

HUNTINGDON ROAD PHASE 2, CAMBRIDGE, PROPOSED CYCLING IMPROVEMENTS

To: Economy and Environment Committee

Meeting Date: 10th November 2016

From: Graham Hughes, Executive Director – Economy, Transport and Environment

Electoral divisions: Castle

Forward Plan ref: 2016/036 **Key decision:** No

Purpose: To note the results of the consultation on proposed walking and cycling improvements, and to consider the implementation of the proposals.

Recommendation: Committee is asked to approve the extension of cycling improvements on Huntingdon Road, consisting of:

- a) a continuation of the raised cycle lanes from just beyond Oxford Road towards the junction of Histon Road/Victoria Road;
- b) A floating bus stop near Westfield Lane, subject to some further development work with the Bus Quality Partnership;
- c) Resurfacing and reconfiguration of cycle lane and traffic lanes approaching Histon Road/Victoria Road; and,
- d) An improved outbound cycle lane towards Girton.

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1. BACKGROUND

- 1.1 The proposals aim to improve conditions for pedestrians and cyclists. The proposals are funded by the Department for Transport (DfT) Cycle City Ambition Grant which Cambridgeshire County Council and seven other local authorities were successful in bidding for in 2013. In the bid the County Council proposed to deliver a safe, direct, comprehensive network for cycling and walking, between key destinations in Cambridge and in South Cambridgeshire.
- 1.2 The Cycle City Ambition programme initially comprised seven schemes, including Huntingdon Road and Hills Road in Cambridge, and four schemes in South Cambridgeshire, which are now complete. In 2015 the initial funding of £4.1m was increased further to £10.1m, and the content of the programme was expanded to include funding towards Abbey-Chesterton bridge, A10 Cambridge to Royston, and Quay to Lode, amongst others.
- 1.3 Phase One of Huntingdon Road was approved by the Economy and Environment Committee in July 2014, and works were completed in April 2016. The scheme appears to have been successful in providing segregated cycle lanes with a good quality surface, clear priority over side roads, and floating bus stops to remove conflict between cyclists and buses. Post scheme monitoring is being undertaken as part of a wider DfT Monitoring and Evaluation programme to gauge the effects and impacts of investing in cycling infrastructure. In due course the results will be shared wider.
- 1.4 Phase Two seeks to continue a segregated cycle lane towards the Victoria Road/Histon Road junction and, subject to funding, to add a newly surfaced, red cycle lane on the outbound side of Huntingdon Road, thus providing completely updated provision for cycling on this important route.
- 1.5 A budget of £300,000 has been allocated to the project but there is flexibility across the programme. Further Section 106 developer funding of £140,000 may also be available (subject to additional cycling trips being generated) from the expansion of Girton College.

2. PROPOSALS

- 2.1 Two options for extending the segregated cycle lane towards the city were proposed and can be seen in **Appendix 1**. Option 1 is a continuation of the existing raised cycle lane, surfaced in red, with a 'Cambridge kerb'. Option 2 is a reconfiguration of road space with parked cars moved to the position of the existing cycle lane, with cyclists using the space between parked cars and the footway.
- 2.2 Option 3 in the consultation is simply an outbound widened, resurfaced, red cycle lane extending to Girton.
- 2.3 There is also a proposal to reconfigure the approach to Histon Road/Victoria road junction that would make the city bound cycle lane wider by removing the much lesser used left turn cycle lane. Such a proposal is compliant with proposals associated with the Histon Road Greater Cambridge City Deal scheme.

- 2.4 There is one bus stop in the city bound length of Phase Two near to the junction of Westfield Road. It is proposed to convert this stop to a floating bus stop to be consistent with all of the other city bound stops on Huntingdon Road.
- 2.5 Parking is available in laybys in this length of Huntingdon Road, which is a mix of residents' parking and metred parking. Consideration was given to removing parking within the scheme.

