffic calming measures and marking cycle symbols.</li> <li>Reverse one-way on Church Lane to provide alternative cycle route to Minster Place.</li> <li>Undertake traffic review and consider changes to junction priority at the Lynn Road / Minster Place junction to provide a safe route north from Minster Place to Lynn Road.</li> <li>Consider advisory cycle lanes and traffic calming measures on Lynn Rd and widen off-road shared path up to hospital. Improve roundabout crossing with more continental design.</li> </ul>	Gov.
	Ely Centre to Ely West.	Consider traffic calming measures and on-road advisory cycle lanes on West Fen Road: with removal of centre line.	Gov.
Downham Road	Consider advisory cycle lanes and / or traffic calming measures. Change layout of the Cam Drive / Downham Road roundabout to a more continental design to reduce speed and improve cycle crossings. Widen footway to provide a shared use provision to the off-road path to the leisure centre.	Gov.	

Route / Area / theme	Section	Description	Funding
Ely	Redrow / Kings Avenue to Town Centre and Station	Include reducing speed limit to 30mph	Gov.
	New Barns Lane	Contra flow cycle lane at New Barns Road	Gov.
Soham	Footpath between Brook Dam and Brook Street	Consider widening for more cycle space from Brook Dam to Brook Street	Gov.
	Sand Street / Fordham Road, Soham	Consider a continuous cycleway from Sand Street to Downfields	Gov.
	Fountain Lane / Station Road	Cycle route from High Street to Station	Gov.
	Clay Street	Make Clay Street one-way, providing more space for cyclists, which would also give more space on Fountain Lane and Station Road	Gov.
	Fordham to Soham	<ul style="list-style-type: none"> <li>Narrow junction at Sharman's Rd.</li> <li>Soham Rd/Fordham Rd: widen existing shared use path where possible and add solar studs where unlit.</li> <li>Consider on-road provision through Downfields and on Sand St with traffic calming measures. Continue traffic calming through High St and through to new station via Clay St.</li> </ul>	Gov.
Sutton	Ely Road	Investigate whether continuous pedestrian provision can be made on south side of Ely Road between Church Lane and Co-op at A142 roundabout.*	Gov.
		Ely Road to link with new cycle path near Co-op*	Gov.
Ely to Littleport	Lynn Road / Ely Road between Littleport and Ely (Gilgal)	Speed reduction to 40mph. 2m cycle lane on each side of the road.	Gov.
Cheveley	Little Green, Cheveley	White lines on external side of road, to emphasise road. Narrow road with no pavements, but walked by a lot of residents	Gov.
Bottisham	A1303 between High Street and Bell Road	Investigate temporary physically segregated cycle facilities and implement if safe to do so.	Gov.
Bottisham to Newmarket	A1303	Cycle path continued parallel to the A1303 all the way to Newmarket town centre (investigate temporary measures). Permanent measures will need a funding package.	Gov.
Burwell	Burwell to Swaffham Prior	Widen shared use path to 3m where possible and install solar studs. Traffic calming measures through Burwell and Swaffham Prior.	Gov.

\* Note that the two schemes in Sutton may be merged

## Fenland

Route / Corridor / Area / theme	Section	Description	Funding
March area	Cycle markings	Renew cycle priority road markings and lanes	Gov.
	Cycle parking in town	Review cycle parking provision and provide 30 additional stands (that can be removed and relocated when the high street funding changes are implemented)	Gov.
	Burrowmoor Road from Richmond Avenue to the roundabout on The Avenue B1101	Changes to speed limits (reduced from 30mph to 20mph) on a flashing sign basis related to school times	Gov.
	Maple Grove	Change speed limit to 20mph from 30mph with flashing signs related to school opening times	Gov.
	Wimblington Road from Saxon Way to Cavalry Park	Change speed limit to 20mph from 30mph with flashing signs related to school opening times	Gov.
	Cavalry Drive, from the Shires to Upwell Road	Change speed limit to 20mph from 30mph with flashing signs related to school opening times	Gov.
	County Road, from Robingoodfellows Lane to High School Close	Change speed limit to 20mph from 30mph with flashing signs related to school opening times	Gov.
Wisbech area	Cycle parking in town	Review cycle parking provision and provide 30 additional stands with the agreement of the Town Council as to their location	Gov.
Chatteris area	Cycle parking in town	Review cycle parking provision and provide 30 additional stands with the agreement of the Town Council as to their location	Gov.
Whittlesey area	Cycle parking in town	Review cycle parking provision and provide 30 additional stands with the agreement of the Town Council as to their location	Gov.
	Route 63 between Whittlesey and March	In conjunction with Sustrans: To create new and improved signage for the Route 63 cycle route between Whittlesey and March. To improve the surface condition of the off-road section from New Road, Whittlesey to the level crossing at Eastrea	Gov.

