

PETITIONS AND PUBLIC QUESTIONS

No	Question / Comment sfrom:	Item	
1.	CamCycle	A10 to Ely and A141 and St Ives Improvements	<p>Camcycle welcomes the emphasis on an Outline Business Case for the A10 project which addresses the needs of all users, including cyclists, pedestrians, disabled people, equestrians and public transport users. We agree that all schemes should be designed in line with both the government standards set out in LTN 1/20 and local and national climate targets. We note that the need for a safe active travel route from Ely to Cambridge is continually raised with us at public events, including recently at our stall supporting the Vision Zero Road Safety Day in Cambridge. Too many people are put off cycling and walking between destinations along the A10 due to concerns about safety.</p> <p>We support the recommendation for the establishment of a Member Working Group to bring together stakeholders including community groups.</p> <ul style="list-style-type: none"> – Can the committee confirm that groups including Camcycle, Ely Cycling Campaign and Milton Cycling Campaign will be included in this group? What is the timeline for the first meeting of the Member Working Group? – Will the Lifecycle Carbon Assessment that is to be applied to this project be rolled out to all highways schemes across the county?
			<p>Response: - The Member Working Groups referred to in the Committee report are for Members of the County Council and Members of the District Councils. These Member Working Groups will be able to determine following advice from officers the appropriate engagement with all community groups. The timeline for the first meetings will be decided when the Member Working Groups are formed. Engagement with key stakeholders will take place during the OBC development process for both schemes.</p> <p>The Lifecycle Carbon Assessment process is being developed in these two schemes. The further roll out of this process to other schemes is too early to confirm at this time.</p>

			However, the general principle of requiring scheme development to include a Lifecycle Carbon Assessment of some form in other schemes is anticipated.
No	Question / Comments from:	Item	Question
2.	Cllr Copely	Residents' Parking schemes	<p>One of the objectives of this scheme is: "Promotes the use of public and more sustainable modes of transport including walking and cycling" which I fully support.</p> <p>One aspect of parking which has a direct impact on the above objective, and which is not featured in this report, is that of pavement parking. It is a problem all over the city, and one I see regularly in Abbey Ward. Without a comprehensive ban from Cambridgeshire County Council, this is proving impossible to prevent between the Police and the Parking Enforcement Team.</p> <p>It is a huge problem which causing obstruction to pavements and makes it unsafe for most pavement users but in particular for children. It also makes pavements completely impassible for those who use mobility aids. It is also possible that were a resident's parking scheme to come into place, that this would encourage pavement parking even further, which would, as now, be practically unenforceable.</p> <p>My questions are as follows:</p> <p>a) As part of your review of parking throughout the city in conjunction with the GCP, will you include the problem of pavement parking, and specifically bring forward a comprehensive ban of pavement parking to the City of Cambridge alongside any proposed changes?</p> <p>b) Please would you ensure as a priority that e-scooters are included as part of the "Rebalancing streets to reflect wider range of uses" ie, that spaces for e-scooter storage (within docking stations /</p>

			racks) are included as part of the rebalancing streets proposal, as they are a second eminently fixable cause of pavement clutter.
			<p>Response:</p> <p>a) This review of resident parking schemes permits is not specifically looking at pavement parking however pavement parking is an issue that is being considered by GCP as part of the implementation of new residents parking schemes. Enforcement of pavement parking is being investigating by Members.</p> <p>b) The e scooter trial is currently being evaluated and wider roll out including storage will be considered as part of the evaluation.</p>
No	Question / Comment s from:	Item	Question:
3.	Cambridge Living Streets	Residents' Parking schemes	<p>The strategy for residents parking wisely considers the needs for provision for "car club bays, EV charging points, cycle hangers, cargo bike parking / hire schemes, pocket parks and parklets." but does not explicitly state that parking for cycles, cargo bikes and especially eScooters as well as installations of EV charging points should be on road, to ensure footway clutter is not increased by the measures suggested. These provisions may limit the number of parking bays but this scheme should explicitly acknowledge the needs of all users and the risk of increased pavement clutter could greatly undermine its benefits.</p> <p>In addition, inadequate consideration is given to the possibility that displacement of non-permit holders leads to an increase in pavement parking. It is possible this may only be addressed by properly funding enforcement.</p> <p>Will this committee ensure that proper provision is made for on road parking of cycles and eScooters and that EV charging points are not permitted to occupy pavement space? Will it also examine whether additional funding is needed for enforcement to address the potential for unintended consequences such as parking on pavements?</p>

