

Report To: Greater Cambridge City Deal Executive Board 4 August 2015

Lead Officer: Graham Hughes, Executive Director of Economy, Transport and Environment, Cambridgeshire County Council

Workstream ref.: I6 – Cross-city cycle improvements

Cross-city cycle improvements

Purpose

1. It was agreed at the Greater Cambridge City Deal Executive Board meeting of 28th January 2015 that Cross-city cycle improvements should form part of the City Deal prioritised programme. This report summarises for Executive Board members the strategic approach and key principles for developing the cross-city cycle improvements programme in Cambridge. It sets out some early work, informed by stakeholder engagement, on the routes which would benefit most.

Recommendations

2. The Board is asked to:-
 - a. Approve the choice of the proposed priority strategic cross-city cycle schemes in the report, (paragraph 13).
 - b. Approve the public consultation on the schemes as set out in this report, (paragraph 17).
 - c. Agree to receive a report on the consultation results of each scheme and endorse the findings.

Reasons for Recommendations

3.
 - a. The proposed priority cross-city cycle schemes represent strategic links to both radial and orbital cycle routes including The Chisholm Trail, especially those to employment or development sites.
 - b. The schemes will be integrated with the cycling improvements delivered as part of the approved City Deal bus priority schemes.
 - c. The chosen schemes were the result of the outcomes of the 7th March 2015 Stakeholder Workshop (details of which are below).

Recommendations from the City Deal Joint Assembly

The Joint Assembly supported the above recommendations.

Background

4. Cambridge is unique in this country in having a very significant level of cycling. The 2011 Census revealed that 29% of journeys to work were made by bicycle, an increase of some 12% (from 26%) in a decade. Within Cambridge, the challenge is to maintain and increase the already high levels of cycling by improving links and routes and addressing safety and parking issues.
5. In March 2014, Cambridgeshire County Council adopted the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC). TSCSC sits under Cambridgeshire's Third Local Transport Plan (LTP3) and alongside the Cambridgeshire Long Term Transport Strategy (LTTS). A refreshed LTP3 and the LTTS were both adopted in November 2014. Together, these set out the vision, high level principles, policies and strategy approach for transport in Cambridgeshire.
6. It is from these overarching documents, particularly TSCSC, that the City Deal's transport infrastructure investment programme has been drawn. It therefore has a strong policy basis which includes:-
7. 4-22 of TSCSC: "The strategy takes a twin tack approach towards walking and cycling. Firstly, it aims to create high quality networks for pedestrians and cyclists that provide routes linking key destinations in Cambridge and the main employment areas, transport interchanges and secondary schools in South Cambridgeshire. Secondly, it seeks to improve the quality of the existing network by embracing contemporary standards, bridging gaps and discontinuities and by improving surfaces".

4-24 of TSCSC summarises the cycling strategy in Cambridge as follows:

http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/2

- High quality cycle provision, bringing in Dutch-style segregation along the main radial and orbital roads.
- Cycle safety measures at major junctions which could include innovative solutions such as separate signals for cyclists.
- Safe, convenient and frequent crossings for pedestrians, employing zebra crossings where possible and a pedestrian phase at signalised junctions.
- Review of on road car parking on roads forming part of the city cycle network to improve cycle provision.
- Using the opportunity that the new developments in and around the city present to create a step-change in the level and quality of walking and cycling facilities that are provided, which can in turn be plugged into the wider network.
- Provision of additional links on the existing network to join up key destinations that are already partially served by the network (for example the Chisholm Trail).
- As part of the wider corridor treatment, seek to widen existing cycle and pedestrian paths and introduce new segregated paths where appropriate (seek to ensure bus/cycle lanes are wide enough for a bus to overtake a cyclist without leaving the lane where space constraints allow).
- Increasing cycle parking capacity so this does not present a major barrier to certain cycling trips.
- Working with Cambridge City council to investigate opportunities for new city centre cycle parks or expansion of existing cycle parks.
- Working towards 20mph speed limits on all but major routes, which will make cycling safer and more attractive.

