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Cambridge City Council

MEMBERS CYCLING AND PEDESTRIAN STEERING GROUP

To: Committee Members: Councillors Rosenstiel, Boyce, Abbott, Owers and Tucker

Despatched: Friday 28th June 2013

Date: Wednesday, 3 July 2013

Time: 4.30 pm

Venue: Committee Room 2 - Guildhall

Contact: Clare Rankin

Direct Dial: 01223 457000

AGENDA

1 MINUTES OF LAST MEETING AND MATTERS ARISING *(Pages 5 - 10)*

2 PAGE TO PERFORMANCE - WHY WE RIDE FILM

3 PROMOTION GRANT FUNDING:

- i) Accordia Bridge, presented by Chair of Group, Dr Nigel Harris.
- ii) Cycle Expo

4 COUNTY TEAM LEADER CYCLING PROJECTS - UPDATE.

5 CITY CYCLING SCHEMES/ POLICIES UPDATE *(Pages 11 - 18)*

6 PLANNING APPLICATIONS

- NW University Site, Primary Road
- NIAB (Darwin Green 1)
- University Technical College

7 ANY OTHER BUSINESS

Information for the Public

QR Codes
(for use with Smart
Phones)

Location The meeting is in the Guildhall on the Market Square (CB2 3QJ).

Between 9 a.m. and 5 p.m. the building is accessible via Peas Hill, Guildhall Street and the Market Square entrances.

After 5 p.m. access is via the Peas Hill entrance.

All the meeting rooms (Committee Room 1, Committee 2 and the Council Chamber) are on the first floor, and are accessible via lifts or stairs.



Fire Alarm In the event of the fire alarm sounding please follow the instructions of Cambridge City Council staff.

Facilities for disabled people Access for people with mobility difficulties is via the Peas Hill entrance.

A loop system is available in Committee Room 1, Committee Room 2 and the Council Chamber.

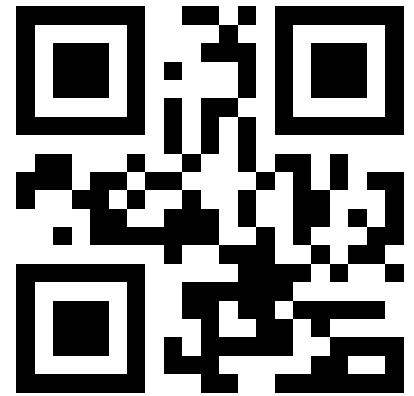
Adapted toilets are available on the ground and first floor.

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MEMBERS CYCLING AND PEDESTRIAN STEERING GROUP 15 March 2013

Present: Councillors Ward (Chair) and Rosenstiel

Apologies – Cllr Tucker, Cllr Boyce, Cllr Abbot and Cllr Owers.

Attendees:

Clare Rankin – Cycling & Walking Officer (City Council)

Toni Ainley – Head of Streets & Open Spaces (City Council)

Mike Davies – Cycle Cambridge Programme Manager (County Council)

Jim Chisholm – Cambridge Cycling Campaign.

FOR THE INFORMATION OF THE COUNCIL

11 Minutes of last meeting and matters arising

- Terms of Reference. CR has reviewed and amended the Terms of Reference following an email from Cllr Tucker. A 'track changes' version of the Terms has been circulated among the Steering Group. Changes include the removal of reference to the Traffic Management Area Joint Committee. The new Terms of Reference will need to go before Environment Scrutiny Committee.

ACTION: CR to further amend the Steering Group Terms of Reference to state that the Cambridge Cycle Campaign can nominate an attendee.

12 Promotion grant funding:

- Bishops Court Cycle Parking – presentation by Anthony Bow and Martin Ball of Bishops Court (Trumpington) Residents' Co Ltd.

Bishops Court needs improved cycle storage facilities due to increasing demand. The application is for a 20 capacity cycle shed located close to residents that would be both well lit and secure, reflecting the needs of residents. The existing 14 spaces would be retained. Total cost is estimated at £5000 with the installation undertaken by the residents themselves.

The Steering Group debated whether there were any issues of policy or principle that would deny funding to private residents' schemes. The question of public benefit could be relevant here. All agreed there would likely be more applications of this nature coming forward as the arrival of the Tour de France in Cambridge in 2014 heightens awareness of cycling.

ACTION: The Steering Group to seek officer advice on whether funding can be provided to private residents' groups.

NB: Legal advise was that this kind of bid did not sufficiently benefit the general public and so the group was not awarded the grant, however the County Council are likely to contribute some funding.

