

MEMBERS CYCLING AND PEDESTRIAN STEERING GROUP 30 October 2013
4.30 - 6.00 pm

Present: Councillors Ward (Chair), Bird, Boyce, Cantrill, Hart and Rosenstiel

Clare Rankin – Cycling & Walking Officer (City Council)

Andrew Preston – Environmental Projects Manager, Streets & Open Spaces.

Mike Davies – Cycle Cambridge Programme Manager (County Council)

Simon Nuttall - Cambridge Cycling Campaign.

Adrian Ash – Cambridge City Council

Clive Brown – Resident

FOR THE INFORMATION OF THE COUNCIL

1. Minutes of the last meeting Wednesday 3rd July and matters arising.

Minutes agreed.

- Cycle Expo. Despite £10,500 of private sector funding made available by Atkins, the Expo has gone to Leeds.

2. Promotion grant funding.

- Centre 33 – Bike It! (Juliet Snell)

‘The project aims to enable 20 socially isolated young carers living in Cambridge (aged 8-18) to develop the skills and confidence in cycling, leading to increased access to their community..’ A larger Sustainable City grant is also being sought by the group.

Cllr Bird enquired as to whether the organisation had approached the police regarding the free hire of unclaimed bikes. This had been considered according to Juliet Snell, although most are adult-sized bikes and would therefore not be suitable.

Cllr Ward enquired as to the technical advice being sought. The organisation has a large volunteer base that can provide support on bike maintenance according to JS. ‘Look After Your Bike’ information will also be provided.

ACTION: CR to send JS contact details regarding the Youth Offending Team bike maintenance initiative.

Cllr Rosenstiel raised the issue of the wearing of cycle helmets being a matter of personal choice but that if they were being issued to minors, a discussion would first be needed with the parents. JS stressed that the priority would be to provide cycle training.

Cllr Bird enquired as to the intention to take out insurance on the bikes. There was no intention according to JS but that she was happy to take guidance from the Group. The issue would likely emerge at the Risk Assessment stage.

The grant application was approved on the basis that it would provide significant benefit to young carers and increase awareness of sustainable travel. Some concern was expressed as to the organisation's purchasing plan, although Andrew Preston stated that he would be happy to provide advice on this. The organisation would be advised to approach large operators within the city such as Station Cycles.

- CycleStreets – journey planner (Simon Nuttall)

CycleStreets is a not-for-profit social enterprise that aims to provide cyclists in Cambridge with information on cycle routes and cycling infrastructure. This is via a mobile 'app', images of best/poor practice and a database on collisions involving cyclists all available via a website. The grant application would be to fund 'a substantial upgrade to the interface on (our) website.' Some of the proposed improvements would require the commissioning of an external designer.

Cllr Cantrill praised the website for its good functionality. Mike Davies confirmed that CycleStreets had received County funding in the past. All agreed it was unreasonable to expect the facility to continue functioning purely based on voluntary contributions.

The grant application was approved. Despite competing formats on the market, the current CycleStreets journey planner was considered superior to others such as that provided via Google Maps and the DfT. Improvement to this already very useful facility would be of particular benefit to transient visitors needing to navigate the city.

- Cambridge Cycling Campaign – information leaflet for new residents.

Cllr Rosenstiel declared an interest as a member of Cambridge Cycling Campaign. (Simon Nuttall left the room during the Group's discussion.)

CR expressed some doubt as to whether the leaflet had sufficient added value when compared to similar information already being provided by developers. The leaflet produced for the Great Kneighton residents was circulated as an example of what is required of developers as part of their compliance with Planning conditions that specify a Travel Plan. Cllr Bird agreed that the funding could be better spent on other schemes, while Cllr Ward believed the reference made in the leaflet to 'city-wide distribution' was too vague.

The grant application was refused on the basis that the proposal was poorly considered and that similar general information is being produced

elsewhere for example by developers and by the City Council via their Cycle Map. It was suggested that the Cambridge Cycle Campaign could have more success with a more carefully targeted document.

3. County Team Leader Cycling Projects – update (Mike Davies)

- Cycle Expo – gone to Leeds.
- Cycle City Ambition Grant submission. Announcement of the successful bid was made 14th August. This will fund the ambitious segregation projects e.g. on Huntington Road and Trumpington Road. A raised lane is proposed where segregation would not be possible. A consultation on the options will be launched in January 2014 although the process will begin with a pre-consultation with Huntingdon Road residents to set the scene and manage concerns. This will likely be time-consuming due to the challenges of segregation in this area.
- The DFT funding safety funded scheme to improve the junction on Hyde Park Corner was almost complete with improvements for cyclists on the Hills Road approach and for pedestrians on the crossings. The other funded scheme, improvements to the Perne Rd/Radegund Rd roundabout was undergoing consultation, particularly targeting the nearby schools.
- Cycle parking – Kingston Street and Mawson Road. Two objections were received for the Mawson Road proposal.