- Improving publicity and the legibility of the pedestrian and cycle network – in particular improving signage, providing information to tourists/visitors and marketing and promotion to new residents.
- Working with partners such as the NHS to publicise the health benefits associated with cycling and walking.

The Transport Strategy for Cambridge and South Cambridgeshire was prepared in parallel with the Cambridge and South Cambridgeshire Local Plans that were submitted for examination in March 2014. The submitted Cambridge and South Cambridgeshire Local Plans are planning for 33,000 new homes and 44,000 new jobs by 2031. The growth proposed in these plans will only be deliverable and supported if suitable transport measures and investment are led, coordinated and delivered. The Plans include policies requiring sustainable transport modes including cycling.

Economic Case

8. There have been a number of economic studies recently all concluding that cycling schemes offer very high Benefit-Cost Ratios (BCRs), thus, offering very good value for money compared to other types of transport schemes. HS2 for instance has a BCR of 2.3:1, whereas the Department for Transport found that schemes nationally across its' Cycle City Ambition programme have BCRs on average of 5:1, with schemes in Cambridge found to be as high as 35:1.
9. The benefits to the economy around investing in cycling networks to get more people cycling are: reduced traffic congestion, savings to health/NHS, reduced land use demands for car parking spaces, enabling people across the social spectrum to access employment and training by improving their mobility options, reduced employee absenteeism and improved productivity. In addition other benefits include increased independence particularly for young people, and improvements to air quality. Improved conditions for cyclists will generally mean improvements for pedestrians as well.
10. In Cambridge with an established cycling culture, network improvements in terms of safety and convenience, are likely to get more people to cycle. Consultations have revealed that there is a large group of people who would like to cycle, but currently do not, and they would cycle if conditions could be made safer by segregating cyclists from motor traffic.

Proposed Priority Strategic Cross-City Cycle Programme

11. On 7th March 2015 a Stakeholder Workshop was organised with invitations sent out to officers of County Council, City Council and South Cambridgeshire District Council, as well as members of the City Deal joint assembly, large employers in the City and representatives of cycling groups. The session scoped out which schemes should constitute the programme of cross city cycling improvements.

Appendix 1 lists the attendees of the session. Through the workshop exercises a list containing both priority cross-city cycle routes, key junctions and strategic links to radial and orbital routes emerged.

12. In addition to the workshop session, the schemes coming forward from that session were scored by County and City officers against the criteria previously agreed for

cycling schemes by the Cambridge Environment and Traffic Management Area Joint Committee (AJC). The scoring methodology is shown in **Appendix 2**.

13. The scores from the workshop session and from the AJC scoring process were then brought together in a single spreadsheet, together with comments. This can be seen in **Appendix 3**.
14. Interestingly many of the top scoring schemes in the list fall into the geographic area of other City Deal projects, such as Milton Road for instance. This underlines the need to endeavour to provide good quality provision for cyclists within the schemes that (in terms of their scheme titles) may appear to be more focussed around improving bus provision. It is therefore proposed not to take forward any of these schemes purely as cross city cycling projects, but to reinforce a commitment to incorporate improved cycling facilities into the more bus focussed projects.
15. A number of high scoring schemes in the list are already in the County Council's programme for improvements, including the Robin Hood junction for which options are now being developed by the Traffic Signals Team, and options to improve Lensfield Road/Fen Causeway double mini roundabouts are being developed by the Road Safety Team.
16. The schemes listed in Appendix 2 shown with a grey background are the schemes recommended to take forward as part of this project, together with two reserve schemes. More details of these schemes are below.
17. Budgets have been applied to the recommended schemes by officers based upon costs from other recent schemes, though it is hard to accurately allocate costs until some design work and consultation has been undertaken.
18. £4m of City Deal funding has been allocated to this project for Years 1-5.
19. The recommended priority cross-city cycle schemes to take forward, shown on **Plan 1** are:

Fulbourn/Cherry Hinton Eastern Access

Brief Description of scheme: The growth of housing and employment sites in the Cherry Hinton and Fulbourn Road area, such as the expansion of the ARM headquarters, will put further pressure on radial and local roads. Section 106 funded cycling improvements are currently being developed for Cherry Hinton High Street, Queen Edith's Way and the Robin Hood junction. City Deal funding would mean the improvement of cycleways on Fulbourn Road, and an upgrade of existing links to parallel cycle routes in the Cherry Hinton area. This would ensure greater access to the city centre by bicycle and go a long way towards the completion of the cycleway network in this part of South East Cambridge. Furthermore, it would maximise the opportunities to combine some of the consultation, design and construction work for the S106 schemes.

