



## Cambridge City Council East Area Committee

**Date:** Thursday, 23 June 2022

**Time:** 6.30 pm

**Venue:** Virtual Meeting via Microsoft Teams

**Contact:** [democratic.services@cambridge.gov.uk](mailto:democratic.services@cambridge.gov.uk), tel:01223 457000

### Agenda

- 1 Welcome, Introduction and Apologies for Absence
- 2 Declarations of Interest
- 3 Minutes (Pages 3 - 8)
- 4 Matters and Actions Arising from the Minutes (Pages 9 - 10)
- 5 Policing and Safer Neighbourhoods (Pages 11 - 18)
- 6 A New Road Classification for Cambridge (Greater Cambridge Partnership) (Pages 19 - 34)
- 7 Open Forum

**City Councillors:** D. Baigent, Bennett, Copley, Davey, Healy, Herbert, Howard, Moore, Pounds, Robertson, A. Smith and Thornburrow

**County Councillors:** Bulat, Shailer, Howitt, Goodliffe and Beckett

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**EAST AREA COMMITTEE**

17 March 2022

6.30 - 8.15 pm

**Present**

**Area Committee Members:** Councillors D. Baigent (Chair), Bennett, Davey, H. Davies (Vice-Chair), Healy, Herbert, Moore, Pounds, Robertson, Bulat, Shailer, Howitt, Goodliffe and Beckett

**Officers:**

Assistant Chief Executive: Andrew Limb

Community Funding & Development Manager: Jackie Hanson

Community Engagement and Enforcement Manager: Wendy Johnston

Committee Manager: Claire Tunnicliffe

Meeting Producer (Democratic Services Manager): Gary Clift.

**Other Officers in Attendance:**

Transport Director, Greater Cambridge Partnership: Peter Blake

Communications Manager, Greater Cambridge Partnership: Sarah Prentice

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

Apologies were received from Councillor Copley, Councillor Smith, and Councillor Thornburrow.

**22/2/EAC Declarations of Interest**

Item	Name	Reason:
22/07/EAC	Councillor Moore	Personal: Applied for funding on behalf of Coleridge community forum. Discretion unfettered but did not take part in the discussion.

**22/3/EAC Minutes**

The notes of the meetings held on 2 December 2021 were noted.

**22/4/EAC Matters and Actions Arising from the Minutes**

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

[Agenda for East Area Committee on Thursday, 17th March, 2022, 6.30 pm - Cambridge Council](#)

**22/5/EAC Greater Cambridge Partnership: Mill Road Consultation**

The Chair welcomed Peter Blake, Transport Director and Sarah Prentice, Communications Manager of the Greater Cambridge Partnership (GCP).

The Transport Director gave a brief introduction to the Mill Road Consultation before the following organisations presented their response.

[Link to Mill Road Consultation 2022](#)

Mill Road for People presented the following 8 goals for Mill Road:

[millroad4people.org](http://millroad4people.org)

1. Create a low traffic, low pollution street
2. Make Mill Road accessible to all
3. Make Mill Road Safe
4. Encourage active travel
5. Support and encourage a wide range of independent businesses.
6. Enhance the sense of community
7. Provide reliable, affordable public transport
8. Provide an attractive environment.

- i. Camcycle presented the following points through their presentation:

[camcycle.org.uk](http://camcycle.org.uk)

1. Arguing for a street that was easy to get to rather than through, a welcoming, safe, and inclusive street. A street for local people to spend more time and money.
2. Thriving independent traders accessible to people of all budgets.
3. Wider pavements, good disabled access, reliable buses, safe cycling, new parking, no pavement parking, clean air.
4. A safe street with car / taxi access but no longer dominated by cars.

5. Easier access for those coming from further afar.
6. The following problems needed to be resolved:
  - 6.1 Congestion
  - 6.2 Vehicle parking/ loading
  - 6.3 Illegal behaviour of cyclists.
  - 6.4 The allocation of pavement parking, space of pavements and the need for repair
  - 6.5 Road danger
  - 6.6 Pollution.

ii. Mill Road Traders presented the following points:

[Mill Road Traders](#)

1. Safety for all users of Mill Road.
2. Air Quality and emissions permit free flow of transport and consider air quality Cambridge wide.
3. Traffic and pedestrian safety (road and pavements).
4. Possible improvements suggested were as follows
  - 4.1. Mark off-loading spaces, remove restricted hours
  - 4.2. Lockable bollards
  - 4.3 Enforce pedestrian only pavements
  - 4.4 Fix potholes and pavements
  - 4.5 Improve Carter Bridge and link to the Chisholm Trail
  - 4.5 Number plate recognition
  - 4.6 Digital speed displays
  - 4.7 Copenhagen crossings
  - 4.8 Short term side street parking for shoppers.

