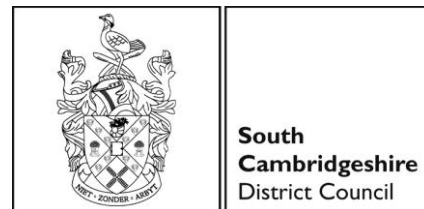


South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

t: 03450 450 500
f: 01954 713149
dx: DX 729500 Cambridge 15
minicom: 01480 376743



14 February 2018

Dear Sir / Madam

Please find attached all the public questions received for the year 2017-18 up to and including the questions received at the meeting of **GREATER CAMBRIDGE PARTNERSHIP JOINT ASSEMBLY**, which was held in **KREIS VIERSEN ROOM - CAMBRIDGESHIRE COUNTY COUNCIL** at South Cambridgeshire Hall on **THURSDAY, 18 JANUARY 2018 at 2.00 p.m.**

Yours faithfully
BEVERLY AGASS
Chief Executive

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

AGENDA

4. Questions from Members of the Public

PAGES
1 - 20

This page is left blank intentionally.

No.	Questioner	Date of Joint Assembly	Subject	Question	Where and how answered	Completed
1	Dr Joanna Gomula	18 th January 2017	Congestion charge	<p><i>There are many services, and individual companies and persons - ambulances, school deliveries, disabled travellers, airport transfer companies - that should be exempted from the restrictions.</i></p> <p>Where can one find a list of such exemptions? How and where can someone, for example a disabled person or an airport transfer company, apply for an exemption?</p>	<p>Part 5 of the questions was answered and was published as part of the public questions document.</p> <p>http://scambs.moderngov.co.uk/ieListDocuments.aspx?Cld=1073&MId=6847&Ver=4</p> <p>The questioners was advised to submit all remaining question parts to the County Council for a response.</p>	Yes
2	Andrew Dutton	18 th January 2017	Workplace parking levy.	<p><i>I note that you still intend to introduce the non-progressive parking tax on those who work in Cambridge. Whilst £1.75 might not be significant to many of the well paid workers in Cambridge (Most companies will pass this charge on to their employees) for the low paid or disabled this is a significant an unfair burden. Many of these people have no option but to drive due, physical disability or time constraints of running a family i.e getting children to schools and working. I am surprised a socially responsible party such as yourselves have not considered the negative implications of this.</i></p> <p>How do you plan to resolve this unfair burden on some of the lowest paid workers in Cambridge? <i>These people have to drive due to housing costs and cannot use public transport or cycling due to physical disability or time constraints and the need to both work a full day and take children to schools. Would you consider a wage limit below which it cannot be passed on or an exemption for those below a certain wage or for those with disabilities?</i></p>	<p>Was recommended for answering at the January Executive Board as could not be present. The question has been answered as part of the Executive Board published questions.</p> <p>http://scambs.moderngov.co.uk/ieListDocuments.aspx?Cld=1074&MId=6853&Ver=4</p>	Yes
4	Carolyn Postgate	18 th January 2017	Park and Ride locations on Cambourne to Cambridge scheme	<p><i>At the Joint Assembly Meeting September 29th 2016 you committed to making a decision on your preferred Park & Ride locations, 1, 2, 3 and Scotland Farm. You asked the Officers to produce a side-by-side analysis of the sites so that you could make an informed decision.</i></p> <p>My questions are:</p> <ol style="list-style-type: none"> When Andy Williams of AstraZeneca asked for a simple side-by-side analysis, why did the officers not disclose to the Assembly the Atkins Report on Park & Ride locations dated September 2015? Has the Assembly had sight of the Atkins Report before now? Given the strength of feeling against site 3 on 29 September, does the Assembly have the courage to recommend that site 3 should be excluded from further consideration? 	<p>Written answer was given at the chairs request because it was a grouped question and the questions was answered in the meeting and was published as part of the public questions document.</p> <p>http://scambs.moderngov.co.uk/ieListDocuments.aspx?Cld=1073&MId=6847&Ver=4</p>	Yes
10	Alistair Burford	18 th January 2017	Park and Ride locations on Cambourne to Cambridge scheme	<ol style="list-style-type: none"> Given that the officers state that the Atkins report 'informed the consultation' that was carried out in late 2015, why was site 3, Crome Lea Farm not disclosed as part of the public consultation? Does the Assembly think that if the Crome Lea had been clearly identified at the public consultation that the objections to the site would have been far greater? I have concerns about the report that was sent to me. I have made further FOI requests in an attempt to retrieve the original version and the revised version of the report, but my requests have not been successful. Could officers explain why the reports have been withheld? As the consultation excluded some vital information about the location of site 3, does the Assembly agree that the consultation conducted in November 2015 was flawed and failed to meet the principles of a fair and transparent consultation? 	<p>Written answer was given at the chairs request because it was a grouped question and the questions was answered in the meeting and was published as part of the public questions document.</p> <p>http://scambs.moderngov.co.uk/ieListDocuments.aspx?Cld=1073&MId=6847&Ver=4</p>	Yes
13	Stephen	18 th January	Park and Ride	<i>Landowners are clearly having a huge input in terms of formulating a route for</i>	Written answer was given at the chairs request	Yes

No.	Questioner	Date of Joint Assembly	Subject	Question	Where and how answered	Completed
	Coates	2017	locations on Cambourne to Cambridge scheme	<p><i>the A428 busway. The Cambourne developers will now give the City Deal £8.7m towards the corridor. We have still not received any answer from Cambridge University as one of the landowners saying building over the West Fields could provide land and financing to the busway.</i></p> <p>Given Cambridge University had detailed information from Atkins on the potential park and ride sites before the October 2015 consultation, which enabled them to formalise a detailed consultation response, why was this information not disclosed to the local community at the same time?</p> <p>Secondly, why are officers saying that the local community is not entitled to any information now on the extensive discussions with landowners and developers when this is clearly having a huge impact on routing and funding of the busway - what about democratic oversight?</p> <p>Thirdly, how can the Assembly allow officers to insist that the best strategic outcome is a greenfield busway whilst avoiding answering questions (as they did at the Atkins meeting) by saying detailed work is not complete yet?</p> <p>Does selective release of information to privileged parties show that this argument is highly misleading and just an expedient way of making it harder for the community to challenge poor proposals (especially when they do not get the same information)?</p> <p>How can the officers select an option that could cost £207m and yet keep saying that the detailed work is not yet done?</p> <p>Does this not therefore add up to evidence of predetermination and therefore should the Assembly not challenge this in a robust way, especially given the poor business case of the busway?</p> <p>Given clear evidence of predetermination, should the Assembly not question the Board about its management of conflicts of interest in relation to Cambridge University?</p>	<p>because it was a grouped question and the questions was answered in the meeting and was published as part of the public questions document.</p> <p>http://scambs.moderngov.co.uk/ieListDocuments.aspx?Cld=1073&MId=6847&Ver=4</p>	
14	Chris Pratten	18 th January 2017	Park and Ride locations on Cambourne to Cambridge scheme	<p><i>A recent Freedom of Information request uncovered an Atkins report from September 2015 (A428 Western Corridor Study: Park and Ride Locations) which was only shared with City Deal Partners. We have requested that City Deal officers immediately release all documents and reports produced by Atkins regarding the Cambourne to Cambridge transport corridor. This request was made at a meeting organised with City Deal officers and Atkins representatives. A subsequent request by email from a representative of Save The West Fields was also refused, in a manner implying an even more hardline approach to information sharing than was in evidence at the Atkins meeting.</i></p> <p>Will the Assembly recommend that officers be asked to immediately produce and publish a list of all documents and reports produced by Atkins and other consultants regarding the Cambourne to Cambridge transport corridor</p>	<p>Written answer was given at the chairs request because it was a grouped question and the questions was answered in the meeting and was published as part of the public questions document.</p> <p>http://scambs.moderngov.co.uk/ieListDocuments.aspx?Cld=1073&MId=6847&Ver=4</p>	Yes
5	Allan Treacy	18 th January 2017	Park and Ride locations on Cambourne to	With the topographical study on the Madingley Rise on road busway option having been completed, why has the feasibility study not yet been completed and by what date will it be available?	Written answer was given at the chairs request because it was a grouped question and the questions was answered in the meeting and was	

