



GREATER CAMBRIDGE PARTNERSHIP EXECUTIVE BOARD

4:00 pm

Thursday 3rd October 2019

Council Chamber

South Cambridgeshire Hall

Cambourne

AGENDA

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1. Apologies for Absence	(-)
2. Declaration of Interests	(-)
3. Minutes	(3 - 21)
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9. Date of Next Meeting	(-)
<ul style="list-style-type: none">• 4:00 pm Thursday 12th December 2019 at South Cambridgeshire Hall, Cambourne	

MEMBERSHIP

The Executive Board comprises the following members:

Councillor Lewis Herbert	-	Cambridge City Council
Councillor Ian Bates	-	Cambridgeshire County Council
Councillor Aiden Van de Weyer	-	South Cambridgeshire District Council
Claire Ruskin	-	Business Representative
Phil Allmendinger	-	University Representative

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For more information about this meeting, please contact Nicholas Mills (Cambridgeshire County Council Democratic Services) on 01223 699763 or via e-mail at Nicholas.Mills@cambridgeshire.gov.uk.

GREATER CAMBRIDGE PARTNERSHIP EXECUTIVE BOARD

Minutes of the Greater Cambridge Partnership Executive Board
Thursday 27th June 2019
4:00 p.m. – 6:40 p.m.

PRESENT:

Members of the Greater Cambridge Partnership Executive Board

Councillor Aidan Van de Weyer (Chairperson)	South Cambridgeshire District Council
Councillor Ian Bates (Vice-Chairperson)	Cambridgeshire County Council
Councillor Lewis Herbert	Cambridge City Council
Professor Phil Allmendinger	University of Cambridge

Members of the Greater Cambridge Partnership Joint Assembly in attendance

Councillor Tim Wotherspoon (Chairperson)	Cambridgeshire County Council
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Officers

Peter Blake	Director of Transport (GCP)
Chris Malyon	Deputy Chief Executive and Chief Finance Officer (Cambridgeshire County Council)
Niamh Matthews	Head of Strategy and Programme (GCP)
Nick Mills	Democratic Services (Cambridgeshire County Council)
Andrew Munro	Project Manager (GCP)
Rachel Stopard	Chief Executive (GCP)
Wilma Wilkie	Governance and Relationship Manager (GCP)

1. ELECTION OF CHAIRPERSON

It was proposed by Councillor Herbert and resolved by majority that Councillor Van de Weyer be elected Chairperson of the Greater Cambridge Partnership (GCP) Executive Board for the coming year.

2. ELECTION OF VICE-CHAIRPERSON

It was proposed by Councillor Herbert, seconded by the Chairperson and resolved unanimously that Councillor Bates be elected Vice-Chairperson of the GCP Executive Board for the coming year.

3. APOLOGIES FOR ABSENCE

Apologies for absence were received from Claire Ruskin.

4. DECLARATIONS OF INTEREST

There were no declarations of interest.

5. MINUTES OF PREVIOUS MEETING

The minutes of the previous meeting, held on 20th March 2019, were agreed as a correct record and signed by the Chairperson.

6. QUESTIONS FROM MEMBERS OF THE PUBLIC

The Chairperson informed the Executive Board that six public questions had been submitted and accepted, although one of these questions had been subsequently withdrawn. It was agreed that the questioners would be called to address the Board at the start of the relevant agenda item, with details of the questions and a summary of the responses provided in **Appendix A** of the minutes.

7. FEEDBACK FROM THE JOINT ASSEMBLY

The Executive Board received a report from the Chairperson of the GCP Joint Assembly, Councillor Tim Wotherspoon, which summarised the discussions from the Joint Assembly meeting held on 6th June 2019.

Referring to the Joint Assembly's concern about poor air quality in the City, Councillor Wotherspoon commented on a recent meeting of the Cambridge Area Bus Users Group which had taken place since the Joint Assembly met. At the meeting Stagecoach had stated that it was working to reduce its emissions from its bus fleet and promised a major announcement in September. He also reported that both Stagecoach and the representative from Ascendal (which incorporates Whippet) both said that the biggest

challenge to running a reliable and frequent bus services in this area was congestion in Cambridge city. Councillor Wotherspoon suggested the Executive Board should bear this in mind when considering the City Access proposals.

8. CITY ACCESS AND PUBLIC TRANSPORT IMPROVEMENTS

Robin Pellew was invited to ask a public question on behalf of Stacey Weiser, the details of which are set out in **Appendix A** to the minutes, along with a summary of the response.

The Director of Transport presented the report, which contained the findings from Choices for Better Journeys, a public engagement exercise established to determine people's views on the City Access project's aims to secure a step-change in public transport, reduce congestion and improve air quality in and around Cambridge. Over 5,000 had responded and this provided a wealth of data reflecting people's views on the challenges and potential solutions. Referring to comments made by the Joint Assembly about public transport, he stressed that the GCP was working with the Combined Authority and its consultants to produce a public transport network that was capable of dealing with the growth being experienced in the area. Road space needed to be opened up in order to accommodate the level of growth, as there was no point in expanding public transport services to sit in queues of traffic. He also drew attention to the fact that air quality and climate change were key measures although this had not been part of the original City Deal.

Councillor Bates proposed the following amendment to the recommendations, which was seconded by Councillor Herbert for the purpose of allowing the amendment to be discussed:

In recommendation (c) delete the words 'public transport and demand management' and in recommendation (d) delete the words 'and demand management'.

He also referred to background information tabled at the meeting [subsequently published on line] in support of his proposal.

While discussing the amendment, members:

- Noted the importance of engagement with the public and other bodies and highlighted the fact that there had already been extensive consultation on this topic. Responses to Choices for Better Journeys indicated there was support for introducing a pollution charge. City Access would also be the subject of ongoing public debate, including that by the proposed Citizens' Assembly.
- Recognised the need to ease congestion before public transport could be significantly improved. While it was right to say that air pollution was heavily generated by buses, coaches and taxis, the biggest contributor was congestion. One of the fundamental threats was that congestion had a detrimental impact on public transport which led to people being disinclined to use it. Unless congestion was addressed it would be impossible to have a decent bus service. It was important to acknowledge that congestion impacted not just on motorists, but also had an impact on cyclists, pedestrians and residents.