All of the above presentations can be viewed at the following link:

[East Area Committee 17.03.22 YouTube](#)

The Vice Chair of Cambridge City Licensed Taxis presented a verbal response to the Consultation:

1. To ensure that Mill Road was fully inclusive, taxis had to be included to allow the transport of those individuals who could not use other forms of public transport, walk, or cycle.

2. Pavements were already wide. To make the pavements wider a one-way system had to be in place as a carriage way would be taken up to extend the pavements.
3. The residential ironworks development would bring more private vehicles to the area.
4. The issues of diesel trains that ran under the bridge needed to be investigated when discussing air pollution.

The following public questions were received and noted:

Q1: One of the unintended consequences of the Mill Road bridge closure during 20/21, was the creation of rat run return journeys between East Road, Mill Road, Station Road, and eastwards via Hills Road. This is because some of the traffic which previously used Mill Road as a through route, diverted through Tenison Road and adjacent side streets in order to avoid the traffic lights at the Hills Road / Lensfield Road junction.

If, following the current Mill Road consultation, the same bridge bus filter was applied, it is evident that when road and rail traffic returns to pre-pandemic levels, the combined rat run return journeys between Mill Road and Hills Road and Mill Road to the station would create an unacceptable level of traffic and pollution in the high density narrow residential roads of South Petersfield.

“What changes to the original bus filter scheme would you consider appropriate to mitigate any increase in traffic and associated pollution in the South Petersfield residential area if the bus filter is reinstated?”

Q2: After hearing a few of the presentations I’ve heard a lot of evidence from the mill road traders association presenting traffic data. I’ve not found any of this data on the public record.

Could the Mill Road Traders Association provide sources for their data because it seems clear from public records that there is a traffic problem.

Additionally, it seems clear that pedestrianisation measures when implemented in many other locations even in Cambridge have been universally successful in increasing trade for local traders. The assertion

that closing the bridge is bad for business seems unfounded. I would like a clearer explanation.

Additionally, on an anecdotal level the bridge being closed made myself use the road for shopping more frequently, as apparently many others did.

It seems to me the closure of the bridge was overwhelmingly positive for the local community. It was a pleasure to see the local community take to cycling more than car use as new housing estates mandate. It seems fairer for cycle use to be prioritised.

The Mill Road Traders Association advised that the data sources were on each slide (link to the presentations provided on p3), Bikedata, Crashmap used government sources and nitrogen levels during lockdown were provided by a Cambridge City Council member.

The Committee held a discussion on highway safety, lower volume of traffic, better public transport, more active transport solutions and how the technical barriers needed to adapt smart filters for blue badge holders. It was agreed that better consultation was needed. It was noted that during the pandemic entire families were out cycling but now the road is open people are back to using cars as they do not feel safe.

The GCP Transport Director noted the different traffic management arrangements suggested. In terms of blue badge access this would be a theme that could be taken forward and ways to make this work could be looked at.

After the closing statements the Chair thanked all those who had taken part.

## **22/6/EAC Environmental Report - EAC**

The Community Engagement and Enforcement Manager introduced the report and highlighted the following:

- i. Community Pay Back teams were back working across the city undertaking a back log of work.
- ii. Hot spot maps for fly tipping in each ward had been included in the report.

- iii. Bookings for hedgehog holes to be cut into resident's fencing was being taken, this was a free service.
- iv. A full explanation for the number of needles found in Abbey ward could be found in the report.

Councillor Robertson asked if more could be said on the staffing issues that the Streets and Open Spaces Team faced and thanked all those involved for their hard work and dedication.

The Community Engagement and Enforcement Manager advised that the Enforcement Team were operating at 40% capacity, with three officers covering fourteen wards. She noted the request for additional community clean-up day in Abbey ward in areas where constant fly tipping took place.

The Chair of the Committee thanked the Community Engagement and Enforcement Manager for their report and for the hard work of all the officers that had been undertaken since the last report.

## **22/7/EAC EAC 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 Community Funding & Development Manager agreed to consider additional funding of £500 for the Ainsworth Area Resident's Association (E3).

The Committee were informed that the Mill Road Traders Associations (E13) application did not unfortunately fall under the remit of the grant funding. Officers would continue to signpost alternative funding opportunities.