Estimated cost: £650,000

Hills Road/Addenbrooke's Corridor

The existing cycle facilities at the junction of Hills Road/Long Road/Queen Edith's Way are poor, as are the links from it to the surrounding area. This is a key junction for people accessing local schools and sixth form colleges, and Cambridge Biomedical Campus. With City Deal funding, it would be possible to provide advanced cycle lanes at this junction and better cycle links to the Biomedical Campus. Crucially, it would mean a design solution for the unique diagonal movement of cyclists from Hills Road towards the Biomedical Campus.

Estimated cost: £900,000

Links to East Cambridge & National Cycle Network 11

NCN 11 runs parallel to the river Cam and connects the City Centre with east Cambridge. When cyclists reach Ditton Lane, they face many difficulties: steep approaches, substandard crossings, heavy traffic on a very narrow road and no link north to Fen Ditton and the new cycleway to Horningsea. Many of these cyclists wish to reach Newmarket Road P&R, Marshalls and other employment sites, and in future the new Wing development. With City Deal funding, a series of measures could be implemented to provide vital improvements to NCN 11 and the links to the local area.

Estimated cost: £600,000

Arbury Road Corridor

Increased traffic from the housing growth sites in north Cambridge will put extra pressure on Arbury Road. The existing cycling infrastructure is discontinuous and of very poor quality. Funding would allow the development and investigation of options and the delivery of a scheme which would encourage new cycling by current and future residents from the local area, from the growth sites and from villages to the north and the Guided Busway.

Estimated cost: £900,000

Links to North Cambridge Station and the Science Park

Green End Road is heavily used by cyclists heading to the Science Park, Cambridge Business Park and the Guided Busway from the City Centre. In coming years, it will be a major cycle route, along with Nuffield Road, to access the new North Cambridge rail station. Section 106 funded feasibility work including a topographic survey has already been undertaken. This has revealed adequate space to install segregated cycle lanes on Green End Road to improve safety and improve the attractiveness of this route. City Deal funding would allow this work, and improvements to Nuffield Road, to be carried out.

Estimated cost: £725,000

20. In addition it is recommended that funding of £25,000 be set aside for cycle parking across the city, as well as a sum of £200,000 to implement minor improvements such as improvements to cut-throughs in housing estates, approaches to footbridges and commons, and other measures that for a low cost make improvements to the cycling network. The County and City Councils have been developing and delivering a programme of such improvements for many years and the additional City Deal monies will secure the funding for the programme moving forward.
21. It is recommended that a number of reserve schemes be considered as well in case delivery proves difficult for the other schemes, or in case schemes come in under budget. The recommended reserve schemes are:

Huntingdon Road/Victoria Road

The Huntingdon Road/Victoria Road junction is a significant barrier to the City Centre for less confident cyclists from the north Cambridge area (which will soon include the NW Cambridge and Darwin Green developments). With City Deal funding, the existing Huntingdon Road cycleway scheme could be extended to improve the approach to this junction.

Estimated cost: £200,000

A1309 Trumpington High Street

The A1309 Trumpington High Street is one of the major routes into Cambridge from the M11 and the new housing developments on the south-west edge of the city. Facilities for cycling along the High Street are very poor with an intermittent, narrow on road cycle lane. City Deal funding would allow for some studies, consultation and design work to see if better facilities can be installed; these would then provide a vital link to the existing cycleways north and south of the High Street.

Estimated cost: £300,000

22. Programme

The following table provides outline dates for delivery:

#	Milestone or Phase	Date
1	Initiation – Project Initiation Document and preparation	Complete
2	Options developed for each scheme	By December 2015
3	Public consultation and Exhibition	Jan/Feb 2016
4	City Deal Executive Board approval to construct	April 2016
5	Complete detailed designs	By Summer 2016
6	Construction of schemes	Late 2016 to 2019

23. Implications

There are no significant implications.