- 'Reworks' Bikewiser Community Interest Company - presentation by Austin Whiteside.

The organisation is currently without premises due to acquisition by developers. Once premises has been sought, the funding would provide three fully equipped cycle work bays, accessible to the public for maintenance and training needs. The £4850 being applied for would also fund new equipment and staffing for 1 day per week for a year.

The Steering Group concluded that approval for funding could only be on the basis that the organisation finds new premises. Funding earmarked for this financial year could be carried over into the next.

- 'Page to Performance'
The application is for £3,500 to fund poetry workshops.

The Steering Group require further information on the total value of the project including a breakdown of costs, as this was not included as part of the application.

NB: this information has since been provided and the grant was awarded.

The Steering Group discussed all three applications and concluded that there would be funds available to support two out of the three proposals. Mike Davies confirmed that some funding towards these two schemes could be sought from the County Council.

- Pushchair funding scheme (CR). The seven single pushchairs and one double pushchair made available to the public at the Grand Arcade need replacing at a cost of £935.

Funding approved, although the Steering Group would recommend that officers approach the Grand Arcade regarding the possibility of financial support.

- Reach Fair ride leaflet funding (CR). The cost of reprinting the leaflets would amount to £250.

Funding approved. All agreed the publicity surrounding the Reach Fair cycle ride has made a significant difference to traffic congestion on the day.

13 Chisholm Trail

- The County Council have begun work and assigned Paul Rawlinson as Project Manager. The Steering Group have met and are keen to take things forward and maximise the route's potential following the 2009 Atkins report. Discussions will be needed with Network Rail in order to formalise the scheme and they will appoint their own Project Manager. This is seen as a very complicated project with a number of risks.
- The two sections of the project currently being progressed are the new bridge over the Cam and the section between Cambridge Station and Hooper Street that impacts on the City Council's Mill Road Depot. This site may be coming forward for development and officers have been made aware of the need to reserve some land for the Chisholm Trail should this development go ahead. There are also issues surrounding the Trail and the Travis Perkins site on the opposite side of Mill Road, as this is also coming forward for development.

14 County Team Leader Cycling Projects - update.

- Bike Friendly Cities – European Project. This includes the proposal for a city barometer for measuring cycle movements. This would be situated in a prominent location such as Gonville Place. Marshall's have indicated that they would be interested in contributing to the cost of the barometer. CR confirmed that she had met with City Council Open Space Officers on site and that an area on the highway, near to the map board had been identified. This would need go to the South and West/Central Area Committees for information although would not require planning permission as it would be permitted development. According to Cllr Ward, data on traffic movements is already being gathered in the north of the city as part

of the 20mph Project. Cycling data could be extracted from this should the results of the barometer need to be supplemented.

- Catholic Church junction (Hyde Park Corner) improvements. Funding has been approved for new cycling and pedestrian enhancements. Approval is still needed for the proposed Green light cycle sign however as debate continues as to whether such interventions would make any difference to safety. Issues persist regarding process and public engagement on improvements in this area according to MD.
- Gilbert Road. The removal of a traffic lane to allow for the extension of the cycle lane has proved successful. Officers are now looking into applying this on Milton Road. The currently underused right turn into Warwick Road could be turned into a cycle lane.
- DFT Cycle Ambition Grant. The County Council has until the end of April to submit a bid for some of the £5 million that is to be made available over the next two years. To be successful, the bid would have to demonstrate a project's ability to produce 'transformational change.' Cambridge will be in competition with other cities such as Brighton. Areas within South Cambridgeshire could be considered as part of the City Deal. The County will aim for the bid to make links with the Public Health Strategy, as this is to come under the County Council's remit.

15 City Cycling Schemes update

- Downham's Lane. This now has 'restricted byway' status. A Project Officer is currently working on lighting proposals with commencement of work in late spring, early summer.
- Brookland's Avenue. Reconstruction work is to go ahead in April.
- Green Dragon PH bridge and Jesus Green. A Project Officer has been assigned to the Jesus Green work and will work closely with Tree Officers. Officers examining the pedestrian/cyclist conflict at the Green Dragon pub are looking at options to widen the ramp. Officers will draw up proposals and engage with local residents' groups.
- Radegund/Perne Road. A Project Officer is working on a design in anticipation of funding from the DFT.

NB: The DfT has since announced that this scheme has been awarded funding.

