

23rd November 2022 Greater Cambridge Partnership Joint Assembly
Public Questions Listed by Agenda Item

	From	Question
1.	Lynda Warth County Access & Bridleways Officer - Cambridgeshire British Horse Society	<p>Agenda Item No. 7 : Greater Cambridge Greenways</p> <p>We appreciate GCP confirmation that the Assembly is being asked to approve hard top paths created alongside bridleways not on them.</p> <p>The M11 bridge at Coton is already a bridleway. The surface ‘improvements’ have changed the perception of its status and created conflict. Cyclists, and apparently the GCP, believe it now to be a cycle path. Please can bridleways on the Greenway routes be clearly marked including the right of way hierarchy which protects pedestrians and equestrians?</p> <p>The section to the north of Cantelupe Road is already a bridleway. Design approval for this section must be suitable for equestrians.</p> <p>Barton / Long Rd junction – we appreciate inclusion but without design drawings there is lack of clarity of what is to be approved. Please could approval be ‘subject to BHS agreement’? Signage for quiet roads should include pedestrians, cyclists and equestrians.</p> <p>With cyclists on their inside, for safety horse riders will migrate towards the centre of the carriageway. Current plans to narrow carriageways will reduce and even remove, the opportunity for vehicles to overtake. Travelling at ± 4 mph in walk, and Highway Code requirement for traffic to slow to 10 mph when ‘they see a horse’, horses in the traffic flow risk queues quickly forming with attendant driver frustration and potential danger. Have these impacts have been given consideration in the decision to exclude horses from safe cycling provision?</p> <p>Equestrians, as highway non-motorised users, have equal legal rights to cyclists. Exclusion is discriminatory and at odds with the Highway Code and Road User Hierarchy. Inclusive signage and crossing design which has space and facilities for tandem, trike, recumbent, cargo and child-trailed bicycles will allow inclusion for horses.</p> <p>Please consider the consequences on traffic flow, the safety of horses, their riders and other road users when making your decisions today.</p>
2	Anna Williams Communications and Community Officer CAMCYCLE	<p>Agenda Item No. 7: Greater Cambridge Greenways</p> <p>We thank members and officers for their work on the Greenways; we know these schemes are very popular and local people are impatient to see these routes completed so they have safe routes from/to and between Cambridge and surrounding villages.</p> <p>We’d like to make the point that modal filters are an effective low-cost way of building essential links along – and connecting to – the Greenways. For example, the report states that “the scope for the Comberton Greenway along Sidgwick Avenue is limited” but this is only the case because through-traffic is still being prioritised over people walking, cycling and wheeling. This road is proposed to be filtered as part of the GCP’s own Road Classification project: with University support for change here, why not do it now? Introducing restricted access for vehicles between Grange Road and Ridley Hall Road would</p>

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		<p>free up space to create a shared street for cycling and walking which would particularly benefit disabled people who suffer the most from the current uneven and narrow footways. We believe the whole street should be a pedestrian and cycle zone except for disabled access, loading and local access (which should be reduced as much as reasonably possible). All pay and display parking should be removed.</p> <p>With active travel movements predicted to grow and the expansion of the West Cambridge site, Sidgwick Avenue is an important link. Let's make it a better street for everyone and a valued part of the Greenway.</p>
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