Members expressed their appreciation to the Community Funding & Development Manager for her hard work and commitment to the communities of Cambridge who was retiring after 39 years services to Cambridge City Council.

The meeting ended at 8.15 pm

**CHAIR**



<b>Committee</b>	<b>East Area Committee Action Sheet</b>
<b>Meeting Date</b>	<b>17/0/22</b>

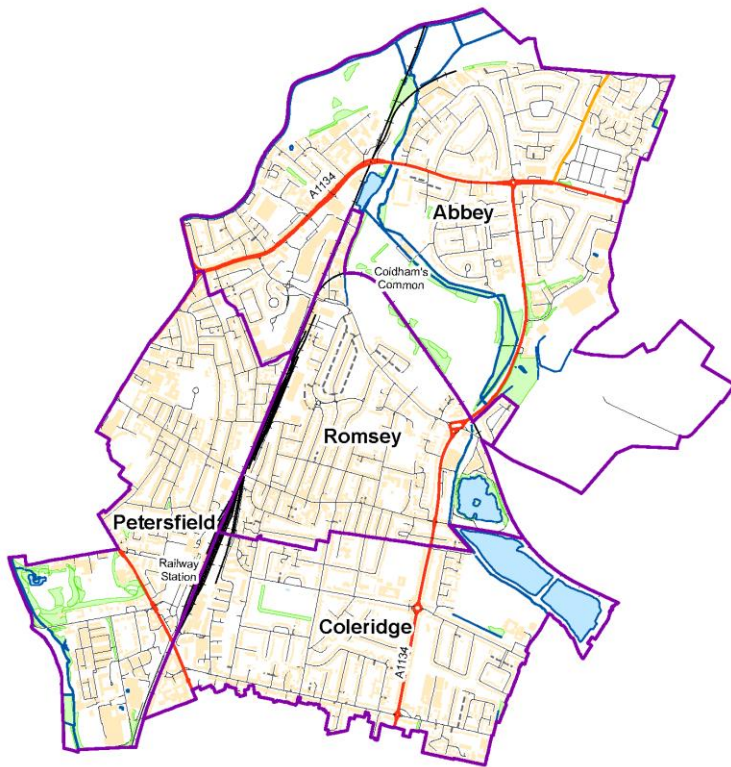
<b>ACTION</b>	<b>LEAD OFFICER/ MEMBER</b>	<b>ACTION</b>	<b>PROGRESS</b>
<b>21/52/EAC (Meeting 16/09/21)</b> To discuss with the Combined Authority Mayor, Dr Nick Johnson and to investigate further with County Council Officers a separate adult education centre in Cambridge as part of the emerging Greater Cambridge Local Plan	Councillor Bulat	14/11/21	Not yet managed to meet with Dr Johnson but would provide a verbal update when possible.
<b>21/57/EAC (Meeting 01/21/22)</b> Cambridge City Council were working with external partners on a Cycle Prevention Task and Finish Working Group examining cycle parking at the train station. Suggested a report could be brought to a future meeting on the work was being undertaken.	Councillor Thornburrow		

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## Neighbourhood Profile

### Cambridge City East – June 2022

***Wards: Abbey, Coleridge, Petersfield and Romsey***



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### ***Produced by:***

#### **Cambridgeshire Constabulary:**

- Inspector Edward McNeill
- Sergeant Brad Munday

#### **Community Safety Team, Cambridge City Council:**

- Keryn Jalli, Community Safety Manager
- Rachel Fairhead, Anti-Social Behaviour Officer



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## **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 East Area Committee meeting of 2 December 2021, the committee recommended addressing the following local areas of concern:

- Anti-social driving;
- Cycle theft; and
- Drug dealing and the protection of local young people – child criminal exploitation.

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

### **Anti-social driving**

Objective: To mitigate the impact of anti-social driving on residents in the east of the city, and to identify and act against repeat anti-social drivers.

Action Taken: There continues to be a city-wide operation in place to tackle anti-social driving across the entire city. This operation is heavily supported by the special constabulary who now have a dedicated team of volunteer officers committed to speed monitoring operations and other actions targeting anti-social driving.

