

**TRUMPINGTON ROAD, CAMBRIDGE, PHASE 2 PROPOSED WALKING AND CYCLING IMPROVEMENTS**

**To:** Economy and Environment Committee

**Meeting Date:** 10<sup>th</sup> November 2016

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

**Electoral divisions:** Newnham and Trumpington

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

**Purpose:** To note the results of the consultation on proposed further cycleway improvements on Trumpington Road, Cambridge, and to consider the implementation of the proposals.

**Recommendation:** Committee is asked to approve the implementation of improvements for cyclists and pedestrians on Trumpington Road, consisting of:

- a) An improved segregated foot and cycleway on the west side; and
- b) A new floating bus stop on the east side.

|                         |                                   |
|-------------------------|-----------------------------------|
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## **1. BACKGROUND**

- 1.1 The proposals aim to improve conditions for pedestrians and cyclists. They 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 growth of housing, business activity and the economy generally will put increasing pressure on the transport network. If we are to mitigate the negative impacts of growth, significant modal shift must be achieved. The provision of high quality cycling infrastructure will make cycling safer for those already cycling, and, crucially, will make cycling an attractive option for those currently not cycling and for people moving into the area. Without the provision of high quality infrastructure, further significant modal shift to cycling is unlikely to be achieved.
- 1.3 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 £10m, and the content of the programme was expanded to include funding towards Abbey-Chesterton bridge, A10 Cambridge to Royston, and Quy to Lode, amongst others.
- 1.4 Phase One of Trumpington Road was approved by the Economy and Environment Committee on 18 September 2014. Works have been unable to start as planned due to some issues relating to a gas main that needs relocating, though this work now looks to be starting imminently. Phase Two seeks to add some additional elements, and thus if approved both phases are likely to be delivered as one scheme early in 2017.

## **2. PROPOSALS**

- 2.1 Phase One of the project focussed on the east side of Trumpington Road and the issues of cyclists safely passing parked cars, and accommodating cycle and pedestrian movements on top of the grassed bank outside the Botanic Gardens. It includes the removal of a length of metred parking with space for cycle provision. Phase Two looks at the western side, and the bus stop designs within the whole scheme. The proposals emerged from the consultation on Phase One.
- 2.2 The key proposal is the widening of the existing shared use path from three metres wide to four metres wide by narrowing the parking bays and taking a 500mm strip of land from the adjacent common. The other proposals are the conversion of two bus stops to floating bus stops, and the creation of a short length of raised cycle lane.
- 2.3 Removing parking on this side too would provide generous space for better cycle provision, but consultations on Phase One revealed that the parking here provides space for drop off for nearby schools without impacting on narrower streets nearby, and a useful and convenient parking facility for people accessing the Botanic Gardens and adjacent opens spaces. There are also financial considerations for the County Council as metred parking is a source of revenue that supports the management of traffic and parking generally. On balance given the length of parking lost in Phase One it was felt that options including losing further parking should not be consulted on and considered.

2.4 It was also felt appropriate to retain the length of coach parking in Trumpington Road, since this is at something of a premium in the city, and helps to support the economy in terms of tourism.

### **3. CONSULTATION**

3.1 The consultation took place from 13 June to 25 July 2016. A total of 505 survey responses were recorded. A summary of the results can be seen in **Appendix 1**. Two public drop in events were held in Trumpington.

3.2 There was good support for most of the measures proposed in the scheme, though there were many concerns raised relating to loss of green space and a view that the common should be protected - a view made strongly from a joint response from nine Residents Associations in the area. Local members share concerns from many residents regarding widening into the common.

3.3 CTC (Cyclist's Touring Club) Cambridge strongly support the proposed improvements, particularly the segregated cycle lane behind the parking area. CTC also welcome plans for introducing further floating bus stops.

3.4 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. Road widths in Trumpington Road are relatively generous so it should be possible to accommodate the concerns raised and suggestions made.

### **4. PROGRAMME AND COSTS**

4.1 The works would be combined with those previously approved for Phase One. Until detailed design of these additional elements is complete and discussions have concluded with contractors it is not possible to offer a firm programme. For much of the Phase One works two way traffic will be able to flow without traffic signals being in use, thus causing minimal delay to traffic including Park and Ride and other bus services.

