

**PETITION – Barton Village Primary School**

We, the undersigned agree that safer measures need to be put in place to make the roads safer around our school. We propose that either a zebra crossing or pelican crossing be put in place on New Road, so that pupils and families can be safe crossing the road. Thank you for your support from Year 6 pupils at Barton Church of England (VA) Primary School.

**RESPONSE**

Thank you for your petition requesting a zebra crossing or pelican crossing on New Road, Barton, which was presented to the Highways and Transport committee on Tuesday 16th June.

Requests for pedestrian crossing facilities are frequently received and as you will appreciate, the applications that we receive for improvements to the highway network far exceed the financial resources we have available.

Unfortunately there is no funding available for new crossings, but a community can take action to fund the change independently. Once a community has gained funding for their project, the County Council will work with them to make the changes.

Another funding possibility would be the Local Highway Improvement scheme which gives local people around Cambridgeshire an opportunity to bid for County Council cash for highways projects which will improve their community. Bids up to a maximum of £15,000 are invited however there is an expectation that the bidder (Parish/Town Council/community group or residents association) will contribute a minimum of 10%, it may be helpful to approach the Parish Council with the local concerns to see if this area is one of their priorities.

Applications are assessed once a year by an advisory panel of county councillors. The panel takes into account the views of parish councils and district councillors before it makes its recommendation to the County Council on how to allocate the available funding.

Further details can be found via the link below:

<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/improving-the-local-highway>

If funding is secured, the Policy and Regulation Team would be happy to discuss the legal requirements and offer advice to assist in implementing the restrictions.

### **PETITION - Improvements to guided busway cycle path to stop flooding closures**

Every year the guided busway cycle path is closed due to flooding between St Ives and Cambridge. This normally means having to swap from using environmental bikes to commuting by car.

There are a number improvement options to keep this commuter path open, the most basic being a small path slightly up the bank on the sections that flood for example.

Will you please consider these improvements to allow this cycleway to be a reliable option for commuters please?

### **RESPONSE**

The maintenance track runs alongside the busway in this area. This is designated as a bridleway but can be closed at any time for works required on the Busway itself under the 2005 Busway Order. The track sits within flood zones varying from type 2 to type 3 (areas at significant risk of flooding). This area is designated a flood plain by the Environment Agency.

At some times of the year the flooding is severe and can reach several metres up the track bank. To institute a path wide enough for two way cyclists along the bank, without restricting the width of the existing maintenance track for maintenance and without undermining the structure of the bank could prove to be an expensive and unsatisfactory solution. To have cyclists moved closer to vehicles going 56 mph would be the opposite of what most individuals would wish to achieve.

The major infrastructure team have been asked to look at whether a solution could be found on the other side of the maintenance track, away from the Busway track itself and if this proves possible, to find sources of funding for it.

Over 30 million passenger journeys have been undertaken on the Busway since opening in 2011. The rapid transit system has achieved its goal of being a reliable option for commuters rather than to commute by car. Therefore the obvious option at present when the maintenance track is flooded is for commuters to use the buses rather than to revert to using their cars

## **QUESTION**

The Chair of ARERA [Arbury Road East Residents Association] – Modal Filter

We have been staying at home over the past two months apart from essential journeys. Even so, the car traffic on the road outside our windows has grown steadily over the past 4 weeks. The 20mile/hour limit is frequently broken. The pavements on our section of Arbury Road are narrow with many cars parked on the pavements and so there is no safe space for walking or cycling. We are especially worried for the safety of children going to and from schools on Arbury Road when that happens, because most children currently cycle on the pavements because it is not safe on the road. With the introduction of safe social distancing necessitated by Covid19, it is physically not possible within this narrow stretch of Arbury Road with no cycle lanes to do so. The Secretary of State for Transport has encouraged councils to use measures such as modal filters to create low traffic neighbourhoods. This would make the road safe for people to both walk and cycle on their essential journeys. We therefore ask as a residents group that a modal filter is implemented on the narrow stretch of Arbury Road to protect all people in our community. We also have sheltered accommodation for the elderly along this stretch.

## **RESPONSE**

The Council's proposals in response to the Government's call for measures to address the transport challenges of coming out of lockdown with a focus on getting more people to walk and cycle by reallocating road space were agreed by the Highways and Transport Committee on 16 June.

These proposals included a modal filter on Arbury Road, as requested by ARERA. Officers are now working up the proposals detailed in the scheme lists included in the committee report. This work includes consideration of the detail and practicalities of implementation, and interaction with other proposals. Proposals that are funded from the first tranche of government funding will be implemented in the period to 20 August. Details of the programme for delivery of the proposals will be communicated when available.