

**9<sup>th</sup> June 2022 Greater Cambridge Partnership Joint Assembly**  
**Public Questions Listed by Agenda Item**

<p>James Littlewood</p>	<p><b>Agenda Item 9 – Cambridge South East Transport Scheme</b></p> <p>There have been some significant changes in relation to CSET scheme:</p> <ol style="list-style-type: none"> <li>1. Preferred Option for Local Plan is to extend Biomedical Campus next to A1307. This won't be directly served by the CSET route, whereas it could be served by an option discounted in 2018. This will significantly increase the Benefit Cost Ratio of that option compared with the current route.</li> <li>2. A factor in the GCP Boards' 2018 decision to discount a route in the A1307 corridor was that it could not form part of the Cambridgeshire Autonomous Metro (CAM). The CAM has been dropped. Given that CAM was a factor in reaching a decision on preferred routes, there is a requirement to review that decision.</li> <li>3. Now that the detailed route alignment is known, it will poorly serve the villages of Sawston, Stapleford and Shelford and in some cases could undermine bus services that serve village centres.</li> <li>4. Planning Inspector recently granted permission for a development, including creating a new country park. The Busway would run adjacent to this park having a negative impact on the park. In other words, the negative impact of the Busway has increased.</li> <li>5. Permission for Cambridge South Station will be granted ahead of the busway. The rail scheme will proceed first and therefore the busway construction works will have to fit around or be delayed by Network Rail. This creates a risk of further delay, compared to alternative options.</li> </ol> <p>An alternative busway within the A1307 corridor would deliver similar journey times and reliability at significantly less cost, more quickly and with less damage to the countryside. Due to the expansion plans of the Campus it would deliver better Benefit Cost Ratio. Please will the GCP review the decisions made in 2018 and 2021 against an optimal scheme in the A1307 corridor?</p> <p>Option 2 of the proposed alignments around the retirement village would leave an area of land between the busway and Haverhill Road which was no longer viable for agriculture. The landowner has already indicated that they will not allow this land to be used for mitigation because they have development aspirations for it. It is therefore almost certain that if Option 2 went ahead that there would be a planning application submitted for housing on that land. Whilst the outcome of such an application cannot be known, there is clearly a risk that development could be granted in future. Especially as approval has been given for development on an adjacent site. Therefore, it is misleading to conclude that the impact on landscape, environment and green belt would be similar for both options; Option 2 carries a high risk of future harm whereas Option 1 does not. It is important that the consultation highlights the risk of future development associated with Option 2, so that people are fully aware of the implications of their choice. Please will you commit to providing information about this risk as part of the public consultation?</p>
<p>Cllr Alex Bulat County Councillor for Abbey</p>	<p><b>Agenda Item 10 – Parking Strategy Update and Residents' Parking Scheme</b></p> <p>The spring consultation clearly showed that football parking is the top issue highlighted for Abbey residents. As most of Abbey, except the few streets part of York area, is still under review for any scheme, I would like to ask the GCP Joint Assembly how can work more effectively with the County Council and other stakeholders and support residents who will face football parking, verge and pavement parking in the meantime, until any other schemes are considered. Despite local enforcement presence and the football club promoting the use of the Park &amp; Ride, this remains a significant problem, so residents would like commitments on this particular issue which is rather unique in Abbey as the home of our stadium. How can we tackle this issue and promote active travel?</p>

