



Cambridge City Council North Area Committee

Date: Thursday, 9 June 2022

Time: 6.30 pm

Venue: via Microsoft Teams

Contact: democratic.services@cambridge.gov.uk, tel:01223 457000

Agenda

- 1 Welcome, Introduction and Apologies for Absence
- 2 Declarations Of Interest
- 3 Minutes (Pages 3 - 10)
- 4 Committee Action Sheet (Pages 11 - 12)

Items for Discussion

- 5 Policing and Safer Neighbourhoods (Pages 13 - 18)
- 6 A New Road Classification for Cambridge (Greater Cambridge Partnership) (Pages 19 - 34)
- 7 Open Forum

City Councillors: McQueen, Scutt, Bird, Carling, Collis, Divkovic, Gawthorpe Wood, Sheil, Smart, Swift, Thittala Varkey and Todd-Jones

County Councillors: Bird, Condrón and Meschini

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NORTH AREA COMMITTEE

28 February 2022

6.30 - 8.05 pm

Present

Area Committee Members: Councillors McQueen (Chair), Scutt (Vice-Chair, in the Chair), Bird, Collis, Dalzell, Gawthroe Wood, Sargeant, Sheil, Smart, Todd-Jones, Bird, Condrón and Meschini

Community Funding and Development Manager: Jackie Hanson

Streets and Open Spaces Development Manager: Alistair Wilson

Community Engagement and Enforcement Manager: Wendy Johnston

Committee Manager: Sarah Steed

FOR THE INFORMATION OF THE COUNCIL**22/1/NAC Welcome, Introduction and Apologies for Absence**

Apologies were received from Councillors Bond and O'Reilly.

Councillor Scutt chaired the meeting as Councillor McQueen had experienced technical issues throughout the day.

22/2/NAC Declarations Of Interest

Member	Item	Interest
Gawthroe Wood	22/6/NAC	Personal: Allotment holder at Chesterton Allotment Association on Howgate Road.

22/3/NAC Minutes

The notes of the meetings held on 18 November 2021 were noted.

22/4/NAC Committee Action Sheet

The Action Sheet was noted and an updated copy could be viewed at the following link under 'Committee Action Sheet – updated post committee.'

[Agenda for North Area Committee on Monday, 28th February, 2022, 6.30 pm - Cambridge Council](#)

22/5/NAC Open Forum

Members of the public asked a number of questions, as set out below.

Question 1.

- i. Could you please give the dates/streets/wards of planned herbicide treatments in King's Hedges, East Chesterton and West Chesterton, for March, April, May and June 2022. I recognise that actual dates may later be changed due to the weather conditions.
- ii. Can you please give the web address of the City Council's website displaying this information to residents. This is so they can avoid herbicide sprayed areas which cause neurotoxicity and (World Health Organisation) probably cause cancer. This was verbally promised at Environment and Community Scrutiny Committee on 27th January 2022.

Councillor Collis responded:

On the 27 January, the Executive Councillor at Environment and Community Scrutiny Committee approved

- i. the Herbicide Reduction Plan Project Initiation Documentation.
- ii. Newnham and Arbury as the two trial Wards to be completely herbicide free for 2022; and
- iii. the introduction of up to 12 herbicide free streets in addition to and outside of the two-trial herbicide free wards.

Officers were working to a launch of the herbicide free trials in early March. The dates of the planned herbicide applications would be made available ahead of any scheduled treatments. The webpages were not signed off but were at a very advanced draft stage.

Question 2.

The present situation on Histon Road is that the road was finished according to the Greater Cambridge Partnership (GCP). But the residents did not believe so. There were still important issues to finalise:

- i. The signalling systems (Donic) was not working properly due to a broken loop below the centre of the junction of Huntingdon/Victoria and Histon Roads.
- ii. The approved PRO 763 and 764 regarding 20mph in the southern part from the junction to Akeman Street and the northern part for the

reduction of 40mph to 30mph from the A14 to the Cambridge city limit have not yet been implemented by appropriate signage.

- iii. This was quite concerning as the Milton Road night-time diversions were due to commence in April-May 2022. If the signals did not function at that time, residents' may expect longer HGV stops with fumes at the Huntingdon junction and speeding all along the road. The GCP had not committed to this construction due to heavy workload with Milton Road.

Asked local councillors to support the residents concerning the night-time diversions by requesting the GCP to finalise the signalling issues and the speeding issues before the diversions come into effect in April 2022.

Action: Councillor Todd-Jones agreed to meet with the member of the public and the GCP Project Officer (Paul Van de Bulk) to talk through the concerns which had been raised.

Councillor Meschini confirmed that the GCP Project Officer was aware of the concerns which had been raised and was currently working through them. Agreed to work with Cllr Todd-Jones to liaise with the GCP Project Officer.

Councillor Scutt noted that there had been problems sourcing batteries for speed cameras during the covid pandemic but this issue would be followed up.

Question 3.

Asked if the present design and construction of Histon Road was safe?

In a questionnaire distributed to members and friends, HRARA asked which issues residents' thought should be prioritised for improvements. The first was the Junction by Huntingdon/Victoria roads, the second was unsafe pavements. Safety for walking and cycling had been the backbone of the whole project as well as safety between the cycle lanes and pavements.

Complaints had been made regarding both the Cambridge Kerb and the new cycleway demarcation blocks by ATS which were intended for Milton Road as well. The feeling is that these were unsafe. In a letter to the Cambridgeshire County Council Highways and Transport Committee HRARA pointed out:

'The pavement width is generally very variable and significantly narrower than the design, in some places as little as 0.96m and 1.02m. Residents would appreciate your response to these comments and confirmation that the proposed audit would be independent Post Project Review, as the HMT Green Book mandates, residents note that the aims of this project were to increase safety.'

