

**16th February 2023 Greater Cambridge Partnership Joint Assembly
Public Questions Listed in Order of Receipt**

| From | Question |
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| <p>Milton Cycling Campaign Question to be asked by on their behalf by Roxanne De Beaux</p> | <p>Agenda Item No. 6 : Greater Cambridge Greenways –Barton, Horningsea, Melbourn, and Sawston</p> <p>Milton Cycling Campaign is very disappointed with the greenway proposal for Horningsea. This proposal lacks ambition, in particular the following areas:</p> <ul style="list-style-type: none"> - Modal shift: <ul style="list-style-type: none"> o We believe the Benefit Cost Ratio provided of 2.3 to be incorrect, as it assumes modal shift which will not be achieved. o The proposals for Horningsea will do nothing to encourage modal shift from the village to Cambridge and vice versa. The quiet road/street treatment is not recommended for roads with the amount of traffic Horningsea Rd/Clayhithe Rd have according to LTN 1/20 Figure 4.1, even with a 20 mph speed limit, as the last traffic count from 2008 (https://roadtraffic.dft.gov.uk/manualcountpoints/941026) indicates that there are already close to 6000 vehicles travelling on that road per day. If a modal filter cannot be installed, and no space exists within the highway boundary, then an alternative off-road route must be found instead. o Horningsea Rd is a high-speed road. The path not only needs to be widened but separated from the road by a verge which meets the desirable minimum separation of 2 metres for a 60mph road. - Cost vs Benefit: <ul style="list-style-type: none"> o Capital expenditure should not be diverted to regular maintenance. o The proposal fails to create any new links, and merely improves very slightly on what already exists. - Lack of new links: <ul style="list-style-type: none"> o We would rather see a project which creates a fully usable link with Milton, Waterbeach and Cambridge North, as per the original consultation response. <p>For these reasons we ask the GCP to take this proposal back to the drawing board and deliver a set of proposals which provide the following:</p> <ul style="list-style-type: none"> - A safe cycling route in Horningsea village - An improved active travel link with Milton, Waterbeach and Cambridge North - An LTN 1/20 compliant route from Horningsea to Cambridge |
| <p>Lynda Warth County Access & Bridleways Officer - Cambridgeshire British Horse Society</p> | <p>Agenda Item No. 6 : Greater Cambridge Greenways –Barton, Horningsea, Melbourn, and Sawston</p> <p>Wadloes Path update to bridleway’ - upgrade rejection. CCC has created a precedent of a bridleway with a useable width of less than 3 metres at Wilsons Road, Longstanton. Pinch points on bridleways are acceptable. This path, with its adjacent verges providing a mixed surface path would meet this standard and more. It would require no changes other than maintenance of hedging and potentially removal of some low branches. This is an essential, safe route for local horse riders some of whom are liveried along the path. Please can the upgrade be reinstated?</p> <p>Horse riders have taken part in Greenway consultations on the designs presented, assuming them to be correct. Yet access to sections of Greenway routes is caveated by ‘subject to RSA approval for equestrians.’ Subsequent exclusion on this basis means horse riders have been misled into providing their support for the scheme and lost their opportunity to object. Please can the Board require close cooperation between the RSA</p> |

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| | <p>and the Greenway Teams so that, unlike the Sawston Greenway, designs meet not only cycling requirements but also those for inclusion of, and therefore the safety of, equestrians prior to consultation and construction?</p> <p>There are two roundabouts, one either side of the M11 bridge, at Barton. Equestrians are included in the proposals for the bridge but not the roundabout crossings. The GCP analysis of the Barton Greenway shows that 18% of respondents to the crossings were equestrians, the same number as the M11 bridge. Cambridge Polo Club with 60 horses is right next to M11N slip road and Mill Iron Cobs with 6 young horses, that require regular moving to their fields, is on the other roundabout. These road users must be included in the proposals prior to approval of the route for the safety of all road users.</p> |
| <p>Roxanne De Beaux on behalf of Camcycle</p> | <p>Agenda Item No. 6 : Greater Cambridge Greenways –Barton, Horningsea, Melbourn, and Sawston</p> <p>For many years Camcycle, along with other stakeholders and local residents, has repeatedly raised concerns about the length of time and delays involved in developing Greenways proposals. The response has always been that this was the time required to ensure quality delivery of the greenways routes. However, with each new greenways consultation, it is apparent that as more time passes, the quality of the greenways proposals is diluted.</p> <p>Shared paths of inadequate width, routes that lack accessibility for users of adapted cycles and wheelchairs, 'quiet routes' on roads with too much car traffic travelling too fast, poor junction design, compromises on crossing and loss of promised connections like bridges are all issues that undermine what were good aspirations for our Greenways. For example, removing proposals to update Baits Bite Lock bridge to allow trikes/cargo and other non-standard cycles and wheelchairs in line with LTN 1/20 will make the Horningsea Greenway inaccessible to many potential users. How can the GCP justify these designs, which, due to poor quality, will fail to deliver the modal shift you claim to seek?</p> <p>How will the GCP ensure that proposals are brought up to standard, including LTN 1/20, which is applicable to rural areas, so that Cambridgeshire residents get the quality of infrastructure they deserve?</p> |