## Huntingdonshire

Route / Corridor / Area / theme	Section	Description	Funding
Huntingdon area	Huntingdon High Street	Two way cycling permitted through pedestrianised area	Gov.
	Town Bridge, Godmanchester / Huntingdon	Restrictions to general traffic when Pathfinder link opened by Highways England. Either modal filter for cycle / bus / emergency service access, or one way working for traffic with space freed up used for cycle lane.	Gov.
	Post Street, Godmanchester.	Review on street parking restrictions and consider provision of segregated cycle lane. Consider alongside proposals for Town Bridge, as bridge options that removed significant amounts of traffic from Post Street might need less intervention on Post Street.	Gov.
	Huntingdon Road / Church Road roundabout, Brampton	Relocation of pavement parking or alternative provision for cyclists on route between Church Lane and crossing to the north side of Huntingdon Road.	Gov.
	Castle Moat Road (Ring Road) from Town Bridge to bus station	Bi directional cycle route in left hand lane of ring road.	Gov.
	Riverside Road (Ring Road) from Hartford Road to Town Bridge	Bi directional cycle route in left hand lane of ring road.	Gov.
	George Street, Huntingdon	Permit contraflow cycling along one way section of George Street between High Street and Ring Road	Gov.
	Brampton Road, Huntingdon, outside Huntingdon Dental Practice	Close lay-by and use space to provide more room adjacent to sub-standard shared use cycle path Between Huntingdon and Hinchingsbrooke	Gov.
	Main Street, Hartford	Segregated on carriageway cycle lane.	Gov.
	St Marys Street, Huntingdon	Consider contraflow cycle lane to facilitate two way cycling (arrangements at junction with ring road will need to be safely addressed).	Gov.
	Ambury Road, Huntingdon	Review lining / parking to facilitate two way cycling on one way section of Ambury Road between Ring Road and Avenue Road.	Gov.
St Neots area	Town Bridge	One Way system for pedestrians. Consider narrowing of carriageway with barriers to provide additional footway space.	Gov.
	Suspend car parking from St Neots Market Square	Suspend car parking in Market Square (except for disabled). Included in St Neots Future High Streets Fund proposal; removing the car parking will allow more space for social distancing.	Gov.
St Ives area	Quayside, St Ives	Point closure / modal filter	Gov.
	Bridge Street, St Ives	Point closure / modal filter. Maintain access to Merrylands	Gov.
	Bridge Street, St Ives	Suspend car parking and widen footpath with barriers / cones to allow for social distancing.	Gov.
	Market Hill, St Ives	Suspend car parking (except disabled) to enable more space for social distancing by pedestrians. Potential for space to be used to support town centre reopening.	Gov.



<b>Route / Corridor / Area / theme</b>	<b>Section</b>	<b>Description</b>	<b>Funding</b>
Ramsey area	High Street, Ramsey,	Suspend car parking to allow the footway to be widened for social distancing	Gov.
Other areas	A1 between Buckden and St Neots	Raise with Highways England the problems at the layby at Southoe, where the footpath is curtailed over the length of the layby, requiring pedestrians / cyclists to walk on the outside of parked vehicles in the layby.	Gov.
	School Lane, Buckden	Temporary closure of School Lane to vehicular traffic (except for access) from the junction with Greenway to the junction with Church Street.	Gov.