



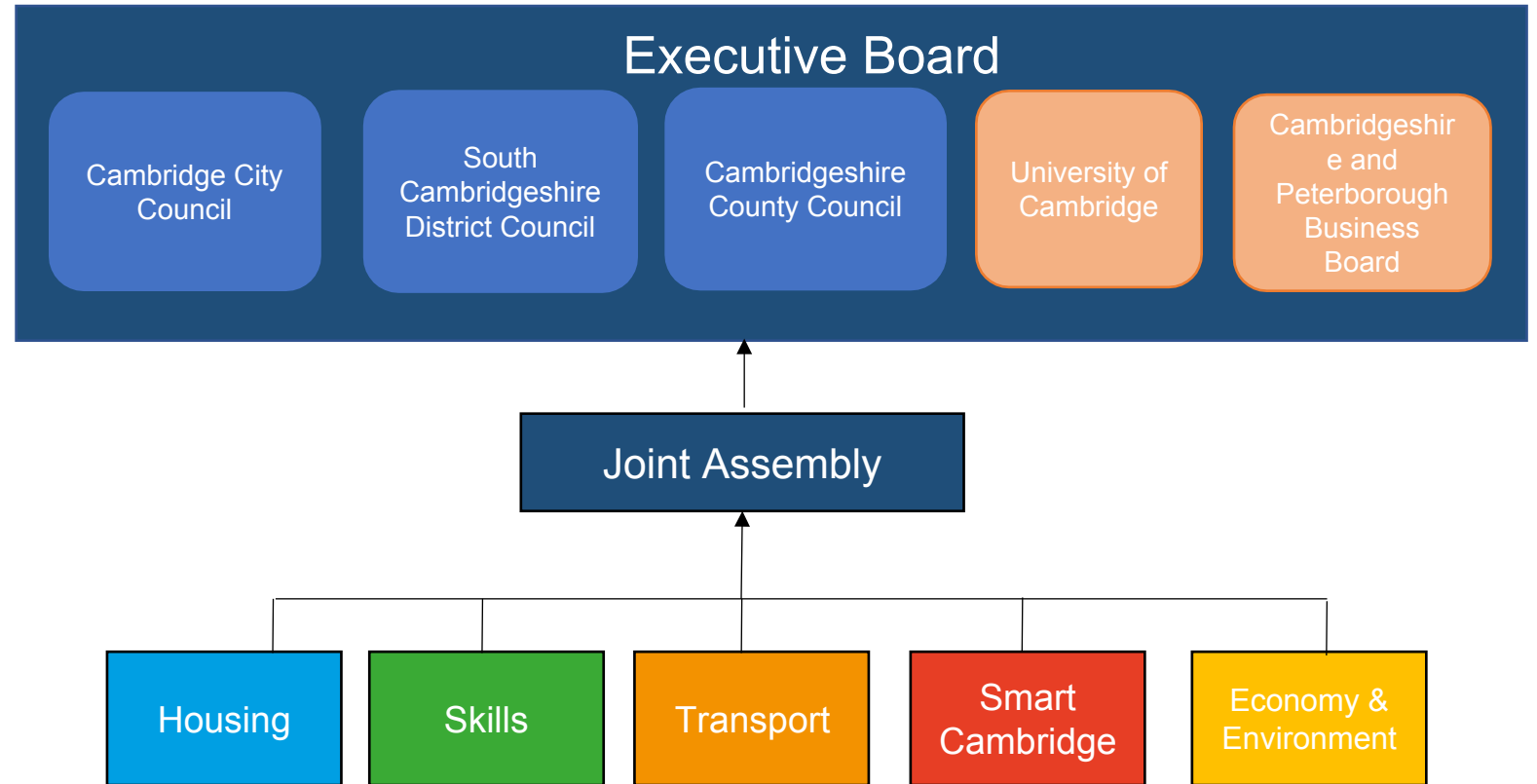
**GREATER
CAMBRIDGE
PARTNERSHIP**



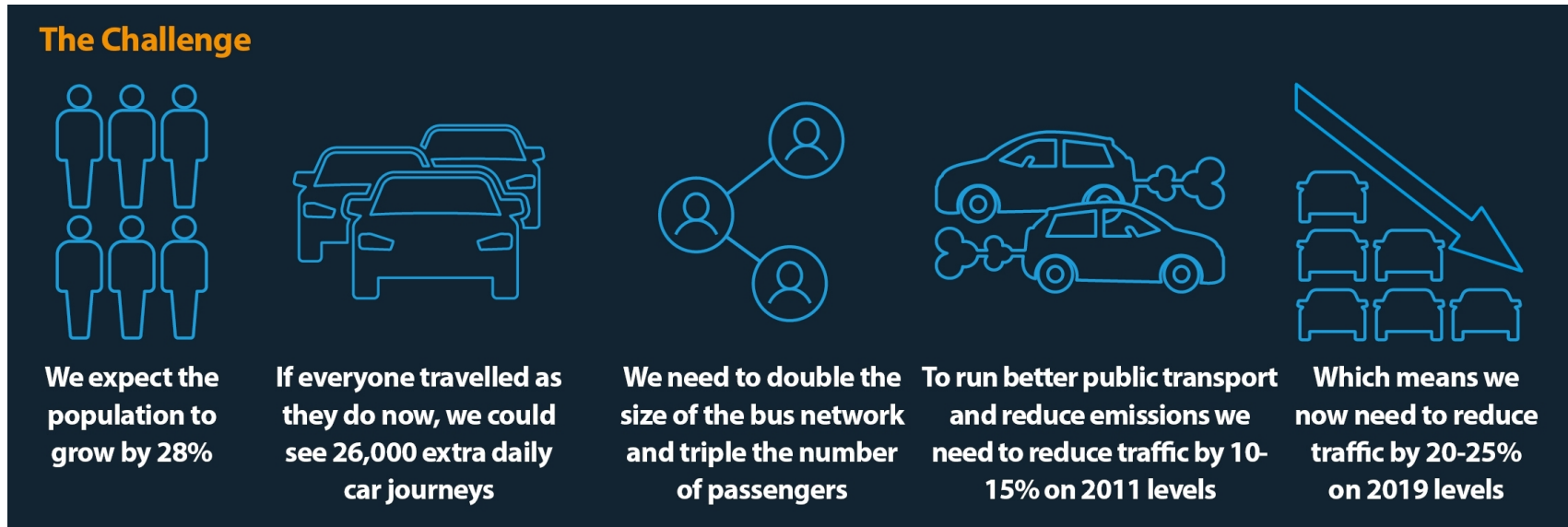
A new road classification for Cambridge