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<p>David Stoughton Chair Living Streets Cambridge</p>	<p><b>Agenda Item 10 – Parking Strategy Update and Residents' Parking Scheme</b></p> <p>The analysis of the results of the Parking Issue Engagement closely reflect those of our own surveys over the last 18 months, namely that the number one issue for pedestrians, and clearly for local residents, is parking on footways. We would submit that not only are there areas in which this problem is most frequently experienced but there are specific locations in which businesses have arrogated to themselves the pavement outside their premises as a private parking space for themselves or their customers, forcing all regular users of the footway out into the road. It is interesting to note too that the challenges presented by the school run and problems of safety posed for school children come up at numbers 4 and 7 respectively and that these concerns are also consistently reported to us.</p> <p>The statement in 5.27.10 on page 161 of the report offer a succinct summary of our shared findings. Yet within the recommendations there seems a notable absence of intent to address either of these issues directly. The assumption seem to be made that parking on footways and verges cannot be addressed directly until further legislation is enacted. We would like to request closer examination of this. Not only were powers to address the issue given by then Parliamentary Under Secretary of State, Norman Baker in February 2011 but other authorities in England have addressed or intend to address the problem directly. Locally, Peterborough is using TROs to tackle persistent parking on verges and elsewhere, including in Sheffield, the intent is there to take action on a broader front.</p> <p>We understand that the GCP may not currently be mandated to act directly in respect of pavement parking or school streets and that there are intractable historic problems in some areas, perhaps most obviously in Romsey, but given these findings, it is surely possible to seek remedies and make recommendations to the Highways and Transport Committee of the County Council and others with more direct responsibility. Will this Assembly recommend that options to remedy these major concerns be investigated and the appropriate authorities be requested to take whatever action is possible and ensure that funds are made available for enforcement?</p>
<p>Josh Grantham, CAMCYCLE Infrastructure Campaigner</p>	<p><b>Agenda Item 10 – Parking Strategy Update and Residents' Parking Scheme</b></p> <p>Camcycle very much welcomes this report. The lack of an integrated policy on parking, and more serious control over it, has long been a blocker to a wide range of sustainable transport initiatives. Indeed, we would go so far as to say that excessive parking provision has been the top blocker to achieving new cycle infrastructure in key locations on main roads.</p> <p>For instance, in the past, when asking for a mere two spaces to be removed to create 20 secure cycle parking spaces that would free pavements of badly-parked cycles, we have been told that this was impossible due to lack of revenue. This lack of joined-up thinking has to change.</p> <p>The consultants' report, section 3.2.7, at long last states in black and white the clear problem with previous residents' parking policy:</p> <p>"The current County Council policy is that a new scheme cannot be introduced unless supported by 50% of residents in the relevant area responding to a consultation. This gives small numbers of residents an unusual veto power which can affect policy for the whole city, restricting the County Council's ability to make changes to the highway network at a holistic, city-wide level."</p> <p>The report is quite right to describe this as an "unusual veto power". It is utterly ludicrous to be spending tens of millions of pounds on very welcome bus lane schemes, when freebie parking still remains available within 10 minutes' walk of the city centre. This is not joined up thinking.</p>

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	<p>1. Does the committee agree that residents parking must at last now be recognised not merely as a street by streets issue, but as a strategic traffic management tool as well? And that the introduction of parking and traffic management schemes which will benefit the city as a whole, cannot be held up due to a 'small number of residents with unusual veto powers'</p> <p>2. And that it needs to be introduced as soon as possible, even where there is not yet overall support in an area?</p>
Helen, Jaz and Nigel Seamarks	<p><b>Agenda Item 11 – Waterbeach Station Relocation</b></p> <p>We object to the proposed £20m loan to RLW and ask members to confirm whether they feel this is a good use of public money?</p> <p>This is a controversial project; the housing application was passed by 1 vote.</p> <p>How can the GCP discuss lending or funding a developer £20m whilst member organisations of the GCP are discussing S106 monies and still to complete key planning issues. Until the S106 funding is complete and signed off this Item should be deferred. The press and public should not be excluded from the discussion to ensure transparency.</p> <p>RLW is not delivering the number of low cost houses as per the CCC/SCDC obligations. GCP should ONLY support housing infrastructure projects that meet CCC/SCDC rules. £20m of public funds could fund many low cost homes for Young Persons.</p> <p>RLW is made up of a number wealthy institutions who have the funds to bridge this gap as demonstrated by publicly available accounts. St Johns College is a member of RLW and they have £20m available for investments. In 2019 St Johns' investment fund had over £600m investments and £60m in cash. The GCP should reject the call for Public Money and remind RLW that their application was fully funded and accountable.</p> <p>This is potentially a poor return for the local tax payer. The GCP should explore how the £20m payment to the Developer will be recovered. The Car Park revenue needs to be reviewed by a third party. - Waterbeach station car park is not really used, with the public preference being FREE on-street parking.</p> <p>As St Johns College will gain from the £20m if approved ; we assume full transparency with the University members of the GCP declaring an interest. With inflation, are members confident £20m is sufficient ?</p> <p>The GCP should offer Waterbeach Residents a non-binding Local Referendum if £20m of public purse should fund the Station move as part of the local engagement.</p> <p>The residents of Waterbeach petitioned in vast numbers not to use Bannold Road and Cody Road during construction. If the GCP feel the public purse should fund the Station relocation it should attach a condition to the loan that RLW must use the U&amp;C A10 entrance for construction vehicles. U&amp;C mentioned at the last village public meeting that U&amp;C and RLW have now found a way to share the new road infrastructure. At the time of planning; RLW and U&amp;C were not engaging. As this has changed the A10 entrance condition should not be an issue.</p>
Jude Sutton Co-Chair Waterbeach and District Bridleways Group	<p><b>Agenda Item 11 – Waterbeach Station Relocation</b></p> <p>Waterbeach &amp; District Bridleways group represents 150 riders from Waterbeach (including riders attending Hall Farm Stables riding school which is the local riding for the disabled centre) and an additional c50 riders from surrounding villages plus the College of West Anglia, who share interest in the local access routes. It also represents some 200 horses owned by these riders and riding establishments. The group are British Horse Society members.</p>

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Question:

We object to the obstruction by default of intense buildings and vehicular traffic, of the ancient and important equestrian access route at Bannold and Cross Drive.