- Acknowledged the suggestions covered in the supporting document and agreed that they should form part of the emerging package of measures to be investigated and considered, noting that some of them were already under consideration. However, one member emphasised that the principles included in the report were evidence-based, while the suggestions put forward in the amendment's supporting document were not backed up by such evidence, nor was there an indication of how they would be funded.
- Considered the importance of the words 'public transport' and 'demand management' that the amendment proposed to remove from the recommendations, with one member suggesting that their removal would send the wrong signal when there was a need for urgent progress to be made. It was emphasised that retaining the original wording did not rule out pursuing other initiatives. One member suggested that there were three critical elements to be progressed concurrently – an intervention to cut congestion; fast public transport routes; and a demand management public transport transformation.
- Noted that the original recommendations could be revised at a later date if it was considered necessary or desirable, whereas removing options from the table at an early stage could prove restrictive. It was also argued that the results of the public engagement exercise indicated a clear mandate to consider a wide range of options.

On being put to the vote, the amendment was lost.

The Chairperson informed the Executive Board of a written proposal from Claire Ruskin to add a comma to recommendation (c) between the words 'GCP's vision' and 'for public consultation', which was unanimously agreed to by members.

While discussing the report, members:

- Praised the work carried out during the public engagement exercise, as well as in the production of the report. Particular appreciation was reserved for the fact that it did not just cover the area falling under the GCP's remit, but also the rest of Cambridgeshire and even neighbouring counties. It represented an evidence-based report which gave a clear public mandate to develop a range of options and come back with detailed proposals for careful consideration.
- Suggested that the impact of heavy congestion holding up traffic entering the city was counter-productive to attempts to encourage commuters to use public transport.
- Noted that Cambridge was the only city in the country in which cycling represented the most popular form of transport for short journeys, while acknowledging there was also an increasing willingness for longer journeys to be carried out on bicycles.
- Acknowledged the importance of Cambridgeshire Autonomous Metro (CAM) in the longer term, subject to getting the funding right. This was a continuing source of dialogue between the GCP and the Combined Authority. It was noted that when City Access had been discussed with the Mayor he had supported the consultation and the principle of demand management.
- Considered the importance of an effective and reliable transport system for those who were not able or did not wish to use private vehicles, noting this was especially

important given that many people lived outside the city centre due to high housing costs. It was also noted that the opinions of those who worked in the city should be taken into consideration and not only the opinions of residents.

- Recognised that although there was widespread support for the CAM project, it would not be fully implemented for over ten years and plans needed to be made on a shorter timescale than this, especially considering the clean air targets already established for 2021. At the same time, it was suggested that contingency plans should be considered in the event of CAM not progressing and that it would be ideal for details of the funding of CAM to be released within a year.
- Proposed developing a relationship with schools in order to establish a programme that aligned with school holiday periods.
- Noted the importance of establishing the sequence of interventions that would be made, how they interacted with each other and what their impact would be, both on an individual and collective basis. Members sought and received confirmation that the measures contained in the supporting document put forward by Councillor Bates would be considered alongside other emerging proposals.

On conclusion of the debate the Chairperson put the recommendations to the vote.

The Executive Board resolved to:

- a) Note the findings of the recent public engagement and the support for the GCP's vision to improve transport and tackle congestion across the Greater Cambridge area;
- b) Agree that air quality and climate change are key considerations in the development of a final strategy, alongside tackling congestion;
- c) Agree to develop a package of public transport and demand management measures to deliver the GCP's vision, for public consultation;
- d) Agree the key principles upon which the transport and demand management package will be based, as outlined in the report; and
- e) Note the successful bid for funding through the Government's 'Innovation in Democracy' programme to deliver a Citizens' Assembly looking at City Access, which would meet in the early Autumn before making recommendations to the Executive Board in December.

9. WEST OF CAMBRIDGE PACKAGE – CAMBRIDGE SOUTH WEST TRAVEL HUB

Councillor Martin Harris, Tim Arnold and Peter Hayde were invited to ask their public questions. The questions and a summary of the responses are provided in **Appendix A** of the minutes. It was noted that a fourth question from Edward Leigh had been withdrawn as he was unable to attend the meeting. The Chairperson referred to written representations sent to Executive Board members by Trumpington Residents Association and Smarter Cambridge Transport.

The Director of Transport presented the report which provided an update on the progress of the West of Cambridge Package following public consultation and additional work. He stressed that this was not the final decision on the scheme as the next step the Executive Board was being asked to approve was the preparation and submission of a planning application. The report aimed to address the challenge of congestion, particularly on the gyratory, and the forecast increase in demand for park and ride and travel hub space in the area. Attention was drawn to the responses to the recent public consultation in section 6 of the report, which indicated strong support for improving walking and cycling options in the area, with over 70% of responses supporting development of this site and using the existing infrastructure in place.

However, while there was broad support for the scheme there were also entirely legitimate concerns about what the impact would be on local communities and local environments. The Director of Transport emphasised that this was something officers would continue to work on when developing detailed design work. It was important not just to mitigate the potential impacts of the scheme, but to ensure that local residents benefitted from it in terms of enjoying access to the travel hub and the facilities it would provide.