No.	Questioner	Date of Joint Assembly	Subject	Question	Where and how answered	Completed
			Cambridge scheme		published as part of the public questions document. http://scambs.moderngov.co.uk/ieListDocuments.aspx?Cld=1073&MId=6847&Ver=4	
16	Amanda Fuller	18 th January 2017	Park and Ride locations on Cambourne to Cambridge scheme	<i>Given that Option 3/3A for the West Cambridge busway was opposed by the majority of people in the consultation, given that the economic case for this option has more holes in it than a crocheted blanket, given that this option will be hugely environmentally destructive, given that this option represents very poor value for money and given that a Park & Ride on Madingley Hill can only be described as a blot on the landscape, does the Joint Assembly endorse the Executive Board's decision to choose this as the preferred option over the more cost effective and environmentally sensitive on-road scheme proposed by the LLF?</i>	Written answer was given at the chairs request because it was a grouped question and the questions was answered in the meeting and was published as part of the public questions document. http://scambs.moderngov.co.uk/ieListDocuments.aspx?Cld=1073&MId=6847&Ver=4	Yes.
17	Roger Tomlinson	18 th January 2017	Park and Ride locations on Cambourne to Cambridge scheme	Can the Joint Assembly members confirm that they have read the "Strategic Economic Appraisal" and understood it? Assuming the answer is Yes, what is their view of them being supplied seriously misleading and inaccurate and incomplete information? And what action do they propose in relation to the officers who supplied it? Will the Joint Assembly insist that officers go back and re-develop the economic case on the correct basis?	Written answer was given at the chairs request because it was a grouped question and the questions was answered in the meeting and was published as part of the public questions document. http://scambs.moderngov.co.uk/ieListDocuments.aspx?Cld=1073&MId=6847&Ver=4	Yes
6	Cathy Mitchell	18 th January 2017	City Access	<i>As a Cambridge resident I am very disappointed to hear that the traffic restrictions at rush hour that I thought had been agreed on have now been ditched because of protests. I believe that there will always be protests about trying to restrict car use in a city, just as there were about pedestrianisation years back (now taken for granted!) Councils simply need to lead in a brave and visionary manner. But something radical has to happen soon. This is because of gross (and illegal) air pollution in our streets and also potential grid lock in the centre as Cambridge continues to expand. Now government money is coming our way, can the following be considered, perhaps again!?</i> <ul style="list-style-type: none"> • Congestion charging between certain hours • Requiring all private schools in centre to bus their pupils to Park and Ride (we experience much less traffic out of school term!) • Making 'Park and Ride' much cheaper and more effectively promoted. (Set up a council run service of mini buses to challenge Stagecoach) • New railway stations or light transport routes. e.g. Addenbrookes and to Cambourne and other new towns into Cambridge. • Bus subsidies – get help of large and wealthy private companies, e.g. Microsoft and Astra Zeneka • 'Boris bikes' available and easy to access, as in many European cities, e.g. Barcelona • More and improved cycle paths that are <u>well maintained long-term</u> (Hills Road near station and Botanical Gardens is a disgrace) • Closing all city centre car parks except to disabled drivers and those with electric cars • Extending pedestrian-only areas beyond present boundaries Tree-planting and landscaping to help improve air quality and ethos of city centre.	The question was answered in the meeting and was published as part of the public questions document. http://scambs.moderngov.co.uk/ieListDocuments.aspx?Cld=1073&MId=6847&Ver=4	Yes
7	Aylmer	18 th January	City Access	<i>It is encouraging to see that the Council's City Deal includes plans for orbital</i>	The question was answered in the meeting and was	Yes

No.	Questioner	Date of Joint Assembly	Subject	Question	Where and how answered	Completed
	Johnson	2017		<i>bus routes, which will greatly improve the city's public transport network – however the main benefit will only be realised if the existing 'radial' routes are made straighter (especially citi 1), and if 'oyster' cards are introduced to allow all passengers to change buses easily.</i> Does the Council have any plans to introduce either of these measures?	published as part of the public questions document. http://scambs.moderngov.co.uk/ieListDocuments.aspx?Cld=1073&MId=6847&Ver=4	
12	Robin Pellew	18 th January 2017	City Access	Will the City Deal Assembly recommend that the Executive Board should instruct Officers to work up the measures in the proposed Access and Congestion package as proposed in Agenda Item 7 whilst at the same time ask the Board to develop elaborate what this pollution charge comprises and how it would be applied?	The question was answered in the meeting and was published as part of the public questions document. http://scambs.moderngov.co.uk/ieListDocuments.aspx?Cld=1073&MId=6847&Ver=4	Yes
18	Lynn Hieatt	18 th January 2017	City Access	In advance of any County proposals, will the City Deal Assembly today unambiguously support the principle of (1) a city-wide solution to what is now an uncontrolled parking free-for-all; (2) a scheme designed in partnership with residents and businesses, allowing local flexibility and experiment, so that neighbourhoods can get the system that works for them and supports the City Deal's objective of controlling congestion?	The question was answered in the meeting and was published as part of the public questions document. http://scambs.moderngov.co.uk/ieListDocuments.aspx?Cld=1073&MId=6847&Ver=4	Yes
15	Robin Heydon	18 th January 2017	First part of the question relates to forward plan items Second part of the question relates to City Access	<i>We are concerned that the forward plan shows a March agenda item for the city deal design guide but we have not seen any consultation on this document or any process for commenting on it.</i> Could you inform the public how they should comment on this document such that those comments can be considered before the March meetings? <i>We welcome the summary of findings for the city access. We note that the most preferred proposal was the introduction of better pedestrian and cycling facilities with 43.8% of respondents saying it would improve their journey. We support the introduction of work place parking levy and on-street parking controls as we believe these will have the most benefits for increasing the use of public transport and cycling, and also provide a revenue stream to help provide better public transport and improve pedestrian and cycling facilities in the city deal area. We also note that the reallocation of road space on Hills Road has doubled the number of people cycling.</i> Doesn't the Hills Road cycle scheme prove that when high quality cycling facilities are provided that they will be used? When will the city deal extend these benefits to other main roads, and reallocate road space on other main roads for people walking and cycling?	The question was answered in the meeting and was published as part of the public questions document. http://scambs.moderngov.co.uk/ieListDocuments.aspx?Cld=1073&MId=6847&Ver=4	Yes
19	Antony Carpen	18 th January 2017	Engagement of young people from academic institutions	Please can members - in particular the representatives from Cambridge Regional College and Anglia Ruskin University update the Assembly on what actions they've taken to ensure they are systematically engaging with and getting ideas from young people - in particular in the run up to tranche 2 of funding.	The question was answered in the meeting and was published as part of the public questions document. http://scambs.moderngov.co.uk/ieListDocuments.aspx?Cld=1073&MId=6847&Ver=4	Yes
3	Nigel Seamarks	18 th January 2017	Travelling in and around Waterbeach	1) Traffic Lights - Did you know that between Waterbeach and Parkside Swimming Pool you have to negotiate 21 sets of traffic lights. Could we remove lights or make some part time? At 04:30 in the morning it is mad!! 2) Resources - Time to allow out of City development of Cinemas, World Class Leisure Centres etc. Waterbeach is a village under development of the old barracks, don't you think this would be a prime	Standing orders reinforce the Chair's discretion not to accept a question if it does not relate to an agenda item. In this instance the questions submitted did not relate to an item that was on the agenda for discussion and were ruled out.	Part 1 of the question was submitted to the County Council to provide a response to Mr Seamarks Part 2 of the question