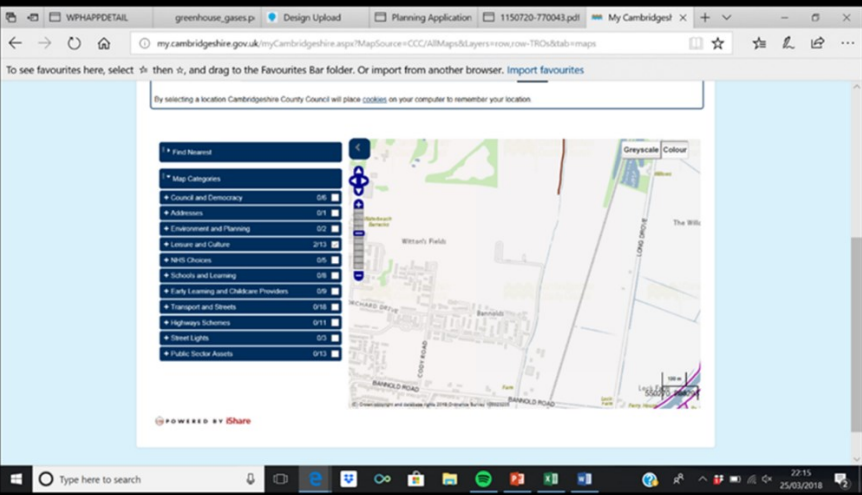
Current design plans fail to provide for the needs of equestrians, who are now classified as equally vulnerable road users by the 2022 Highway Code.

Will GCP/CCC/SCDC ensure:

- Installation of NMU bridges/multiuser bypasses to provide access and cross links between Bannold Drove/Cross Drove so equestrian ROW on this ancient byway are protected
- Inclusion of equestrians on all related shared/active travel/greenway paths and any underpasses, with the quality of the shared paths being suitable for equestrians.
- Protection if the amenity if Bannold Drove by ensuring parity of access for equestrians and equal soft surface meterage to hard top.
- The public purse is not used to fund the station relocation, which is a design desire of developers to have London train access, not the existing community, and published accounts of both developers and related consortium members show sufficient monies to fund it.
- We request that our representing body the British Horse Society are identified as consultees on the station relocation project and engaged with accordingly.



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<p align="center">Roxana Cislariu</p>	<p><b>Agenda Item 11 – Waterbeach Station Relocation</b></p> <p>Although I do not fully agree with relocating the existing Waterbeach Station instead of fulfilling the Condition of planning application no. S/2075/18/OL for the completion of a NEW train station in New Waterbeach, after reading the available documents I understand why it could stand as a suitable compromise. As shown on the ILLUSTRATIVE MAP-A1 P included with planning application no. S/2075/18/OL, the relocated station's location has the potential to nicely serve both the existing and the new part of Waterbeach. However, I believe that the relocation of the station imperatively requires a series of supporting infrastructure projects such as an extensive network of safe bike lanes, bike parking, and pedestrian streets to facilitate sustainable transport to the relocated station all the way from the peripheral areas of Waterbeach. Is there a plan for creating cycling infrastructure and pedestrian infrastructure to connect both the new and old town together and to the relocated station, and if so when and where will it be made available to the public?</p>
<p align="center">Jane Williams</p>	<p><b>Agenda Item 11 – Waterbeach Station Relocation</b></p> <p>First I would like to to raise the following points with the committee:</p> <p>Page 227 Para 1.4 in the agenda pack states:</p> <p>This is incorrect- the resolution was to grant permission at the committee meeting – not grant permission. This is a significant factual error. A Decision Notice has not been issued as S106 agreements have not been signed off to enable permission to be granted. The application is awaiting decision.</p> <p>Page 228 para 1.6 is also factually incorrect.</p> <p>Question:</p> <p>RLWE repeatedly stated at public consultations that they as the developer would fully fund the relocated station. Why were RLWE unable to secure a commercial funding arrangement? Does this indicate the risk /terms are so difficult that no funder was prepared to commit? If so why is the GCP prepared to do so?</p> <p>Payback based on station car park revenue is not the same as profit. Revenue is total income pre deductions. If revenue is anticipated at only £200K per annum- not all of this is likely to be available to pay off the GCP loan. This gives a loan payback period of at least 100 years. As the GCP is already over committed by £112m is this a wise investment/use of City Deal? How will City Deal be match funded to cover the shortfall and fund City Deal</p>