24. Consultation

Public consultation on the above schemes is proposed to take place early in 2016. The purposes of the consultation include:

- a. To engage with key stakeholders, the public and all interested parties in the consultation on proposals for the proposed priority strategic cross-city cycle schemes.
- b. To ensure that messages reach the widest audiences, that all voices are heard and that channels are enabled for excellent 2-way communications.
- c. To provide unbiased, appropriate, timely, and clear information in plain English on the proposed options for the corridors.

Where possible the schemes will be consulted on together to make more efficient use of staff resources and to give the more public more materials on which to comment, thus making for a more interesting and extensive consultation.

25. Engagement

Consultation arrangements will include the following:

- Briefings for local representatives including Residents' Associations
- Briefings for key stakeholders, incl. interest groups and businesses
- Press release/social media/web presence using www.greatercambridgecitydeal.co.uk
- Survey/questionnaire
- Public meetings and exhibitions in places along the consultation corridors
- Displays for public events, and consultation materials to be displayed in public places such as Cambridge Central Library
- Direct mail/e-mail, parent-mail
- Advertising incl. District magazines and parish newsletters
- Information in libraries, GP surgeries and other places of interest with passing trade
- Work with local schools and colleges

Post-consultation

Following consultation, the following steps will be undertaken:

- Analyse results of public consultation
- Pre and post-implementation monitoring of proposed priority strategic cross-city cycle schemes
- Advertise results through website, press release, direct mail/e-mail, local newsletters and magazines, social media.

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City Deal Assembly members

Cllr Noel Kavanagh
Cllr Maurice Leeke
Cllr Martin Smart

Cambridge City Council Officers

Clare Rankin
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Grant Weller
Mike Davies
Brian Stinton
Debbie Goodland
Ashley Heller
Richard Ling
Jon Finney
Amanda Mays
Kate Day
Mike Salter

South Cambridgeshire District Council Officers

Claire Spencer
Ed Durrant

Large employers

Katherine Smith (Addenbrooke's)
Amanda Holden (Cambridge University)
Sally Standley (Cambridge University)
Jill Laughlin (ARM)

Cycling Organisations

Robin Heydon (Cambridge Cycling Campaign)
Jim Chisholm (Cambridge Cycling Campaign)
Rupert Goodings (Cambridge CTC)
Rohan Wilson (Sustrans)

Appendix 2 - Cambridge Traffic Management AJC

Cycling Schemes Score Sheet

Category	Description	Score
Road Safety 8 points	Significant improvement to cyclist safety (+6) Significant improvement to pedestrian safety (+2)	
Cycling Benefits 19 points	Provides a new cycle link (+4) Caters for known existing or nearby demand (+5) Likely to generate significant new use / modal shift (+5) Provides a route to school (+3) Links to the National Cycle Network (+2)	
Local Environment 5 points	Environmental impact – (Aesthetic considerations, visual intrusion, landscape, habitat creation/destruction, disturbance, quality of life) (+/-5)	
Walking 6 points	Provides a new / improved facility for pedestrians (+1) Effect on cycle/pedestrian conflict (+/-5)	
Other 4 points	Improves accessibility (+4)	
TOTAL POINTS	(+42 max)	