16 Any Other Business

- The County Transport Strategy for the City and South Cambs. CR is working in collaboration with County officers on a map highlighting key routes and junctions in need of improvement etc. For future discussion. This will be amended as issues are progressed.
- West Cambridge Design Guide. This outlines the design of primary routes across the site. Routes will be designed to be set back, giving cycle lanes priority. Only primary routes and the ridgeway are being adopted. This was discussed today at the Cycling and Pedestrian Liaison Group. A footway will separate pedestrians from cycles to minimise conflict.
- Fen Road Steering Group. The Joint Cycleways Budget has been approved.
- The 20MPH Project is going before North Area Committee next week.
- City Bike Parking Project. Approval has been given to start work. A Project Board is being set up.
- Travel To Work. The County Council has published its census results.

CHAIR

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Cycling and Walking Promotion Grants:

APPLICATION FORM 2012-2013

ABOUT YOUR GROUP/ORGANISATION

Q1 What is the name of the group / organisation?

The Accordia Bridge Group

Q2 For this application, who is the contact?

Dr Nigel Harris

Q3 What is their position in the group / organisation?

Chair

Q4 What is their daytime telephone number, address and e-mail address?

53 Aberdeen Avenue, Cambridge CB2 8DL

violin.harris@gmail.com

01223 315247

Q5 If you are a voluntary group/Charity please answer the following questions:

5a) What are the names of the Chair, Secretary and Treasurer of the group?

Chair: Dr Nigel Harris

Secretary: Stuart Weir

Treasurer: Ian Cray

5b) What are the main aims of the group?

To secure the construction of a foot-bridge over Hobson's Conduit to bring about beneficial community connectivity, linking the Accordia development and the eastern half of south Cambridge with

access to the railway station and buses with Empty Common and the western half of Cambridge with additional access to north and south Cambridge;

b. To encourage and organise as necessary improvement of the environment and biodiversity of the east bank of the Conduit and its water flow.

THE PROJECT

Q7 What is the name of the project you want us to fund?

Bridge over Hobson's Brook connecting pedestrian networks on each side. Outline Planning Approval Nov 2012. 12/1078/OUT

Q8 Please give a description of the project - include information such as how the project will meet one or more of the aims of the grant, how will it work, who is the project aimed at and where will it be based.

This would link the pedestrian network within the Accordia site to the existing paths that run alongside the west side of the conduit and around the west side of the allotments. The width of the bridge would provide good manoeuvrability and easy access to wheelchair users and parents with push-chairs. The path link to the bridge on the Accordia side would be in permeable rolled hoggin with edging to match the existing paths in Accordia. All construction to be above the root protection zone of the trees and to avoid any impact on the puddled lining of the watercourse. The east end of the bridge will be level with the existing path and on the west side to fall modestly to the level of the existing footpath.

Q9 Where will the project be based?

Adjacent to CB2 8DA. Off-site partial pre- fabrication of bridge superstructure will minimise construction time on site.

Q10 Who will manage the project?

The works specification will be subject to advice received from the local authority in relation to construction being of adoptable standard. Following a pre-qualification exercise of potential contractors, we will undertake a competitive tendering process for a design and build contract. The on-site work will be supervised by a structural engineer and architect (trustees). Local authority Building Control, Planning and Public Realm officers will inspect

Q11 How many people will benefit and how will you measure this?

A footbridge will make a significant contribution to permeability. It will increase ease of movement at a local level, opening up access for Accordia residents to the green spaces of Empty Common, its amenities, the allotments and in time to a community orchard; and for residents of neighbouring communities to the Accordia shop, play area and garden space; and at a city-wide level, facilitating connectivity for residents of south Cambridge to the railway station, bus routes, Addenbrooke's and the city centre. We estimate that pedestrian movements in the area will increase between 25-30% from the existing light levels of less the 100 movements/day.

Q12 Are you working with any partners? If so please give details.

Veolia Environmental Trust Project Ref: 2921/D

FUNDING

Q13 What are the project's start and finish dates?

Start: Autumn 2013

Finish: Dec 2013

Q14 If the project is ongoing, how will it be funded once the Cycling and Walking Promotion funding ends?

We anticipate that post completion the bridge will not require significant resources with the exception of quinquennial maintenance. We anticipate that the bridge will be adopted by the City Council post completion.

Q15 What are the full costs of the project?

Please attach a detailed breakdown of the costs, together with quotes, where appropriate.

Item/activity (Quantity/ Units)		Total cost (£)
Planning		760
Building control		640
Licence		3000
Insurance		950
Design and build		13200
Contingency		1300

Total Project Costs-

19850

Q16 How much funding are you seeking from the Cycling and Walking Promotion Grant?