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	<p>projects.? It is noted that this will only be a partial completion of the relocated station. What guarantees have been given that RLWE will be able to complete and fund the build in the future?</p> <p>What is Network Rail's position regarding the capability of the station being delivered by 2025? At what stage of negotiation are RLWE/Network Rail to enable delivery? How much will it cost to decommission the existing station and who will fund it?</p> <p>RLWE have financial obligations to mitigate the impact of the relocated station in the Waterbeach village area and beyond including, public realm, road/ footpaths. Will funding be available?</p> <p>What business model/ predicted numbers are the GCP using for the Waterbeach greenway, segregated busway, park and ride and relocated station? Has the change in working patterns due to Covid been considered? Policy SS/6 para 3.42 SCDC adopted local plan states "The existing A10 is at capacity and road improvements will be required, including measures to address capacity at the Milton junction with the A14. Both developers of Waterbeach New Town, Urban &amp; Civic and RLWE " have substantially underfunded transport plans" as stated by Sharon Brown SCDC Assistant Director of Delivery. See link to the broadcast of Planning Committee meeting held on 29th January 2021 at 7hrs 04min:  <a href="https://www.youtube.com/watch?v=0blfv3t_x6s">https://www.youtube.com/watch?v=0blfv3t_x6s</a></p> <p>With this in mind should the required infrastructure for Waterbeach New Town be looked at as a whole rather than individual developer schemes?</p>
Lynda Warth	<p><b>Agenda Item 11 – Waterbeach Station Relocation</b></p> <p>We appreciate the Transport Director's confirmation recorded in the last Minutes regarding equestrians that 'the GCP would not worsen the current infrastructure available to them and would make improvements whenever it was reasonable and cost-efficient to do so'. We would point out that equestrians are entitled to benefit from public funding in the same way as other active travellers not least because the equestrian industry, excluding the racing industry, contributes over £100 million to the Cambridgeshire local economy every year.</p> <p>Despite significant planning consultation submissions by both the BHS and Waterbeach &amp; District Bridleways Group, the current plans for the relocation of Waterbeach include no provision for the safeguarding of the amenity of Bannolds Drove byway for soft surface users - pedestrians, dog walkers, runners, off road cyclists, carriage drivers and horse riders. Proposals are for a permanent change to the surface, from a semi-soft surface track to a hard top. Currently, there is the ability for equestrians to walk, trot and canter along the drove.</p> <p>Bannolds Drove links to Cross Drove byway, is well used by equestrians and provides one of only two circular equestrian friendly off-road routes in Waterbeach as it links to Long Drove. The plans for Waterbeach Greenway (pedestrians / equestrians / cyclists) include links to Bannolds Drove.</p> <p>Can the Assembly please confirm that the railway station relocation will be required to include safe off road access provision for users of the byway with appropriate surfaces i.e. at least 3m soft surface amenity and links to the existing and proposed NMU network? We would ask that the BHS and WDBA are consulted during the design process and their comments used to inform decisions.</p>
Elizabeth McWilliams	<p><b>Agenda Item 11 – Waterbeach Station Relocation</b></p> <p>This question concerns the proposed use of £20m of public money moving Waterbeach Railway Station to the New Town. The City Deal is worth an average of £33m per year so this is a considerable proportion of that.</p>

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	<p>Planning permission to move the Railway Station was granted by South Cambs District Council (SCDC) on 9 Jan 2020. Waterbeach Parish Council made multiple objections and raised concerns about where the funding would come from. were S106 monies not available.</p> <p>SCDC held a special meeting on 29 Jan 2021 to consider Waterbeach New Town part 2, i.e. the RLW development.</p> <p>The Committee agreed that: 'No dwellings shall be occupied until the approved railway station [...] has been completed and is open for use [...] and the link road [...] with the A10 [...] has also been completed and is open for use.'</p> <p>It now appears that negotiations on the S106 agreement have come unstuck, including over the Station location, with the developer agreeing to pay only £17m out of the required £37m.</p> <p>We appear to be stuck in a situation where one of the partner bodies (SCDC) has made planning decisions that it can't deliver, and now 4,500 homes might not be built unless the station is moved at public expense.</p> <p>Wouldn't it make more sense for GCP to be involved in these big planning questions, rather than being asked to fund the consequences of them, with the difficult fall out that other projects will have to be cancelled?</p>
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