

**MEMBERS CYCLING AND PEDESTRIAN STEERING GROUP** 12 January 2015  
4.30 - 6.00 pm

**Present:** Councillors Blencowe, Robertson, T. Moore and Tucker

**Attendees:**

Cllr Kevin Blencowe – Executive Cllr for Planning Policy & Transport (Chair)

Cllr Philip Tucker

Cllr Tim Moore

Cllr Richard Robertson

Clare Rankin – Cycling & Walking Officer (City Council)

John Richards – Project Delivery & Environment Team (City Council)

Mike Davies – Major Infrastructure Delivery – Team Leader, Cycling (County Council)

**FOR THE INFORMATION OF THE COUNCIL**

**1. Apologies** – Cllr Martin Smart

**2. Minutes of the last meeting – Thursday 4<sup>th</sup> September 2014 and matters arising.**

- Carter Bridge Ramp (CR). The proposal for the ramp forms part of an outline condition for the CB1 station development and has been submitted for approval (13/1041/S73 condition 43) - .

<https://idox.cambridge.gov.uk/online->

[applications/files/AFB6473F29E34A9C638B489E48631045/pdf/13\\_1041\\_S73-](https://idox.cambridge.gov.uk/online-applications/files/AFB6473F29E34A9C638B489E48631045/pdf/13_1041_S73-)

[CARTER BRIDGE WESTERN ACCESS IMPROVEMENTS-1568366.pdf](https://idox.cambridge.gov.uk/online-applications/files/AFB6473F29E34A9C638B489E48631045/pdf/13_1041_S73-CARTER_BRIDGE_WESTERN_ACCESS_IMPROVEMENTS-1568366.pdf)

The proposed design is the preferred option agreed by the Cycling and Walking Liaison Group in 2012.

The Tenison Road Area improvement scheme consultation included improvements to Devonshire Road and there were further discussions about whether these could be enhanced, possibly in lieu of the ramp option which was always seen as a compromise solution. This wasn't supported by Highways and any works on Devonshire Road are not currently seen as a high priority for the Tenison Road Area scheme.

- YHA Cambridge. In terms of the provision of secure cycle parking to the rear, it has been established that although there is a gate, the area is not very secure and therefore unsuitable for open racks. All the approved lockers should be installed shortly and the agreed parking provision to the front (and pump to the rear) has already been installed.
- Metal bollards (Guided Busway). Cllr Tucker enquired what they were for. According to MD these bollards were useful in terms of being easily lifted, locked and unlocked when maintenance or emergency vehicles needed access but the design meant that additional reflective strips could not be added to the bollards themselves. Reflective paint and solar lights had been installed around the bollards but there had been no progress on replacing them with a more visible design. The situation would be improved in the section to be lit (from Trumpington to the Station).

**3. Promotion grant funding – update (CR)**

The approved funding for the Wintercomfort and YHA schemes has been spent. Over £3000 has been earmarked for the Accordia projects although there is currently a land ownership issue involving Clare College and the point where the proposed bridge lands. An additional cost of £350 was also requested to replace the kissing gate for a more wheelchair accessible solution.

CR confirmed there was £1189 remaining in the fund. CR requested that £250 be used for the Grand Arcade free pushchair rental service as a double pushchair has not been returned. This would leave approx. £600 remaining.

Some doubt has been cast as to the future of the promotions grant as larger cycling related schemes take priority. Cllr Robertson thought that the availability of small pots of funding for such schemes was useful.

**Conclusion: The Steering Group to approve funding of the pushchair and bid for the Accordia kissing gate subject to the land ownership issue being resolved.**

#### **4. County Team Leader Cycling Projects – update (MD)**

Cambridge was successful in its bid for DFT Cycle Ambition funding in August 2013. Work on improvements to Huntingdon Road has begun with works on Hills Road to begin at the end of January. This work is to include ‘floating’ bus stops etc. The Trumpington Road cycle lane scheme is at the detailed design stage. As one of the successful cities last time, Cambridge has been invited to bid for further funds that were announced in December by the Deputy Prime Minister. There is a narrow 4-week window to make the bid; the fund being provided on a per capita basis for each city region, on the basis that the DFT provides £7-8 per head of population over 3 years (making just over £6m for Cambridge). If successful, this new funding should be in place by April. MD circulated the list of schemes to be included in the bid (attached).

Cllr Moore highlighted the improvements needed on Hills Road (beyond the railway bridge and towards the war memorial.) Aside from re-surfacing, the junction with Long Road is in need of re-engineering according to Cllr Moore. MD confirmed this was not included in the current scope for funding but that much would be coming forward with City Deal.