			Response: the design of new residents parking schemes will be developed by GCP.
No	Question / Comments from:	Item	Question/Comments:
4.	CamCycle	Residents' Parking schemes	<p>Camcycle very much welcomes this report. The lack of an integrated policy on parking has long been a blocker to a wide range of sustainable transport initiatives. Removing the need for 50% of residents to support Residents' Parking Schemes through a formal consultation means that (as stated in the GCP report) small numbers of residents will no longer have an unusual veto power which can affect transport policy for the whole city. It's time to move to a more holistic approach which recognises the impact parking has on local authorities' wider transport, health, pollution and climate change goals. This should be recognised in point 4.8.2: reducing parking frees up space for more sustainable modes of transport so definitely has positive implications for low-carbon transport.</p> <ul style="list-style-type: none"> - We would like to ask the committee to approve the Cambridge Delivery Plan so that the Resident Parking Scheme programme can be restarted as soon as possible with the corresponding benefits seen across the city. - We ask the committee to include additional and much-needed cycle parking as part of this delivery plan so that a more holistic concept of parking is implemented. Will the council commit to this?
			<p>Response:</p> <p>No formal response required</p>
No	Question / Comments from:	Item	Question:

5.	Friends of Elizabeth Way	Elizabeth Way TRO	<p>Friends of Elizabeth Way is a campaign group of local residents who are seeking to improve Elizabeth Way. Our group supports the officer's recommendation that the trial of ZEVs and motorcycles on the Elizabeth Way bus lane should be abandoned.</p> <p>The County Council's traffic surveys of the Elizabeth Way bus lane show that there is a high level of use by bicycles. Indeed, Elizabeth Way is a key route for active travel in the city. However, for most of its length, Elizabeth Way does not cater for vulnerable road users. Priority has been given to motor vehicles.</p> <p>In order to shift the emphasis to encourage more active travel in the city, there are a number of steps that should be taken:</p> <ul style="list-style-type: none"> • Provide segregated cycle lanes for the entire length of Elizabeth Way, in both directions • Remove sections of dual carriageway, making it a single-lane road for motor vehicles • Reduce the speed limit to 20mph • Introduce speed cameras along the length of the road <p>Will the County Council undertake to allocate funds to provide segregated cycle lanes in both directions on Elizabeth Way, for the entire length of the road? We suggest this would best be achieved by reallocating road space, reducing the road to one lane in each direction for motor traffic. Temporary pre-formed separators (made from rubber or recycled plastic) would offer a fast way to introduce this much needed change, pending a more permanent redesign of the road to prioritise active travel.</p> <p>We look forward to hearing from you regarding timings.</p>

			Response: We welcome the positive suggestions. There are no funds currently allocated to develop the scheme, but it is something that may be considered by GCP as part of the Eastern Access Study or included as part of a future bid for Active Travel Tranche 4 by the Active Travel team.
No	Question / Comment s from:	Item:	Question/Comments:
6.	CamCycle	Elizabeth Way TRO	<p>Camcycle supports the officer recommendation to abandon the trial of EVs in bus lanes, both on Elizabeth Way and across the county as a whole. In the emerging Manual for Streets user hierarchy, fully electric zero emission vehicles are considered second to last, only above combustion engine vehicles, and local policies should reflect this. Both types of vehicle also present an equal danger to cyclists. The RAC supported our objection to these lanes with spokesman Rod Dennis saying that the trial "serves to undermine the very purpose of a bus and cycle lane."</p> <p>Given the high level of use by cycles (including e-bikes) of the Elizabeth Way lane and the current lack of bus routes on the bridge, we believe the Active Travel tranche 2 scheme for a bidirectional cycle link between St Andrew's Road and Newmarket Road should be installed as soon as possible to enable the uptake in active travel journeys the county council would like to see. A recommendation for funding for this will be sought at the Combined Authority's Transport & Infrastructure Committee tomorrow.</p> <p>Can the county council tell us when this active travel trial would commence, should the funding be agreed at the next Combined Authority board meeting?</p>
			<p>Response:</p> <p>We welcome the positive suggestions. There are no funds currently allocated to develop the scheme but it is something that may be considered by GCP as part of the Eastern Access Study or included as part of a future bid for Active Travel Tranche 4 by the Active Travel team.</p>
7.	Question / Comment s from:	Item:	Question/Comments:

	Alexander Nix	Elizabeth Way TRO	I would like to speak in order to make the case for extending and widening access to bus lanes for motorcycles and PTWs. This is because they are a sustainable mode of transport that can play a key role in modal shift to reduce congestion and pollution. (refer to minutes for further details)
			Response: None required
8.	Question / Comments from:	Item:	Question/Comments:
	Cllr Pounds	Vinery Way TRO	Comments only
			Response: None required
9.	Question / Comments from:	Item:	Question/Comments:
	Cllr Healy	Vinery Way TRO	Comments only
			Response: None required
10.	Question / Comments from:	Item:	Question/Comments:
	CamCycle	Vinery Way TRO	We support the recommendations to make the School Street on Vinery Road permanent. The additional proposal for a physical modal filter in this location will make the implementation of this school street more sustainable in the long term as it will reduce the number of entry points that will need to be monitored by volunteers and will make the road safer at all times of day. Can the county council confirm when this modal filter will be installed?

			<p>Many other schools will not have the benefit of a permanent modal filter and we know that schools struggle to get the commitment of volunteers to monitor the school streets. The use of ANPR cameras will make it possible for more schools to introduce school streets to keep their students safe and encourage healthier journeys. However, it appears that this will not be possible in Cambridgeshire as the county council has, apparently, not yet applied to the Secretary of State for an order designating all or part of their network as a civil enforcement area for moving traffic contraventions.</p> <p>In order to ensure school streets can be maintained and replicated across the county, will the Highway Authority apply for these powers so that we can move towards delivering such schemes with the use of ANPR cameras, making it possible for more students and their families to benefit from School Streets programmes?</p>
			<p>Response: Officers are gathering information and will be preparing a report to go to H&T committee later this year with a proposal for an application to the Secretary of State for moving traffic enforcement powers.</p>
10.	Question / Comments from	Item:	Question/Comments:
	Mill Road for People	Mill Road	<p>What are your plans for further consultation from this point, and what timescale do you hope to have? Given that 72% of respondents explicitly backed the return of traffic restrictions on Mill Road bridge, can you confirm that a TRO for this measure can be put in place immediately, without waiting for the whole Mill Road plan to be finalised?</p> <p>As we have explained in our statement, we want to see changes to Mill Road carried out in an ambitious manner to provide a model for future low-traffic streets. What funding streams are available to make sure the clear wishes of residents are carried out? In particular, we learned some months ago that there has been significant underspend of the Combined Authority's 'Transforming Cities Fund'. It was suggested that some of that money could be spent on Mill Road and Coldham's Lane. Mill Road for People contacted the mayor, Nik Johnson, about this, and were told that this could be considered once the consultation results were available.</p>