3. CONSULTATION

- 3.1 The consultation took place from 16 May to 27 June 2016. A total of 504 survey responses were recorded. Two public drop in events were held. There was good support generally for making improvements, and the results can be seen in **Appendix 2**.
- 3.2 The questionnaire asked people to look at the individual options and then show their support or opposition for each one rather expressing a preference for a particular proposal. In terms of the city bound options, 67% supported Option 1, and 52% supported Option 2
- 3.3 Continuing to give priority for cyclists as deployed elsewhere in Huntingdon Road proved popular with 73% supporting this idea. 69% of respondents supported floating bus stops, and 58% supported making changes to the lanes approaching Histon Road/Victoria Road junction. Only 44% supported removal of parking bays.
- 3.4 The local County Member is very supportive of delivering Option 1 to complete the raised cycle lane design towards the city, and of Option 3 to provide an outbound facility to Girton, as well as reconfiguring cycle lanes approaching Histon Road/Victoria Road junction.
- 3.5 Stagecoach and the Bus Quality Partnership still have some reservations about floating bus stops and feel that the current design could be improved by providing 2.5 metres of width on the boarding islands, and ensuring that the remaining road space allows traffic to pass a bus that has stopped, and for buses overtaking buses not to encroach onto opposing cycle lanes. Particular concerns have been expressed regarding the stop included in this scheme based around a road width issue. A bus stopped here will have some impact on holding other traffic back due to the limited road width, though this is not a particularly busy bus route so the traffic held will not be buses.
- 3.6 Camcycle expressed concerns about all of the proposed options, however, they highlighted Option 2 as their preferred option once some changes are implemented. These changes are: the inclusion of a buffer zone between parking bays and the cycle lane; the widening of the cycle lane to 2.5m and the reduction of the carriage lane to 3.2m. With regards to the Huntingdon Road/Histon Road junction, Camcycle propose a protected cycle lane that extends all the way to the junction.

4. PROGRAMME AND COSTS

- 4.1 The scheme budget is £300,000
- 4.2 Until detailed design is complete and discussions have concluded with contractors it is not possible to offer a completely firm programme. Based upon the earlier phase of Huntingdon Road it would seem likely that works will be confined to Monday to Friday,

09.30-15.30hrs with surfacing works at weekends, and works undertaken under two way traffic signals. The works duration on this basis would be 3-5 months. Prior to starting work, there would be extensive publicity including details of the programme and traffic management that will be in place.

5. MAIN ISSUES

- 5.1 The preferred option from the consultation was Option 1 which is a continuation of the raised cycleway segregated by a 'Cambridge kerb'. 67% of respondents strongly support or support this option, compared to 52% for Option 2. Local members also prefer this option.
- 5.2 Option 2 has the potential to provide a safer, more attractive cycle route, but requires the extensive relocation of statutory undertakers plant and much more complex design work to resolve many issues of detail. Space available does not really allow for the kind of 'protected bike lane' used extensively in North America.
- 5.3 The consultation asked for views on removing parking all together along this length of Huntingdon Road, which was generally not popular. Such a move would impact on revenue from on street parking, availability of parking for residents and their visitors, and convenient parking available for bed and breakfast establishments. 'Dooring' from parked cars is considered to be a relatively low risk at this location due to the low turnover of parking bays and the relatively generous width offered by the new cycle lane.
- 5.4 Option 3 was included in the consultation as something relatively easy to deliver that could be implemented if sufficient funding is available in the overall programme. It was well supported, and in the context of retaining mature trees is the most suitable provision for making cycling more attractive in this length.
- 5.5 Stagecoach and the Bus Quality Partnership have some concerns about the use of floating bus stops and would like to see more evidence of the benefits. One is proposed as part of the scheme. An independent report has been completed by Sustrans concluding that there is very minimal conflict between pedestrians and cyclists at the new stops. Discussions continue between the Project Team, Stagecoach and the Bus Quality Partnership.
- 5.6 There is a desire to retain the central islands that are used as informal crossing points. Fitzwilliam College students regularly use these to cross Huntingdon Road. As many of these as possible will be retained.
- 5.7 There is support for the proposal to reallocate lane widths at the Histon Road junction which would include resurfacing the junction approach and these changes are proposed as part of the scheme. Longer term if further funding becomes available, the junction as a whole could be reviewed further to see if an even safer arrangement for cyclists could be provided such as some form of separate traffic signals or more segregation.