East team officers have remained focused on the issues around e-scooter usage and their anti-social use. We have been able to address the use of 'VOI' scooters by working with

the company. They have been able to offer us an app whereby we can report users of VOI scooters for offences such as riding with two people on board, riding on pavements and riding through red lights, as well as others. Once reported to VOI via this app, the user's account is reviewed and can be suspended or completely blocked, depending on the offence, removing the rider's ability to use the scooters in future. An added benefit of this is that it does not require that we stop the rider. We simply report the scooter's location at a certain time, together with the ID number on the rear of the scooter, and this is sufficient, meaning even those that fail to stop can be dealt with. We have had a number of successes with this app and continue to make use of it on a regular basis.

In relation to privately-owner e-scooters, we continue to prefer an education over enforcement approach. There is a significant amount of misinformation out there about the legality of these scooters and their use, and where possible, we try to educate those we interact with as to the actual law. Many people are operating under the assumption that they are legal on roads, or if you have a driving licence, or some other variation of the truth. Only by education can we fairly impact upon the usage of these vehicles. To date, this approach has meant we have had to seize very few of these e-scooters, although there have been occasions where enforcement has been necessary.

**Current Situation:** A significant number of road-related offences require officers to be present at the time the offence is ongoing, which means we need to be able to respond to up-to-date reports of where the issue is currently the most impactful. With that in mind, residents are encouraged to keep reporting any issues they witness or by which they are affected. Whilst we may not be able to respond to every individual report, this allows us to identify locations on which to focus and identify patterns within the reports which may help to identify specific repeat offenders. We can also use these reports to determine if there is an underlying cause to certain types of antisocial behaviour, for example, regular speeding in a road with no traffic calming measures, or vehicles gathering at certain times because of a lack of CCTV, etc. Once we identify these underlying issues, we can then work with partner agencies to address them.

Lead Officer: A/PS MUNDAY

## **Cycle theft**

**Objective:** To reduce the impact of cycle theft on those living, working, and parking their bicycles in the east area of the city.

**Action Taken:** As part of the ongoing, city-wide operation to tackle cycle theft, officers in the east area regularly carry out both uniformed and plain-clothed patrols in areas known to be vulnerable to cycle theft.

As well as this, we have worked with the other area teams within the city to address those offenders who are active in the handling and selling of stolen bikes. These individuals will generally have networks that spread across the city and are not limited to one specific area of the city. Therefore, this collaboration between teams is imperative to address the issue. One of the standout successes that has come from this is the issuing of a Criminal Behaviour Order to a known prolific cycle thief, who has since been arrested for breaching this Order and received a custodial sentence. As well as this, another individual who

already had a Criminal Behaviour Order, had theirs extended and a was given a 16-week custodial sentence after they were seen to attempt to steal a bike.

There is also collaborative work currently ongoing with the Metropolitan Police, to address groups of individuals who have been entering the city by train to steal cycles before leaving the county.

Current Situation: Cycle crime continues to be a significant issue within the city and we continue to address this both at the point of the theft and at the point stolen bikes are sold on. As ever, an emphasis needs to be put on initial prevention by means of the use of locks and effective cycle racks to lock cycles to; and the use of national crime property databases, such as the National Bike Register and Immobilise, to register bicycles.

Lead Officer: A/PS MUNDAY

### **Drug dealing and the protection of local young people – child criminal exploitation**

Objective: To identify and disrupt the perpetrators of organised drug dealing, and to safeguard and divert young people at risk of becoming victims of criminal exploitation linked to drug dealing and County Lines.

Action Taken: There are two very distinct types of drug dealing active in the east area, and in the city. First is 'County Lines' drug dealing, which is people travelling into the city from outside of the county in order to deal. Ownership of this issue sits with a dedicated team; the Neighbourhood Support Team (NST). This team proactively targets these individuals, working alongside other forces with an intelligence-led approach. This team has been actively working within the east area and, following the locating and arrest of any dealers, will then liaise with the East team. We will then take on the long-term issues that may have resulted from this individual. This can include, but is not limited to: the safeguarding of any young people exposed to the activity; the closure or securing of any addresses used; or follow-up activity/patrols in areas highlighted as a concern.

The second type of dealing is the more local 'home-grown' dealing, which are individuals who drug deal within the city and who are based here long-term. This includes those young individuals within the area who are being led on a path to drug dealing and are starting to come to police attention for drug-related activity. These can require more long-term solutions as their removal from the county is not a natural result, as it would be for County Lines dealers. When dealing with young people who have become involved in this world, we will engage with partner agencies, make use of specialist departments within the force, and make use of policing powers where necessary, such as Community Protection Notices/Orders, Community Behaviour Orders, gang injunctions, and court orders where applicable.