Appendix 3 – List of scored schemes

JUNCTIONS & ROUTES	WORKSHOP	AJC APPROVED SCORING					TOTAL SCORE	COMMENTS
	WORKSHOP	ROAD SAFETY	CYCLING BENEFITS	ENVIRONMENT	WALKING	ACCESSIBILITY		
Sainsbury roundabout	18	8	13	4	4	4	51	Consider with Eastern Orbital Bus Route
Eastern Gateway incl East Rd	18	7	11	3	4	2	45	Consider in Newmarket Rd scheme
Fen Causeway/Lensfield Rd rd'abouts	23	7	12	-2	1	1	42	In current works programme
Histon Rd (route)	17	6	14	-2	4	1	40	Consider in Histon Rd scheme
Budgens rd'about	11	6	12	2	2	2	35	Consider with Eastern Orbital Bus Route
Robin Hood junction	13	6	10	0	3	3	35	In current works programme
Staples Corner (rd'about)	10	7	9	3	4	2	35	Consider in Milton Rd scheme
Mill Rd (route)	10	8	9	3	1	3	34	Consider in City Centre capacity project
Addenbrooke's roundabout	15	7	9	-2	1	4	34	Consider with Eastern Orbital Bus Route
Milton Rd (route)	16	4	11	-3	5	1	34	Consider in Milton Rd scheme
MacDonalds roundabout	7	8	12	2	2	2	33	Consider in Newmarket Rd scheme
Coldham's Lane (route)	14	7	8	1	1	1	32	Best delivered with Sainsburys rbt
Fulbourn/Cherry Hinton eastern access	16	5	10	-2	2	1	32	Progress as Cross City project
Addenbrooke's site (routes on & off)	11	5	9	1	3	2	31	Private site - ongoing & future negotiations
Hills Rd/Addenbrooke's corridor (route)	10	6	11	0	2	1	30	Progress as Cross City project
Links to East Cambridge & NCN11 (route)	7	4	12	-2	6	2	29	Progress as Cross City project
Milton Rd/King's Hedges Rd junction	3	8	13	0	3	2	29	Consider in Milton Rd scheme
Four Lamps (rd'about)	4	5	10	3	3	3	28	Consider in City Centre capacity project
Arbury Rd corridor (route)	8	5	12	0	0	3	28	Progress as Cross City project
Links to N Cambridge Station/Science Pk (route)	4	6	12	2	3	1	28	Progress as Cross City project
Mill Rd/East Rd junction	7	6	7	0	4	3	27	Consider in City Centre capacity project
Magdalene St	1	8	9	4	3	3	28	Consider in City Centre capacity project
Mill Rd/Devonshire Rd junction	7	8	7	0	4	0	26	Consider in Chisholm Trail project

JUNCTIONS & ROUTES	WORKSHOP	AJC APPROVED SCORING					TOTAL SCORE	COMMENTS
	WORKSHOP	ROAD SAFETY	CYCLING BENEFITS	ENVIRONMENT	WALKING	ACCESSIBILITY		
Milton Rd/Highworth Ave/Elizabeth Way junction	4	7	10	0	3	2	26	Consider in Milton Rd scheme
Huntingdon Rd/Victoria Rd junction	6	6	10	0	2	1	25	Reserve scheme
Perne Rd/Mowbray Rd (route)	7	3	12	0	3	0	25	Consider with Eastern Orbital Bus Route
Histon Rd/Gilbert Rd/Warwick Rd	5	5	12	0	3	0	25	Consider in Histon Rd scheme
Trumpington High St (route)	8	4	8	0	2	1	23	Reserve scheme
Madingley Rd (route)	7	3	9	0	4	1	24	Consider in Madingley Rd scheme
Radegund Rd/Davy Rd (route)	4	5	10	2	3	0	24	Consider with Eastern Orbital Bus Route
Histon Rd/Gilbert Rd/Warwick Rd	5	5	12	0	3	0	25	Consider in Histon Rd scheme
Victoria Rd (route)	3	6	8	3	2	0	22	Consider for future funding
Hills Rd/Station Rd (route)	6	4	11	2	0	0	23	Consider in Hills Rd scheme
Milton Rd/Arbury Rd/Union Lane junction	4	6	11	0	2	0	23	Consider in Milton Rd scheme
Histon Rd/King's Hedges Rd	3	6	10	0	1	2	22	Consider in Histon Rd scheme
Elizabeth Way (Chesterton Road) roundabout	5	6	10	0	1	0	22	Consider for future funding
Madingley Rd/Northampton St junction	6	4	8	0	0	1	19	Consider in Madingley Rd scheme
Chesterton Rd (route)	5	3	9	0	2	0	19	Consider for future funding
Brooklands Ave (route)	5	4	10	-2	2	0	19	Consider for future funding
Coton Footpath (route)	1	4	9	-2	3	0	16	Consider for future funding

City Deal Cross City Cycle Improvements