4.2 Phase One has an allocated budget of £400,000. Phase Two brings a further £300,000, though there is some flexibility across the Cycle City Ambition programme.

### **5. MAIN ISSUES**

5.1 62% of respondents supported widening the path into what is currently common land, however many comments received are strongly against the proposals. The Wildlife Trust, a statutory consultee, have raised concerns, and Residents Associations are strongly opposed. To construct works on common land would require consent in accordance with Section 38 of the Commons Act 2006. It would be challenging to gain the necessary consent given the objections in place. Upon reflection the costs associated with relocation of railings and posts, as well as earthworks needed, seems to represent poor value.

5.2 The current layout could be improved in terms of useable width by relocating street furniture to existing and newly constructed bench recesses, with very minimal impact on the

common, and without the need for Commons Consent. By widening the path into the existing wide parking bays a clear width of 3.7 metres can still be achieved which would enable a 1.7 metre wide footway segregated by line from a 2 metre wide cycleway as per the layout seen elsewhere in Trumpington Road between Brooklands Avenue and Trumpington itself

- 5.3 'Dooring' next to car parking bays currently presents a hazard for cyclists remaining on road in the relatively narrow cycle lane. The narrow on road cycle lane would be removed. A 0.5 metre 'buffer zone' alongside parking bays, and next to the segregated cycle lane will be introduced.
- 5.4 The removal of the narrow on road cycle lane in the dooring zone would enable confident cyclists to ride on road in a dominant position, rather than feel forced to use the existing narrow lane. The approach within the scheme recognises the variety of cyclists and differing levels of confidence and needs.
- 5.5 Stagecoach and the Bus Quality Partnership still have some concerns about the use of floating bus stops. The outbound bus stop on the east side is well used and a point of conflict between cyclists and buses, but the inbound stop experiences much less use, and thus less conflict. It is proposed to leave this stop as a standard bus stop, by way of some compromise.

## **6. CONCLUSION AND RECOMMENDATIONS**

- 6.1 In summary, the scheme has been amended in response to the consultation, but still offers major benefits to cyclists and pedestrians, and should improve road safety and the perception of safety. Both local members (for Newnham and Trumpington) are fully supportive of the recommendations.
- 6.2 The Cycle City Ambition programme funding ceases on 1<sup>st</sup> April 2018, so work would need to commence on both phases by January 2018 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.

## **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 for both phases is £500,000 - £700,000 (Phase One already approved, and estimated at £400,000). The scheme is being designed to ensure minimal maintenance and revenue costs.

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

An application for Commons Consent was considered, but is now not being taken forward.

### **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.

| <b>Source Documents</b> | <b>Location</b>                       |
|-------------------------|---------------------------------------|
| Consultation responses  | Room 310,<br>Shire Hall,<br>Cambridge |