Current Situation: There has been a noticeable increase in both County Lines and home-grown drug dealing activity in the east of the city, and in response we have had a number of successful interventions. We have been able to take a very robust stance against this activity in the east and continue to do so. What is imperative however is that we continue to receive information from those in the community. It is this information that allows us to build a picture of what is happening in the East area and direct our activity in response.

Lead Officer: A/PS MUNDAY

### **3. *Proactive Work and Emerging Issues***

#### **Cambridgeshire Constabulary**

Our proactive work will continue to focus on the areas of concern identified.

#### **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.

Since the last reporting period, the CST has obtained an anti-social behaviour (ASB) injunction for 12 months to tackle issues associated with an address in the Romsey area. We are also seeking possession of a property in Coleridge following reports of ASB and noise nuisance.

The CST has been receiving complaints of ASB, including street drinking and begging, in a bus stop in the Abbey area, and are working with support agencies and police to resolve this issue.

Residents have been reporting an increase in youth-related ASB in the Coleridge area centred around the Walpole Road shops and nearby green space. The CST has carried out a letter drop, door knocks and referred issues raised to the multi-agency Problem Solving Group (PSG). We are also exploring estate improvements and applying for a CCTV camera. We are also working with partners in the police to identify the youths involved.

Due to ongoing concerns in relation to youth-related ASB in the Barnwell area, we are currently working with the police and partner agencies to identify those involved and take appropriate action. A number of young people and their parents have been spoken to and advice given about consequences and keeping safe. The area is also discussed at the monthly PSG to ensure all agencies involved are aware and relevant information is shared so appropriate action can be taken. The CST and the local PCSOs have met with a number of residents to discuss their concerns and offer advice on how to report ASB and what action can be taken to deal with their concerns.

We continue to lead on the Cambs Against County Lines project, to raise awareness about child criminal exploitation and County Lines issues. A number of "Train the Facilitator" sessions have been delivered to professionals in the east 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.

A Road Safety Day of Action, held on 8 June, during [National Bike Week](#), was organised by [Vision Zero Partnership](#), which aimed to raise public awareness about road safety. The events took place at two locations in the city: outside Tesco on Newmarket Road (between 10am to 2pm), with child car seat checking, [Road Victims Trust](#) and [Speedwatch](#); and outside Boots on Sidney Street (between 12pm to 4pm). Agencies supporting the events included the police (for [bike marking](#)), [Camcycle](#) (raising awareness about [Save Our Cycles](#)), [Outspoken Cycles](#) (providing free bike maintenance checks), [Voi](#) (electric e-bikes and scooters) and members of the Community Safety Team, as well as Darryl Preston, the Police and Crime Commissioner.

We would also like to remind you of one of the Cambridgeshire police's Watch schemes, [Community Speed Watch](#), where communities themselves can become involved in making the roads safer in Cambridge.

#### **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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PARTNERSHIP