No.	Questioner	Date of Joint Assembly	Subject	Question	Where and how answered	Completed
				location for out of City leisure facilities? Currently you have to drive into the City for nearly all shopping and leisure facilities.		was submitted to South Cambs to provide a response to Mr Seamarks
3	Richard Wood	18 th January 2017	Cambridgeshire and Peterborough Combined Authority	Will the Greater Cambridge City Deal become a Local Transport Authority (LTA) under the devolution proposals, or will this be the role of the forthcoming Cambridgeshire and Peterborough Combined Authority?	Standing orders reinforce the Chair's discretion not to accept a question if it does not relate to an agenda item. In this instance the question related to an item scheduled for the March agenda.	The questioner was contacted and invited to re-submit the question to the March meeting.
9	Peter Cutmore	18 th January 2017	Travelling from Cambridge City	<p>My letter recently published in the CEN "The queue of traffic trying to leave the City via Trumpington High Street over the Christmas period has been very annoying. The tailback goes way back past the Long Road traffic lights. Unfortunately it is caused by the inconsiderate customers of the Waitrose supermarket waiting to turn right into the Waitrose car park and holding up the through traffic. Perhaps whilst we wait for the Council to amend the junction Waitrose could try and educate their customers by suggesting they approach the supermarket from the Hauxton Road direction."</p> <p>It is now occurring on most days that outward bound traffic is delayed at various times from leaving the City by queuing Waitrose customers. [It means that the P&R bus is also held up]</p> <p>Q Are there any plans to remedy this situation?</p> <p><i>2 Shelford Road / new Addenbrokes Road traffic lights. There is no left turn for traffic leaving the City via Shelford Road.</i></p> <p>Q As this is the case why couldn't cyclists be allowed to continue towards the City when that traffic is moving? [a simple filter light for cyclists is all that would be needed]</p> <p><i>3 Travellers seem to be more than occasional visitors to the P&R sites.</i></p> <p>Q Would it be possible for them to be monitored & charged & provided with basic facilities [such as mobile toilets & rubbish bins]?</p>	Standing orders reinforce the Chair's discretion not to accept a question if it does not relate to an agenda item. In this instance the questions did not relate to an item that was on the agenda for discussion and were the responsibility of other bodies.	The questioner was contacted and invited to contact the relevant bodies
11	Bob Jarman	18 th January 2017	Milton Road and Histon Road	Do you still plan to remove existing trees from Milton Road and Histon Road? Please give details.	Standing orders reinforce the Chair's discretion not to accept a question if it does not relate to an agenda item. In this instance the question related to an item scheduled for the March agenda.	The questioner was contacted and invited to re-submit the question for the March meeting.
1	Richard Wood	3 rd March 2017	Cambridgeshire and Peterborough Combined Authority and bus travel	<p>Will the Greater Cambridge City Deal become a Local Transport Authority (LTA) under the devolution proposals, or will this be the role of the forthcoming Cambridgeshire and Peterborough Combined Authority?</p> <p>If the former, will all the board and constituent members of the City Deal commit to replacing the current deregulated market model of bus service provision with one of franchising, whereby the authority specifies t/e services to be provided and bus operators bid to provide those services – akin to the system currently operated in London by Transport for London – thereby tackling the priorities for improvement which will increase passenger numbers and deliver maximum benefits to passengers.</p> <p>Will they further commit to introducing integrated, smartcard, ticketing across all routes and all operators?</p>	<p>The question was answered in the meeting and was published as part of the public questions document.</p> <p>http://scambs.moderngov.co.uk/documents/g6863/Printed%20minutes%20Wednesday%2001-Mar-2017%2014.00%20Greater%20Cambridge%20Partnership%20Joint%20Assembly.pdf?T=1</p>	Yes

No.	Questioner	Date of Joint Assembly	Subject	Question	Where and how answered	Completed
				If the latter, will they commit to using all possible influence on the LTA to implement franchising and integrated ticketing?		
3	Antony Carpen	1 st March 2017	A1307 Three Campuses to Cambridge	<p>Just over a year ago, you published this press release at http://www.gccitydeal.co.uk/citydeal/news/article/35/public_consultation_proposed_to_tackle_congestion_between_cambridge_and_haverhill on the options available for dealing with congestion south-east out of Cambridge towards Haverhill. Much of the traffic coming into Cambridge comes down Cherry Hinton Road - where I live down. I am now on medication because of the impact of the worsening air quality due to the extended traffic jams down that road. I note the City Deal Board rejected Rail Haverhill's proposals in Feb 2016. I would like to challenge that decision based on incorrect assumptions given to the consultants in carrying out their assessment as described in the draft rail viability technical note Jan 2016.</p> <p>(It's appendix B of "REPORT NO 70012014-003 A1307 HAVERHILL TO CAMBRIDGE CORRIDOR DRAFT CONCEPTS REPORT") The authors state: "A Cambridge-Haverhill railway line could also ultimately form part of a more strategic rail link from Cambridge to Colchester, via Haverhill and Sudbury, including the existing Sudbury to Marks Tey branch. However, this strategic option is beyond the scope of this technical note and the current study."</p> <p>This strategic option is central to the business case for Haverhill, for it links by rail the two campuses of Anglia Ruskin University (Chelmsford & Cambridge via Colchester)</p> <p>Who made the decision to restrict this strategic option for Rail Haverhill to be between just the town and Cambridge Station?</p> <p>I call on you to ask The Board to: A) Run a brief crowd-sourcing exercise to invite people to suggest what refreshed assumptions should be applied to a reappraisal of the rail option B) Commission the consultants to re-appraise the Rail Haverhill option subject to the following assumptions: 1) That the Rail Haverhill proposals will be as part of the national rail network linking Colchester-Sudbury-Haverhill-Cambridge-Wisbech and then... 2) That Rail Haverhill will be part of the Connect Cambridge Light Rail proposals</p>	<p>The question was answered in the meeting and was published as part of the public questions document.</p> <p>http://scambs.moderngov.co.uk/documents/g6863/Printed%20minutes%20Wednesday%2001-Mar-2017%2014.00%20Greater%20Cambridge%20Partnership%20Joint%20Assembly.pdf?T=1</p>	Yes
4	Robin Heydon	1 st March 2017	A1307 Three Campuses to Cambridge	<p>Camcycle is disappointed with the low quality of the cycle provision in the draft plans for the A1307 corridor. A substandard width cycleway immediately adjacent to 50mph traffic (assuming drivers stick to the speed limit) is not the way to encourage more people to cycle on this route. If the City Deal truly wishes to increase cycling and walking on this route, we ask that the Assembly recommends a significant redesign.</p> <p>It is unacceptable that the designs proposed leave people walking and cycling to cross roads with 50mph and National Speed Limit restrictions at grade without any help whatsoever. This includes people trying to reach bus stops along this route at Wandlebury and Babraham.</p>	<p>The question was answered in the meeting and was published as part of the public questions document.</p> <p>http://scambs.moderngov.co.uk/documents/g6863/Printed%20minutes%20Wednesday%2001-Mar-2017%2014.00%20Greater%20Cambridge%20Partnership%20Joint%20Assembly.pdf?T=1</p>	Yes

No.	Questioner	Date of Joint Assembly	Subject	Question	Where and how answered	Completed
				<p>A fully-accessible, usable-by-all-abilities, Equality-Act-compliant, non-motorised-user crossing of the A11 is absolutely vital and must not be omitted. This crossing must connect to safe facilities on both sides and must not become inaccessible because of high river levels.</p> <p>We have been saying for the last few months that better design standards for cycle infrastructure must be met. Last year Highways England published Interim Advice Note 195/16 - Cycle Traffic and the Strategic Road Network. This applies to Highways England schemes, but the standards and designs it contains are equally applicable to the County network. We ask that the Assembly recommends that this scheme be redesigned to meet this standard. In particular both major and minor road junctions need extra attention to safety and usability, and any newly created on-highway paths should be verge-separated from the carriageway. The cycleway must have designated priority over all crossings - driveways, laybys and minor roads- instead of give way markings at each.</p> <p>What design standards, if any, are being used to help guide the A1307 scheme?</p> <p>Why is the cycling provision not being designed to support the Greenways project to provide a safe, pleasant route linking the villages and employment centres from Linton to Sawston and Shelford into Addenbrooke's and Cambridge?</p>		
6	Jim Chisholm	1 st March 2017	A1307 Three Campuses to Cambridge	<p>How many Assembly Members, and Officers, have heard of the 'Road Network Paradox'?</p> <p>This, one of a number of similar paradoxes, shows that it possible to make 'network' improvements that result in worse conditions overall.</p> <p>I have serious reservations about the proposed scheme on three fronts:</p> <p>Firstly, the Bus Services Bill, now before Parliament, and the extra powers delegated by the agreed Devolution for Cambridge and Peterborough should enable far more practical and efficient methods of regulating both traffic flow and bus services than available when these studies were started.</p> <p>Secondly, those of us involved in cost benefit analysis, however minor, know that although we may be able to justify spending a large sum, it is often possible to obtain 80% of the benefits with 20% of the costs.</p> <p>Thirdly, taking this road in isolation, without full consideration of the opportunities, pressures of development, congestion and inefficient bus services on adjacent routes seem short sighted.</p> <p>I live in this area and we clearly need to have a proper systems approach</p> <p>Constructing a bus lane will have a rapidly diminishing effect the longer it is. Better use of the Wort's Causway option, simple adjustments to lights, and 'white line' engineering could easily give buses a ten-minute advantage under congested conditions.</p> <p>We do need better cycling access, but I'm sure that options within the 'Greenways' report would provide a more pleasant cycle route for a wider range</p>	<p>The question was answered in the meeting and was published as part of the public questions document.</p> <p>http://scambs.moderngov.co.uk/documents/g6863/Printed%20minutes%20Wednesday%2001-Mar-2017%2014.00%20Greater%20Cambridge%20Partnership%20Joint%20Assembly.pdf?T=1</p>	Yes