# Cycleway on Trumpington Road

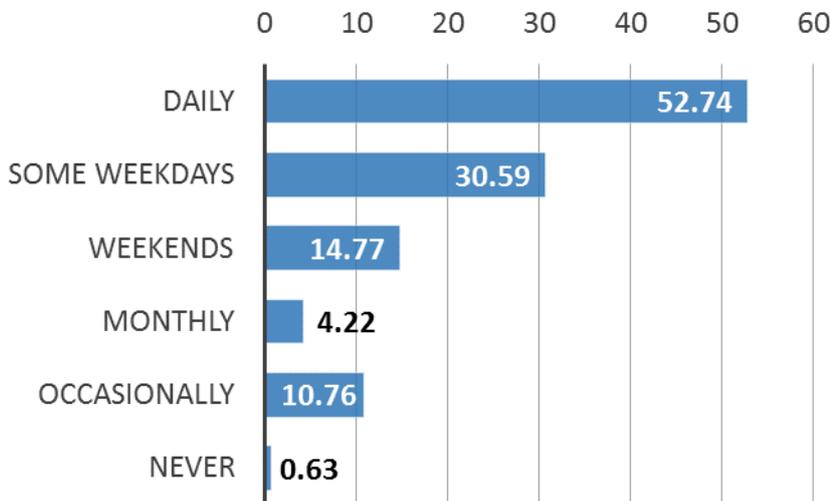
Consultation results

August 2016

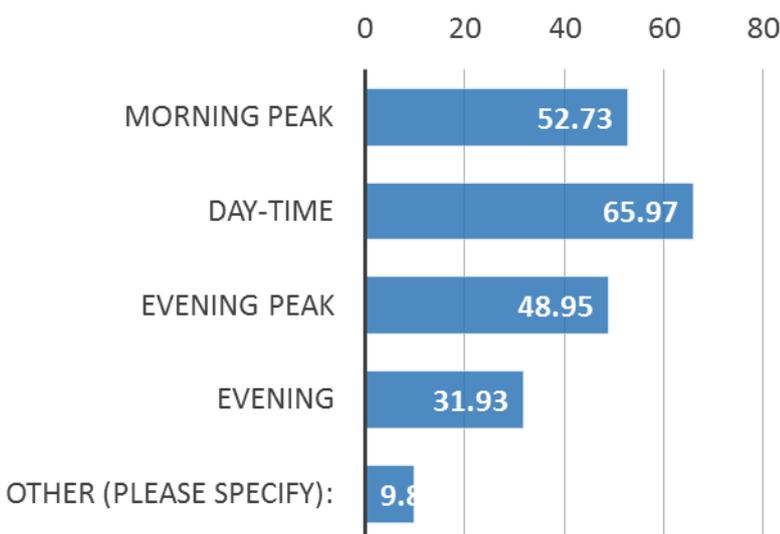
In total we received 505 responses to the consultation. This includes paper surveys, online surveys, email responses, attachments to paper surveys and written comments at events. Survey responses totalled 478, emails 8, attachments to paper surveys 1 and written comments 18.

## Responses to survey questions

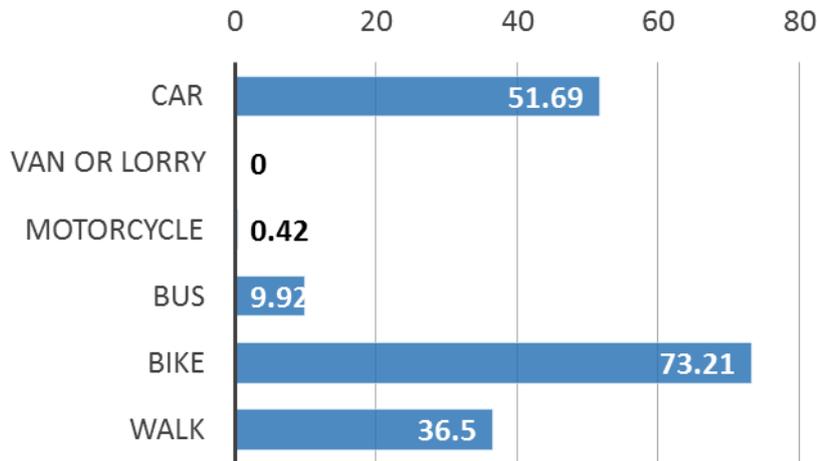
### 1. How often do you travel along Trumpington Road?



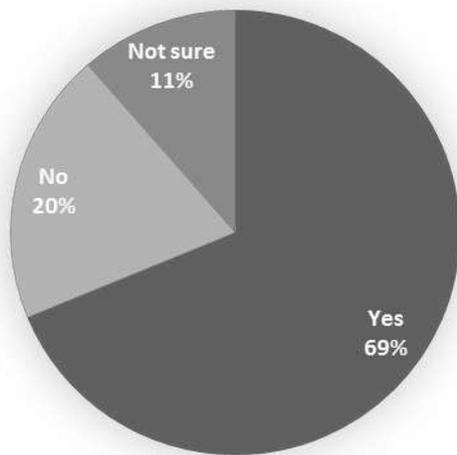
### 2. What time of day do you usually travel?