Asked local councillors to support and work hard to improve the quality of the present construction and safety for walking and cycling along Histon Road.

Action: Councillor Todd-Jones and Councillor Meschini agreed to meet with the member of the public and the Project Officer at the GCP to discuss the issues raised.

Question 4.

The Committee had acknowledged in the past that noise from motorbikes and loud engines was an anti-social problem, but the police had advised that they were unable to act without further evidence. Asked if the Council could install sound-activated cameras at appropriate points, and specifically along Arbury Road, to better capture data that would persuade the police to take action?

Councillor Sargeant had contacted the local police sergeant about similar issues on Victoria Road, the Police had taken action and had impounded a vehicle.

Councillor Dalzell commented that he had videoed one of the bikes causing the problem the week before only to find that the vehicle had no numberplate. He still reported the incident to the police. Hoped discussions around this issue would continue with the Vision Zero Partnership.

Councillor Meschini said she was well aware of the problem and would continue to press police to have a bigger presence in the area.

Councillor Collis encouraged people to continue to report the issue to the Police and agreed to raise the issue at the next Community Safety Partnership meeting and as part of the Vision Zero Partnership.

Councillor Todd-Jones noted that residents on Arbury Road had contacted him about the same issues and he had passed this information to the local neighbourhood police sergeant.

Question 5.

The Cambridge City Food Poverty Alliance provides food across half the wards in the city. There were food banks, but these required vouchers obtainable by interview from Citizens Advice and only covered up to three days emergency supply. Then there were food hubs, which did not require vouchers and were available for medium to long term relief, but many centres only opened for a

couple of hours once or twice a week. In addition, there were pockets of deprivation in more affluent areas such as West Chesterton.

- i. Asked if there were any plans to extend the food hubs into wards that are not currently covered.
- ii. Asked if there were any plans to extend the number of days food was provided at food hubs.
- iii. Asked if there were any plans to publicise more effectively where food banks/hubs were located in order for residents to access food and donate food more easily. Noted most people only knew about food banks rather than food hubs, and thought they could only donate food at supermarket collection points.

Councillor Collis confirmed that there were 9 food hubs and further details could be found via the link: [Cambridge Food Poverty Alliance: COVID-19 — Cambridge Sustainable Food](#). The City Council did not plan to set up any additional food hubs, however if a community organisation wanted to set one up, the City Council would support them to do so. There were food hubs open every day except Sunday. Food hubs were usually open 1-2 hours per session and relied heavily on volunteers. Some food hubs had a paid co-ordinator, but most relied on volunteers. Most food hubs would still give out food outside of their opening hours. The Communities Team had been asked to do some targeted communication to help people understand the differences between food hubs and food banks.

Question 6.

When would the Arbury Road modal filter be implemented?

Councillor Scutt acknowledged the traffic issues on Arbury Road. The Arbury Road modal filter went into the second tranche of the GCP programme and was part of a consultation process.

Councillor Meschini confirmed the Arbury Road modal filter proposals were consulted on by the County Council and the results were passed onto the GCP. This issue was in the pipeline but a decision on this issue was unlikely to be made until the works on Milton Road had been completed. The City Access programme needed to be finalised by May 2024.

22/6/NAC NAC Area Committee Grants 2022-23

The Committee received a report from the Community Funding & Development Manager regarding Community Grants.

Councillors were reminded that the Committee could not make decisions whilst the Area Committees were taking place virtually, but any discussion / debate would be taken into consideration by Officers when the delegated decisions were made.

The Committee thanked Jackie for all the work that her Team had done processing the grant applications and the Queen's Jubilee grant applications. They were pleased that community events would be able to take place this year and noted all the grants detailed in the report.

Members also wished to express appreciation to Jackie personally as Jackie had worked at the Council for a number of years and would be retiring soon.

22/7/NAC Verbal Update from the Streets and Open Spaces Team on the Herbicide Free Trials

The Committee received a presentation from the Streets and Open Spaces Team on the herbicide free trials.

The Committee made the following comments in response to the presentation:

- i. Noted the photographs shown at the beginning of the presentation and that the officer had said it was more likely that initially, pavements would be seen with weeds. Expressed concerns for people with disabilities and the elderly in using pavements which had weeds.

Noted that during the herbicide-free trial there would be a period of transition where streets in the trial would have weeds when herbicides were not used. The streets would need to be monitored. A slips, trips and falls risk assessment had been undertaken.

- ii. Noted that there were enthusiastic residents in West Chesterton who wanted to be part of the 12 herbicide-free trial streets. Residents had said they would help keep the streets weed free through local volunteering work. Asked how the streets would be picked as part of the 12 herbicide-free street pilot.

The pilot had been set at 12 streets, this did not preclude more streets being involved, they just wouldn't be part of the trial. They would still get support from the council. The only caveat would be roads which had speed limits over 30mph would not be included as these were too high risk.

22/8/NAC Environmental Report - NAC

The Committee received a report from the Community Engagement and Enforcement Manager.

The report outlined an overview of the council's Streets and Open Spaces, Environmental Health and Shared Waste service activity in the Area Committee area over the past six months.

The Committee discussed the following issues:

- i. Illegal fly-tipping at Cockerell Road.
- ii. Restrictions in place during the pandemic at the Milton Recycling Centre. and impact on waste collections / fly tipping.
- iii. Asked about the success of fly tipping enforcement.
- iv. Redeployable CCTV cameras at persistent fly tipping hotspots.
- v. Community clean up days in the north area.
- vi. Feedback to those who reported incidences of fly tipping.