No.	Questioner	Date of Joint Assembly	Subject	Question	Where and how answered	Completed
				<p>of users to a wider range of destinations than an unlit one that is within a metre of a fast and noisy and polluting A1307.</p> <p>'How is it possible to consider the A1307 in isolation given the close relationship with the A1301 and the respective (but not respected bus services)?'</p> <p>I fear that these mega schemes can be neither secure in terms of benefits, nor good value for money, and take no account of the changing legislative environment.</p>		
2	Bob Jarman	1 st March 2017	Histon Road / Milton Road	Do you still plan to remove existing trees from Milton Road AND Histon Road? Please give details.	<p>Standing orders reinforce the Chair's discretion not to accept a question if it does not relate to an agenda item. The questions relate to an item for discussion at the June meeting cycle, not at this meeting cycle.</p> <p>A written response was provided following the meeting.</p> <p>http://scambs.moderngov.co.uk/documents/s100329/Joint%20Assembly%201%20March%202017%20public%20questions%20with%20written%20responses.pdf</p>	Yes
5	Alistair Burford	1 st March 2017	Cambourne to Cambridge scheme	<p>By the end of this month expenditure on work on the A428 Madingley Mulch to Grange Road project will be in the region of £1.3m before shared costs. By the time it's back on the agenda in July a further third of a million pounds will have been spent</p> <p>Given that there is such widespread opposition to the preferred option to build an off road busway and P&R that will inflict irreparable damage to the Coton Corridor, West Fields and one of the City's most iconic landscapes at Madingley Hill.</p> <p>Given that the Mouchel Report concluded that there was;</p> <ul style="list-style-type: none"> • Lack of dedicated resources and insufficient resource • Lack of strong dedicated technical leadership • Weak systems and processes • The need for a more up to date evidence base • The need for more robust governance • An inability among those delivering projects to articulate the overall vision and how their piece supports that • Insufficiently developed working relationships between officers and members • The need for a more proactive approach to communications <p>Given that there are moves afoot to legally challenge the public consultation process.</p> <p>Does the Assembly not think that it should be demanding that the Executive Board recognise that City Deal money is actually Public Money and that the Officers and councillors are Public Servants entrusted to manage our money responsibly and;</p>	<p>Standing orders reinforce the Chair's discretion not to accept a question if it does not relate to an agenda item. The questions do not relate to an item that is on the agenda for discussion at this meeting.</p> <p>A written response was provided following the meeting.</p> <p>http://scambs.moderngov.co.uk/documents/s100329/Joint%20Assembly%201%20March%202017%20public%20questions%20with%20written%20responses.pdf</p>	Yes

No.	Questioner	Date of Joint Assembly	Subject	Question	Where and how answered	Completed
				As the body established to scrutinise decisions made by the Executive Board, will the Assembly recommend to the Executive Board that work on the A428 corridor be paused to allow some consideration to the real concerns being raised?		
7	Barbara Taylor	1 st March 2017	Milton Road	<p>We hope that you have all had a chance to look at the Milton Road Alliance's "Do Optimum" alternative for the proposed redevelopment of Milton Road.</p> <p>http://www.miltonroadalliance.org/Will_Milton_Road_set_the_standard_A4.pdf</p> <p>We understand that discussion regarding Milton Road has been deferred from these March meetings to June "in order that officers can take more time to assess and engage further with the LLF, on the detailed proposals submitted before developing final recommendations to present to the Board". (Quote from City Deal email to MR LLF members, 17th Feb)</p> <p>Given the City Deal's stated commitment to take account of the views of the public in decision-making, will the Milton Road Local Liaison Forum be given an early preview of the traffic modelling to be proposed in relation to the Milton Road Alliance's "Do Optimum" alternative and the opportunity to comment on it before decisions are made by the Joint Assembly and Executive Boards? If not, why not?</p>	<p>Standing orders reinforce the Chair's discretion not to accept a question if it does not relate to an agenda item. The questions relate to an item for discussion at the June meeting cycle, not at this meeting cycle.</p> <p>A written response was provided following the meeting.</p> <p>http://scambs.moderngov.co.uk/documents/s100329/Joint%20Assembly%201%20March%202017%20public%20questions%20with%20written%20responses.pdf</p>	Yes
9a	Erica McDonald	19 th July 2017	Milton Road	<p>I have followed the progress of the City Deal and despair that it is devised by people who do not walk or cycle in this area. This un-needed road expansion will further divide the communities of Chesterton and Arbury. Most local journeys into town or to CB1 are by foot or bike across Milton Road and the river and across the various commons.</p> <p>What guarantee do we have that the plans will take into account the many requests already made for refuges and crossings at pedestrian desire lines, not at road junctions, and for safe crossings for cyclists who also mainly travel north-south into town?</p> <p>Has any member of the City Deal actually stood and observed what foot and bike movements are in this area?</p>	<p>The question was answered in the meeting and was published as part of the answers to public questions document.</p> <p>http://scambs.moderngov.co.uk/documents/b50005270/Answers%20to%20Public%20Questions%20Wednesday%2019-Jul-2017%2013.00%20Greater%20Cambridge%20Partnership%20Joint%20Assem.pdf?T=9</p>	Yes
9b	Nick Flynn	19 th July 2017	Milton Road	<p>Over the last two years 116 new homes have been built on Lilywhite Drive (on the site of the former Cambridge City Football Ground) or Westbrook Drive. The junction with Milton Road at Westbrook Drive is the only access point to their homes for these 116 families, so it is vital that residents can safely leave and access Westbrook Drive when travelling in either direction along Milton Road.</p> <p>The 'Do Optimum' plans included an excellent crossing by Westbrook Drive to allow residents to safely access the south bound cycle lane, but this has unfortunately been removed in the Final Concept. How are residents in Lilywhite Drive and Westbrook Drive supposed to safely access the south bound cycle lane, without having to cross three lanes of traffic? Will officers reinstate this crossing?</p>	<p>The question was answered in the meeting and was published as part of the answers to public questions document.</p> <p>http://scambs.moderngov.co.uk/documents/b50005270/Answers%20to%20Public%20Questions%20Wednesday%2019-Jul-2017%2013.00%20Greater%20Cambridge%20Partnership%20Joint%20Assem.pdf?T=9</p>	Yes
9c	Lilian Rundblad	19 th July 2017	Milton Road	<p>In a letter to Councillors Lewis Herbert and Roger Hickford on June 28th 2017, I expressed deep concern that the Histon Road LLF Resolutions adopted on January 30th 2017 had not yet appeared on the official website for the GC City Deal/Partnership (see attachment). No reply has been received to the letter and</p>	<p>The question was answered in the meeting and was published as part of the answers to public questions document.</p>	Yes