While considering the report, the Executive Board:

- Noted that the figures used in the report were based on current data and queried whether projections on future data were available, given that there were still firms moving into the Biomedical Campus and sections of Papworth Hospital were still to be opened. The Director of Transport recalled the Biomedical Campus report discussed at the last meeting, which included reference to the projections for the wider campus site. The projections included in this report concentrated on the gyratory in question.
- Acknowledged that the junction was already overloaded and that the Trumpington Park and Ride would not be able to provide sufficient space for the predicted growth in traffic numbers, but expressed concern over the tendency to promote Park and Ride schemes as a solution to traffic problems. It was suggested that the Executive Board should not be focussed on making things easier for cars and that instead alternative public transport schemes should be developed, while current ones should be improved.
- Clarified that the majority of users of the scheme would come from north-bound traffic on the M11, with the intention being to improve traffic flow by minimising the number of vehicles that were either forced or chose to circulate the gyratory in order to reach the best placed travel hub.
- Noted the cost benefit of using the agricultural crossing, an existing crossing over the M11, for public transport, walking and cycling. This would provide a segregated system to separate public transport, pedestrians and cyclists from motor vehicles and avoid them having to use the gyratory. It was noted that there were concerns about the use of the agricultural crossing and potential impact on the environment. In response to this officers were looking to see if there was a way of creating significant additional capacity at the junction to incorporate all traffic, however work to date had not found a solution.
- Requested a breakdown of the costs of the various elements of the scheme, primarily the cost of the main travel hub and estimated cost of providing the agricultural crossing. It was suggested that this information should be included in public statements, to

increase transparency and understanding of the high cost. The Director of Transport agreed to provide members with this information, but added that the advantage of using the existing infrastructure such as the agricultural crossing was that it kept costs down. In response to a further question he confirmed that the £30m quoted in paragraph 8.1 covered the cost of building a travel hub, improvement to the gyratory and connecting slip roads to the south bound A10 towards Foxton and Trumpington Road.

- Established that Highways England had been consulted extensively on the scheme, were broadly supportive of the principle behind the project and GCP was working closely with Highways England design consultants on how this could be delivered.
- Clarified that the construction stage would be carried out in a phased delivery programme.
- Expressed concern over the challenge of managing two park and ride sites close to each other and the detrimental effects on traffic flow that could arise from drivers travelling around the roundabout deciding which site to use. Officers acknowledged the concerns and noted that such confusion already existed when the current Park and Ride site was full. Emphasis would be placed on ensuring that suitable signage was installed, alongside effective traffic management, to alleviate the problem.
- Acknowledged that traffic issues, and therefore the quality of life and air quality, could be worsened in communities along the A10 to the west of the proposed development and that mitigating these potential problems was of great importance. There was concern that this was necessary as a result of a failure to effectively plan for the expansion of the Biomedical Campus.
- Noted that the site should be referred to as a Travel Hub, as opposed to a Park and Ride, and that attention should particularly be given to provision for cycling and walking. It was reiterated that the scheme should also be considered as part of a larger strategy to reduce congestion and that there was a large amount of crucial work going on alongside these proposals.
- Acknowledged the challenge from Smarter Cambridge Transport and others questioning whether this travel hub was needed and where it fit within the broad strategy. It was however suggested there was a clear need as this junction was already overloaded and the existing Trumpington Park and Ride site was no longer able to meet demand. It was important to consider the proposals in the context of the broad strategy of improving main public transport routes, interception and reduction of connection, and note this proposal would help address the transport challenge. It was however accepted that local communities had concerns but further measures would be required to address this.

Councillor Herbert proposed the following amendment to recommendation (c):

Add the words 'and further work' after 'local communities'.

It was resolved unanimously to approve the amendment.

On conclusion of the debate the Chairperson put the recommendations, as amended, to the vote and the Executive Board resolved unanimously to:

- a) Note the findings of the recent public consultation;
- b) Endorse the recommendation to develop a new site and associated infrastructure necessary for access to the site west of the M11;
- c) Approve the preparation and submission of a planning application for the recommended scheme at the new site to the West of the M11 and associated access infrastructure, including continued dialogue with local communities and further work to mitigate the local impacts of the scheme.
- d) Approve the negotiation of land and rights required for the early delivery of the scheme including Compulsory Purchase and Side Road Orders as appropriate; and
- e) Agree that the Trumpington Road / Hauxton Road improvements be removed from the project scope to form a separate, new project.

10. CAMBRIDGE SOUTH EAST TRANSPORT SCHEME

Tony Orgee, Chairperson of the Cambridge and South East Transport Study Local Liaison Forum (LLF) attended the meeting to report on the outcome of the LLF workshop held on 7th May 2019 and the public LLF meeting held on 4th June 2019. The LLF had provided feedback on the proposals and although there had been differences in opinion on the various options, engagement had been good. The LLF welcomed the ongoing engagement with elected representatives and stakeholders and asked that this should continue. A matter of ongoing concern was the great deal of confusion that existed about the relationship between and responsibilities of the various bodies involved in addressing development, transport and congestion in the Greater Cambridge area. It had been suggested that it would be helpful if an explanatory note was produced. The Director of Transport undertook to provide this.

Mr Archie Garden was invited to ask his public question, the details of which are set out in **Appendix A** of the minutes, along with a summary of the response.

The Director of Transport presented the report which provided the Executive Board with an update on progress of Phase 1 of the Cambridge South East Transport Scheme, along with plans for the next public consultation phase.

In discussing the report and the route options detailed within it, the Executive Board:

- Praised the work carried out by the LLF and expressed strong support and encouragement for its continued involvement in the scheme.
- Established that there would be further information on the impact on wildlife and habitats, along with other environmental concerns, in the consultation stage and subsequent report.
- Noted that the main variations between the various options were based upon the alternative proposed sites of the potential travel hub.

- Sought clarification over why the scheme did not connect to the train lines to London or other key transport links. Officers acknowledged that it was still being determined how best to connect to the local network, while noting that future work, including such connections, was still under consideration, although all three proposed sites would be able to incorporate any future changes.
- Acknowledged that a high level of planning had been involved in how the indicative route would circulate the communities that it passed, as well as how it connected to them via strategically placed bus stops.
- Expressed concern over the road layout of the Biomedical Campus and suggested ongoing engagement with representatives from the Campus (both users and those that manage the site) and other large employers along the indicative route, in order to develop a cohesive and holistic strategy. Officers assured the Executive Board that interested parties had been consulted and that they had expressed their support for the scheme. It was confirmed that as consultation progressed it would include details of how the proposed routes would connect with the Campus.
- Noted the large number of cycle paths in the area and the importance of engaging with their users throughout the design and consultation process.