In response to Members' questions the Community Engagement and Enforcement Manager said the following:

- i. Recognised the restrictions at Milton Recycling Centre impacted on residents' ability to undertake lawful disposal. Hoped that since restrictions at the Recycling Centre had been removed that this may reduce the incidence of fly-tipping.
- ii. It was difficult to measure success with enforcement. It depended whether there was evidence to be able to pursue an enforcement case. Sometimes witnesses were not willing to come forward if the offence involved a neighbour and they did not want to attend court. A significant number of people were diverted from going to court and were issued fixed penalty notices. Some offences were genuine mistakes and people were issued education notices.
- iii. An application could be made for a redeployable CCTV camera at the persistent fly tipping hotspot on Cockerell Road. Noted that there could be a long waiting list for the cameras with other Departments who also dealt with anti-social behaviour incidents, or that an application could be rejected.
- iv. A community clean-up day was booked in East Chesterton, at Ashfield Road, in the summer. The last one was carried out in October.
- v. An assessment was carried out for each fly tipping report. It may be investigated by the Enforcement Team, or it may be cleared up by the Operations Team. Fly tipped areas were aimed to be cleared within 5 days unless the waste was hazardous and then it would be cleared up sooner.

The meeting ended at 8.05 pm

CHAIR

Committee Action Sheet - North Area Committee (NAC)

Date: 30/3/2022

1. Minute reference: **16/43/NAC Q5**

- Action: Pavements to Arbury Road in poor state of repair. Raise as priority.
- Lead Member: Cllr Scutt
- Progress:
 - Updated 9 August 2021: The Covid 19 proposal for Arbury Road is at present out for consultation so that this means that the problem needs to await the outcome of the consultation.
 - **Updated 8 November 2021 the consultation outcome is yet to be made known, and when it is I will follow up to discover what can be done in the light of the consultation outcome.**
 - **Update 25 April 2022 the potholes on Arbury Road are fixed**

2. Minute reference: **21/32/NAC Presentation by Network Rail regarding the Ely Area Catchment Enhancement project and relationship with Fen Road crossing**

- Action: Network Rail agreed to discuss with the Councils (in response to request from Cllr Bird and Cllr Hawkins (SCDC)) regarding Fen Road crossing / alternative road / bridge.
- Lead: Caroline Hunt, Strategy and Economy Manager

3. Minute reference: **22/5/NAC Open Forum Q2 and Q3 Histon Road**

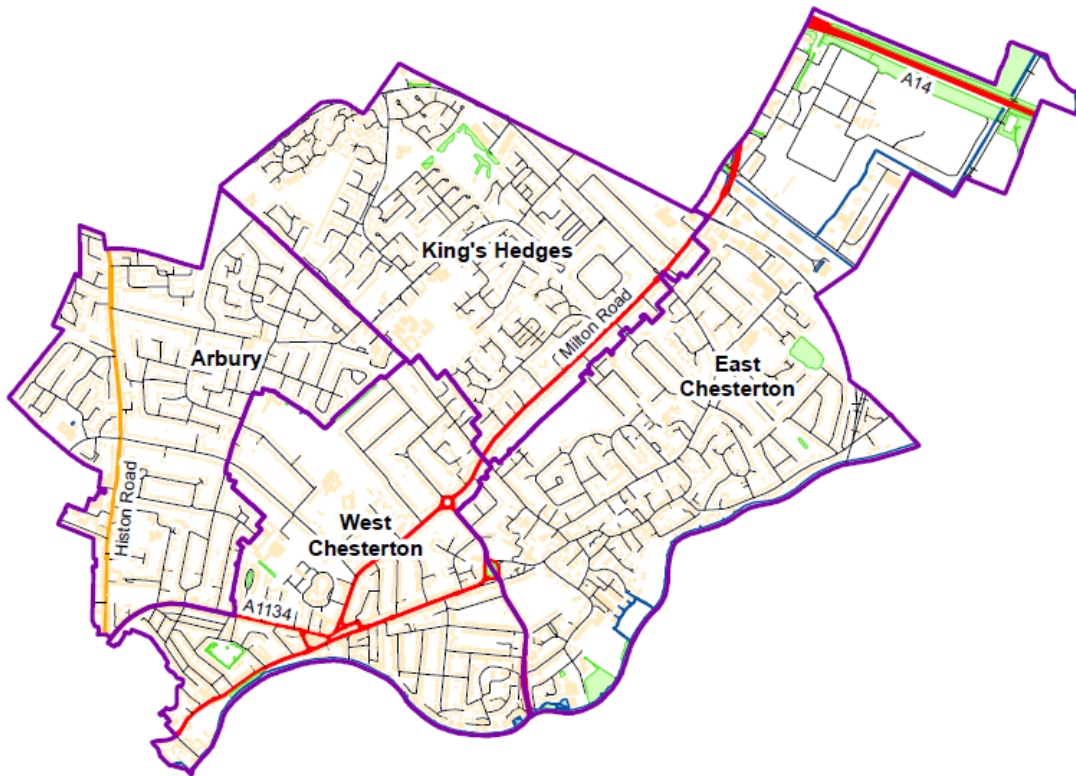
- Action: Councillor Todd-Jones agreed to meet with the member of the public and the GCP Project Officer (Paul Van de Bulk) to talk through the concerns which had been raised.
- Lead: Councillor Todd-Jones and Councillor Meschini
- Progress: Updated 31 March 2022 Councillor Todd-Jones noted that the issues raised were also raised at the West Central Area Committee and the GCP Executive Board. A response was also provided to the member of the public by the GCP Project Office (Paul Van de Bulk). Issue to be closed.

