

## **West and North West Cambridge Consultative Cycling Group**

Wednesday 19 November 2014, 1600-1800

Hauser Forum, West Cambridge

PRESENT: Prof Ian White [Chair] (University); Heather Topel (University); Biky Wan (University); Greg Callaghan (Peter Brett Associates (PBA) – transport consultant); John Hopkins (PBA); George Daugherty (PBA); Andrew Turton (Aecom SDG – sustainability consultant); Elena Olloqui (Aecom SDG); Joanna Chamberlain (University); Vanessa Kelly (County Council); Clare Rankin (City Council); Ian Dyer (County Council); Mark Taylor (City Council); Rod Cantrill (City Councillor - Newnham); Marie-Louise Holland (City Councillor - Castle); Hester Wells (Cambridge Cycling Campaign); Harriet Gillett (Storey's Way); Edward Byam Cook (Madingley Parish Council); Douglas DeLacey (Girton Parish Council); David Cairns (Coton Parish Council); James Woodcock (CEDAR); Jim Chisholm (Campaigner); Jennifer Brook (Churchill College); Catherine Rawlings (Girton College); Rupert Goodings (Cyclists Touring Club); Rohan Wilson (Sustrans); Helena Melbourne (County Council); Amelie Kirchgaessner (BAS); Hooda Abdullah (Aveva); Lucy Nethsingha (part) (County Councillor); Hugh Taylor (NAFRA); Simon Stoddart (part) (Lansdowne Road); Rachel Hyman (Dept of Engineering post-graduate student); Johannes Hjort (Post-Doc Committee)

APOLOGIES: Philip Tucker (City Councillor – Castle); Robin Heydon (Cambridge Cycling Campaign); Robert Gardiner (Murray Edwards College); Glen Sharp (Trinity Hall College); Judith Bunbury (St Edmunds College); Rachel Clarke (BAS); Everhard Muzert (Schlumberger); Andrew Wood (West Cambridge Apartments);

### **1. INTRODUCTIONS**

- 1.1. The Chair welcomed members to the first meeting and introductions were made.
- 1.2. The reasons for the forum were explained by Heather Topel. There were no comments raised.
- 1.3. The terms of reference were circulated in advance of the meeting. There were no comments raised.
- 1.4. Heather Topel stated that consideration of the membership had been collaborative and members were asked if there were specific representatives who were not included in the list circulated that the names be proposed to Biky Wan to contact about future attendance.

### **2. DEVELOPMENT BACKGROUND**

2.1-2.4 Presentations were given by Heather Topel and Greg Callaghan on the North West Cambridge Development (commitments and timescales); West Cambridge (future plans and timescales); Sustainable travel across both sites; Contextual development in the area (A14 proposals, NIAB, County Council schemes on Huntingdon and Madingley Roads ; City Deal.

There was a brief opportunity to ask questions of the presentations.

**Q:** Will there be an opportunity to study the design of the routes? (Rupert Goodings)

**A:** The design stages for the routes have different statuses across the North West and West Cambridge sites so opportunities for commentary will vary depending on the stage of the detailed design process. In the future, representatives would be welcome to comment on proposals as they develop. (Heather Topel)

**Q:** Will there be a bridge or tunnel in the area to help the movement of cyclists? (Johannes Hjort)

**A:** There are no confirmed plans for a bridge or tunnel for cyclists and pedestrians yet but we are looking into options for consideration in relation to the West Cambridge development. (Greg Callaghan)

**Q:** Could you tell us about how Section 106 monies are available? (Harriet Gillett)

**A:** Section 106 monies are contributions made by developers as part of a planning consent that mitigate the impact of the development. For the North West and West Cambridge developments, the Section 106 contributions have been agreed with the local authorities for specific purposes. There is one area of funding that is less specific, the Western Corridor Area Transport Plan, to which the University will be making a contribution. It will be for individual proposals to be put forward to the County Council to secure allocation of funds (Greg Callaghan and Heather Topel). Churchill College has also made a contribution to the Western Corridor Area Transport Plan (Jennifer Brook).

**Q:** Do you have model data by speed and mode for the scheme and are these trip or activity based models? (James Woodcock)

**A:** As part of the planning application the local authorities used the Cambridgeshire Sub-Regional Model (CSRM) that gives information about modes of transport across the area, all of which was conducted and reported in the Transport Assessment for the North West Cambridge Development. This produces speed data for vehicles (cars, HGVs and Buses) but is not specific for cycles or pedestrians. We will need to do this for West Cambridge. There are surveys that are undertaken by the University in West Cambridge and along Madingley Road to check that the trip forecasts are on target. The model is trip-based. (Greg Callaghan)

**Q:** Are the latest proposal as part of the A14 /M11 upgrade works at the Girton Interchange now not providing for all movements? (David Cairns)

**A:** This appears to be the current situation (Greg Callaghan)

**Q:** Where is the secondary school going be located and which school will it be the feeder for?

**A:** A secondary school will be located on the Darwin Green (NIAB) site. (Heather Topel)

**Q:** Have you given consideration to connecting the bus and cycle network, specifically giving people the option to use two modes of transport (bus and bike)? (Lucy Nethsingha)

**A:** There will be an orbital bus route that will go from the sites to the new train station as well as a road with bus gates that prioritises cyclists, pedestrians and public transport. There will be cycle parking at the proposed transport hubs, but not at all stops. (Greg Callaghan)

**Q:** It is important that the infrastructure is accessible for people with a disability. The floating bus stops proposed on Huntingdon Road are not good for people who have a disability so safe access needs to be safe access for all. The key area is when there is a clash of road users. (Helena Melbourne)

**A:** In looking at connectivity to and within these two sites we will need to balance needs of all road/footpath/cycleway users to arrive at an appropriate solution. (Greg Callaghan)

### 3. WORKSHOP SESSION

3.1 Members were grouped to consider four areas that would identify opportunities to create a positive cycling experience under the following titles: Junctions and Routes; Safety, Training and Education, Clubs and Leisure; Facilities and Storage. The members were also asked to make comments on post-it notes on aspects that they felt were important but not grouped in.