On conclusion of the debate the Chairperson put the recommendations to the vote and the Executive Board resolved unanimously to:

- a) Note the progress on delivering the Phase 1 works;
- b) Note the further work undertaken to date on identifying potential route alignments and travel hub locations for the Cambridge South East Transport Scheme;
- c) Agree to undertake public consultation on the shortlisted routes and sites in the Autumn as shown in **Appendix A**: figures 2-9; and
- d) Receive a report in early 2020 outlining the response to the consultation, Outline Business Case and final proposals for the scheme.

11. CAMBRIDGESHIRE RAIL CORRIDOR STUDY

The Director of Transport presented the report on the Cambridgeshire Rail Corridor Study, an assessment by Network Rail of forecast growth across the local rail network over the next 15 and 25 years and an assessment of the potential service and infrastructure improvements that would be required to help support it. Attention was drawn to the fact that the study assumed that Cambridge South station would be built, but this was not yet guaranteed. It was important to continue applying pressure to secure a firm commitment for this scheme.

While discussing the report, the Executive Board:

- Expressed concern over the pressure put on Cambridge Central train station and the need for improvements, including the planned second access on the east side. It was acknowledged that the rapid growth from 5 million to 12 million users would inevitably continue, especially with more connecting trips to and from Cambridge North as a result

of developments around the northern station. The GCP should continue to press for improvements not only inside the station, but also in the surrounding area.

- Welcomed plans by the train operating companies, assisted by Government and Network Rail funding, to improve secure cycle parking at the station. This facilitated more use of the train network.
- Argued that improvements to the Newmarket train line were of great importance now and could not wait until 2043, as suggested in the report. The capacity and quality of the service both needed improvements in order to reduce the number of car journeys connecting Cambridgeshire to Suffolk and Norfolk. Similar improvements that had been made to the line connecting Cambridge to Ely, and the subsequent growth in users, were put forward as evidence of what could be achieved.
- Registered support for a further focus on the capacity of Cambridge Central Station. While members noted Network Rail's view on the route out to Suffolk, they indicated that they would continue to press for work to be done on it.
- Noted the frustration expressed by the Joint Assembly that the report suggested Network Rail did not appear to have any aspiration to increase rail mode share. There was also concern that while the report started off by considering the two growth scenarios, many of the scenarios were based on the extremely conservative one. This gave an unrealistic perspective on predicted growth in passenger numbers.
- Sought clarification on how the Executive Board could continue to be involved in the process and champion and influence ongoing improvements and it was agreed that updates would be included in future Quarterly Progress Reports.
- Observed that many trains still did not stop at Cambridge North train station and that further engagement was required to provide encouragement on this issue.
- Sought clarification on the respective roles of the Combined Authority and Network Rail. The Combined Authority was the strategic transport authority and would set the policy direction. Network Rail delivered improvements on a scheme-by-scheme basis, and therefore the lead authority for each project depended on the scheme in question. It was suggested that further traction might be gained if one authority acted across the whole area, although it was noted that if the Combined Authority were to undertake such a role, it would need to be performed in conjunction with the other local authorities.

On conclusion of the debate the Chairperson put the recommendations to the vote and the Executive Board resolved unanimously to:

- a) Note the findings of the study;
- b) Support the rail industry and work with other partners to develop deliverable proposals for implementing the conclusions of the study; and
- c) Reaffirm the importance of the Cambridge South Station scheme to delivery of the Partnership's vision of a world class public transport network as the most important rail enhancement scheme in the Greater Cambridge area.

12. QUARTERLY PROGRESS REPORT

The Head of Strategy and Programme presented a report which provided the Executive Board with an update on progress across the GCP programme, including specific reference to the Mill Road bridge closure, the CAM and potential investment into Project Spring.

Councillor Bates proposed the following amendment to recommendation (c), which was seconded by Councillor Herbert for the purpose of allowing the amendment to be discussed:

Delete '£300k' and replace with '£500k'.

While discussing the amendment, members:

- Considered whether raising the maximum financial contribution would serve as a message of support for the CAM, as well as an acknowledgment of the Combined Authority's willingness to work in partnership with the GCP.
- Noted that maintaining the original figure of £300k would not restrict the GCP from providing further funds in the future if deemed necessary or desirable. There was a need for evidence based expenditure and while there was support for developing a strong business case, it was not yet clear what the Combined Authority's plans were.

On being put to the vote, the amendment was lost.

While discussing the report, the Executive Board reviewed the forward plan and items for discussion at the next and future meetings.

On conclusion of the debate the Chairperson put the recommendations to the vote and the Executive Board unanimously resolved to:

- a) Note the progress across the GCP programme;
- b) Note the update on Traffic Flow and Air Quality Monitoring during the Mill Road bridge closure, as set out in section 13;
- c) Approve a financial contribution towards the cost of the CAM Outline Business Case with the GCP contribution being limited to 10% of the total cost, up to a maximum of £300k and subject to securing agreement on a Memorandum of Understanding between the Combined Authority and GCP, as set out in section 17; and
- d) Approve an investment of £25k to support the first phase of Project Spring, as set out in section 20.

13. DATE OF NEXT MEETING

The Executive Board noted that the next meeting would be held at 4:00 p.m. on 3rd October 2019, at South Cambridgeshire Hall, Cambourne.

Chairperson
3rd October 2019

Appendix A: Greater Cambridge Partnership Joint Assembly – Public Questions and Answers