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Neighbourhood Profile

Cambridge City North – June 2022

Wards: Arbury, East Chesterton, King's Hedges and West Chesterton



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Produced by:

Cambridgeshire Constabulary:

- Inspector Edward McNeill
- Sergeant Shawn Emms

Community Safety Team, Cambridge City Council:

- Keryn Jalli, Community Safety Manager
- Tom Eke, Anti-Social Behaviour Officer



Contents

1. Introduction	3
Aim	3
Methodology	3
2. Current Areas of Concern	3
ASB and dangerous driving across the north of the city (including Fen Road and the High Street) and NO ₂ canisters	3
Street-based drug dealing, including cuckooing	4
Youth and knife crime	4
3. Proactive Work and Emerging Issues	5
Cambridgeshire Constabulary	5
Cambridge City Council	5
4. Additional Information	6
5. Recommendations	6

1. Introduction

Aim

The aim of the Neighbourhood profile update is to provide an overview of action taken since the last reporting period, identify on-going and emerging crime and disorder issues, and provide recommendations for future areas of concern and activity in order to facilitate effective policing and partnership working in the area.

The document should be used to inform multi-agency neighbourhood panel meetings and neighbourhood policing teams, so that issues can be identified, effectively prioritised and partnership problem solving activity undertaken.

Methodology

This document was produced using data received from the following sources:

- The Safer Neighbourhood Policing Team for the area;
- The City Council's Community Safety Team;
- The general public, via online and telephone crime and intelligence reporting; and
- Consultation with elected Ward and County members.

2. Current Areas of Concern

At the North Area Committee meeting of 18 November 2021, the committee recommended addressing the following local areas of concern:

- ASB and dangerous driving across the north of the city (including Fen Road and the High Street) and NO₂ canisters;
- Street-based drug dealing, including cuckooing; and
- Youth and knife crime.

Lead officers and actions to be taken were agreed following the committee meeting. The work undertaken and current situation is detailed below.

ASB and dangerous driving across the north of the city (including Fen Road and the High Street) and NO₂ canisters

Objective: Reduce instances of antisocial behaviour (ASB) and dangerous driving across the north of the city.

Action Taken: Under the banner of Operation STAPLE, local officers continue to target locations of concern as highlighted by the community. As reported previously, the introduction of a Safer Speeds Team has seen additional resourcing made available to target key locations. In addition, work has taken place with the Environmental Health Enforcement Team to tackle areas identified as being subject to the dumping of rubbish and specifically NO₂ canisters discarded by occupants of vehicles.

Current Situation: We continue to carry out patrols of highlighted areas and this year have already issued four S59 notices against drivers and vehicles where they are warned against their anti-social behaviour, and where this behaviour does not cease, they can see their vehicles seized. We have issued Traffic Offence reports for numerous offences including use of mobile phones whilst driving, not wearing seatbelts and other vehicle offences. Further to this, the team are continuing to seize vehicles for various Road Traffic Offences.

Lead Officer: PS EMMS

Street-based drug dealing, including cuckooing

Objective: Tackle street based drug dealing.

Action Taken: By continuing to scan reports to the team via all channels, such as online reports, phone calls and word of mouth, we consistently identify persons and locations to direct our resources, either via enforcement, education or partnership working.

Current Situation: Whilst a priority for the community living and working in North Cambridge, tackling drug dealing and county lines remains a priority for Cambridgeshire Constabulary as a whole. In response, the North Team have carried out just under 60 stop/searches and four Warrants at addresses, resulting in ten arrests for drug supply offences and over £9,000 of drugs have been seized.

Lead Officer: PS EMMS

Youth and knife crime

Objective: Reduce youth and knife crime

Action Taken: Since the last meeting, the North Team has developed and implemented Operation PROXIMITY (under the force-wide Operation GUARDIAN) which, having been trialled in the north of the city, is now a city-wide policing plan to tackle knife crime in Cambridge City.

Operation PROXIMITY aims to:

- make positive interventions in young persons' lives at what could be their most vulnerable times;
- increase the intelligence we have around young persons, and how they begin their journey into the knife carrying and other crimes;
- protect identified individuals from harm and being led into a life of crime;
- prevent future harm coming to the community as a whole by lowering the number of incidents and helping families manage their own risks;
- build trust in the community and families affected by knife crime;
- reduce the number and severity of knife crime, therefore lowering the demand on our resources at the front line, through preventative strategies and interventions; and

- build better relationships with the schools, youth organisations, partners and safeguarding leads within them.

Current Situation: Operation PROXIMITY began in February 2022 with a cohort of juveniles identified as being at risk of carrying knives. Of those, four were placed in the SIGNIFICANT category as being most at risk. Since then, a total of 37 interventions have taken place with those individuals, from school visits by officers and work with educational establishments, to home visits and interactions on the street. From the first cohort, three have been removed as no longer being of SIGNIFICANT risk, three have moved up to SIGNIFICANT and a further two juveniles have also been added to SIGNIFICANT. In March, as a result of the work around Operation PROXIMITY, one juvenile was stopped and searched in the area of Nun's Way and was found in possession of a large knife. They were arrested and is currently in prison following being convicted of being in possession of an offensive weapon. This piece of work is ongoing and has been rolled out across the city, with each Neighbourhood Team taking ownership of individuals residing in their area.

Lead Officer: PS EMMS

3. *Proactive Work and Emerging Issues*

Cambridgeshire Constabulary

Following the success of the initial Online Consultation Meeting held by the North Team in August 2021, a further event took place in February 2022, with residents from across the city attending and being able to speak directly to officers from their local Neighbourhood Teams. Concerns from residents remain drugs and cycle crime as well as ASB, noisy vehicles and visibility of police officers. The next Online Consultation meeting is due to be held soon.