No.	Questioner	Date of Joint Assembly	Subject	Question	Where and how answered	Completed
				<p>the Resolutions and Appendices have still not been published.</p> <p>The Joint Assembly has earlier questioned why full documentation has not been available in time for their meetings. In this case they may not even be aware that the Histon Road LLF Resolutions and Appendices exist and that they are the result of the hard work undertaken by the residents, associations, schools, small businesses, cycle groups, etc. which in some cases has produced alternative and preferable solutions to those of the officers and consultants. Their contribution should be appreciated and respected. The Chair of Histon Road LLF has several times reminded and urged the officers and staff to publish the documentation.</p> <p>My question is therefore: Why were the Histon Road LLF Resolutions and Appendices not published at the time they were adopted, together with the draft minutes of the January 30th LLF meeting, as in similar instances? I would like to have the answer in writing. I have a copy of the Resolution documents with me to gladly hand over to the Chair of the Joint Assembly meeting today.</p>	http://scambs.moderngov.co.uk/documents/b50005270/Answers%20to%20Public%20Questions%20Wednesday%2019-Jul-2017%2013.00%20Greater%20Cambridge%20Partnership%20Joint%20Assem.pdf?T=9	
9d	Daphne Lott	19 th July 2017	Milton Road	<p>When is the City centre access study going to yield some results and a concrete plan of action – particularly regarding traffic management?</p> <p>Without that how can Officers, residents and the Board make informed decisions which reflect on the development of Milton Road?</p> <p>Drummer Street cannot cope with any more buses. The Final Concept plans still aim to increase the number of buses per hour along Milton Road without a clear idea of their final destination and how they will be accommodated.</p>	<p>The question was answered in the meeting and was published as part of the answers to public questions document.</p> <p>http://scambs.moderngov.co.uk/documents/b50005270/Answers%20to%20Public%20Questions%20Wednesday%2019-Jul-2017%2013.00%20Greater%20Cambridge%20Partnership%20Joint%20Assem.pdf?T=9</p>	Yes
9e	Roxanne de Beaux on behalf of Camcycle	19 th July 2017	Milton Road	<p>Members of the Joint Assembly,</p> <p>The 'Final Concept' design in the officer's report is based upon the Paramics modelling software that does not have the capability to model people walking and cycling, it only handles motor vehicles. We find this greatly concerning because observations show that people walking and cycling make up over a third of all the people present on Milton Road during the peak hour, and perhaps even more during the rest of the day. Furthermore, the extensive bus lanes in the 'Final Concept' report lead to narrow verges leaving no space for safe bus stops, loading bays, or decently sized trees. This means that, if the 'Final Concept' is built, the bus stops would force passengers to load and unload from the busy cycleway, causing a type of conflict that Camcycle have greatly sought to prevent by design in all new road schemes. And delivery vans will park upon what little grass verge there is and also encroach onto the cycleway. These two problems will lead to people being unable to ride safely in the cycleway and therefore be forced into the carriageway and the bus lanes with no other choice. Then the already limited validity of the Paramics modelling results will completely break down as people cycling are forced in greater numbers to be mixed in with cars and buses.</p> <p>What is the justification for extensive use of bus lanes given such flaws in the evidence and methodology?</p>	<p>The question was answered in the meeting and was published as part of the answers to public questions document.</p> <p>http://scambs.moderngov.co.uk/documents/b50005270/Answers%20to%20Public%20Questions%20Wednesday%2019-Jul-2017%2013.00%20Greater%20Cambridge%20Partnership%20Joint%20Assem.pdf?T=9</p>	Yes
9f	Anne Hamill	19 th July 2017	Milton Road	<p>My question concerns adhering to the commitment made in Cllr Lewis Herbert's letter of 14 September 2016, stating that the Board supports "...an avenue of mature trees as a core design element along Milton Road, and also the</p>	<p>The question was answered in the meeting and was published as part of the answers to public questions document.</p>	Yes

No.	Questioner	Date of Joint Assembly	Subject	Question	Where and how answered	Completed
				<p>provision of grass verges...’.</p> <p>Yet in the ‘Final Concept’ this is not followed through. Appendix D, page 1, shows a partial, vestigial verge on the Herbert Street side of the road, which is too narrow for tree planting, and this is at avariance with the commitment made in the letter. Based on this commitment – as a crucial part of the remodelling of the road – residents envision a continuous avenue of trees on both sides along the whole length of the road, while accepting that there must be access to the shops at Mitcham’s Corner and close to Arbury Road.</p> <p>The challenge is that the width of Milton Road varies along its length. At is narrowest, by Herbert Street, it’s about 17.5m wide, whereas the widest section measures about 21m (see Appendix E, page 4). So, to achieve an outcome that includes trees within verges along the whole length, it will be necessary to vary the widths of pavements and cycleways locally, as well as minimise the length of bus lanes – to ensure enough space for adequate verges with trees, too. If necessary, planting trees with a columnar rather than spreading habit could be an option.</p> <p>Another relevant factor is that verges need to be deep enough for bus stop ‘platforms’ where passengers wait to fit in between trees, with the minimum depth being 2.5 metres.</p> <p>So, my question is: Will the joint Assembly commit to supporting flexibility in determining the widths of the pavements and cycleways, and the length of the bus lanes, to achieve full-length healthy verges planted with mature trees?</p>	http://scambs.moderngov.co.uk/documents/b50005270/Answers%20to%20Public%20Questions%20Wednesday%2019-Jul-2017%2013.00%20Greater%20Cambridge%20Partnership%20Joint%20Assem.pdf?T=9	
9g	Gerry Rose	19 th July 2017	Milton Road	<p>Preamble: It seems that there is insufficient space to meet everyone’s requirements. There is a trade-off between commuter convenience, pedestrian and cyclist safety, and environmental beauty. In all of these, it is generally agreed that safety must come first.</p> <p>From Diagrams (I) and (II) it is clearly evident that if one adds in the vehicle wing mirrors, then 3m-wide lands would not be wide enough to support 3 vehicles of bus-width passing alongside each other. To avoid an accident there is a danger in Diagram (II) of a bus veering into the cycle lane (easily mounting the verb[sic]) and fatally injuring a cyclist, or forcing a cyclist to veer into pedestrian walkway and injuring a pedestrian.</p> <p>Observation: A tree/verge barrier as in Diagram (I) separating traffic from stylists is essential for the safety of both cyclists and pedestrians.</p> <p>QUESTION: What measure are being priorities to ensure the safety of cyclists and pedestrians? If it is decided that the road-space is inadequate to support 3 motorised lanes, will the design team either:</p> <ul style="list-style-type: none"> • REMOVE the bus lane from the design <p>OR</p> <ul style="list-style-type: none"> • RESTRICT THE WIDTH of vehicles using Milton Road, effectively banning use by wide lorries. 	<p>The question was answered in the meeting and was published as part of the answers to public questions document.</p> <p>http://scambs.moderngov.co.uk/documents/b50005270/Answers%20to%20Public%20Questions%20Wednesday%2019-Jul-2017%2013.00%20Greater%20Cambridge%20Partnership%20Joint%20Assem.pdf?T=9</p>	Yes
9h	Richard Taylor	19 th July 2017	Milton Road	Would the assembly please consider recommending that the safety assessments for transport project designs get regularly published and used to	The question was answered in the meeting and was published as part of the answers to public questions	Yes