No	Questioner	Question	Answer
1.	Stacey Weiser on behalf of Cambridge Past, Present and Future (asked on her behalf by Robin Pellew)	<p>Agenda Item No. 8: City Access and Public Transport Improvements</p> <p>The Board paper for Agenda 8 stresses the increasing urgency of tackling the effect of air pollution in Cambridge. Paragraph 3.7 contains the alarming statistic that each year air pollution contributes to 106 premature deaths in Greater Cambridge.</p> <p>In response to one of our previous questions, the GCP Executive has said that any potential road charging, including a pollution charge, would be introduced only when improved alternatives to the car were in place. We can see from the various GCP project updates that such alternatives will not be in place until 4 or 5 years' time at the earliest. We are assuming that this is why the GCP Assembly discussion on 6 June concluded that "we need to move very cautiously and slowly" over the introduction of demand management.</p> <p>It would be grossly irresponsible to wait 4 or 5 years to tackle air pollution, so what CambridgePPF wants to know is what the GCP intends to do in the interim? For example, we note that nearly 50% of air pollution is caused by diesel buses, when we know that electric buses are a viable alternative. Surely the Board must recognise the urgency of starting now to plan the introduction of a Low Emission Zone covering the central area of the city?</p>	<p>The question does not accurately reflect the Joint Assembly discussion. At the meeting a range of views were expressed, which ranged from 'we need to consider carefully how to proceed' to 'we need to get on with it and do something as soon as possible'.</p> <p>The comprehensive City Access and Public Transport Improvements report brings to life what the key challenges are around congestion, air quality and climate issues faced by the Greater Cambridge area. The paper does not suggest waiting 4/5 years before making doing anything. What it does do is reflect that we need to address this in a number of ways. We need to promote public transport and that needs to be reliable in order for people to use it. We need to bring forward a comprehensive package of measures. The paper seeks to set out the nature of the problem locally, technical and engagement work to date, and a series of next steps.</p> <p>The Greater Cambridge Partnership is already engaging in an electric bus pilot with Stagecoach, has invested heavily in electric charging across the Greater Cambridge area and we are looking at how our power infrastructure can be improved.</p>

2.	Niall O'Byrne, Chair Harston Parish Council.	<p>Agenda Item No. 9: West of Cambridge Package – Cambridge South West Travel Hub</p> <ol style="list-style-type: none"> 1. At £24,500 per parking place, this project is poor value for money. Had the decision been taken to provide on-site parking for the workers at the new Addenbrookes Biomedical Campus, firms moving there would have been obliged to fund construction of on-site parking for their workforce – perhaps multi-storey parking as at Addenbrookes Hospital. Instead, publicly funded parking at the new Hauxton P & R is to be provided for corporate, well financed firms such as AstraZeneca. How can this major subvention from the 'public purse' for private industry be justified? 2. Is this new P & R to be permanent? Or is it, as the Mayor seems to have directed, a temporary infrastructure? 3. If it is to be temporary, please answer the following questions: <ol style="list-style-type: none"> a. When will it be decommissioned? b. How much will the decommissioning cost? c. Will the land be returned to its present Green Belt condition? 4. Hauxton P & R will require additional traffic lights on the A10. Northbound traffic on the M11, exiting at Junction 11, will enter the new P & R by crossing the north bound flow of traffic on the A10 at a traffic lights controlled crossing point. What measures are therefore planned to prevent tailbacks on the A10 into 	<p>The Greater Cambridge Partnership (GCP) through the City Deal is seeking to develop a sustainable transport network for Greater Cambridge that deals with the problems we face today, not based on earlier decisions taken some time ago. The problem being faced today is significant growth on the network that is predicted to increase in traffic levels in the area (and across Greater Cambridge generally) between 20% and 30% between now and 2031. Traffic levels in the area (and across Greater Cambridge generally) are projected to increase significantly by 2031 - do nothing is therefore not an option.</p> <p>The Cambridge South West Travel Hub is part of a package of projects designed to deal with this predicted growth. What we are not talking about is a conventional park and ride site where you drove to it and get on a bus. What we are seeking to do is to promote other public transport and accessible transport options such as walking and cycling. We therefore need to work with local communities to enhance the walking and cycling networks in the area. We need to encourage people coming into the greater Cambridge area to look at the last few miles of their journey into the City and complete this by public transport, cycling or on foot.</p> <p>Cambridge South West Travel Hub part of a package of projects delivering that sustainable transport network – the need for the scheme was further demonstrated by the recent Cambridge Biomedical Campus (CBC) travel report.</p> <p>Referring to costs, the initial consultation costs were for the travel hub site for the facilities and for parking and cycling arrangements. What we are proposing here are improvements to the slip roads, the gyrators and in particular improvements to the traffic signalling</p>
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		<p>Hauxton and Harston? How will the traffic lights be sequenced to avoid queuing on the M11?</p> <p>It should be noted that, currently, the A10 north from the junction of London Road and the High Street in Harston has a traffic flow of over 20,000 vehicles on an average 24 hour working day. This is forecast to increase by 30-40% in the period out to the end of the current Local Plan in 2031.</p>	<p>that will deliver benefits to the local area. That is why the costs have increased over the period and have been fully captured in line with Government Treasury Green Book requirements, including optimism bias and risk allocations.</p> <p>With reference to the temporary nature of the site, we are obliged to be cognisant of the Mayor's view that park and ride sites need to be temporary in nature. This has limited the scope of the proposals, such as the provision of a tunnel under the A10 which is clearly not of a temporary nature. That said, the Cambridge Autonomous Metro (CAM) Business Case, recently accepted by the Combined Authority, clearly has a travel hub in this part of the network.</p> <p>Nevertheless, the emerging CAM Metro proposal includes a Travel Hub node in this location linking to that network. There are therefore no plans to decommission this site if it gets approval, so there will be no costs associated with doing that.</p> <p>The issue of local traffic problems and how we can manage and mitigate this is an important one. The proposals at the moment do not include a fully optimised traffic signals system. That is already in train; we have already commenced a review of traffic signals across the entire Greater Cambridge area and have completed that audit. We know what works and what doesn't work and for all the schemes we are proposing we are looking at improving the traffic signals in the area. So, we are still looking to reduce the overall number of traffic signals as part of this scheme and they will all be connected to the wider traffic signal network; being optimised to ensure smoother traffic flows. Plans will deliver additional capacity in the area, so the gyratory, the key block on this route, will be improved.</p>
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3.	Tim Arnold	<p>Agenda Item No. 9: Cambridge South West Travel Hub</p> <p>The Park & Ride site at Hauxton will not come on stream until at least 2021 - somehow down from the 2023 figure stated in earlier rounds of proposals - and, at £55M, is significantly more expensive than the figures quoted in the 2018 public consultation (£4-12M). And, as high-profile cases such as the Ely Bypass and King's Dyke crossing show, these projects usually overrun and overspend significantly.</p> <p>Given that a 'temporary' Cambridge South Station is likely to appear in a similar timeframe - and with travel hubs at places like Foxton and Whittlesford now in the frame - isn't a Park & Ride at Hauxton a colossal waste of time and money which has been shown to be a disbenefit to both commuters and local communities?</p>	<p>The GCP aims to develop a sustainable transport network for Greater Cambridge that keeps people, business and ideas connected, as the area continues to grow; to make it easy to get into, out of, and around by public transport, bike and on foot.</p> <p>Referring to costs, the initial consultation costs were for the travel hub site for the facilities and for parking and cycling arrangements. What we are proposing here are improvements to the slip roads, the gyrators and in particular improvements to the traffic signalling that will deliver benefits to the local area. That is why the costs have increased over the period and have been fully captured in line with Government Treasury Green Book requirements, including optimism bias and risk allocations.</p> <p>The budget estimate is put together using DfT methodology and contains risk and optimism bias at standardised levels and this reflects in the budget calculations. The budget includes more than just the site itself and includes the site, access, improvements to Highways England infrastructure and slip roads.</p> <p>With reference to the temporary nature of the site, we are obliged to be cognisant of the Mayor's view that park and ride sites need to be temporary in nature. This has limited the scope of the proposals, such as the provision of a tunnel under the A10 which is clearly not of a temporary nature. That said, the Cambridge Autonomous Metro (CAM) Business Case, recently accepted by the Combined Authority, clearly has a travel hub in this part of the network. Nevertheless the emerging CAM Metro proposal includes a Travel Hub node in this location linking to that network. There</p>
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			<p>are therefore no plans to decommission this site if it gets approval, so there will be no costs associated with doing that.</p> <p>The proposed “temporary” Cambridge South Station proposal has yet be progressed.</p> <p>At the moment there has been no progress on the temporary Cambridge South Station. GCP is a funding partner for the Cambridge South Station scheme and there is currently a timeframe with Network Rail for 2025 delivery subject to a final business case, securing the required funding and critically the rail possessions.</p> <p>On the environmental assessment, work is already being done on this and information has been included in the Outline Business Case. The recommendation is that this is taken forward to a planning application and the Planning Authority will want to see what environmental, noise reduction and other concerns have been raised by the scheme and what mitigation measures are planned.</p>
5.	Peter Hayde on behalf of Harston Residents Group	<p>Agenda Item No. 9: Cambridge South West Travel Hub</p> <p>At the GCP Executive Board Meeting of 21st March 2018 Harston Residents Group expressed concern about the impact of a new Park and Ride site on traffic volume and air pollution in Harston.</p> <p>The decision of the Board was that further analysis should be undertaken for the Outline Business Case, including ; Traffic modelling along the A10 and M11 including air and noise pollution.</p> <p>It is disappointing to note in the Outline Business Case that none of this analysis has been undertaken in Harston.</p>	<p>The GCP aims to develop a sustainable transport network for Greater Cambridge that keeps people, business and ideas connected, as the area continues to grow; to make it easy to get into, out of, and around by public transport, bike and on foot.</p> <p>Traffic levels in the area (and across Greater Cambridge generally) are projected to increase significantly by 2031 – do nothing is therefore not an option.</p>