Cambridge City Council

The Community Safety Team (CST) continues to take proactive action where there are reports of anti-social behaviour (ASB) or nuisance behaviour, and works in close partnership with other agencies, such as housing providers, police neighbourhood teams and other partner agencies when tackling complex cases. We will consider preventative, supporting and enforcement action as appropriate, depending on the nature and risk level of the case.

During the last reporting period, the CST has been involved in dealing with cases and reports and have acted as appropriate, including:

- An Injunction Order being obtained at the County Court and due to be served on a tenant in the Arbury area for causing significant ASB and concerning behaviours towards local residents;
- An ongoing court case where the CST are seeking outright possession of a property in the Arbury area because the tenant is causing ASB to their neighbours;
- The CST are in the process of collating evidence and seeking an injunction against a person to forbid them from continuing to take advantage of and financially exploit

vulnerable individuals across the north of the city. The CST work very closely with the police and partner agencies to ensure these vulnerable individuals are supported when reporting concerns and that safeguarding is put in place where possible;

- Working jointly with the police where there were concerns about serious nuisance and anti-social behaviour at an address in the north of the city. The police secured an extension of a Closure Order and at the same time the CST pursued possession action; and
- The Cambs Against County Lines project, to raise awareness about child criminal exploitation and county lines, has continued and a number of train the facilitator sessions have been delivered to professionals in the north of the city so that they are able to deliver the project in their own areas. Visit [Cambs Against County Lines](#) for more information, including links to resources.

Save Our Cycles – Linked to the Cambridge Community Safety Partnership, the multi-agency Cambridge Cycle Crime Prevention Task Group is chaired by Cambridge City Council. The Task Group, which includes Camcycle, businesses, the two universities and the police, launched a [Save Our Cycles](#) campaign for the public to encourage locking and registering cycles.

4. Additional Information

At the neighbourhood level, the [POLICE.UK](#) website allows for swift access to local crime and anti-social behaviour data at street level. The website can display crimes on a map as well as in chart format, along with trend lines. The three most important sections within this website are: 'overview'; 'crime map'; and 'statistics'. This gives a good overview of issues within the local area. To access the local area's relevant data, type "Cambridge" into the search engine on the homepage and then select the relevant area (Cambridge City Centre policing team, Cambridge – North policing team, or Cambridge – South policing team).

5. Recommendations

None are advised. We seek views from this committee on those local areas of concern that the police and partner agencies can work together to action and report on at the next reporting committee meeting.



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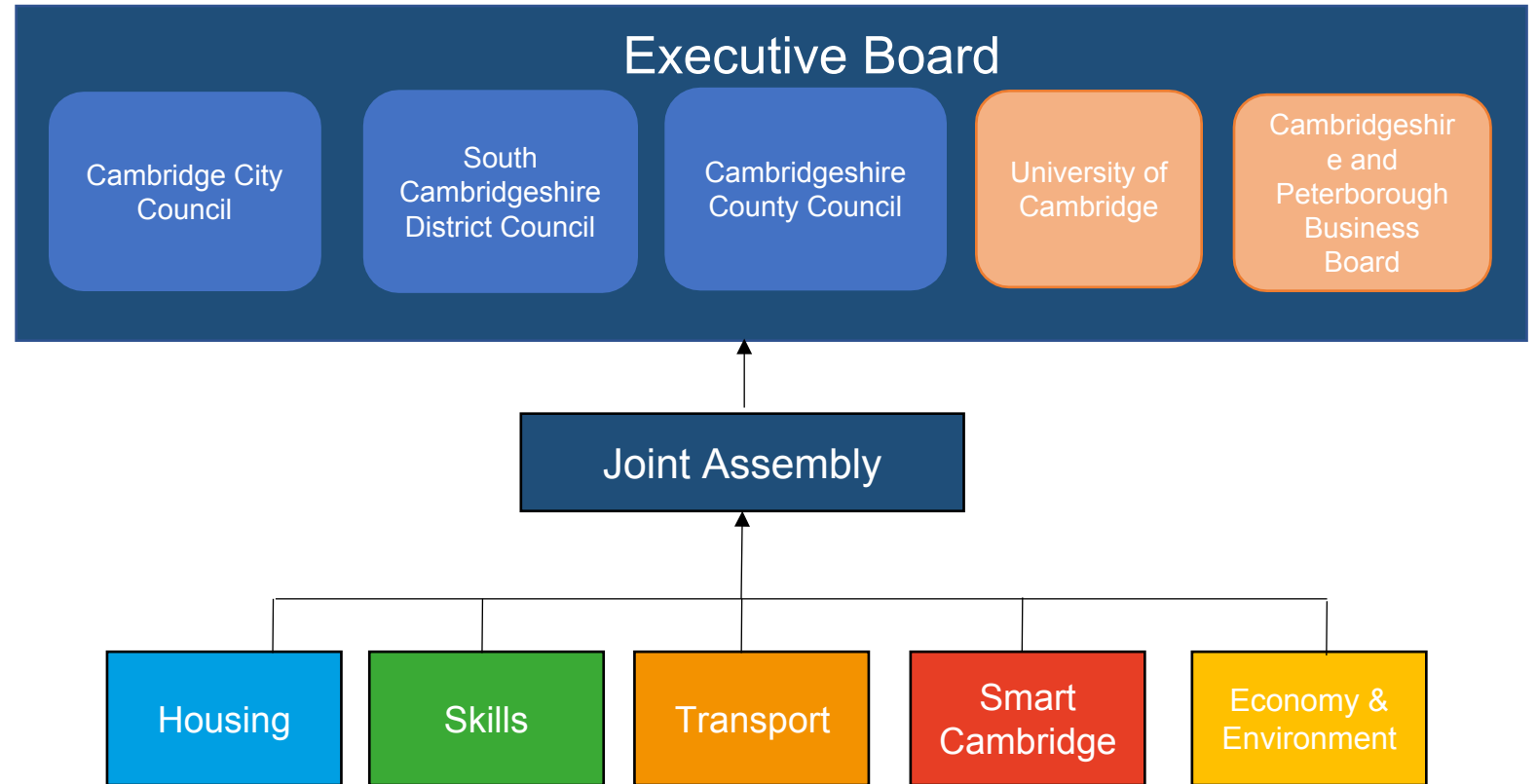
Page 19