No.	Questioner	Date of Joint Assembly	Subject	Question	Where and how answered	Completed
				<p>inform the board and assembly's deliberations?</p> <p>I expect if detailed safety assessments of, for example, the Milton Road and the Green End Road proposals had been presented showing the expected impact on injuries and deaths the recommendations could well have been different.</p>	<p>document.</p> <p>http://scambs.moderngov.co.uk/documents/b50005270/Answers%20to%20Public%20Questions%20Wednesday%2019-Jul-2017%2013.00%20Greater%20Cambridge%20Partnership%20Joint%20Assem.pdf?T=9</p>	
9i	Matthew Danish	19 th July 2017	Milton Road	<p>The 'Do Optimum' proposal I helped develop contains safe footways and cycleways, protected by an avenue of trees and verges with ample space for good bus stops.</p> <p>But the officer's 'Final Concept' scheme is predicted by the computer model to be a major improvement in all motor vehicle journey times, even more so in 2031, over both 'Do Nothing' and 'Do Optimum'. It predicts every junction will have shorter queues.</p> <p>Quote from the report: ``The 2016 AM Peak 'Final Concept' bus reliability results shows improved bus reliability for both directions of travel, maintaining average bus journey times inbound (even with a reduction of bus lanes on this side of the road in comparison to 'Do Nothing')"</p> <p>The report says that bus lane length reduction is compatible with improved bus journeys.</p> <p>The predicted bus improvements seem to have little to do with bus lanes and almost all to do with the clever designs for the major junctions. Shorter queues at junctions mean that bus lanes don't do much. And all this while bus priority refinements to junctions have yet to be added.</p> <p>I have a compromise proposal. Please amend Milton Road recommendation (c) to: ``Take the 'Do Optimum' design as provided by the Local Liaison Forum resolutions; with its lesser length of bus lane; with its trees, verges and good bus stops; with its attractive walking and cycling facilities; and apply the following modification: that the major junction designs from 'Final Concept' are incorporated in place of the 'Do Optimum' junction designs where there is an improvement. Agree this new 'Final Optimum' hybrid conceptual design as a basis for detailed design work and the preparation of an interim business case to facilitate further public and statutory consultation."</p> <p>Although officers have said they will consider reducing the bus lane length from 'Final Concept', that promise is too weak. The process should instead be designed to meet the objectives with no more bus lane than strictly necessary.</p> <p>Bus lanes are a heavy-handed measure that obviate themselves if successful. You are in danger of building a 20th-century-style white elephant. In contrast, bus priority via smart junction design doesn't suffer from that problem, and is a distinctly modern approach that leaves room for good trees, verges, bus stops, cycleways and footways.</p> <p>Instead of a strip of tarmac, your legacy would be a world-class street that works for everyone, one which you are proud to show to the next generation.</p>	<p>The question was answered in the meeting and was published as part of the answers to public questions document.</p> <p>http://scambs.moderngov.co.uk/documents/b50005270/Answers%20to%20Public%20Questions%20Wednesday%2019-Jul-2017%2013.00%20Greater%20Cambridge%20Partnership%20Joint%20Assem.pdf?T=9</p>	Yes

No.	Questioner	Date of Joint Assembly	Subject	Question	Where and how answered	Completed
				Will the Assembly agree to propose to the Executive Board an amendment to recommendation (c) as described here creating the 'Final Optimum' hybrid conceptual design?		
9j	Michael Page	19 th July 2017	Milton Road	<p>I am interested in understanding what constitutes success for the Milton Road project.</p> <p>I imagine that for the transport delivery team it means completing the engineering works to specification, on time and on budget – all of which can be measured and evaluated.</p> <p>But what does success mean for the GCP/City Deal Board and the citizens of Cambridge?</p> <p>The project needs to deliver outcomes that we can all understand and that can be measured. It seems to me that one such measurable outcome could be modal shift. It should be possible to monitor the proportion of journeys made along Milton Road by people in motor cars, on buses, on cycles and on foot. In that way we could judge over time how successful the scheme had been in encouraging the change to more sustainable modes of transport.</p> <p>Question: Does GCP/City Deal have plans in place to carry out such monitoring and will targets of achievement be set so that we can all judge the value of the project after its completion?</p>	<p>The question was answered in the meeting and was published as part of the answers to public questions document.</p> <p>http://scambs.moderngov.co.uk/documents/b50005270/Answers%20to%20Public%20Questions%20Wednesday%2019-Jul-2017%2013.00%20Greater%20Cambridge%20Partnership%20Joint%20Assem.pdf?T=9</p>	Yes
9k	Richard Cushing	19 th July 2017	Milton Road	<p>'A considerable number of graphs, tables and words have been produced by consultants and officers regarding the proposals for Milton Road. I find the combination to be confusing, and in attempting to understand them went back to basics, firstly to try to establish what the situation is at the moment. I failed. I was not able to find published information against which the Milton Road project has been designed.</p> <p>Milton Road is seen as a 'corridor' to traffic planners, but the road and surrounding area are 'home' to hundreds of families. My children attended local schools. Around the corner are a variety of shops which serve both residents and commuters: the area is to us like a village high street.</p> <p>Information has only been produced for 'peak hours', generally 8:00 – 9:00am, and 5:00 – 6:00pm on just five days of the week: ten hours per week in total. Although some of the proposals may cut a minute or two off peak-time bus journeys for commuters, this is apparently at the expense of increasing queuing during the rest of the day. Queuing of course brings pollution – a major cause of premature death in this country.</p> <p>The reports are confused by presenting information differently at different stages of the project, and more recently by the removal from public access of relevant documents, following the change of website from Greater Cambridge City Deal to Greater Cambridge Partnership.</p> <p>Against this background, I would like to ask the Assembly to require, and to recommend to the Board that it also require, that all reports of this nature should publish, with sources, the following up-to-date information for the route in</p>	<p>The question was answered in the meeting and was published as part of the answers to public questions document.</p> <p>http://scambs.moderngov.co.uk/documents/b50005270/Answers%20to%20Public%20Questions%20Wednesday%2019-Jul-2017%2013.00%20Greater%20Cambridge%20Partnership%20Joint%20Assem.pdf?T=9</p>	Yes

No.	Questioner	Date of Joint Assembly	Subject	Question	Where and how answered	Completed
				<p>question:</p> <p>1 – The origin and destination at hourly intervals of people who travel along the route (in this case Milton Road).</p> <p>2 – Present measured journey times correlated with modelled journey times throughout the day and for all days of the week, for buses, general vehicles, cycles, and walkers.</p> <p>3 – An indication of pollution levels presently and according to the model.</p> <p>Any proposed project should then carry a prediction of the immediate effect of implementing the changes, together with the prediction of the effect in 2031.'</p>		
9l	Maureen Mace	19 th July 2017	Milton Road	<p>Watching the recording from the first GCP meeting, I was delighted to hear than an ANPR survey has taken place. However, I understand a cycling and walking survey has not been undertaken. Soon 280,000 residents of the South Cambridgeshire area will be asked to complete a form of travel diary but surely direct evidence is better than a series of questions which many will not return?</p> <p>To try and understand all the different forms of transport flowing along Milton Road, Matt Danish and I undertook 2 surveys. One, counting cyclists on 21 June between Arbury Road and Highworth Avenue and another the following day at a point between Kendal Way and Woodhead Drive.</p> <p>At the first survey we counted 534 cyclists and 185 pedestrians between 8-9am which is generally believed to be the busiest time of the day. The total of 719 using a non-motorised method of transport far exceeded any guess I made beforehand.</p> <p>On 22 June we set up a video on Milton Road close to the toucan crossing between Kings Hedges and Arbury Road. There was a combined total of 507 cyclists and pedestrians here, more than half the total of 955 motorised vehicles.</p> <p>The attached video evidence and counts have been sent to the Assembly prior to today's meeting to ensure they have been read.</p> <p>The GCP want to understand what the issues are about transport. ANPR is just about motorised vehicles and doesn't include the experience of cyclists and pedestrians. For a truly evidence based study of what is actually happening, is the GCP prepared to adopt the method of video-based evidence and to make a truly proper analysis which is informed to provide really safe cycle use and walking?</p>	<p>The question was answered in the meeting and was published as part of the answers to public questions document.</p> <p>http://scambs.moderngov.co.uk/documents/b50005270/Answers%20to%20Public%20Questions%20Wednesday%2019-Jul-2017%2013.00%20Greater%20Cambridge%20Partnership%20Joint%20Assem.pdf?T=9</p>	Yes
9m	Barbara Taylor	19 th July 2017	Milton Road	<p>At the 13 June LLF meeting the Interim Director of Transport stated "people will not get out of their cars just to sit in a bus in the same queue of traffic. They prefer to drive past the Park&Ride and get started down Milton Road to avoid the time lost by parking up, paying and waiting for the bus to arrive. That's why we're putting in bus-lanes to encourage people to see that buses are faster and more reliable than sitting in a car."</p> <p>But the traveller's preference for car use over buses is due to other factors as well – such as cost, convenience, multiple destinations, and flexibility to return from the city late in the evening when P&R buses aren't running. Building bus-lanes won't have any impact on these factors, and any time savings made on the Milton Road segment of the journey is not guaranteed to compensate for the</p>	<p>The question was answered in the meeting and was published as part of the answers to public questions document.</p> <p>http://scambs.moderngov.co.uk/documents/b50005270/Answers%20to%20Public%20Questions%20Wednesday%2019-Jul-2017%2013.00%20Greater%20Cambridge%20Partnership%20Joint%20Assem.pdf?T=9</p>	Yes

