

## **HUNTINGDON ROAD TRAFFIC AND SAFETY SCHEME**

### **Note to Members of Cambridge City – West/Central Area Committee**

**From: Vanessa Kelly, Project Officer, Cycling Projects Team,  
Cambridgeshire County Council**

**Date: 6 March 2014**

#### **1.0 INTRODUCTION**

- 1.1 The purpose of this paper is to inform Members about the proposal for traffic and road safety improvements on the city bound side of Huntingdon Road between Girton Road and Oxford Road. The proposals aim to improve conditions for pedestrians, bus users and cyclists. Public consultation for the scheme runs from 4 March to 7 April 2014. The views of the Committee are most welcome on the proposal.

#### **2.0 BACKGROUND**

- 2.1 The proposed scheme is funded by the Department for Transport (DfT) Cycle City Ambition Grant which Cambridgeshire County Council and seven other local authorities were successful in bidding for last year. In the original Bid, the County Council proposed to deliver a safe, direct, comprehensive network for cycling and walking between key destinations in Cambridge and in South Cambridgeshire. Over a ten year period, the aim is for cycling to have 40% of modal share in Cambridge, and 20% in S Cambs. The growth of housing and businesses in the Greater Cambridge area will put increasing pressure on the transport network. To mitigate the impacts of growth, modal shift must be achieved and the new segregated schemes included in the Bid will provide Dutch-style cycling facilities which it is hoped will encourage new cycling amongst existing residents and commuters and future cycling by residents of the new developments when they are occupied. It is important that residents, who move to the city and are not part of the cycling culture of Cambridge, see cycling as a safe and attractive form of transport.
- 2.2 In Cambridge, it is proposed to build segregated cycle lanes along sections of three main arterial routes: Huntingdon Road, Hills Road and Trumpington Road. The new cycle lanes will upgrade existing cycle routes and link economic clusters such as Addenbrookes with businesses in the city. In South Cambridgeshire, the provision of new and improved cycle routes is well progressed: the A10 links to Foxton are almost completed, construction on the Wandlebury to Babraham

Research Campus cycleway is under way, as is the Whittlesford to Granta Park cycleway; the Swavesey to Buckingway Business Park cycleway will begin this April. All the Cycle City Ambition schemes must be built by May 2015.

- 2.3 Cambridge will be introducing 20mph limits everywhere, except for major roads where there will be a move towards segregated cycle lanes.
- 2.4 The County traffic counts and accident data will be used for monitoring, and all the schemes will be included in the annual monitoring.
- 2.5 A Stakeholder group has been formed, to discuss and debate the details of each Cycle City Ambition scheme, with the aim of achieving very high quality schemes. Bodies represented include Cambridge City Council, South Cambridgeshire District Council, Road Safety Team, Environmental Health, Public Health and Travel for Work (County Council), Sustrans, CTC (the Cyclists Touring Club), Cambridge Cycling Campaign, Girton Parish Council and Babraham Research Campus.

### **3.0 PRE-CONSULTATION FOR THE PROPOSED SCHEME**

- 3.1 In Sept/Oct 2013, local Members from Cambridge City, South Cambridgeshire District Council and Cambridgeshire County Council were invited to discuss issues for road users on Huntingdon Road and possible design options for the proposed cycle lane.
- 3.2 Local residents' associations, businesses and University of Cambridge colleges and departments on or near Huntingdon Road were also invited to give feedback on concerns and issues as road users on Huntingdon Road.
- 3.3 In early Nov 2013, a letterdrop to residents living on and near Huntingdon Road took place; the letter asked for feedback and whether the proposed cycle lane was desirable.
- 3.4 Roughly eighty residents responded to the letter – they highlighted many issues, and raised concerns over, or gave support for, the proposed scheme.
- 3.5 On 14 Nov 2013, a Cyclist Breakfast was held outside the NIAB headquarters on Huntingdon Road. Roughly fifty cyclists stopped and discussed cycling issues in the local area.

3.6 The views of Members, residents' associations, businesses, colleges, residents and commuter cyclists were discussed at length with the scheme's design team and the designs were adapted to reflect those views. Indeed, as a result of the feedback, the scheme has been extended to include the Oxford Road junction, a short section of segregated cycle lane on the outbound side between Oxford Road and Storey's Way and an upgrade of the existing cycle lane between Oxford Road and the Victoria Road junction by resurfacing and widening it.