Agenda Item 6

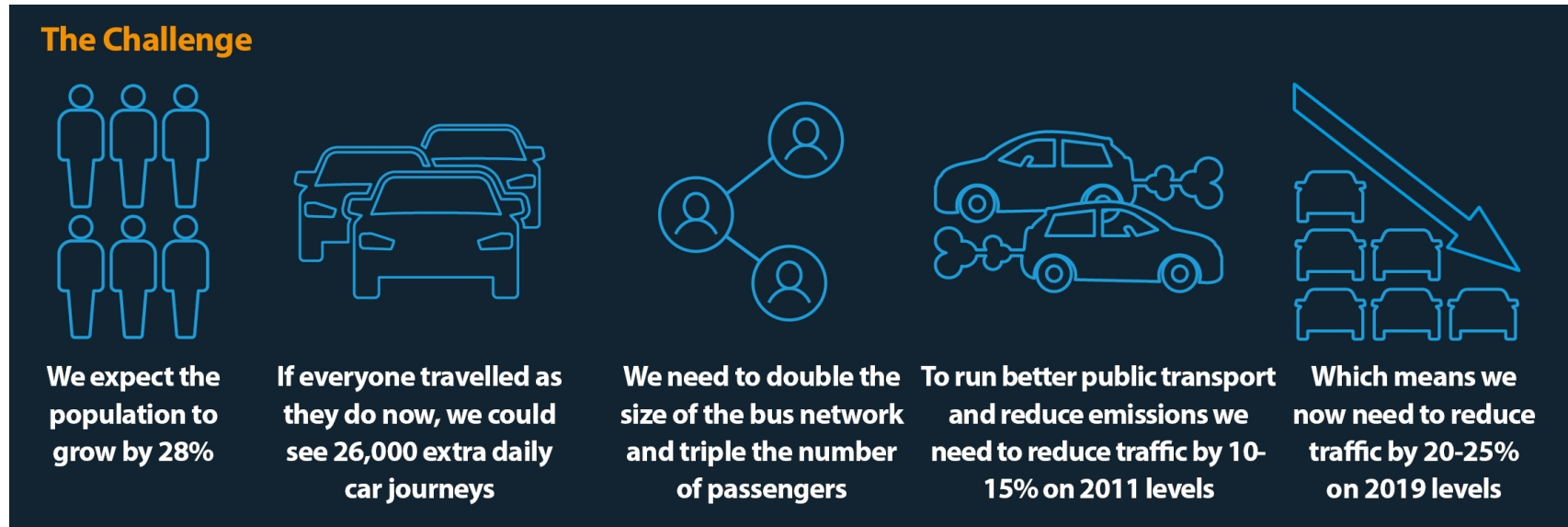
A new road classification for Cambridge

The Greater Cambridge Partnership

- The delivery body for a City Deal with central Government.
- Enabling investment in infrastructure, housing and skills to facilitate inclusive growth.
- Started in 2014.
- Brings key partners together.
- Covers Cambridge City and South Cambridgeshire district.



The challenge for Greater Cambridge



We need to reduce traffic by 15% to create manageable levels.



We need to encourage more people to walk, cycle or use public transport, and we want to do so through improved services and better facilities for walking and cycling.

Context

- Part of the GCP City Access project:
 - Improve the way that people move around Cambridge
 - Encourage more use of public transport, walking or cycling rather than private car
- Making Connections:
 - Consultation in 2021 on proposals for:
 - A new bus network
 - Better cycling and walking routes and high quality public spaces
 - Introducing the proposals for a form of charging for driving and/or parking in the city
 - GCP Executive Board to consider the consultation feedback later this year

Why a review now?

The road classification was last reviewed in the early 1980s. Cambridge has changed considerably since then and a further review of the road network needs to take place also taking into consideration

- Quality of life objectives
- Air quality legislation and obligations
- Declaration of climate emergency
- Decarbonising Transport plan
- National Walking, Cycling – Gear Change
- Bus Back Better
- Local Transport and Connectivity Plan/Greater Cambridge Local Plan
- Physical changes to road network