No.	Questioner	Date of Joint Assembly	Subject	Question	Where and how answered	Completed
				cost currently charged by bus operators and for P&R fees. So my question is: "Has City Deal carried out any research with car drivers and bus users to assess what motivates their travel choices and what incentives might be needed to effect a shift to public transport or cycling and walking, before deciding to build more bus-lanes on Milton Road?"		
11a	Carolyn Postgate	19 th July 2017	Park and Ride locations on Cambourne to Cambridge scheme	<p>1. Given the prevailing North West wind and the location of Crome Lea, does a P&R site at Crome Lea not have the potential to be more damaging to the SSSI wood and on that basis should it not have a higher negative mark than Site 2 under the Biodiversity heading?</p> <p>2. Can the officers explain why Crome Lea and the Waterworks have lost a negative mark for engineering issues (impact on local road during construction) when all four sites around the Madingley Mulch roundabout would have a similar impact on the road during construction of any park and ride site at that location?</p> <p>3. I also note that the report states that Crome Lea has overhead for future expansion. Given that last September the Officers agreed that it should be reduced to its current size so as not to impose on Coton village, where would it expand to?</p> <p>4. Given that so much weight was applied to size in the last selection process that identified Crome Lea as the preferred site, why has size not been used as a criterion in the Park and Ride Study, especially as future proofing should be at the helm of the Partnership's thinking?</p>	The question was answered in the meeting and was published as part of the answers to public questions document. http://scambs.moderngov.co.uk/documents/b50005270/Answers%20to%20Public%20Questions%20Wednesday%2019-Jul-2017%2013.00%20Greater%20Cambridge%20Partnership%20Joint%20Assem.pdf?T=9	Yes
14a	Richard Taylor	19 th July 2017	Delegations	<p>2. Does the assembly consider the organisation's governance arrangements enable board members to effectively wield the reins of power in a public and accountable manner?</p> <p>I am concerned that significant decisions appear to have been taken within the Greater Cambridge Partnership organisation between cycles of board and assembly meetings. I was surprised the large Cambridge area traffic survey took place without the board and assembly considering the effectiveness of the proposed survey technique and its impact on privacy. The organisation even appears to have been renamed and relaunched between cycles of the formal meetings in public. The Green End Road scheme appears to me to have been changed after the board's approval of a plan in a manner exceeding the board's delegation of powers. If major decisions are taken between formal public meetings of the board they should at least be reported to the next board meeting.</p>	The question was answered in the meeting and was published as part of the answers to public questions document. http://scambs.moderngov.co.uk/documents/b50005270/Answers%20to%20Public%20Questions%20Wednesday%2019-Jul-2017%2013.00%20Greater%20Cambridge%20Partnership%20Joint%20Assem.pdf?T=9	Yes
14b	Wendy Blythe	19 th July 2017	Residents and business engagement	Will the Assembly today agree a resolution that residents will be represented on the Board and Assembly and involved in all future projects from inception as equal partners and that they will be involved as equal partners in taking forward existing projects, and that you will recommend that the Executive Board takes steps to implement the proposals we have made?	The question was answered in the meeting and was published as part of the answers to public questions document. http://scambs.moderngov.co.uk/documents/b50005270/Answers%20to%20Public%20Questions%20Wednesday%2019-Jul-2017%2013.00%20Greater%20Cambridge%20Partnership%20Joint%20Assem.pdf?T=9	Yes

No.	Questioner	Date of Joint Assembly	Subject	Question	Where and how answered	Completed
-	Dr Richard Baird	19 th July 2017	Milton Road	<p>Thank you for your work on planning for Milton Road.</p> <p>I local resident who cycles on a daily basis with children to Milton Road primary school and other local destinations. I am strongly in support of the 'Do Optimum' solution proposed by the Milton Road Alliance.</p> <p>I think this is likely to be safer, greener and will encourage more walking and cycling when people travel.</p> <p>Can this please be the option we go for?</p>	This question was not taken at the meeting as the questioner did not attend.	Yes
-	Hilary J Goy	19 th July 2017	Milton Road	There is heavy emphasis on facilitating bus journeys to the detriment of other provision. However, what evidence is there that there will be either an increase in passengers or provision of buses to justify this, given that Cambridge North Station will provide an alternative route to the city centre and outward journeys from there?	Standing orders reinforce the Chair's discretion not to accept a question if it does not relate to an agenda item. The questions do not relate to an item that is on the agenda for discussion at this meeting.	The question was referred to the GCP mailbox for a response.
6a	Mal Schofield	13 th September 2017	Cambourne to Cambridge	<p>The A 428 corridor daily car commuters were +/- 5000 in 2011*. Of these, just 15%, 750 drivers would benefit from an alternative faster, reliable, frequent, service to work in Cambridge West and the immediate city centre. All other commuters would be obliged to journey onwards eg. to the Science Park.. The propensity to take a second bus etc. needs to be understood The assumption would be something like ----- <i>"onward commuting to work, two or more journeys, then depends upon the expectation of where predictable delays e.g. bus dwell time, represent less than 10% of the total journey time"</i></p> <p>The UCL DataShine** analysis shows, for the A428 driver, 1 in 4 (25%) commuting to Cambridge NE (A14); the same 1 in 4 (25%) to the SE (M11;A505?), the dominant commute 1 in 3 (35%) to the south/west (M11/A1304). The potential 750 drivers will subdivide in both demographic and behavioural terms. Some could be persuaded to car share, others will treat the car as a daily essential - the enabler of reduced time overall including school runs, visits en route and shopping essentials.</p> <p>Using the research data above - 37% of 750 = 288 drivers. The peak time driver commuter potential for non stop services from Cambourne to Cambridge.</p> <p>In the fuller context this switch represents .14% of daily car commuters into the city (200,000 in 2015). The real issue therefore remains the high cost: benefit relationship if the primary "solution" to car commuter reduction is to be travel by bus + off road busways.</p> <p>Question.</p> <ul style="list-style-type: none"> How many more dedicated busways are anticipated? For just a 1% modal shift, it appears, 6 + more busways will be needed. <p>*Source: 2011 Census Travel to Work</p> <p>**Source: http://commute.datashine.org.uk/#mode=cardriving&direction</p>	<p>The question was answered in the meeting and was published as part of the minutes.</p> <p>http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1073&MId=6851&Ver=4</p>	Yes
6b	Dr Marilyn			As evidenced by the recent protest march and Cambridge Deserves Better	The question was answered in the meeting and was	Yes

No.	Questioner	Date of Joint Assembly	Subject	Question	Where and how answered	Completed
	Treacy	13 th September 2017	Cambourne to Cambridge	meeting ,which was standing room only, residents from all across Cambridge do not feel that their views regarding GCP schemes are being heard. The GCP is about to embark on another round of consultation regarding the Cambourne to Cambridge busway scheme. After the previous round of deeply flawed public consultation for preferred options public opinion counted for only 4% in the subsequent scoring. Residents were left feeling incredulous and let down by the process .Can the GCP please re-assure residents that the planned public consultation will be fair and transparent and would you please inform me at this stage how public opinion will be scored i.e. exactly what % will be allocated to the public opinion in the scoring for the choice of the preferred option for the full outline business case development.	published as part of the minutes. http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1073&MId=6851&Ver=4	
	Patrick v Heimendahl for Cambridge BEST	13 th September 2017	City Access	<p>Last year the protest against the City Deal concentrated around the road closures. These closures would have hit many small businesses which required vehicle access. Many businesses are struggling to keep afloat for various reasons. One of them being access. Old established independent businesses contribute the flair and charm of living in our city. Open the paper and you read that small independent businesses in our City are facing a tough time. Since last year, amongst others, we have seen the loss of 'The Cambridge Toy Shop', 'Clowns' and now 'Hobbs' after 86 years.</p> <p>It is without doubt that the road closures the City Deal proposed would have been another nail in the coffin of small independent businesses and would have lead to an avalanche of further closures. We do not want this to happen! In a meeting with the Interim Transport Director of GCP at the End of March it was mentioned that the City Access policy is to plan to make cross city access impossible. The traffic survey in June, few doubt, will have looked for and found evidence to support such a policy. You all heard of the 'petal scheme' a disastrous plan born out of the same unimaginative mindset as the road closures. These policies will lead to rat running and a dissection of our city. Cambridge has an unusually transient and mobile population but for the core residents and businesses the city is our neighbourhood. These policy only differ marginally from the PCCP and businesses and residents will pay hugely for such a negative policy.</p> <p>By abandoning the road closure last year the Assembly and the Executive Board of the City Deal showed wisdom. The suggested new policy is so similar that by the same wisdom the Greater Cambridge Partnership Joint Assembly surely must refrain from considering such traffic measures again. Could the Greater Cambridge Partnership Joint Assembly please confirm that?</p>	Standing orders reinforce the Chair's discretion not to accept a question if it does not relate to an agenda item. The questions do not relate to an item that is on the agenda for discussion at this meeting.	<p>The questioner was given the option to defer to November 2017 or receive a written response.</p> <p>The question has been deferred to November 2017.</p>
				<p>I refer the joint assembly to Agenda Item 10 Appendices 1 and 3. The financial reporting arrangements for GCP are unsound in that there is no public confidence in the budgeting process, financial control or value for money spent. Table 2 leads one to suspect that the figures under columns "Actual to Date", "Forecast Outturn" and "Forecast Variance" are optimistic guesswork.</p> <p>I ask, are the "Actual to Date" figures verifiable by means of invoices from suppliers or cross authority documented charges (e.g. LA Admin. Costs, line 8)?</p> <p>Are these costs clearly and unambiguously defined in the County Council public payments data?</p>	<p>The question was answered in the meeting and was published as part of the minutes.</p> <p>http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1073&MId=6852&Ver=4</p>	Yes

