


No	Questioner	Question
1.	Jon Boston	<p><b>Agenda Item No. 8: City Access and Public Transport Improvements</b></p> <ol style="list-style-type: none"> <li>1. Since you have identified that buses are the biggest producers of NOx in Cambridge, what is the policy of converting all buses to electric? I would expect that all new buses in Cambridge would be EVs, with a view to replacing all existing buses within 10 years.</li> <li>2. You make mention of London having various traffic management schemes, but one not mentioned is their policy of one-way routes. Given the narrow width of many Cambridge roads, this would enable safer cycling lanes at least.</li> </ol>
2.	Mal Schofield	<p><b>Agenda Item No. 8: City Access and Public Transport Improvements - Commuting. Car v Public Transport</b></p> <p>Whilst improvements to "public transport" are always welcomed and necessary bus patronage in Cambridge, is falling and is 100,000 down on trips, year on year. Are not double decker buses, within the city and still on our country roads, a major part of the congestion/pollution/safety problem rather than the solution?</p> <p>There are more compelling alternatives to operate alongside P&amp;R/Travel Hub facilities and an extended/integrated Greenways cycle network.</p>  <p>The statistics in the Report confirm "buses" as the most polluting mode of transport (Page 15). Buses are presently allocated, exclusively, &gt;60% of the city road space but provide only a 10% commuting share - Guided Bus 2%, Local Bus 6%, P&amp;R Bus 2% (Pages 44 &amp; 60). Their dominance and awkwardness in the city centre such as Bridge Street, Hobson Street and Downing Street is an ongoing serious issue. Extended dwell time is an added problem. There are early signs of more joined up spatial planning. The Eddington development has pioneered new cross city bus routes*. The Survey Report and its meaningful insights are appreciated.</p> <p>*All current new housing developments assume car ownership as a given and indispensable. However Cambridge has delivered its first complete car free housing development in Marmalade Lane. <i>"This oasis of 42 homes is something of an anomaly, standing in marked contrast to the conventional suburban streets of the Orchard Park, where drab blocks encircle cul-de-sacs of cars. This site would have ended suffering a similar fate, were it not for 2008 financial crisis. (The Guardian May 8 2019)</i></p>
3.	David Stoughton	<p><b>Agenda Item No. 8: City Access and Public Transport Improvements</b></p> <p>In respect of the proposed clean air zone I would like to ask what area it is expected cover? My current understanding is that it is only intended for the inner ring and will not extend to the station area. Yet the station area is predicted to continue to see some of the highest rates of traffic growth. In addition, since so many buses and taxis both licensed and private hire are concentrated on these roads, it also suffers one of the highest concentrations of pollutants from diesel vehicles.</p> <p>The BID area extends up Regents Street and covers the CB1 development around the station and it would seems sensible for the clean air zone to follow this precedent.</p>

**6<sup>TH</sup> JUNE 2019 GREATER CAMBRIDGE PARTNERSHIP JOINT ASSEMBLY – PUBLIC QUESTIONS**

4.	John Hammond Clerk to Hauxton Parish Council	<p><b>Agenda Item No. 9: Cambridge South West Travel Hub</b></p> <p>Hauxton Parish Council is very disappointed that the proposed option of a tunnel under the A10 providing free-flowing access to the Park &amp; Ride has been dropped. As the proposed Park &amp; Ride is located in our parish against the expressed wishes of the Parish Council and the community, can the GCP please explain what effect the planned four sets of traffic lights between London Road, Harston and the M11 roundabout is forecast to have on the existing traffic congestion and resultant pollution, particularly during peak periods, in Hauxton and Harston, and what arrangements, financial or otherwise, have been made to ameliorate the impact on residents of Hauxton?</p>
5.	Cllr Colin McGerty	<p><b>Agenda Item No. 10: Cambridge South East Transport Study</b></p> <p>Section 5.17 on page 169 of the agenda make quite clear that site 5 (also referred to as site C) is the GCP's preferred site. It is an easy to access, easy to develop arable field sited outside the Green Belt. Section 5.27 on page 170 then claims that the LLF attendees strongly supported this site.</p> <p>This not accurate. There was a great deal of discussion around the Park and Ride site location and concern for the environmental impact of the scheme. In particular, the suggestion of regeneration of the Fourwentways brown field site was put forward and this seems to have been completely ignored.</p> <p>So my question is why has regeneration of Fourwentways as a Park and Ride site not even been put forward for consideration?</p> <p>Fourwentways is the only brown field site in the area and would offer the opportunity of significantly lower environmental impact and offer potential benefits to the scheme such as willing business that might be willing to run a fuel station, food outlet etc. and yet it is not even included in the long list of options in section 5.14.</p>