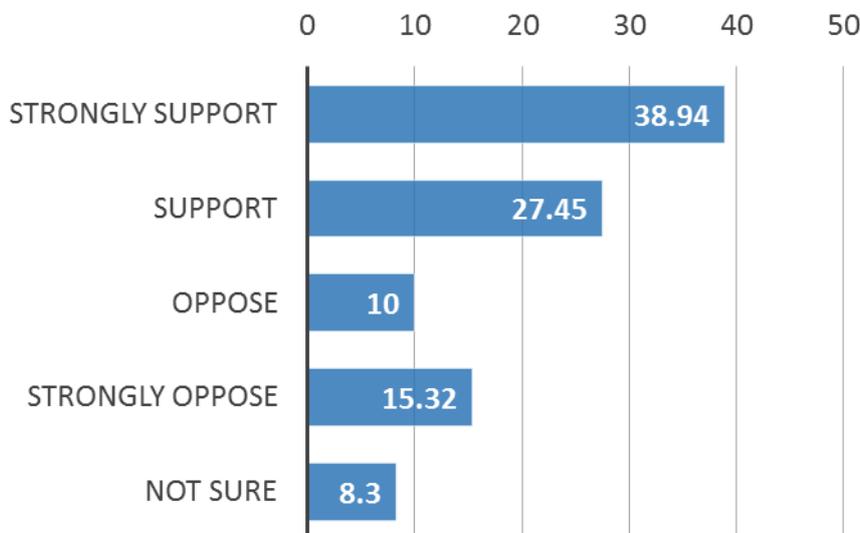
**3. How do you usually travel along Trumpington Road?**



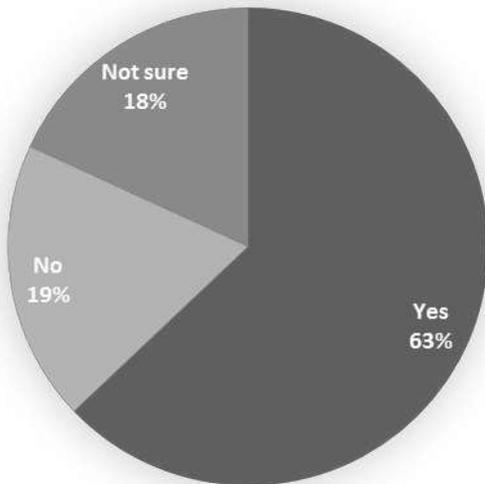
**4. Do you see a need for cycling improvements on Trumpington Road (inbound between Brooklands Avenue and The Fen Causeway)?**



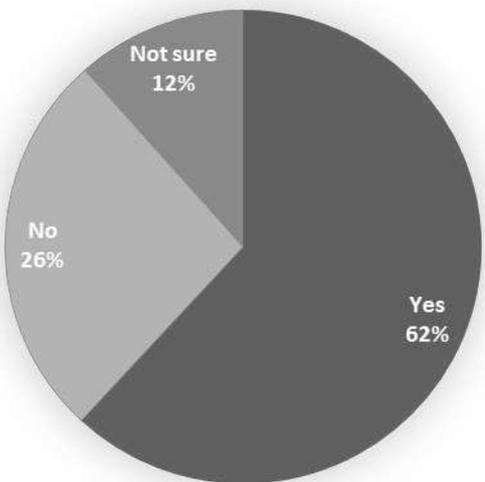
**5. To what extent do you support the proposed changes to the cycleway?**



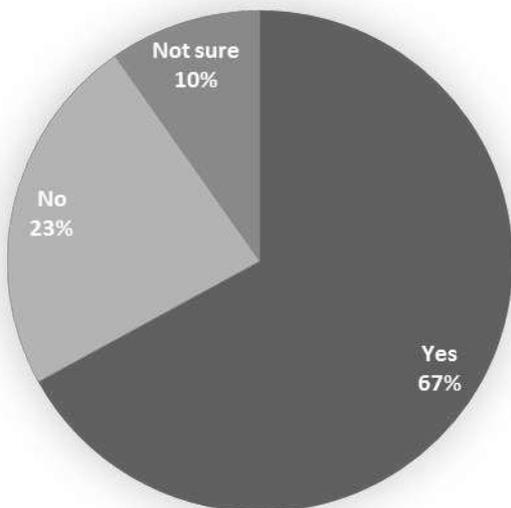
6. Would you like to see a 0.5 metre wide zone to take into account opening car doors?



7. Do you support an application being submitted for permission to take a 0.5 metre strip of land from New Bit Common?



8. Should a new bus stop layout be considered?



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