#### **4.0 DETAILS OF PROPOSED SCHEME**

4.1 The budget for the Huntingdon Road segregated cycleway improvements is £625,000.

4.2 Three separate design options have been developed for the public consultation showing:

1. fully segregated cycleway
2. raised kerb (hybrid) segregated cycleway
3. combination of hard kerb and raised kerb segregated cycleway

In all three options, the cycleway will be 2.1m wide and have priority over side roads. Cyclists will travel on a quick, direct, continuous route, without the need to negotiate obstacles or parked vehicles. Motorists will have a less stressful drive as cyclists will not pull out so often. Cyclists who currently cycle on the pavement should feel safer on the new cycle lane. Pedestrians should benefit from reduced cycling on the footway and from the buffer that the new cycleway offers from the main traffic lane.

4.3 The extra width required by the new cycleway will be achieved by reducing the central hatching on the road and some of verge and footway, and by maintaining a consistent 3.2m motor traffic lane.

4.4 New 'floating bus stops' will be introduced: the cycle lane will go behind the bus stop. Bus passengers will wait on the footway and cross the cycle lane to the 'bus boarder' to get on buses. Cyclists will no longer have to go round stationary buses at stops or negotiate buses pulling in and out of stops. The cycle lane will narrow to 1.5m through the bus stop area to slow cyclists down.

4.5 Option 1.

The fully segregated cycle lane would provide the greatest level of safety and perceived safety. Cyclists would be physically separated from motor vehicles by a 0.6m wide kerb for much of the proposed route. There would be breaks in the kerb at accesses and side roads.

The fully segregated cycle lane would make the motor vehicle lane seem narrower and so encourage drivers to adhere to the 30mph speed limit, especially at the Girton end where speeding is an issue. Option 1 would mean the loss of right-turn filter lanes at Howe's Place and Sherlock Road.

#### 4.6 Option 2.

The raised kerb or hybrid segregation would consist of a cycle lane below the level of the footway but above the level of the motor traffic lane. Cyclists would have a greater level of safety than with the current on-road lanes. The raised kerb option would allow emergency vehicles to pass more easily than with the fully segregated option. The height of the raised kerb cycle lane would be reduced to that of the motor traffic lane at side roads. The visual impact of the raised kerb cycle lane, Option 2, would be less severe than Option 1. The right-turn filter lanes at Howe's Place and Sherlock Road would be retained with Option 2.

#### 4.7 Option 3.

A combination of a fully segregated and a raised kerb cycle lane: there would be a fully segregated cycle lane with a kerb in the 'outer' section of Huntingdon Road (Girton Road to Howe's Place) and a raised cycle lane in the 'inner' section (Howe's Place to Oxford Road).

## 5.0 PUBLIC CONSULTATION

### 5.1 The public consultation runs from 4 March to 7 April 2014. Materials will include a 3-D video, photo-montages, brochure, and web pages on the County Council website. The brochure will be delivered to local residents and businesses in the last week of February.

The launch of Huntingdon Road and Hills Road public consultation period will be heralded by a cyclist breakfast on Shrove Tuesday (4 March) outside the NIAB headquarters on Huntingdon Road.

The Huntingdon Road and Hills Road schemes will be presented at Cambridge Cycling Campaign's Monthly Meeting, Friends' House – 4 March (8.00pm)

Other events are planned on the following dates:

12<sup>th</sup> March, Girton Glebe Primary School, 5.00-7.00pm

18<sup>th</sup> March, St Augustine's Hall, Richmond Road, 4.00-7.00pm

24 March, Kaetsu Centre (between Fitzwilliam College and Murray Edwards College), 5.00 – 7.30pm

## **6.0 PROCESS**

6.1 The County Council is moving to a committee system on 13th May 2014. The scheme will be considered for approval by the Economy and Environment committee. **If the scheme is approved works will need to start before 1<sup>st</sup> May 2015.**

## **7.0 SUMMARY**

7.1 Members of the Area Committee are asked to comment on the scheme proposals and are encouraged to attend the consultation events.