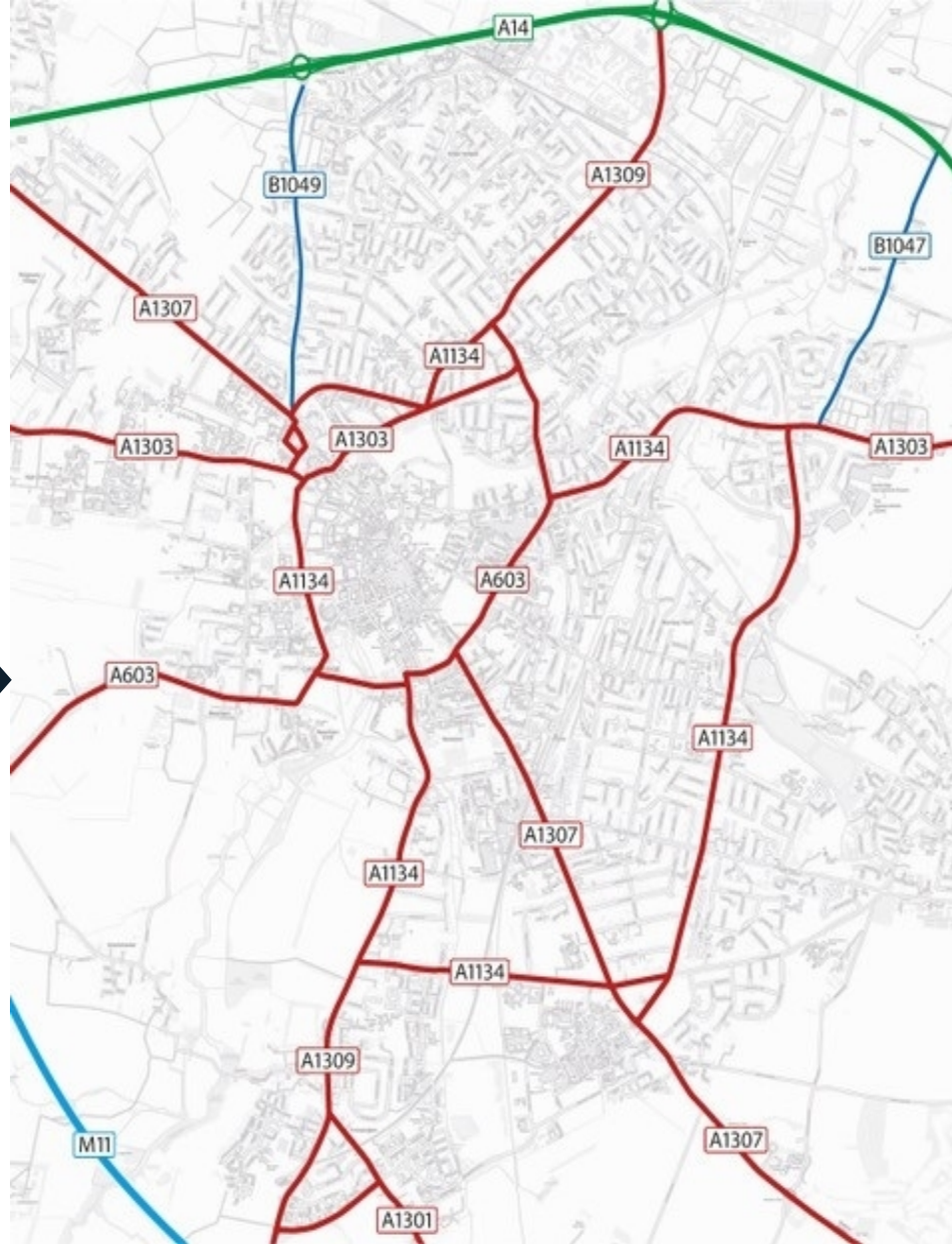
Further changes are needed to better reflect the changing priorities.



What are the key aims of the review?

- Support an improved quality of life
- Help meet the challenges of climate change
- Improve health and wellbeing by providing a better environment for physical activity
- Improve air quality by reducing congestion and encouraging active travel and use of public transport
- Create a sense of place as part of the highway network
- Improve access to work, education, leisure and green spaces in the city