Cllr Cantrill stressed the need for a longer time span for the advanced green for cyclists on Hyde Park Corner due to the sheer volume of bikes using the junction at peak times. The little time allowed currently for cyclists to move ahead of cars results in some being caught up in the main traffic flow and feeling vulnerable as a result. MD added that as the traffic lights are time adjustable there was scope to make changes, although the impact on other road users would need to be considered.

Cllr Rosenstiel added that there was still a need for more street lighting in the Hills Road area, but that the approach to Gonville Place had improved significantly.

4. City Cycling Schemes (Andrew Preston)

- Green Dragon Bridge.

Officers will be going out to consultation soon on improvement options. The issues are predominantly in relation to each end of the bridge. The curved ramp on the Stourbridge Common side exacerbated by thick vegetation results in poor visibility for bridge users. On the Water Street side, parked cars contribute to poor visibility on the approach to the bridge and frequent conflict between bridge users and pedestrians. The proposal is to move the ramp onto the common, straightening the access to improve visibility. The net effect of

this would be a reduction in land-take. A dropped kerb on the Water Street side and build out would allow direct access from the highway and improve visibility.

All agreed slowing cycle speeds on the bridge would be a challenge. CR suggested that the existing 'Cyclists Dismount' signs could be replaced by signage advising cyclists to give way to pedestrians. AP added that this was a sensitive project and that the City Council were keen to make improvements for the benefit of all. Cllr Rosenstiel advised caution on the design. Pedestrian gates for example are not popular with those needing to negotiate room for buggies. Cllr Bird requested consideration be given to wheelchair users and the ambulant disabled who may find cattle grids and bollards difficult to navigate. This is a very narrow, busy bridge and every effort should be made to encourage cyclists to use the proposed new bridge. CB added that parking on Water Street was at a premium and the emphasis should be on slowing bridge users down on both down slopes and felt that the consultation should reflect all possible options. In CB's view, straightening the approaches to the bridge would make the situation worse. Simon Nuttall added there was an argument for physical barriers but that the difficulties these would cause for wheelchair users and those with buggies meant that sensible bridge users would be penalised. Cllr Cantrill advised sensitivity regarding adjustments to the street scene on the northern side and that the widening of the existing ramp on to the common should be explored as it already slows down users. Cllr Boyce enquired as to the incident rate compared with other bridges such as the Cutter Ferry Bridge. According to AP, any widening proposals would require the bridge to be rebuilt, impacting significantly on the common. Cllr Ward expressed some doubt as to the viability of planting on the northern side if this was to obstruct an established desire line and it was felt that the build out should also cater for pedestrians.

- City Centre Cycle Parking.

Environment Scrutiny Committee approved the implementing of 400 on-street spaces subject to amendments to the Traffic Regulation Orders. The proposed locations of the Guildhall (Pease Hill), Jesus Lane and King Street were among those deferred at Committee until January. The issues surrounding the Guildhall proposal relates to the loss of blue badge parking and conflicts with loading bays. Officers are exploring the various options with the County Council. In terms of Jesus Lane, the usefulness of the accessible bays has been debated due to the width of the footway. Cllr Bird expressed severe concerns as to the potential loss of further accessible bays in the city centre as 14 have already been lost in recent years. During the recent Park Street Car Park renovations, no information was communicated as to the temporary loss

of the accessible bays which was caused disabled people additional difficulty according to Cllr Bird.

- Jesus Green – path from Victoria Avenue to the lock.

Joint Cycleways funding combined with maintenance funding from the County Council will allow the (no dig) excavation and reconstruction of the footpath allowing it to be widened on both sides. The additional root protection measures should extend the life of the plane trees along the avenue.

Progressing the work will involve a Section 38 Agreement. Any objections would likely prolong the process even further. The project will go out to public consultation at the end of the year.

5. Any Other Business.

- Cllr Rosenstiel and Mike Davies met last week regarding Cutter Ferry Bridge lighting and complaints received from residents regarding conflict between cyclists and pedestrians. Dept. of Transport funding could be sought for widening measures as this is a hugely important cycle route according to Cllr Rosenstiel.

AP confirmed this was not on the City Council's project list but that an extension of City Cycleways funding could be discussed with the County Council as a method of progressing such a proposal.

6. Date of next meeting – 22nd January 2014 (TBC)

The meeting ended at 6.00 pm

CHAIR