

West and North West Cambridge Consultative Cycling Group

Thursday 21 May 2015, 1630-1800

Gravel Hill Farm Community Room, North West Cambridge Development

PRESENT: Prof Ian White [Chair] (University); Heather Topel (University); Biky Wan (University); Greg Callaghan (Peter Brett Associates (PBA) – transport consultant); George Daugherty (PBA); Amanda Holden (University); Rod Cantrill (City Councillor - Newnham); Marie-Louise Holland (City Councillor - Castle); Everhard Muzert (Schlumberger); Nick Maclaren (University stakeholder); Edward Byam Cook (Madingley Parish Council); Valerie Holt (City Councillor – Castle); Hooda Abdullah (Aveva); Clare Rankin (City Council); Robin Heydon & Roxanne Debeaux (Cambridge Cycling Campaign); Jennifer Brook (Churchill College);

APOLOGIES: Ian Dyer (County Council); Sue Finer & Harriet Gilbert (Storey's Way); Lucy Nethsingha (County Councillor); Bob Dawson & Hugh Taylor (NAFRA); Douglas DeLacey (Girton Parish Council and South Cambridgeshire Council); Catherine Rawlings (Girton College); Joanna Chamberlain (University); Amelie Kirchgaessner (BAS); Simon Stoddart (Lansdowne Road); Robert Gardiner (Murray Edwards College); Glen Sharp (Trinity Hall College); Rachel Clarke (BAS); Glen Sharp (Trinity Hall); Vanessa Kelly (County Council);

1. INTRODUCTIONS

The Chair welcomed members and introductions were made.

2. SUMMARY OF CYCLE GROUP FORUM 2 OUTPUTS

George Daugherty presented the infrastructure gaps and problems and potential solutions that were identified by the attendees at the last meeting with a view to picking up anything that has been missed. Discussions and questions around the presentation supplemented the presentation and are summarised below:

Q: How will City Deal bus routes impact on these travel developments in the area? (Rod Cantrill)

A: The City Deal initial proposals are looking at a number of options including; complete segregation off Madingley Road or running on-line along Madingley Road. The options are due to be issued to the City Deal Board on 26 May for consideration and then there will be a public consultation in September on the preferred options. We will only have outline options to work with at this stage and not a definitive route. (Greg Callaghan)

Q: Have you written off the idea of a bridge? (Jennifer Brook)

A: We are doing transport testing at the moment and will be looking at possible locations for this and crossings for the West site – this will be tested for pedestrian and cyclists movement in the County's model. The field adjacent to Madingley Rise has a restrictive covenant. (Heather Topel)

Other points raised to complement the summary included:

- The traffic routes distort where people want to go and what they currently do. (Nick McLaren)
- Please consider school journeys made along Grange Road in your surveys. (Marie-Louise Holland)

- Bad road layouts will not provide good solutions for cyclists (e.g. Grange Road). (Nick McLaren)
- The cycling improvement along Huntingdon Road will be upgraded and link to Storey's Way and Phase Two goes to Victoria Road. (Robin Heydon)
- Continuous parking is better than broken parking.
- People (cyclists and pedestrians) feel intimidated by shared footways and don't want to share. (Nick McLaren)
- The County's Safety Audit is an important matter for consideration for when the cycling proposals are put forward. Cycling is important, but there are other users of the highways that the local authorities consider. (Heather Topel)
- Grange Road narrowing is a problem for cyclists. Burrell's Walk is felt to be at capacity and over congested. The bridge and blind corner are on a key route into town from the West site. (Rod Cantrill)
- The blind bend on Storey's Way is the problem, in the vicinity of Fitzwilliam.
- Please also consider Madingley Village for improvements to cycleways. (Edward Byam Cook)
- Where the Coton Path joins Adams Road is problematic (due to the nature of the existing design) and discriminatory for people who have balance problems - Cyclists need wider paths that are more than 1.5m width for people who can't turn. (Nick McLaren)
- There are lots of signs around Cambridge and they can cause a safety problem. (Jennifer Brook)
- Can signage for cyclists be added on the West site near the observatory to Coton Path through flats – it is no entry for vehicles. (Clare Rankin)