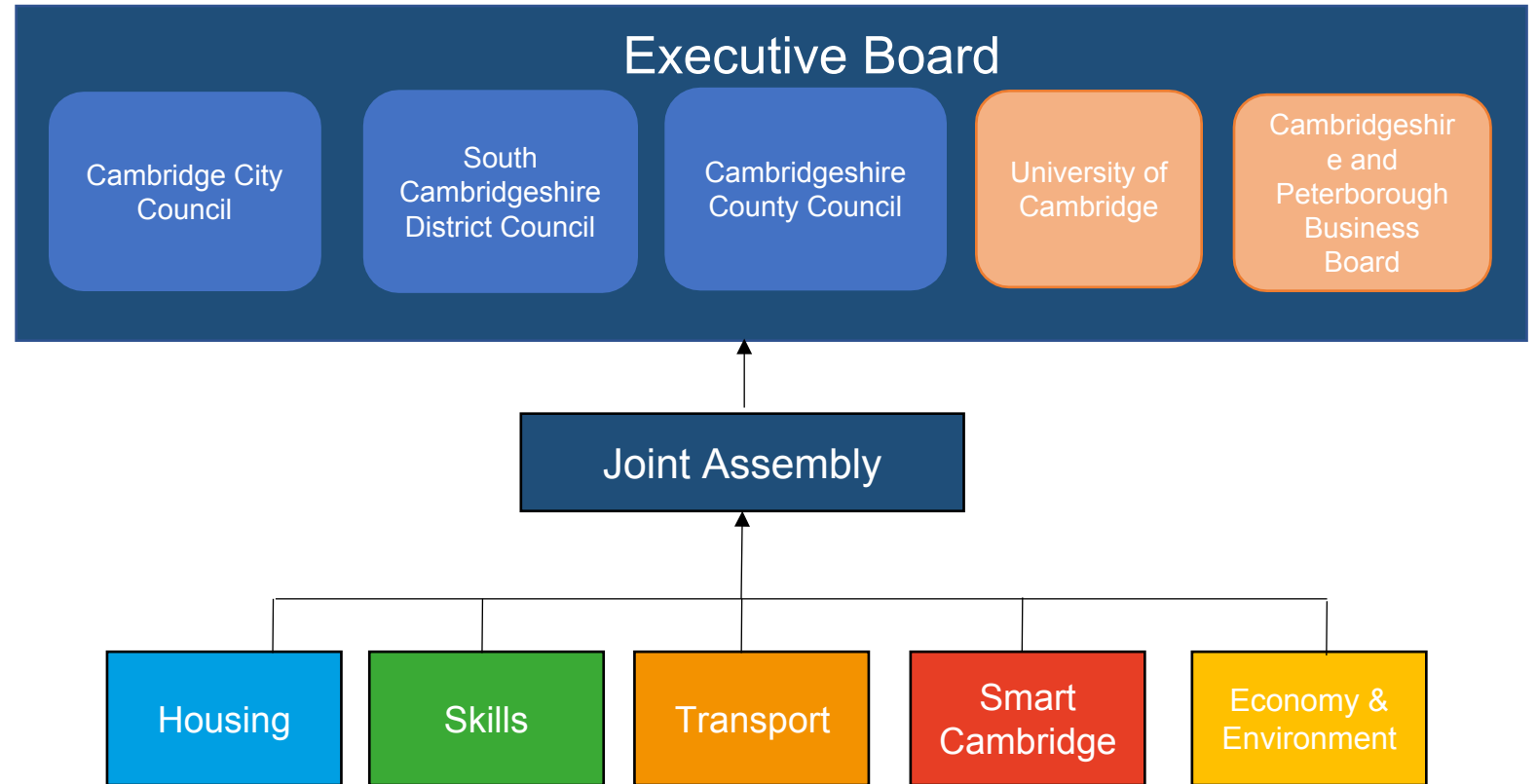
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Agenda Item 6

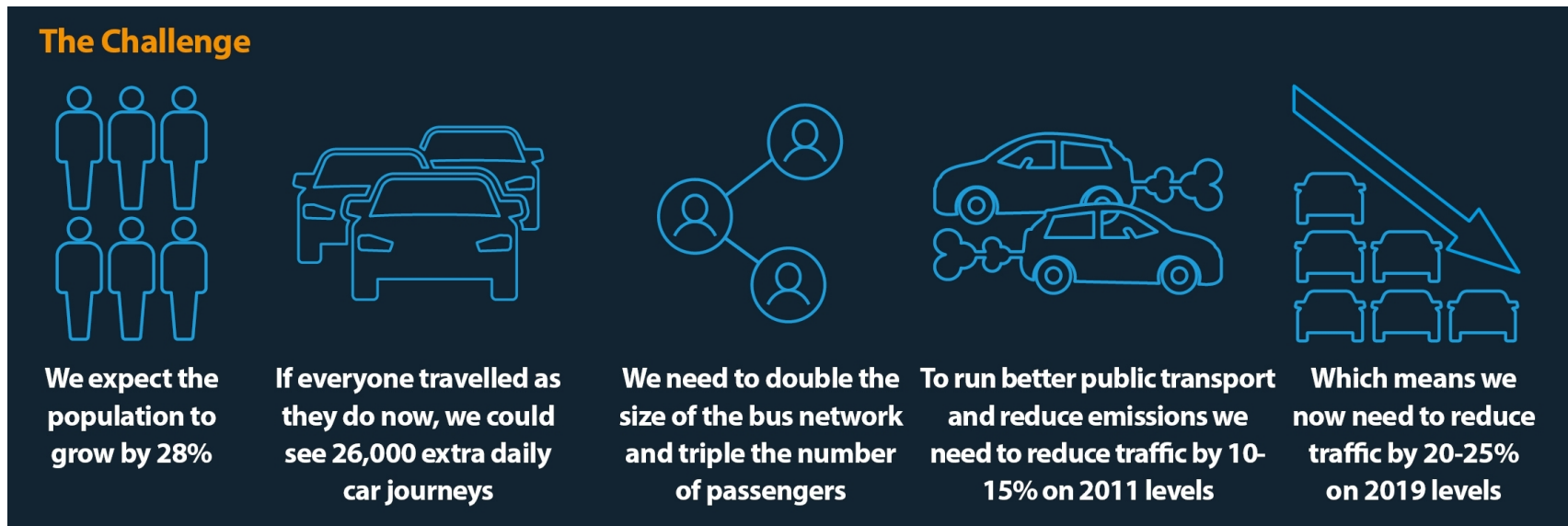
# A new road classification for Cambridge