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



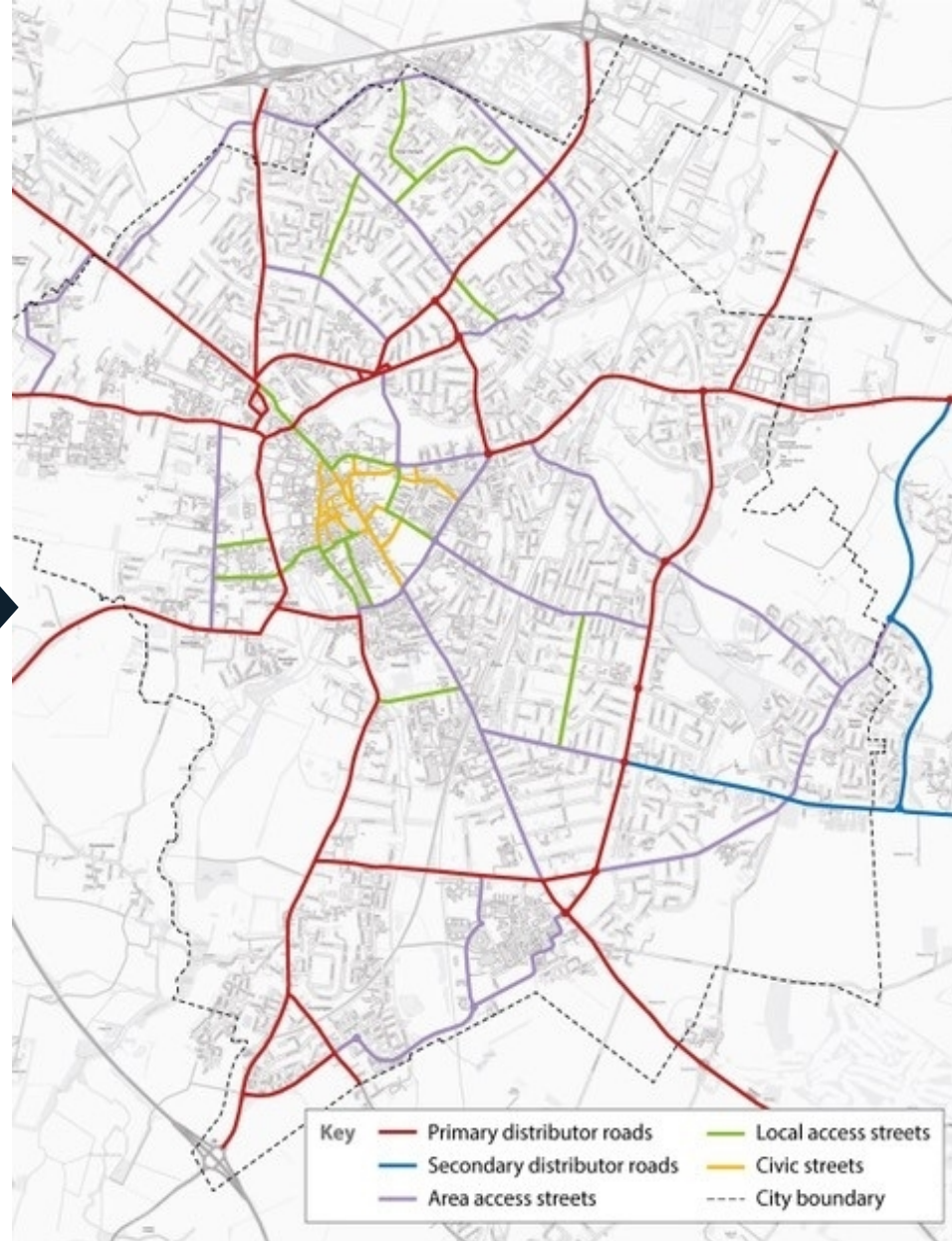
Review ambition - general approach

- 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?