	<p>The Park & Ride option selected will include 2 additional signalized junctions, for access and egress control, which will exacerbate congestion on the A10 back to and through Harston causing additional air pollution.</p> <p>The Outline Business Case does not include Harston in the impact area of the Park and Ride site.</p> <p>The Outline Business Case Environmental Appraisal is based on incomplete 2017 data gathered by South Cambs District Council inasmuch that there were no measurements recorded for July, October, November and December.</p> <p>Particulate and ozone levels are extrapolated from this incomplete data and generalized data for South Cambs area.</p> <p>The Executive Board has recommended that officers work with communities, the Joint Assembly commented on the potential impact on communities along the A10 and the need to mitigate that impact.</p> <p>The traffic volume has increased almost 20% in 3 years to 18800 daily in 2019 [GCP figure]. A further increase of 30-40% is forecast over the next years.</p> <p>The question is: What proposals are there for mitigation of the impact on communities along the A 10 ie Harston and when the proposals are being prepared will comprehensive monitoring of current air and noise pollution be undertaken?</p>	<p>In terms of the transport modelling and the Outline Business Case undertaken this does cover the local area with the assessment going out as far as Royston.</p> <p>Cambridge South West Travel Hub part of a package of projects delivering that sustainable transport network. Other parts of the package include:</p> <ul style="list-style-type: none"> • Park and Rail facility at Foxton. • Cambridge South Station, in partnership with local and national partners. • City access & public transport improvements – paper on this agenda. • Part of the proposed mitigation for the site includes the optimisation with other traffic signals on the A10 to improve throughput and ease traffic flows on the A10 and through M11 J11 as referred to in question 1, part 4. <p>The challenge made on how to deal with local transport problems in the villages and local area is a fair one, but I would relate this to the wider network and the improvements we are planning to create. The Foxton park and rail site is targeted to deliver improvements to the A10. The Cambridge South Station will seek to deliver improvements on the A10. The report being considered by the Executive Board on City Access looking at how we access the City and what public transport network we have, not just around the City and its environs, but also in South Cambridgeshire and beyond, will contribute to dealing with problems on the A10 and other routes in. There is not a single solution to this.</p> <p>On the environmental assessment, work is already being done on this and information has been included in the Outline Business Case. The recommendation is that this is taken forward to a planning application and the Planning Authority will want to see</p>
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			what environmental, noise reduction and other concerns have been raised by the scheme and what mitigation measures are planned.
6.	Archie Garden on behalf of Stapleford Parish Council	<p>Agenda Item No. 10: Cambridge South East Transport Scheme</p> <p>We are disappointed to see that the papers provided to this meeting do not identify the fact that an alternative route for the proposed transit corridor for Strategy One needs to be properly assessed, and ask that this be formally instructed. The alternative makes further use of the former “Sawston - Haverhill Railway line” route (ref: Ordnance Survey Map of Sawston). A route via the old railway line would link naturally with the rail proposals for the East/West Railway Strategy, and deliver services to many more residents of Sawston, Stapleford and the Shelfords than the proposals in the documents presented (Page 183- Appendix “A” in the papers). Additionally, the Strategy One proposals as outlined would have a devastating impact on the green belt as well as wildlife habitats (ref: Cambridge Wildlife Trust). Representatives of the Parish Council have been assured that the alternative route is being properly assessed. Further robust representation has been made via the Stapleford and Shelford Neighbourhood planning process.”</p>	<p>Many of the issues raised in the question will be explored in more depth as detailed proposals are worked up.</p> <p>The Sawston-Haverhill Railway line was originally examined in 2017/18. It was concluded that this was not viable given the lack of available space alongside the existing Cambridge-Liverpool St main line railway, particularly at Shelford Station that is located centrally within the village. The station is surrounded by residential and commercial development that precludes taking a new route that by-passes the station and platforms that abut the railway.</p> <p>The option has been re-assessed in more detail, and a similar conclusion has been drawn. There is significant Impact on existing rail infrastructure such as electrification, and need for high containment vehicle restraint barriers to protect the railway. It has greater impact on residential properties, including proximity to dwellings on Chaston Road. It has greater impact on business, including loss of parking at Mill Court. Much of the existing road infrastructure is not suitable for providing a high frequency segregated public transport service.</p> <p>It is accepted that the alternative would reduce impact on the Greenbelt, but the majority of the route would still be in the Greenbelt. It is not accepted that the impact on the Greenbelt would be devastating.</p>