Q: Will the intensification of the West Cambridge site be taken into account? (Rod Cantrill)

A: Yes, the Highways modeling is driven by West Cambridge development. The strategy takes this into account and especially looking between the two sites and the nature of the crossing of Madingley Road. (Greg Callaghan)

Q: Will you take road space into account at High Cross Junction? That junction replicates the one at Madingley Rise and there is wasted space on the road. (Clare Rankin)

A: At this stage it is anticipated that vehicular traffic will be encouraged to enter the West Cambridge site further to the west, taking cars off Madingley Road at an early opportunity and not proceeding through the Park and Ride and High Cross junctions. (Greg Callaghan)

Q: Can you build in County commitments for road markings? (Jennifer Brook)

A: It will be part of their maintenance regime. The County will secure this for new infrastructure but not for existing infrastructure. (Greg Callaghan)

Q: Will you do something along the way that links to the Ridgeway to Storey's Way on University land? (Clare)

A: Greg Callaghan requested more details regarding land ownership to take this up as it was not believed to be University land.

3. DISCUSSION OF THE PRIORITIES TO ADDRESS GAPS OR POOR PROVISION ON THE EXISTING NETWORK

The group discussed the priorities for infrastructure gaps and the following were prioritised:

- The links and routes to the historic core to the two sites (Madingley Road / Huntingdon). (Rod Cantrill)
- Radial links to New Station / Existing Station - as people want to get to London. (Robin Heydon)
- Links to Coton / Madingley / Bourne / Cambourne / Bar Hill and area (linked to housing plans). (Rod Cantrill)

- Movements between the two sites (North West and West).

Consideration should also be made with the City Deal proposals which may help with various issues such as CPO and land ownership. (Rod Cantrill)

Q: Can you show on a map the provision already secured against the proposed changes? (Clare Rankin)

A: Yes: we will layer this up on the drawings. (Greg Callaghan)

Comment: Heather Topel told the group that the NW Forum by the local authorities was going to be held on 16 June with a section on City Deal and advised members to attend.

4. EMERGING INTERNAL CYCLE FACILITY PROVISION

Greg Callaghan initiated a discussion on the emerging internal cycle facility provision stating that the University wanted to be innovative and encourage people to cycle to the site.

Some comments on the internal cycle facility provision included:

- During the construction process as well as at the end when it is delivered, please consider cyclists and all users of the scheme – the train station is a terrible example of how layout affecting cyclists movements. (Rod Cantrill)
- Separated parking is something to be advocated, not hub parking – e.g. cycle parking within 50m of front door. Cyclists will be going to and from sites and make lots of trips and near to buildings. It may also limit cycles parked to all street furniture. (Jennifer Brook and Robin Heydon) However, there are examples where hub parking is used extensively, i.e. City centre underground parking. (Rod Cantrill)
- Consideration for commuters / students / others according to different user groups should be made and should design for different types of routes. (Roxanne Debeaux)
- The group discussed if showers are generally used by cyclists. The feedback was that it depends on the distance travelled – the bike store and lockers plus showers need to be in close proximity and with drying room.
- A cycle shop and repair place is a good idea and works well at Grand Arcade. Cycle repair kits in areas for people to use are handy e.g. the pump on Peas Hill and others. There are also cycle repair cooperatives who let people borrow tools and teach you to how to do repairs (Rod Cantrill & Robin Heydon)
Amanda Holden requested some feedback on the quality of the pumps and repair kits in public spaces which Robin agreed to try to provide.
- A Cycle through café would be a nice facility. (Robin Heydon)
- Training should be provided to cyclists (Everhard Muzert)

5: NEXT MEETING

The next meeting will include a summary of the priorities in the infrastructure and route gaps, and progress on the internal cycle facility provision and travel planning.

It was noted that information about the City Deal proposals would be made before the next meeting which would give more context for the proposals.

6. AOB:

Q: Can the link be open from the Avenue to Madingley Rise through Gravel Hill Farm? (Clare Rankin)

A: The gate is open in the daytime, but not in the evenings because the main vehicle route is locked but we will take that back for consideration. (Heather Topel)