			<p>Can you confirm that this will now be urgently and energetically taken forward so that we don't lose what could be an amazing opportunity.</p> <p>Can you confirm that any measures put in place as a result of this consultation will make sure not to disadvantage residents in any part of Mill Road and the adjoining streets? In particular, we are concerned about potential rat-running through Petersfield streets such as Tenison Road which occurred during the previous restrictions.</p>
			<p>Timings: If H&T approves, the Traffic Regulation Order application will be worked up following H&T. The TRO process includes formal consultation. Officers are working on the practicalities of enforcement, though the intention is to move to consultation as quickly as possible. And if the TRO is ultimately approved, to implement upon approval.</p> <p>Funding: The County is exploring funding opportunities, with the GCP and with CPCA – We have identified the potential surrounding Transforming Cities Funding and are engaging with the CPCA on this.</p> <p>Surrounding Streets: The proposals would be introduced in a form that is considerate of wider impacts. It would be supported by monitoring of the surrounding network to help manage any unintended consequences.</p>
11.	Question / Comments from	Item:	Question/Comments:
	Mill Road Traders	Mill Road	Not received believe to be comments only
			<p>Response:</p> <p>None required</p>
12.	Question / Comments from	Item:	Question/Comments:
	Cllr Healy	Mill Road	Comments only

			<p>Response:</p> <p>None required</p>
13.	Question / Comments from	Item:	Question/Comments:
	CamCycle	Mill Road	<p>We are very pleased to see the results of the Mill Road consultation and urge the Highways Committee to proceed with the officers' recommendations to consult on the Traffic Regulation Order to reinstate the popular Mill Road modal filter. Clear public support has been undoubtedly demonstrated now. This needs to be followed with a clear statement of intent that a scheme will definitely happen - all future communications should be based on how this scheme will proceed, not whether. We support all of the recommendations but would like to know how soon the county will be prepared to install the modal filter?</p> <p>To support this filter, a proper streetscape for Mill Road is important. There will need to be cycle parking, seating, dedicated blue badge spaces, short-stay shopper parking, wider pavements, relocation of street furniture like cycle parking off the pavement and onto road space, improved street space for trading (like parklets) and pavement continuity at sideroads (something that the Mill Road Traders advocated for in their recent presentation as well). A modal filter on its own, without these enhancements, would undermine support for the change, and these improvements would help reassure traders of the county's intention to get more people visiting and stopping on the street.</p> <ul style="list-style-type: none"> - Will the county commit to these improvements? - Will street improvement works be developed alongside the TRO consultation to avoid unnecessary delay? - Do you agree that the GCP should work with local residents and groups on scheme detail, rather than producing a design in isolation?
			<p>Response:</p> <p>Subject to H&T approval the County would launch a formal TRO consultation. If that process concludes with an approval, then we would seek to introduce the modal filter asap.</p>

			Street improvement works will be developed alongside the TRO consultation. The County is presently working with CPCA/GCP to identify funding and to scope the work. Designs will not be produced in isolation.
14.	Question / Comments from	Item:	Question/Comments:
	CamCycle	CPCA LTCP	<p>We urge the Highways Committee to push the Combined Authority to do a better job on the Local Transport and Connectivity Plan.</p> <p>This draft plan is disappointing and falls well behind the leading work from other local authorities. This plan is not the rewrite that was promised last summer but a slightly modified rehash of what went before. It is still written from a vehicular perspective which shows a fundamental structural problem.</p> <p>Camcycle understands that any future Local Transport Plans will be required to include an integrated cycling and walking strategy, an integrated bus strategy, emissions reduction targets and timeline. This has not been adequately done in the LTCP, putting future funding at risk.</p> <ul style="list-style-type: none"> - What will the county council do to ensure that best-practice approaches are applied to our transport plans and are compatible with future DfT guidance? - Will the county include more specific targets in each region, such as doubling cycling (measured in total number of cycling trips) which is one of the objectives of the second cycling and walking investment strategy?
			<p>Response:</p> <p>The County Council is working with the Combined Authority to ensure that the Local Transport and Connectivity Plan is as robust as possible. It is likely that the new LTP guidance, when published will include new requirements of transport authorities and the Combined Authority will need to consider these as it moves towards adoption of its new plan. The Council will seek to support the Combined Authority in addressing new and best practice approaches consistent with the new LTP guidance when published.</p>

			<p>The council shares the desire to achieve challenging emissions targets and would wish to see alignment between the Council's own target to achieve net zero emissions by 2045 from the LTCP. The Council will be seeking to set specific targets in its strategies.</p>
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