15% of total project costs - £2875.

Q17 What, if any, are your other sources of funding for this project?

Veolia Environment Trust

MONITORING

Q18 How will you monitor the project?

The trustees come from a variety of professional and managerial background. The trustees all have experience in a variety, of community, charitable and local authority engagement. We have extensive experience in the fields of finance, public relations, construction management with specific expertise in planning, structural engineering and architecture. One of our trustees is professionally involved in evaluating and managing grant aid applications and projects for The Heritage Lottery Fund and English 'Arm's length body'.

Q19 How will you assess the outcome(s) or success of the project?

Success will be measured by monitoring how much use is made of the bridge. The completion of the bridge will approximately coincide with the release of the 65 new allotments on Empty Common. It is known to us that a number of Accordia residents have applied for an allotment and it is expected that more will apply when access via the bridge is made possible. We would expect to see Accordia residents broadening their present active interest in the green spaces on the east bank to include similar conservation management on the west bank of the Brook. It is not beyond the trustees to count the number of people using the brookside walk on a typical fine Saturday in May this year, and then conduct a count again under similar conditions when the bridge is built.

Once completed, please e-mail this form to: clare.rankin@cambridge.gov.uk



Any personal data provided on this form will be processed in compliance with the Data Protection Act 1998. We will only share personal information with other public sector organizations if it is necessary for the prevention and detection of fraud. Further information relating to your rights under the Data Protection Act can be sent to you on request.

Pedestrian bridge over Hobson's Conduit: Summary of Community Consultation

The project for a pedestrian bridge over Hobson's Conduit has been extensively debated over a number of years on the Accordia development and for the past three years more widely with stakeholders and other bodies. The proposal was debated over a series of residents' meetings on Accordia with attendances of 50-70 people (September 2009; October 2010; January 2011). At each of these meetings the case for going ahead with the proposal was endorsed without votes being taken. Our group was asked at the meeting on October 2010 to examine the case for and against constructing a bridge and to report back. We found that the benefits outweighed possible drawbacks. At a full residents' meeting in January 2011, our spokesperson summarised these benefits in a presentation and we circulated a leaflet in a letter-drop across the Accordia development in advance. We also undertook a programme of consultation with stakeholders, statutory authorities and the Bentley Rd / Newton Rd residents' association (BENERA), none of whom opposed the proposal while expressing concerns (mainly for impact on bio-diversity and the potential for increased cycle traffic).

The application for planning approval contained a fuller summary of the evidence and we discussed it at a meeting of the newly established community association (ACRA) on 6 October 2012. A majority of those present were favourable, while 4 people spoke against the proposal. We discussed the evidence with external interested stakeholders and have presented it in the local newspaper, the council's local newsletter and at the south area committee of the City Council in November 2012.

The consultations that were undertaken before the planning application are fully written up in the Design and Access statement on pages 12 to 17 inclusive. This did include consultation on 4 alternative locations for the bridge, which preceded the selection of the one location that was the subject of the planning application. The selected location best met all the criteria, including minimising adverse reaction from nearby residents.

In accordance with normal consultation procedures, the planners gave written notice of the planning application to nearby residents, mainly in Kingfisher Way. Following this, ACRA officers asked for wider consultation, including written notice to all 376 housing units on the Accordia site.

We believe that the consultation process has been very wide and the responses have been carefully considered. The conditions added to the outline planning permission that was granted further serve to meet any objection that may remain, including the provision of a kissing gate to deter cycle traffic. The bridge complies fully with Public Policy; indeed, had the development come up for planning permission today the planners would ask for a bridge to be included to meet requirements of connectivity.

"As Highway Authority responsible for Public Rights of Way in Cambridgeshire, Cambridgeshire County Council welcomes the improved pedestrian connectivity which would be provided by the proposed bridge over Hobson's Brook. This would help meet the objectives of the Cambridgeshire Rights of Way Improvement Plan (<http://www.cambridgeshire.gov.uk/environment/countrysideandrights/policies/policies/rowip.htm>), the statutory and adopted Policy of the County Council for access to the countryside, open space and green space. The project objectives should also support the objectives of the wider

Cambridgeshire Green Infrastructure Strategy.
(http://www.cambridgeshirehorizons.co.uk/our_challenge/green_spaces/)"

The County Council's walkways manager advised us at the outset to expect opposition to the proposal as this was absolutely normal for all alterations to walkways. The meeting called by the City Council officers to receive comments on which of 4 proposed sites to select, attracted about 30 residents motivated to ensure no bridge was built near them. The final selection of the site most remote from the apartments satisfied most of the objectors. An unreasonably inflammatory notice was sent by the secretary of BENERA to their members asking them to respond to the planning application. However, our ongoing relationship with BENERA reveals that the bridge is not a divisive issue and indeed a number of residents can see that their daily walk to the station could be over the bridge and through Accordia rather than alongside the heavy traffic on Brooklands Avenue. Our attendance at the latest AGM for BENERA (June 11th) confirmed that their committee has no objection to a pedestrian bridge and it does not represent a threat to the green corridor.

