

12 June 2018

To: Members of the Greater Cambridge Partnership Joint Assembly

Dear Sir / Madam

Please find attached a supplement for the next meeting of **GREATER CAMBRIDGE PARTNERSHIP JOINT ASSEMBLY**, which will be held in **THE GUILDHALL, CAMBRIDGE, CB2 3QJ** at South Cambridgeshire Hall on **THURSDAY, 14 JUNE 2018** at **2.00 p.m.**

Requests for a large print agenda must be received at least 48 hours before the meeting.

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Agenda Item 6

Questions to Greater Cambridge Partnership Joint Assembly - 14 June 2018

Questions under Agenda Item 8: GCP Transport Strategy

Question 8a: From Edward Leigh

With the two biggest projects paused – because the mayor (rightly in this case) believes GCP's infrastructure schemes are not ambitious enough and too car-dependent, what should GCP's ten year plan be now?

First, abandon bus lanes on Histon and Milton Roads: that's not where the problem lies. Building bus lanes signals that you are resigned to congestion being with us always. Yet GCP has already committed to reducing traffic in the city by 10-15% on 2011 levels, **which will virtually eliminate congestion, not just in the city centre, but on approach roads too**. Plan for that, not for failure.

Focus instead on working with the county council, bus operators, users and others to fix the real problems with buses:

- ☐ **Integration with walking and cycling.** Great that GCP is accelerating the cycling programme, but set your ambition higher: for 90% of the Cambridge and South Cambridgeshire population to be able to safely access a travel hub (and local schools, shops and other amenities) on foot or cycle.
- ☐ **Illegal parking.** Use targeted enforcement to keep bus routes clear.
- ☐ **Interchanging.** Minimise time lost, additional costs and risks of changing buses.
- ☐ **Traffic signals.** Accelerate the smart signals programme to assist buses.
- ☐ **Convoluting routes.** Design express routes, attractive for commuting.
- ☐ **Service hours.** Subsidise extensions to services.
- ☐ **Service frequencies.** Increase frequencies to be practical for daily use.
- ☐ **Dwell times.** Streamline ticketing and information provision to speed boarding.
- ☐ **Publicity.** Raise public awareness with maps, apps, signage and meaningful route names.
- ☐ **User experience.** Deliver delight rather than confusion, stress and discomfort.

One last thing: embed into every project team urban, landscape and user experience designers, and engagement professionals. Communication must be continuous, from the earliest stages of scheme development through the design process, not springing surprises on people.

Questions under Agenda Item 10: Milton Road

Question 10a: From Anne Hamill, Milton Road Resident

Today, the Joint Assembly will be considering the preferred option preliminary design for Milton Road with a view either to approve it or to recommend modifications prior to this design going before the Executive Board on 29 June. After that the next stage is to be a public consultation in the autumn, based on the outcome of the Executive Board's decision.

Two of the key objectives set down in the paper accompanying this agenda item are, at 2.1 e) Increased bus patronage and new services, and f) Maintain or reduce

general traffic levels.

Focusing on the first point, increased bus patronage and introducing new services will require more bus drivers. Current bus services, especially Park- and- Ride, are regularly affected by the lack of drivers, reducing the service available to current bus users. And, housing costs in Cambridge are high and likely to be beyond bus drivers' salaries.

Focusing on the second point, what hasn't been addressed to date is how congestion will be tackled by either the GCP or by the Combined Authority, led by the Mayor for Cambridgeshire and Peterborough, which has come into existence since the City Deal was set up, and has an impact on the GCP's broad proposals. If there is to be a metro system, then Milton Road could be little used by public transport, as the metro would go underground at the Science Park.

So, my question is in two parts:

How can the design plans for Milton Road be finalised if we don't know what measures will be taken to tackle congestion by either the GCP or the Combined Authority? And, where are the drivers for an increased bus service to be found?

Question 10b: From Nick Flynn

The Milton Road plans fail to provide a route between the southbound cycle lane and Westbrook Place (making it impossible to safely make a right turn) despite Westbrook Place being the only access point to the Westbrook Centre (a large office block) and over 100 new homes on Lilywhite Drive - exactly the type of major employment centre and housing growth that the Greater Cambridge Partnership aims to support. The junction is used by hundreds of cyclists daily, yet the Milton Road project team have rejected calls for a safe and convenient crossing from the southbound cycle lane. The only alternatives for people cycling are to either cycle illegally on the pavement (which has been significantly narrowed), mix with general motor traffic (and face abuse for not using the segregated cycle lane), take a 250m detour via Gilbert Road, or (as suggested at the local liaison forum) "get off and walk". None of these options deliver the "high quality cycling provision" promised in the Milton Road project summary.

When will the Milton Road team end their obsession with the North-South movement along Milton Road, and realise that is necessary to provide safe and convenient access points at minor junctions for people walking and cycling to enable the full benefits of the scheme to be realised? Will they implement the obvious and simple fix for this particular issue by introducing a crossing by Westbrook Place?

Question 10c: From Erik de Visser

Regarding your plans for Milton Road, please allow me, as one of its residents for 32 years, to propose some improvements.