No.	Questioner	Date of Joint Assembly	Subject	Question	Where and how answered	Completed
10a	Mike Mason	2 nd November 2017	Appendix 1 and Appendix 3 of the Progress report related to finance	<p>If so will GCP publish a definitive list of cost centres for all of its expenditure headings to ensure that there is a clear audit trail and public accountability?</p> <p>If it is accepted that the County is the “Accounting Body” then what are the arrangements for recording all income including S106 money, housing and other grants or contributions, within the County Council’s comprehensive income and expenditure statement (CIES) which forms part of its audited accounts?</p> <p>With regard to Appendix 3, I would question whether the recommendation to use GCP funds to support revenue budget income shortfall in one of its constituent authorities is either legal, or within the spirit of the grant award by HM Government?</p> <p>Furthermore are Assembly Members aware that the County Council is recording the City Deal/GCP Government Grant funding of £60M, to be received in future years 3,4,and 5, as “Useable Assets” in the third version of the 2016/17 Statement of Accounts?</p>		
10b	Cllr Susan van de Ven	2 nd November 2017	Appendix 7 of the progress report – Melbourn to Royston	<p>With a relatively modest investment, the Cambridge-Royston cycle scheme could be quickly completed, within the Greater Cambridge Partnership Tranche 1 timeframe.</p> <p>I am not here to set out the detailed case for the scheme – that has already been done many times over, and the fact that it is near completion, thanks to GCP support, speaks for itself.</p> <p>The question now is how to tackle the remaining Melbourn - Royston two-mile stretch, given that this geography straddles a county border. The route consists of a pedestrian/cycle path in Cambridgeshire and a pedestrian/cycle bridge beginning in Cambridgeshire and landing in Hertfordshire.</p> <p>This is a shovel ready project that would deliver significant economic benefits, and make a substantial contribution to reducing reliance on the private car for travel to key areas of employment in Cambridge and along the A10 corridor. It will maximise the benefits of the investments in this route already made by GCP and others – indeed the whole will be greater than the sum of its parts. Because it has the potential to be delivered within the existing GCP funding period, it can demonstrate real progress on innovative, economically led schemes to Government.</p> <p>Ideally the Melbourn-Royston link should be delivered in one go. However, the overall Cambridge-Royston scheme has been delivered in segments as funding has become available, and this pragmatic approach has produced results. Nevertheless, any cross-border scheme demands a collaborative approach, as the Cambridgeshire and Peterborough LEP indicated last December when it pledged financial support for the project. Royston sits within the LEP’s remit, unsurprisingly given Royston’s Cambridge-facing business orientation.</p> <p>That collaborative approach is now taking shape: four global companies that jointly employ thousands of workers in Royston and Melbourn have pledged</p>	<p>The question was answered in the meeting and was published as part of the minutes.</p> <p>http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1073&MId=6852&Ver=4</p>	Yes

No.	Questioner	Date of Joint Assembly	Subject	Question	Where and how answered	Completed
				<p>financial support or made indicative pledges, totalling £120K. Hertfordshire County Council funded and completed the bridge feasibility study and have formally committed lifetime maintenance costs for the bridge, estimated at £580K. Last month, Royston Town Council voted unanimously to commit £30K toward bridge costs, matching the commitment made by AstraZeneca. AstraZeneca has also provided a £10K grant for vegetation maintenance along the whole of the Cambridge-Royston cycle route. The A10 Corridor Cycling Campaign, with many of its members cycling to work, has raised £1.5K in small donations toward bridge costs.</p> <p>As the owner of Melbourn Science Park said to the City Deal Board last year, the A10 Cambridge- Royston cycle scheme will not only alleviate pressures on Science Park parking, which is at capacity, but it will allow the Science Park to create more jobs. This is precisely down to a significantly greater take-up of cycling, not driving, to work.</p> <p>Job creation and sustainable transport links are the key drivers for GPC investment, and partnership is the defining approach. Therefore, I would like to ask for the Assembly's support in proposing that the GPC commit necessary funds to complete the Cambridgeshire portion of this scheme, which amounts to approximately £2 million, and works with the LEP to ensure release of their pledged funds to deliver the whole scheme within the timescales I have noted here.</p> <p>This would be great win: win for residents, businesses, the GCP and the LEP.</p>		
	Patrick v Heimendahl for Cambridge BEST	2 nd November 2017	City Access	<p>Last year the protest against the City Deal concentrated around the road closures. These closures would have hit many small businesses which required vehicle access. Many businesses are struggling to keep afloat for various reasons. One of them being access. Old established independent businesses contribute the flair and charm of living in our city. Open the paper and you read that small independent businesses in our City are facing a tough time. Since last year, amongst others, we have seen the loss of 'The Cambridge Toy Shop', 'Clowns' and now 'Hobbs' after 86 years.</p> <p>It is without doubt that the road closures the City Deal proposed would have been another nail in the coffin of small independent businesses and would have led to an avalanche of further closures. We do not want this to happen! In a meeting with the Interim Transport Director of GCP at the End of March it was mentioned that the City Access policy is to plan to make cross city access impossible. The traffic survey in June, few doubt, will have looked for and found evidence to support such a policy. You all heard of the 'petal scheme' a disastrous plan born out of the same unimaginative mind-set as the road closures. These policies will lead to rat running and a dissection of our city. Cambridge has an unusually transient and mobile population but for the core residents and businesses the city is our neighbourhood. These policy only differ marginally from the PCCP and businesses and residents will pay hugely for such a negative policy.</p> <p>By abandoning the road closure last year the Assembly and the Executive Board of the City Deal showed wisdom. The suggested new policy is so similar that by the same wisdom the Greater Cambridge Partnership Joint Assembly surely must refrain from considering such traffic measures again. Could the</p>	Standing orders reinforce the Chair's discretion not to accept a question if it does not relate to an agenda item. The questions do not relate to an item that is on the agenda for discussion at this meeting and the Chair did not want the questioner to wait until January 2018 for an answer to his question and directed officers to provide a written response.	The question was referred to the GCP mailbox for a response.

No.	Questioner	Date of Joint Assembly	Subject	Question	Where and how answered	Completed
				Greater Cambridge Partnership Joint Assembly please confirm that?		
10a	District Cllr Philippa Hart	18 th January 2018	Rural Travel Hubs	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?	The question was answered in the meeting and was published as part of the minutes. http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1073&MId=7168&Ver=4	Yes
10b	District Cllr Janet Lockwood	18 th January 2018	Rural Travel Hubs	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.	The question was answered in the meeting and was published as part of the minutes. http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1073&MId=7168&Ver=4	Yes