# 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.

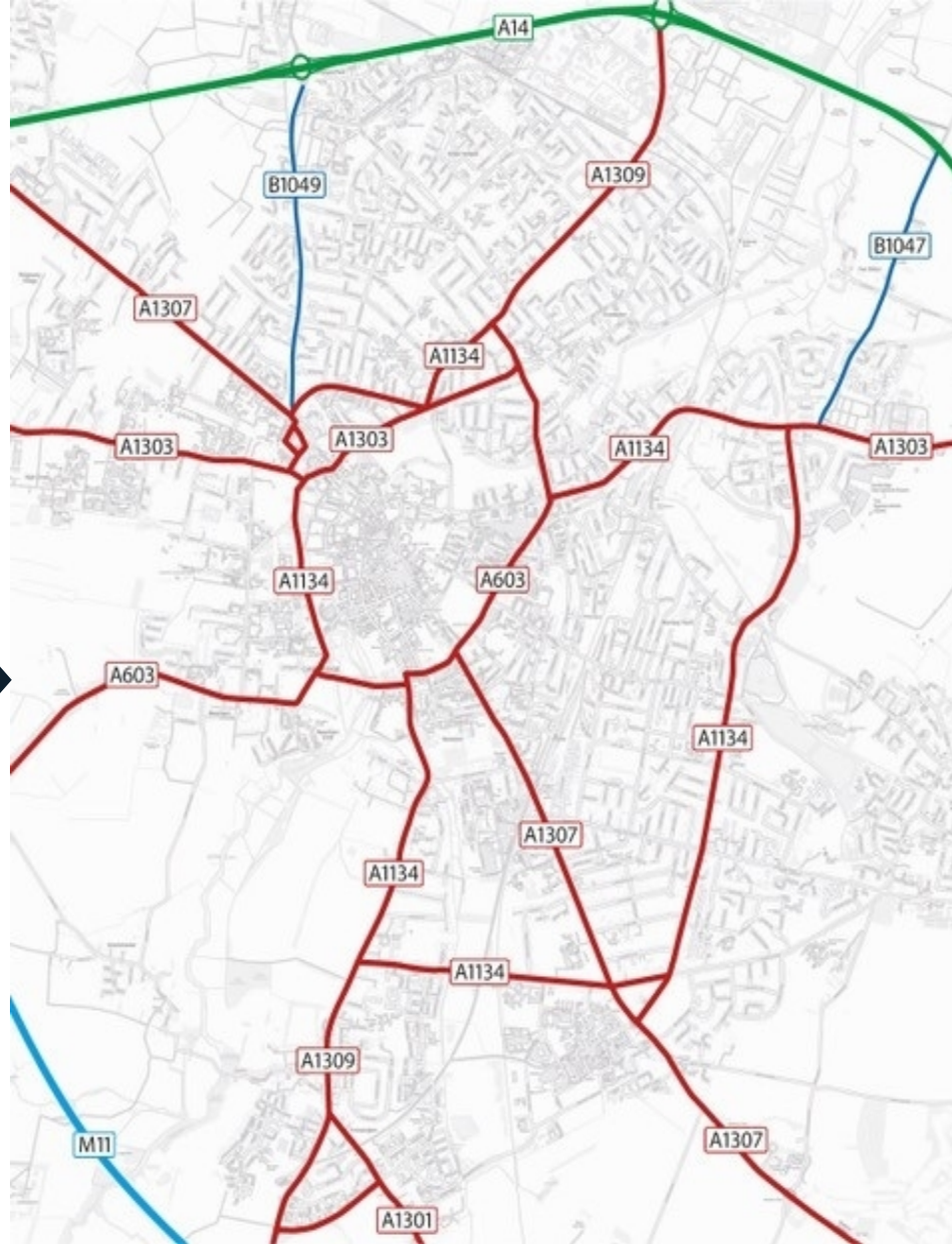


# What are the key aims of the review?

- 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



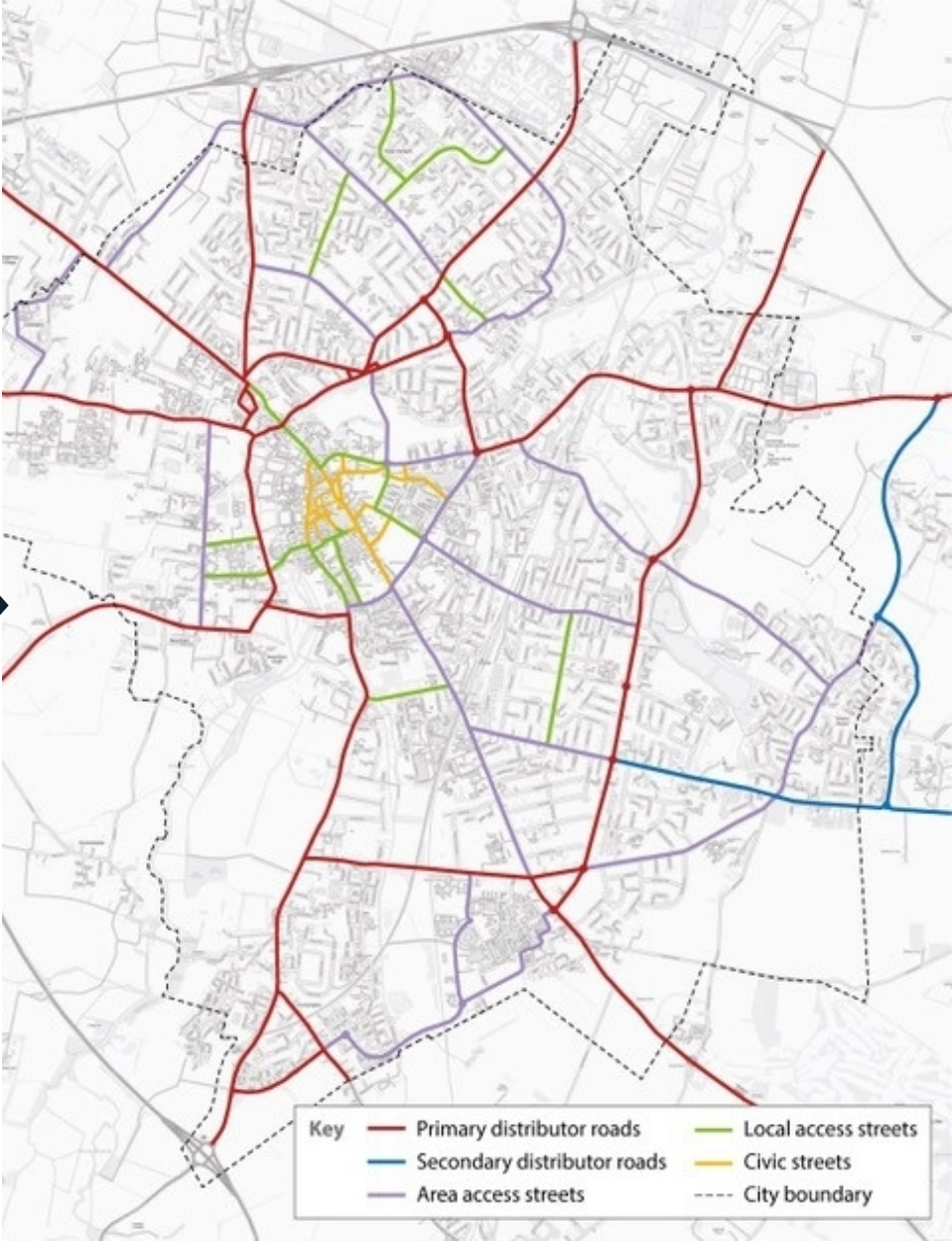
# Review ambition - general approach

- 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
<b>Walking</b>	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.
<b>Cycling</b>	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.
<b>Bus</b> <ul style="list-style-type: none"><li>• Local bus services</li><li>• School transport</li><li>• Community transport</li></ul>	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
<b>Cars</b> <ul style="list-style-type: none"><li>• Private cars</li><li>• Taxis</li><li>• Motorcycles</li></ul>	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>
<b>Commercial vehicles</b> <ul style="list-style-type: none"><li>• Light goods vehicles</li><li>• Heavy goods vehicles</li><li>• Coaches</li></ul>	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>
<b>Emergency service vehicles</b>	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.
<b>Vehicles used by blue badge holders</b>	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?