6. CONCLUSION AND RECOMMENDATIONS

- 6.1 It is proposed to implement Option 1 with as many crossing islands as possible retained, and a reallocation of lane space approaching Histon Road junction. It is also recommended that Option 3 proceed if there is sufficient funding.

6.2 Through detailed design it is proposed to develop a design for Westfield Road bus stop that gives reassurance to bus operators.

6.3 The Cycle City Ambition programme funding ceases on 1st April 2018, so work would need to commence by September 2017 at the latest. Other than political approval there are no other approval processes to work through, so unless approval is delayed the scheme should be deliverable within the timeframe.

7. ALIGNMENT WITH CORPORATE PRIORITIES

7.1 Developing the local economy for the benefit of all

More people cycling contributes to a healthier population, improved productivity, reduced traffic congestion, reliability of journey times and adds capacity into an already constrained road network, all of which contributes to economic wellbeing.

7.2 Helping people live healthy and independent lives

Currently many people feel unsafe cycling, although cycling is potentially a form of economic, reliable transport that allows them to access employment or training and hence independence, and the opportunity to incorporate active travel into their lives. The proposals address a route that is perceived by many cyclists to be unsafe.

7.3 Supporting and protecting vulnerable people

Good quality separate cycling infrastructure potentially means less cycling on footways, and less conflict with elderly and disabled people. Retaining central islands will aid pedestrians seeking to cross the road.

8. SIGNIFICANT IMPLICATIONS

8.1 Resource Implications

The scheme is capital funded by the DfT from an overall programme budget of £10.1million. There is flexibility, but the overall scheme budget is £300,000. The scheme is being designed to ensure minimal maintenance and revenue costs.

8.2 Statutory, Risk and Legal Implications

There are no significant implications within this category.

8.3 Equality and Diversity Implications

There are no significant implications within this category.

8.4 Engagement and Consultation Implications

There has been extensive public and stakeholder consultation as set out in Section 3.

If the recommendations are approved officers will contact stakeholders following the meeting to tell them of the Committee decision.

The start of works will be widely communicated to residents and the travelling public.

8.5 Localism and local member engagement

There has been extensive public and stakeholder consultation as set out in Section 3.

The Project Team have engaged with, and updated local members throughout the scheme development and consultation process, and have discussed the recommendations with them.