Since the approval of the outline planning application there has been continued support in the Accordia community. It is recognised by many that the very well supported and appreciated community involvement in managing and enhancing the green spaces in Accordia is organised by some of the same people that are promoting the building of the bridge.

However, the merits or otherwise of building the bridge should not be measured by a popularity poll. The important balances and advantages to the community at large were assessed through the rigour of the planning process and were found to be in the community interest and so the project was approved.

SOUTH AREA COMMITTEE 19 November 2012
Application Number 12/1078/OUT

SUMMARY The development accords with the Development Plan for the following reasons:
The proposed footbridge would not cause harm to the setting of the Green Belt and is in accordance with guidance as set out in the National Planning Policy Framework (2012) and policy 4/1 of the Cambridge Local Plan;

A limited amount of cycle usage will be inevitable along the existing footpath, but I consider that this does not outweigh the benefit that the link will provide for pedestrians in accordance with policy 8/4 of the Cambridge Local Plan 2006; and I find that on balance the benefits of the bridge outweigh the concerns raised by residents and that in my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with and Cambridge Local Plan (2006) policies 3/4 and 3/7.

RECOMMENDATION
APPROVAL

STATUTORY CONSULTATIONS

Cambridgeshire County Council (Engineering)

The width of the proposed footbridge would make its use suitable only for pedestrians and wheelchair users.

Whilst there may be an aspiration to use the path by cyclists, its benefits to the wider cycling public would seem relatively small, and so whilst a small increase in cycle movements would be likely, the geometry of the link would deter through cycling for any but leisurely cyclists. It should be considered, however that aspirations for improvement of the link, once established, may be engendered. In terms of pedestrian connectivity, however, the route would seem to have significant advantages for residents of the site.

Nature Conservation Projects Officer

The proposed location for the pedestrian bridge confers minimal ecological impact with the loss of only a short section of overgrown bramble and species poor grassland. However, consideration of the impacts of construction on adjacent vegetation and trees is required. Any requests for lighting should be resisted as the Hobsons Conduit provides a route for foraging bat species. To this end a suitable condition preventing future lighting of the bridge might be appropriate.

Environment Agency

No objection.

Hobson's Conduit Trust

The Trust have rights of access to the banks of Hobson's Brook and the design of the bridge should not ensure that access is not obstructed. Neither should the structural integrity of the brook, its banks and bed, be compromised in any way. The design of the bridge has potential

for cycle access and we are concerned that the bridge will increase cycle usage along the banks of the Brook, which is opposed too.

Opposition to any loss of the sense of semi-rural tranquillity on the western edge of the Brook and that a new pedestrian access could endanger that sense, particularly if cycle traffic increases.

The Trust are not opposed to the principle of a bridge, but have major reservations on the likely impacts that the introduction of a bridge shall bring.

Sustainable Drainage Officer

No overall objection, although further details will be required at the detailed design stages.

Arboricultural Officer

Second response 23 October 2012

Following receipt of the tree survey I am satisfied that, provided appropriate tree protection methods are adopted and adhered to, the Accordia bridge can be constructed without material damage to adjacent trees.

There is therefore no arboricultural objection subject to the imposition of an appropriate condition.

Architectural Liaison Officer (Cambridgeshire Constabulary)

To my mind, I would certainly think about what opening the footpath up would mean in terms of permeability. Firstly, I am not aware of any problems associated with the Hobson's Brook footpath or Accordia itself. I would also view closely what is beyond the Accordia site e.g. Newton Road/Bentley Road etc and how residents would feel about this link being opened up. From a policing perspective, crime and disorder is low across both areas. Whilst I don't feel able to support the application, there are no grounds from a crime reduction or community safety perspective to object to the proposal. I would again state that from my view Option 3 provides the best option in terms of surveillance.

Prepared by Accordia Bridge Group – June 2013