- Chesterton-Abbey Bridge - Discussions continue with stakeholders.
- Quay to Lode. There is strong local support for linkage improvements. DFT funding will be crucial as it falls outside City Deal and there is no scope for Section 106 funding.
- The Tins Bridge (part of route from Cherry Hinton to Cambridge Station) and options for its replacement/refurbishment. This has been raised at East Area Committee. According to MD, this would be within the scope for funding although any improvements would require the co-operation of Network Rail. On the reserve list of projects for Ambition grant funding.
- Addenbrooke’s roundabout. This relates to an outline condition associated with the Addenbrookes Biomedical Campus. A new bus orbital route is proposed within City Deal which include the Hills Rd and Fendon Rd roundabouts but delivery will take years. The applicant is in discussion with County DC officers and agreement was made today for a stakeholder/consultation event to be held soon looking at the proposals for the Addenbrookes/Hills Rd roundabout which include mainly improvements for pedestrian access. It was agreed that, given the proposed project to improve the cycle provision on Queen Edith’s Rd which is likely to include this roundabout, a financial contribution would be made to the County Council instead of the works proposed by the applicant. Cllr Moore stressed the need for engagement with the various landowners within the CBC as safe access onto the site from the different entrance points for cyclists and pedestrians.
- Devonshire Road/Kingston St junction. Cllr Robertson highlighted the dangers of vehicle/cyclist conflict in this area which has no traffic lights. Options should be explored, particularly in the context of the Chisholm Trail. According to CR, this would always be a popular route to and from the station. Cllr Blencowe confirmed he would not be in favour of any changes that would result in vehicle congestion on Mill Road Bridge but agreed that measures to improve safety should be explored.

MD confirmed that City Deal was moving forward. The Perne Road/Radegund Road junction is currently being monitored in terms of traffic speeds and near misses but the success of the recent changes will be based on a longer-term examination of accident rates. Only time will tell. Other smaller-scale improvements

will include the provision of bicycle pumps on the cycle lane of the Guided Busway towards St Ives and outside the Guildhall as part of the new cycle parking/public realm improvements. Cllr Moore stressed the need for colour contrast on any new installations for the benefit of partially sighted pedestrians.

- Cherry Hinton High Street. Various improvements are under discussion. Public consultation events are being scheduled 9<sup>th</sup> and the 13<sup>th</sup> March to inform the County's work on options.

#### **5. City Cycling Schemes – update (CR)**

- Jesus Green path improvements – completed.
- Parker's Piece and Jesus Green improvements to include free WIFI installed within the lantern heads.
- Green Dragon Bridge. Public consultation soon to help tease out support on the various options which include the removal of the blind corner onto Stourbridge Common, the widening and improving of desire lines and straightening the ramp. On the Water Street side, the proposal is to prohibit car parking and provide a level threshold to the pavement. Gates and bollards at narrowing points are proposed to slow cycle traffic.
- Fen Road – revision of cycle and vehicle traffic calming. Officers are moving towards the detailed design phase.
- City centre cycle parking. Some racks are still needed on Guildhall Street.
- Mill Road/East Road junction. Widening the Palmers Walk footpath up to 1 meter is proposed – negotiation with Anglia Ruskin ongoing for funding contribution
- Queen's Green path. A proposal to re-surface and extend the footpath to join Silver Street. This should be progressed soon.
- Lammas Land – solar lighting proposed.
- Cherry Hinton Hall - dedicated cycle parking.
- Wyman's Lane/Castle Street – has experienced delays but will be taken forward.

Officers aim to deliver much before April however with the Green Dragon Bridge improvements and Palmers Walk path to be agreed in 2015-16.

#### **6. NW Cambridge Cycle Connections**

Cllr Tucker confirmed a residents meeting was scheduled 23<sup>rd</sup> January at Fitzwilliam College and that we would report back to the Steering Group. The potential pinch point on Storey's Way is considered a key issue. According to CR, the NW Cambridge development would provide new transport links and that there was potential for radical change which should reduce traffic flow on Storey's Way. MD added that the impact of the development on Windsor Road's traffic volumes would remain to be seen.

#### **7. Castle Street/Northampton Street junction.**

Cllr Tucker accepted that the changes were a work in progress but that he was broadly happy with the design. All welcomed the retention of the pedestrian crossing access to Kettle's Yard as this is particularly beneficial for the ambulant disabled. The Northampton Street crossing is to be removed. All agreed this was a hostile area, particularly for the vulnerable and that the changes proposed should make a significant improvement. Widening of the pavement is not included in the proposals.

#### **8. Date of next meeting – end of March 2015 (TBC)**

The meeting ended at 6.00 pm

**CHAIR**