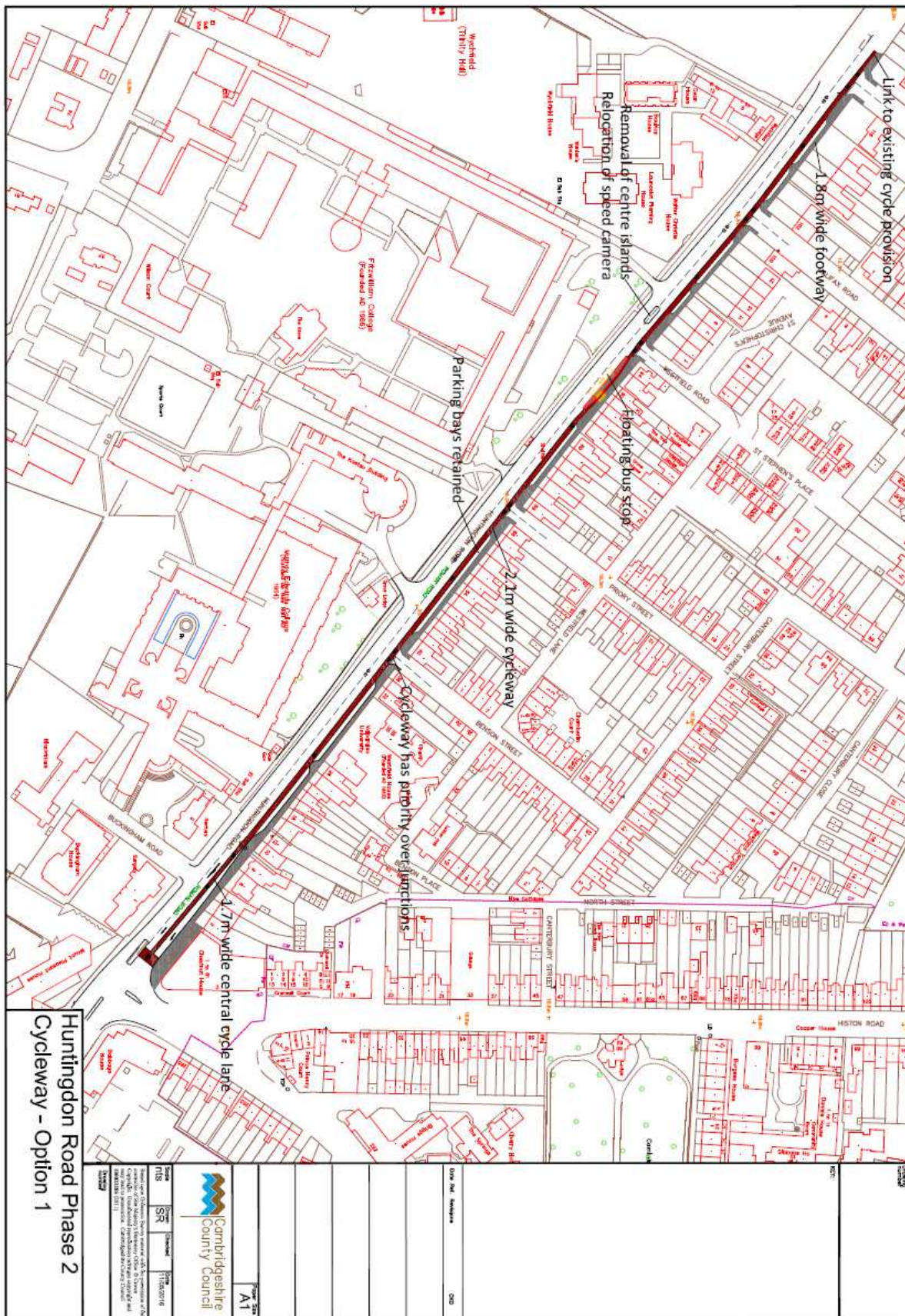
8.6 Public Health Implications

More people cycling and walking undoubtedly contributes to improved public health. Cycling is a physical activity that can prevent ill health and improve health. It is important that people are supported and encouraged to be physically active and any efforts should focus upon interventions that mitigate any barriers like perceived safety risks.

The Transport and Health Joint Strategic Needs Assessment makes reference to encouraging short trips of less than 2km within the city to be undertaken on foot or by cycle. The proposals support and encourage this.

