

HIGHWAYS AND TRANSPORT COMMITTEE – (7th September 2021)

PUBLIC QUESTIONS

No.	Question from:	Item	Question
1.	Milton Cycling Campaign	Integrated Transport Block Strategy Aims Funding Allocation	<p>During a recent meeting in July 2021 with Urban and Civic and Cambridgeshire County Council (John Finney was the officer present at that meeting) it was discussed a possible upgrade to the Car Dyke crossing by Urban and Civic. Due to the nature of this crossing (high motor vehicle speeds and high volume of vehicles) it was suggested by Milton Cycling Campaign (and other parties) during the meeting if a signalised crossing would be a possibility at this crossing due to the suggested proposal not meeting LTN 1/20 standards. John Finney indicated that there would be a future allocation by another developer for this crossing in a few years' time.</p> <p>Our question is, seeing as this has already been identified as a possible improvement by Cambridgeshire County Council, the bad collision record at this junction (resulting in the death of a baby boy and a serious injury to his mother) and the proposed expend by U&C wouldn't it make sense to upgrade this junction to a fully signalised junction, as opposed to the staggered approach suggested, which will cost more money, more carbon cost and more disruption to its users?</p>
	Response from:		Response
	Chair		The works to be undertaken by Urban and Civic are in accordance with the S106 agreement associated with the planning consent for their application S/0559/17/FL and are for the widening of the footway to allow for shared walking and cycling, (which includes an improved crossing over Car Dyke Road) and for a Toucan crossing to cross the A10 located to the north of Waterbeach Road. The other developer of Waterbeach New Town RLW do have an obligation to signalise the Car Dyke Road junction, although this is not likely to happen for several years as Jon mentioned in your meeting.
No.	Question from:	Item	Question:
2.	Mr Edward Leigh	Cambridge South Station	The proposed response to the Network Rail TWAO application for Cambridge South station makes no reference to the design capacity of the station, nor its integration with bus services. Smarter Cambridge Transport believes that the submitted design is seriously inadequate on both counts, as set out in the attached objection we submitted on 2 August.

			Does the County Council recognise the merits of our arguments? If so, will it amend its response to the TWAO application to make similar points about the design capacity and integration? If not, what is the County Council's contingency plan if the design capacity of the station does prove to be inadequate, or the lack of tight rail–bus integration fails to support the level of modal shift required to ensure the viability of planned future expansion of the Biomedical Campus and growth in the catchment area for the station (including along the CSET corridor)?
	Response from:		Response:
	Chair		<p>In the comments that were in Appendix A of the Committee Report were sent to Network Rail on 13.9.21- it was also stated when this response was sent that during the discussion Members raised concerns regarding:</p> <ul style="list-style-type: none"> • Capacity and future capacity at the station • Capacity and future capacity at drop of points • Links from the station to the hospital sites • Potential impact of parking on surrounding residential areas. <p>In response to the question raised elements are covered as detailed below: Integration between bus and rail is covered on page 13 of Committee Report Access to the station page 14 of Committee Report Access to Hospitals page 13 of Committee Report And Station Capacity page 15 of Committee Report</p>
No.	Question from:	Item	Question:
3	Mrs Sarah Lambert	Road Safety Schemes	<p>What will the CPCA/CCC do to rectify the dangerous situation it has created by funding/designing/constructing the A10/A142 BP roundabout scheme last year, despite all three road safety audit which made it clear that this would make it harder and more dangerous for pedestrians and cyclists to cross the A10?</p> <p>Were the increased risks to vulnerable road users highlighted to Members/Cllrs of CPCA/CCC when decisions were made about the scheme through the political process? If not why not?</p> <p>How are the CPCA/CCC going to resolve the dangerous situation in the short term?</p> <p>Given that it is over a year since Local Transport Note LTN (1/20) was published, why have neither CPCA/CCC adopted this note and make it clear that all schemes need to meet this</p>

			standard? It is noted that other Local Authorities have adopted this and that this guidance would prevent similar situations arising again.
	Response from:		<p>The Cambridgeshire and Peterborough Combined Authority (CPCA) committed at the 14th July Transport and Infrastructure Committee for officers to engage with Cambridgeshire County Council Officers to discuss and review the situation at the A10/A142 Roundabout.</p> <p>Following that meeting officers met at the roundabout on Tuesday 31 August to walk the roundabout and discuss a way forward.</p> <p>The risks mentioned in the Road Safety audit were discussed at CCC Highways and Transport committee in June 2020. The report and minutes of the meeting can be found here.</p> <p>Officers have reflected on the scheme itself which fulfilled the objectives that were set out at the time. A commitment had also been made by the CPCA to include the location as a point of focus within the A10 Dualling and Junctions scheme which is now entering Outline Business Case stage, it is proposed that this location be considered within that business case as an early quick win, to accelerate any study into the risk, the options and consultation on a solution, subject to committee and board approval.</p> <p>The CPCA has adopted the need for all Transport and Infrastructure schemes to meet the LTN 120 and Gearchange policy standards and in fact the Lancaster Way roundabout which followed the A10/A142 Roundabout did, following consultation, have additional pedestrian and cycling facility incorporated in the final design and build</p>