- Living opposite Kendal Way, I cycle to work every day inbound on the Milton Road [MR] bus lane
- bi-directional cycling on MR's north side is haphazard and occasionally dangerous. Cyclists in both directions very often go much too fast. too many people are supposed to travel in safety whilst going into opposite directions. On MR pedestrians are merely separated by a slightly raised line running along the length of the path.
- Cycle ways in Holland are laid in the direction of traffic, that's why I cross MR to cycle along the bus lane

- Please abolish the idea to have a shared-space path for pedestrians and cyclists on MR's north side. It is wrong and dangerous. A shared path running parallel to it will only increase disorder. How do cyclists overtake one another? This is already awkward now and the pavement is often used for it; a shared path will exacerbate matters. And why would one use the latter if an inbound cycle lane will be laid out?
- you need more crossings where cyclists of all ages can safely cross MR , especially one near Downhams Lane.
- The southbound bus lane between Elizabeth Way and Mitcham's Corner is very rarely used and should be abolished.
- Bus lanes should be much shorter and only laid on the approaches to junctions (say 50 meters)
- All plans should adhere, as in Holland, to three priorities: pedestrians first, cycling second, public transport third. A shared path puts pedestrians in danger.

It is likely that bus lanes could become redundant if a metro system is built running from the Science Park to the city centre. Therefore, must bus lanes still be seen as the favoured panacea to gridlock?

Question 10d: From Michael Page

Let us imagine a vision of the new Milton Road – an impressive tree-lined gateway into Cambridge with high quality footpaths and cycle-paths, and electric buses gliding along a smooth roadway free of potholes. A pollution-free street built for people to travel via a variety of modes, in safety, and to enjoy their newly-landscaped environment.

But are we going to allow this vision to be spoiled by vehicles driving over and ruining the new grass verges and damaging the newly-planted trees?

So my question is: **will Assembly members please recommend to the Executive Board that plans are put in place for a Traffic Regulation Order banning verge parking along the whole length of the road?** This type of measure is not new – it has been used and enforced successfully elsewhere in north Cambridge but it takes a long time to get a TRO approved and implemented – far better to get it onto the agenda now as a preventive measure rather than waiting until after the damage is done.

Question 10e: From Barbara Taylor

The new plans for Milton Road are far better than those for the last consultation and I would like to congratulate the officers for listening to the residents.

My question is about the crossings which will be used by a large number of local residents. Unless the crossings work for local people who walk and cycle it will become a road-engineered solution in favour of those travelling by car.

The stretch between Arbury Road and Fraser Road is extremely long and residents from Downhams Lane and the Woodhead Drive area which has a cut-through to Arbury used by pupils will need a crossing here. There are a lot of journeys involving crossing the road. Journeys by cycle will be safer if made with the direction of the traffic instead of bi-directionally. Given that cyclists will be passing each other on the right hand sides and share space with pedestrians, will seriously confuse everyone.

The City Deal's original remit was for better walking, cycling and bus journeys. Could you please ensure that this crossing is put in to enable better cycling and walking?

Question 10f: From Maureen Mace

Matt Danish from CamCycle and I did a count of pedestrians and cyclists on 21 and 22 June.

The first count was outside 121 café near Arbury Road between 8 and 9am

534 cyclists in total. 416 going south and 118 going north.

185 pedestrians, 122 going south and 63 going north.

The majority were on the north west side of the road

A total of 719 people made a journey, other than by car.

The next day we did another count close to Kendal Way.

We counted 385 cyclists and 93 pedestrians, a total of 478, the majority were travelling towards the Science Park.

A quarter of all cycling and pedestrian journeys, crossed the road at the Kendal Way toucan.

We videoed all movements and counted 955 motorised vehicles 547 outbound, 478 inbound. This indicates that a lot of traffic is driving straight through Cambridge to get to the Science Park.

What we found

- Over a third of journeys were made by cyclists and pedestrians.
- Motor vehicles have over four times more space as cyclists. This shows the road is designed for cars.
- A significant amount of traffic going south were tradesmen and delivery vans
- There were 112 journeys across the Kendal Way toucan, the only safe crossing between King's Hedges & Arbury Road.
- On average 2 buses an hour use the bus lane at peak times with less at other times.

I have done many counts in the last 18 months, all show the bus lanes are barely used and therefore make no impact on traffic flow. If the bus lanes are reduced more space would be available to make first class cycling and walking and limited time spaces could be made for tradespeople and carers at off peak hours.

My question is

Why do we need much longer bus lanes when they are not used now?

Questions under Agenda Item 12: Greenways**Question 12a: From Wendy Blythe, Chair of FeCRA**

Regarding the Greenways proposals. Please can you confirm that there will be no removal of historic cobbles or other historic fabric such as lights or railings in the historic core and that any signage for these proposals will be subject to planning approval.

FeCRA members have noted that there are proposals for new greenways over sensitive areas such as Grantchester. **What landscape impact assessment has been done regarding the visual impact on these very sensitive historic landscape areas?**

Question 12b: From City Councillor Rod Cantrill

The Assembly is today considering moving forward with a number of cycling schemes under the Greenways project, including the Barton to city centre route.

I welcome the investment in cycling infrastructure in general – as it will assist in a modal shift towards sustainable forms for transport and reduce the level of air pollution in Cambridge.

I hope that officers will consider the ideas that a number of residents have put forward including

- An off road route across the back of Gough Way to West Cambridge site
- Improvement to the Grange Road and Barton Road junction
- Improvement to the Newnham Road Barton Road junction

Specifically, on the element of the route along Barton Road in the city centre, residents in Newnham during the consultation were nervous that improvements would involve the removal of verge trees along the road.

Could the assembly confirm that

It will consider the ideas lists and that any proposals retain the existing trees that form a critical element of the street scene of this approach to the city

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