Source Documents	Location
Consultation responses	Room 310, Shire Hall, Cambridge

OPTION 1



Huntingdon Road Phase 2
Cycleway - Option 2

APPENDIX 2

Cycleways on Huntingdon Road

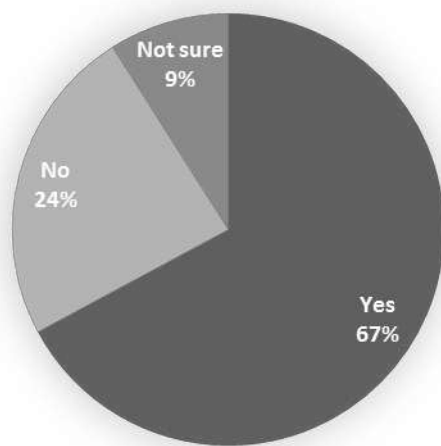
Consultation results

August 2016

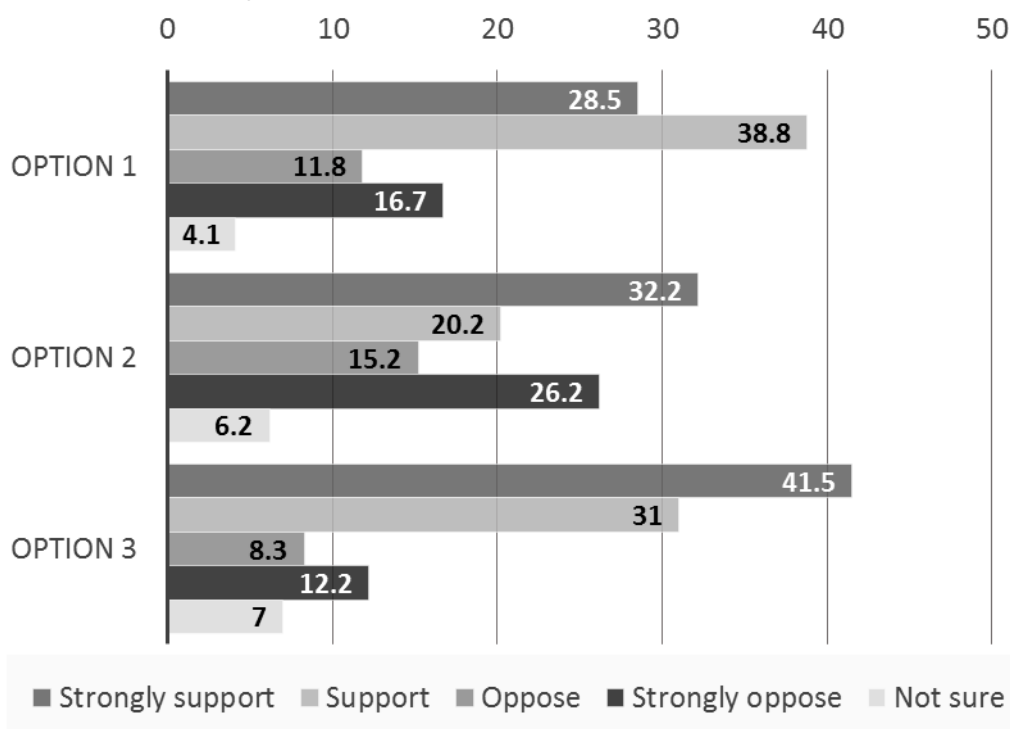
In total we received 504 responses to the consultation. This includes paper surveys, online surveys, email responses, attachments to paper surveys and written comments at events. Survey responses totalled 491, emails 8, attachments to paper surveys 3 and written comments 2.

Responses to survey questions

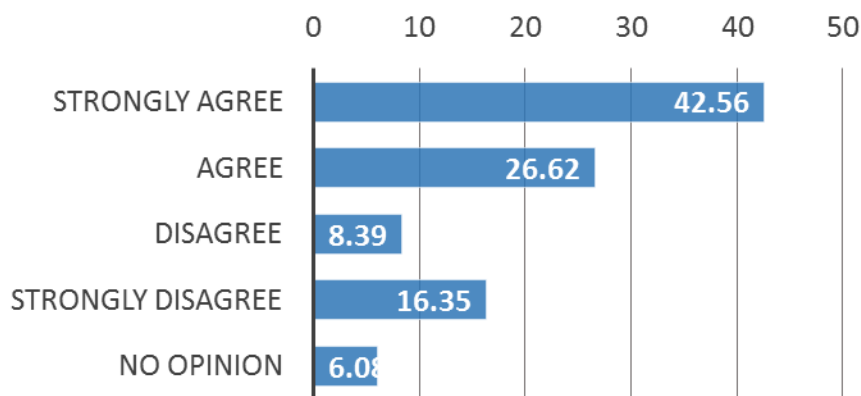
1. Do you see a need for cycling improvements on Huntingdon Road (between Richmond Road and Histon Road)?



