



**GREATER
CAMBRIDGE
PARTNERSHIP**

Growing and sharing prosperity

Delivering our City Deal

- 4. Public Questions and Answers to the Joint Assembly meeting held on 18 January 2018. These questions were answered under the relevant agenda item (agenda item 10)**

**PAGES
1 - 2**

This page is left blank intentionally.

Agenda Item 4

18 January 2018 Greater Cambridge Partnership Joint Assembly – public questions

No	Questioner	Question	Response
10a	District Cllr Philippa Hart	The Greater Cambridge Partnership published its feasibility study on Rural Travel Hubs on 4th January. While neither Meldreth nor Shepreth were selected for the initial pilot scheme, nevertheless plans were published for additional car parking adjacent to their railway stations. The lack of local consultation is well known and unacceptable, but it does not appear that any cross-referencing has taken place within GCP as both sites have planning applications for housing live or pending on them. Please can the Assembly explain how much more compulsorily purchasing these sites will be if planning permission is granted on them?	<p>The plans published within the feasibility report are only proposals which require more public consultation before being finalised. We are currently drafting a full engagement programme (as part of phase two) for the three pilot sites which will be put in place subject to the Board's decision on 8th February.</p> <p>In terms of the consultation conducted to date, during phase one we;</p> <ul style="list-style-type: none"> - wrote to all 105 parishes in South Cambs asking them for suggested sites for rural travel hubs. - Officers visited in person all the parishes who showed an interest - Officers met with Richard Goddin of Meldreth Parish Council on 6th September and attended a meeting of Shepreth Parish Council on 12th October - An officer met with Cllr Hart and Cllr van de Ven on 16th October - Held a stakeholder and engagement event on 6th September to which all parishes and local interest groups were invited - Parishes were sent notes of their meetings and agreed the text to be submitted into the final Feasibility report <p>All these discussions have helped to inform the feasibility report.</p> <p>We are aware of pending planning applications on some sites and in the case of Meldreth this is referenced in the feasibility report at page 52. The proposed site at Shepreth is one of three put forward to the project by the Parish Council. For the purposes of the pilot we are not recommending sites be taken forward at Meldreth or Shepreth. Should these Parishes want to be part of the project at a later stage we would be happy to meet with them to see what options would be preferred locally and what the implications of any proposals would be.</p> <p>There has never been any suggestion that sites would be compulsory purchased and it is highly unlikely that in any future studies that we would consider sites that had planning approvals already in place.</p>
10b	District Cllr Janet Lockwood	To what extent do you think travel hub parking can relieve pressure on the necklace Park and Rides? I am thinking particularly of the expected extra traffic travelling north along the A10 through Harston.	<p>The Rural Travel Hubs project is proposing pilot hubs at Oakington, Whittlesford (as part of the master planning exercise) and Sawston. Once the success of these pilot sites has been evaluated, the project could look at implementing further travel hubs across South Cambridgeshire following further feasibility studies. These feasibility studies would inform the optimum number of parking spaces each future hub could have. In turn, this could be used as a proxy to determine the level of relief at the necklace P&R sites.</p> <p>The aim of the Rural Travel Hubs project is to improve access to public transport into and out of Cambridge from Rural South Cambridgeshire and facilitating travel between locations in South Cambridgeshire, therefore reducing the need to travel by private car and so reducing congestion. We expect the RTH's to work alongside the necklace P&R sites, and other schemes such as Greenways as part of coordinated approach to improve residents options for sustainable travel in to the city.</p> <p>Transport infrastructure that is either proposed or existing within the Western Orbital study area will be measured either through transport modelling or a sensitivity test to that transport modelling. If a Rural travel hub was proposed then this would be incorporated into the transport assessment of any further work undertaken on this project.</p> <p>We are also looking at Foxton with a view to providing additional car parking at the station which might reduce traffic on the A10, although it is anticipated that this will only be marginal. The implications of the additional parking will be factored into the deliberations regarding the proposal for a travel hub at Hauxton.</p>

This page is left blank intentionally.