			The alternative route would be significantly more costly in terms of alterations to railway electrification, provision of high containment barriers, diversion of utilities, and alterations to existing roads.
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Greater Cambridge Partnership Executive Board
Public Questions Protocol

At the discretion of the Chairperson, members of the public may ask questions at meetings of the Executive Board. This standard protocol is to be observed by public speakers:

- Notice of the question should be sent to the Greater Cambridge Partnership Public Questions inbox [public.questions@greatercambridge.org.uk] no later than 10 a.m. three working days before the meeting.
- Questions should be limited to a maximum of 300 words.
- Questioners will not be permitted to raise the competence or performance of a member, officer or representative of any partner on the Executive Board, nor any matter involving exempt information (normally considered as 'confidential').
- Questioners cannot make any abusive or defamatory comments.
- If any clarification of what the questioner has said is required, the Chairperson will have the discretion to allow other Executive Board members to ask questions.
- The questioner will not be permitted to participate in any subsequent discussion and will not be entitled to vote.
- The Chairperson will decide when and what time will be set aside for questions depending on the amount of business on the agenda for the meeting.
- Individual questioners will be permitted to speak for a maximum of three minutes.
- In the event of questions considered by the Chairperson as duplicating one another, it may be necessary for a spokesperson to be nominated to put forward the question on behalf of other questioners. If a spokesperson cannot be nominated or agreed, the questioner of the first such question received will be entitled to put forward their question.
- Questions should relate to items that are on the agenda for discussion at the meeting in question. The Chairperson will have the discretion to allow questions to be asked on other issues.

PLEASE NOTE FROM 1st MAY 2019 THE NEW E-MAIL ADDRESS FOR SUBMISSION OF PUBLIC QUESTIONS IS 'public.questions@greatercambridge.org.uk'

FEEDBACK FROM THE JOINT ASSEMBLY MEETING
12th SEPTEMBER 2019

Report to: Greater Cambridge Partnership Executive Board

3rd October 2019

Report From: Councillor Tim Wotherspoon, Chairperson,
Greater Cambridge Partnership Joint Assembly

1. Overview

- 1.1. This report is to inform the Executive Board of the discussions at the Greater Cambridge Partnership (GCP) Joint Assembly held on Thursday 12th September 2019, which the Board may wish to take into account in its decision making.
- 1.2. Six public questions were received. Five questions related to item seven on the agenda, Histon Road Bus, Cycling and Walking Improvements; and one question related to item eight Madingley Road, Cycle and Walking Project.
- 1.3. In addition the Joint Assembly received a report from the Vice-Chairperson of the Histon Road Local Liaison Forum (LLF).
- 1.4. Three reports were considered and a summary of the Joint Assembly discussion is set out below.

2. Quarterly Progress Report

- 2.1. The Joint Assembly reviewed and commented on a number of items covered in the report including progress with the skills work stream; user experience of smart panels; digital wayfinding; funding for Cambridge South Station, and preparation for the Gateway Review.
- 2.2. Members supported the proposed financial contribution to support the RAND Europe Careers Advice Research Proposal which aimed to look at the provision of careers advice across Cambridgeshire. This would hopefully provide a clearer sense of where provision was lacking and therefore enable the Greater Cambridge Partnership (GCP) to better understand where to focus its efforts on skills in the future. Members asked a number of detailed questions about the scope of the work and reporting timescale. One member stressed the importance of engaging with service providers as well as head teachers. Noting that one of the aims of the project was to establish the criteria for assessing quality, it was suggested that there could be merit in a follow up study to assess the quality of the service being provided.