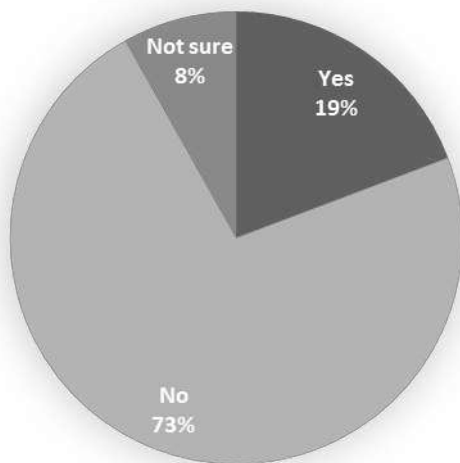
2. To what extent do you support the proposed options?



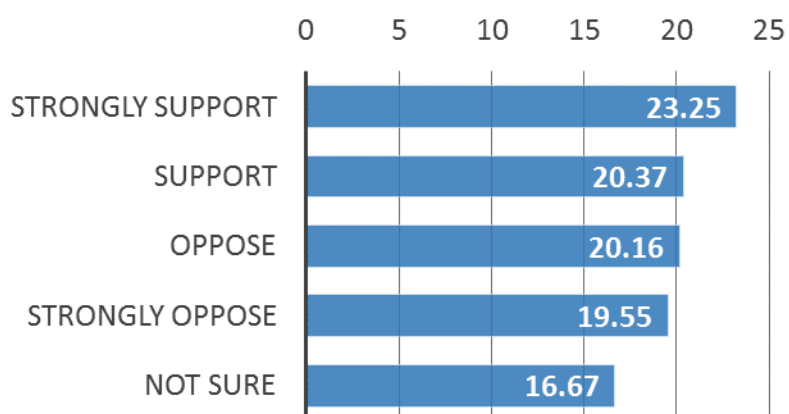
3. Should the new bus stop layout be considered (for Options 1 and 3)?



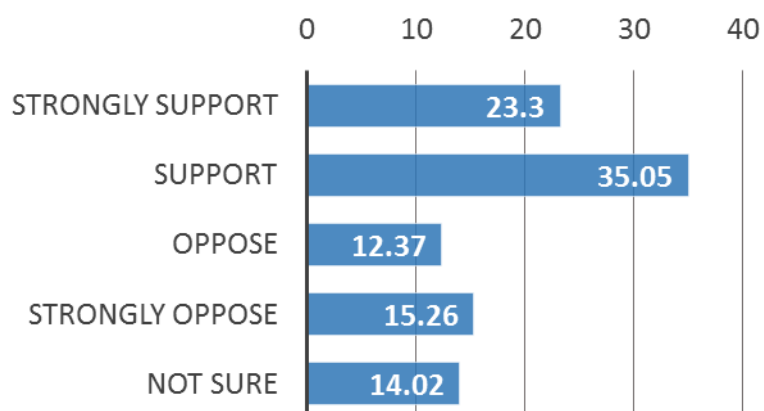
4. In Option 2 (cycle lane between parking bays and footway) the cycle lane would have priority over traffic from side roads. Do you have any objection to this?



5. To what extent would you support the removal of parking bays between Richmond Road and Histon Road?



6. To what extent do you support the proposed changes in the approach to the junction of Huntingdon Road with Histon Road?



Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: D Parcell
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: F McMillan
Are there any Equality and Diversity implications?	Yes Name of Officer: T Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: M Miller
Are there any Localism and Local Member involvement issues?	Yes Name of Officer: P Tadd
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: T Campbell