The current road classification in Cambridge



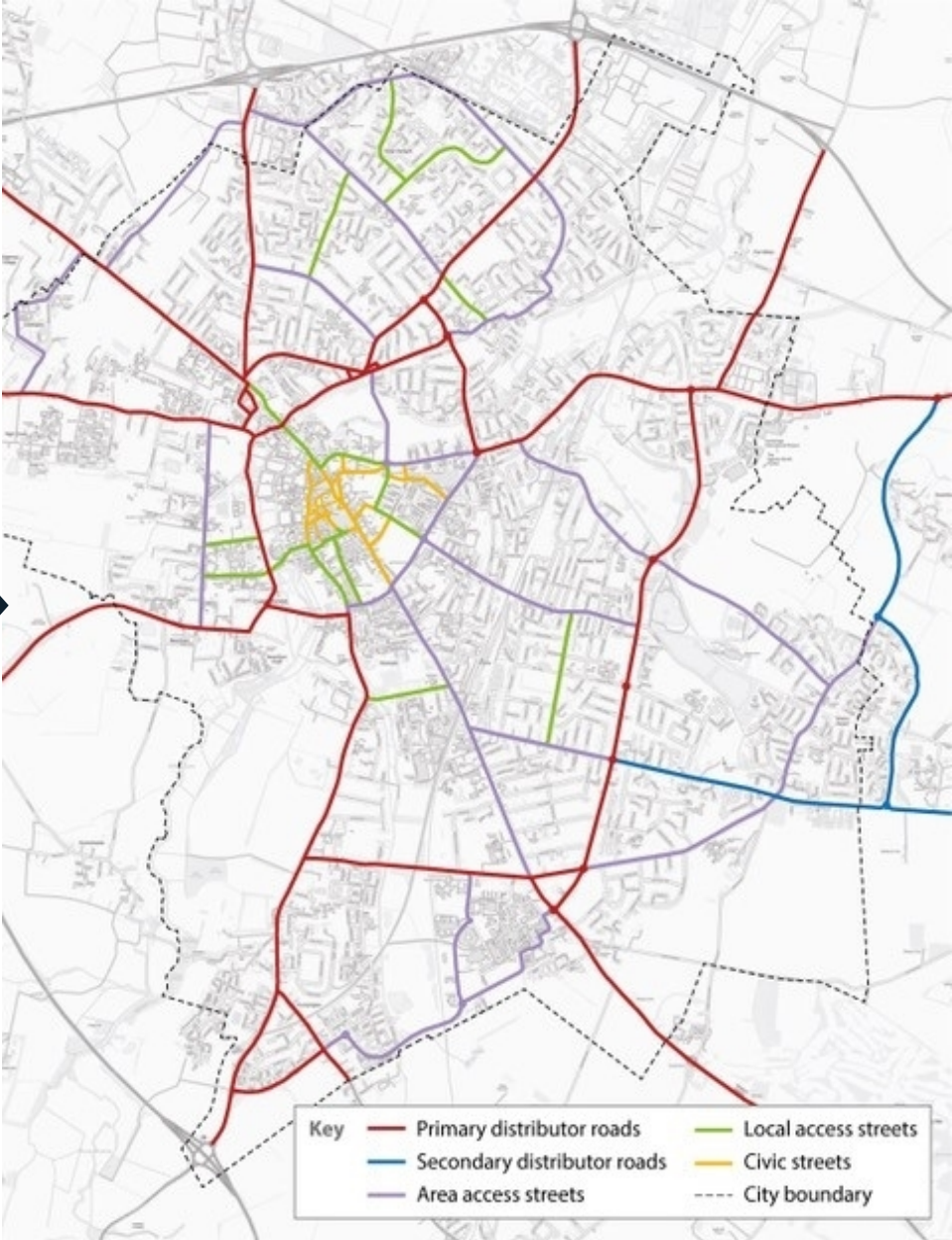
Review ambition - general approach

- Trips by cars, vans and lorries required to use main roads for as much of their journey as possible to reduce traffic on local roads and streets.
- Some local streets currently used as through routes/rat runs between main roads no longer open to through traffic.
- Point road closures (known as modal filters) would be put in place on local roads and streets to stop through movements by private motor vehicles.
- Access to these local roads and streets would be made from the closest main road junction to reach their destination.

Review ambition - potential outcome

- Journeys by private motor vehicle might be less direct and potentially longer.
- In future, local streets would carry less traffic, with reduced levels of noise, congestion and pollution but some main roads could see an increase in traffic.
- Traffic modelling undertaken to assess changes in traffic to consider what could be done to address any increases.
- Cyclists and scheduled buses would be allowed through closure points to make these trips as reliable, pleasant and convenient as possible.

What could the future road classification look like?



Proposed road classifications

- Primary distributor roads: main roads that all traffic could use
- Secondary distributor roads: smaller roads that all traffic could use to get to the city
- Area access streets: roads that would link the main roads to C roads in the city
- Local access streets: roads that would link the main roads to smaller roads in the city
- Civic streets: mainly small streets in the city centre. Access for vehicles would be restricted

Key issues for consideration

- Traffic displacement
- City centre bus routing
- Pedestrian and cycling priority
- Access for taxis
- Deliveries to the city centre
- Road safety
- Vehicle and user exemptions

What we are asking for feedback on?

Mode	Network accessibility	Detail
Walking	Access to whole network other than where road safety would be compromised.	Pedestrian access to be restricted or prohibited only where road safety would be compromised, e.g. bus station where reversing buses conflict with pedestrian safety.
Cycling	Access to whole network other than where road safety or pedestrian comfort and convenience would be compromised	Access for cycling to be restricted or prohibited only where road safety or pedestrian convenience or comfort would be compromised and where a suitable alternative route is available e.g. in densely populated pedestrian streets where access for cycling may be limited by time of day.
Bus <ul style="list-style-type: none">• Local bus services• School transport• Community transport	Extensive network access other than on network street categories where bus movements are not permitted.	<p>Buses operating local services to be allowed access through network modal filtering points on those categories of street where through bus movements are permitted.</p> <p>Buses being used for school transport and community transport vehicles to be permitted through network modal filtering points on those categories of street where through bus movements are permitted.</p>

What we are asking for feedback on?

Mode	Network accessibility	Detail
Cars <ul style="list-style-type: none">• Private cars• Taxis• Motorcycles	Routing to maximise the use of distributor roads and minimise the use of other network street categories i.e. access and egress to/from city destinations should be made via the closest available distributor road junction(s)	<p>Cars and motorcycles will not be allowed access through network modal filtering points.</p> <p>Consultation will help shape any exemptions for taxis and/or other car users where the impacts from filtering traffic are disproportionate.</p>
Commercial vehicles <ul style="list-style-type: none">• Light goods vehicles• Heavy goods vehicles• Coaches	Routing to maximise the use of distributor roads and minimise the use of other network street categories i.e. access and egress to/from city destinations should be made via the closest available distributor road junction	<p>Goods vehicles will not be allowed access through network modal filtering points.</p> <p>Within streets subject to restricted access, goods vehicles will not be permitted access outside of the restricted periods other than for vehicles operating zero emission freight consolidation schemes.</p>
Emergency service vehicles	Access to whole network	Emergency service vehicles to be allowed access through network filtering points either through 'exemption-listing' at camera enforced filters or using keys at physically enforced modal filters.
Vehicles used by blue badge holders	Level of access to be determined through consultation	<p>The ambition is to promote access for disabled residents across the network.</p> <p>Consultation will help shape the approach to delivering on this ambition.</p>

Next Steps

Consultation period will run from 23 May to midday on 18 July 2022.

GCP public meetings:

- Wednesday 15 June: 5-7pm, online Zoom surgery
- Wednesday 29 June: 6-8pm, online Zoom meeting
- Monday 4 July: 6:30–8:30pm, in-person meeting at Fenners Gallery,
Kelsey Kerridge Sports Hall

Any questions?