3.2 The feedback to the group was as follows and includes contributions from the post-it notes.

#### **Junctions and Routes:**

- Girton Corner onto Bunker's Hill: make it cycle friendly and not a two-stage crossing, but make it safe. Will WC make the junction at Girton worse?
- Role of Park & Ride: should be easy access from Park & Ride into NWCD, so people will leave cars and walk in... but then there could be a problem for the Park & Ride more generally...
- Car parking on routes used by cyclists needs to be avoided
- Need high quality on routes off of the site: Chestnut Ave and Storey's Way, connections to town centre
- Integrated transport links to NWCD/WC

- Dropped kerbs to have adequate drainage so they don't fill with water
- No road humps on cycle routes – exclude cycle lanes if necessary
- Blind corners joining and leaving Coton Path and other new paths need to be avoided.
- Increase the capacity of routes into the centre of town, not just extending the current paths. Rush hour student traffic is very busy as it is.
- Important to also consider how people will use the network on NWCD/WC as a through route, not just as the start / destination point (is this explored in the modelling?)

### **Safety, Training & Education**

- Clear demarcation critical, but also need to continually maintain the surfaces
- Segregated lanes
- Maintained specialised surfaces (red tarmac)
- Rationalise signage (make it current and not confusing)
- Vehicular awareness of cyclists & education (national issue)
- Training and media push about access for all, awareness of all road users and disability awareness
- Work with the colleges on student crash courses for new students (and post docs) – can this also be extended to the University, not just Colleges
- Free lights for students when they arrive (and fines if they don't use them)
- Teaching the Highway Code to overseas students/cyclists
- Cycle challenge at Madingley: use community events to teach and train people to cycle.
- Build confidence, bikeability and encouraging confidence
- One way car lanes with two way cycle lanes
- Can mobility scooters use cycle paths?
- Consider wet weather issues: cycle traffic down and car traffic up. Maintenance issues. De-icing cycle paths in winter
- Clear views at junctions and no oblique angles
- All weather covered cycle paths on very main cycle routes
- Promote car sharing to reduce the numbers of cars on the road

### **Clubs & Leisure**

- Is club/leisure / commuter cycling different, does it need different provision? Excellent paths would work for both
- Education to encourage people to cycle, to make obstacles seem less daunting (i.e. the weather)
- Non-commuters to be encouraged to cycle to school but need special arrangements at school to ensure it doesn't block cycle routes
- Creating a sense of community with organised cycle events
- Cycling groups, regular rides
- A cycling bus – for safer routes to school
- Cycle counters at key points
- Personalised travel planning and route planning

- Encourage cycling to school but keep cycle and car drop off separate from cycle routes.

### **Facilities & Storage**

- Bike parking: for variety of types of bikes (Bromptons, Trikes, Dutch etc.)
- Lockers
- Location: ease of access is important. Different distances depending on how long they'll be parked.
- Need enough cycle parking to avoid ad hoc parking – i.e near to the door of your home and work/study place.
- Can be underground
- Needs to be secure but easy to access. Without awkward non-cycle friendly doors. Well lit
- Showers/changing facilities: does it encourage more cycling? Yes from University perspective
- Cycle repair facilities: self-service and staffed
- Water fountains
- Central postal hub facilities and use bikes to distribute across city centre.
- Charging points

Further questions were raised following the workshop.

**Q:** It would be ideal for cycling infrastructure to be dealt with as a separate issue (Rupert Goodings)

**A:** Yes, though we need to remember that the terms of reference state that the group can look only at the provision at the West and North West Cambridge developments. (Ian White)

**Q:** Will there be evidence to support comments about safety and travel? (James Woodcock)

**A:** We would look to draw from evidence and best practice to incorporate that into the proposals and designs.

**Q:** At the Clay Farm development they are establishing cycling groups that promote cycling as the first means of transport and this is a good learning for these developments (Mark Taylor)

**A:** The University will have a Travel Plan Manager who will work with the North West Cambridge Development and across the University to look at journey routes and times to promote cycling and walking as a primary mode of transport.

**Q:** Is there a travel plan that include the University Hospitals site? (Hester Wells)

**A:** Yes there is a partnership that looks at travel in the south. (Joanna Chamberlain)

**Q:** A suggestion for education and leisure is to put on Sunday afternoon cycle rides that show the routes of how people get to facilities. (Jim Chisholm)

**A:** This is something we can consider as part of the travel planning across the sites.

#### **4. NEXT STEPS**

- 4.1 Heather Topel said that the team would review the workshop information that had been presented and then make suggestions on the optimum timing for specific sessions that would feed into the development proposals
- 4.2 Members were asked if the time of day was appropriate and there were no comments made.
- 4.3 Heather Topel said that it was anticipated that the group would aim to meet every two months and dates would be circulated.