- 2.3 The Joint Assembly discussed Mill Road Bridge and noted that data on traffic and air quality had been collected during the closure period. One member questioned how useful the data would be given the additional impact of a major fire and roadworks. It was acknowledged that this would be taken into account in the data analysis, which would take place over the coming months. It was noted that some local residents had called for parts of Mill Road to be pedestrianised, which hopefully would be addressed as part of a broader urban development plan.
- 2.4 The Joint Assembly, in noting the update on local and regional transport consultations, commented that it was important to have an overview of the proposals and make sure that objectives were consistent. Contributions to the individual consultation exercises by the constituent councils should be coherent. It was acknowledged that this was a complicated issue, but it was hoped that officers would bear this in mind and bring any incoherence to Members' attention. Members welcomed work done by GCP officers and constituent councils to review the process for securing and allocating Section 106 contributions to GCP transport projects, which had resulted in a number of changes to governance and a more co-ordinated process. This work took place in response to a question raised at a previous Joint Assembly meeting.
- 2.5 One member commented that the original question had also raised the process for securing highways advice on planning applications and hoped that this was also being looked at. As the GCP was not a statutory consultee on planning settlement it would be useful to clarify to what extent and with what powers the County Council could negotiate on its behalf to 'win' Section 106 contributions for its transport schemes.
- 2.6 Noting reference to the Executive Board's decision to commission a study to identify options for increasing capacity on the local energy network, one member commented that UK Power Networks had a duty to deliver grid capacity and expressed concern the GCP was 'subsidising' this. It was however noted that the issue was one of timing as power companies had no obligation to regard planned development until it had been granted planning permission. The decision had been taken in recognition of GCP's responsibility to facilitate further sustainable economic growth. It was pointed out that the results of this type of research provided a valuable evidence base to inform subsequent discussions with Government.
- 2.7 The Joint Assembly received a presentation from County Councillor Ian Manning and researchers from the Cambridge University Science and Policy Exchange (CUSPE) on the findings of a study on reducing air pollution and congestion across Cambridgeshire. Members welcomed the initiative and thanked those concerned for sharing the outcome of their work with GCP, noting that the findings would be used to inform work on City Access.
- 2.8 The Joint Assembly had a lively and wide ranging debate on the findings, including reference to principles of policy discussions and the premise this should describe the desired characteristics and not the technology. It was suggested that the ideal approach was to focus on vehicle emission characteristics and cite modes of transport that met these characteristics. While we may have in mind a technology that might meet desired requirements, we should not preclude other technologies, current and future, that deliver the same performance characteristics. While there was general acceptance of the points being made, it was stressed that the timeframe of the study was relatively short, up to 2030, and the chances of finding an alternative to electricity to power vehicles by then was low.

- 2.9 Commenting on the proposed targets for increased travel by bus, cycle and walking, it was suggested that it would be interesting to see some of the modelling behind this and a breakdown of the potential impact by journey mode. This would help inform future decision-making. It was noted that this study should be seen as a first analysis and a more detailed breakdown could be covered by future work. One member questioned why reference to travel by train had not been included as an alternative transport mode and another highlighted the need for sustainable alternatives to be practical, affordable and reliable.

3. Histon Road Bus, Cycling and Walking Improvements

- 3.1 The Joint Assembly was broadly supportive of the recommendations, but made a number of detailed comments and observations on the proposals.
- 3.2 Commenting on plans to provide public transport options for residents during the construction period, members stressed that the impact of any diversion would affect not only Histon Road residents but also residents from surrounding villages and other parts of the City who currently used the Citi 8 bus. One member was particularly concerned about the potential impact on students attending Hills Road and Long Road Colleges. Officers were asked to bear this in mind in their discussions with Stagecoach and when planning communications with interested parties.
- 3.3 The Joint Assembly discussed plans to mitigate the consequences of the planned removal of on-street parking. One member was sceptical about the impact of laying double yellow lines along the length of Histon Road to keep the new cycle lanes clear for the majority of the time, but also allow vehicles to stop for the purposes of unloading, loading, drop-off and pick up. The success of this lay in effective enforcement, which was critical in order to minimise the impact on residents, who it was suggested were likely to abide by the law and look for alternative parking places.
- 3.4 Members commented on the consequences for traffic speed that will arise post construction along a stretch of road which would be quite straight and will be uncluttered. It was suggested that consideration may need to be given to introducing a 20 mph speed limit. One member asked that consideration be given to installing speed indicator devices as part of the project; ideally solar powered ones. This would avoid future demand on already overstretched local highways improvement budgets.
- 3.5 The Joint Assembly discussed the potential impact of HGVs during the construction period, noting this was a matter of concern for local residents. Members discussed the effect on the wider network and stressed the need to take steps to minimise the consequences on the roads along the diversion route; with input from the County Council and Highways England. This was especially important for residents of Milton Road, who faced further disruption when work on Milton Road started.
- 3.6 Members welcomed plans to increase the amount of trees and vegetation as part of the scheme, but highlighted the need for ongoing maintenance to be taken into account.

4. Madingley Road Walking and Cycle Project

- 4.1 The Joint Assembly supported the recommendations and welcomed the approach to the project which had involved an extensive pre-consultation process. Members noted the positive feedback received and hoped a similar approach could be taken to future schemes.
- 4.2 One member commented that the existing route was not an easy one to navigate as a cyclist, which would hopefully be addressed as part of the project. They also hoped it would be possible to ensure the route remained popular with pedestrians as it was currently very well used and provided an attractive green route into Cambridge. It was also suggested that consideration be given to coupling existing routes at the north and south of Madingley Road, providing a single integrated route for cyclists which avoids them having to cross the road.
- 4.3 Noting the route was heavily used by students, another member asked that the consultation timetable take term time into account. They suggested that it may also be beneficial to hold one or two events targeted at this key user group.

QUARTERLY PROGRESS REPORT

Report To: Greater Cambridge Partnership Executive Board 3rd October 2019

Lead Officer: Niamh Matthews – Head of Strategy and Programme

1 Purpose

1.1 To update the Executive Board on progress across the Greater Cambridge Partnership (GCP) programme, including updates on:

- A proposal to support RAND Europe, in conjunction with the Combined Authority and Cambridge Ahead, to carry out local careers advice research (section 8)
- s106 contributions to the GCP (section 17)
- GCP response to consultations for the Cambridgeshire and Peterborough Local Transport Plan and the England's Economic Heartland Outline Transport Strategy (section 18)
- The findings of a Cambridge University Science and Policy Exchange (CUSPE) study on reducing air pollution and congestion across Cambridgeshire (section 19)

2 Recommendations

2.1 The Executive Board is recommended to:

- (a) Note progress across the GCP programme;
- (b) Approve a contribution of £10k towards a proposal being led by RAND Europe, to carry out comprehensive local careers advice provision research. The contribution would be in conjunction with the Combined Authority and Cambridge Ahead, who have committed c£10k and c£15k respectively, as set out in section 8;
- (c) Note the proposed process for allocating s106 contributions to GCP schemes, as set out in section 17;
- (d) Note the GCP's response to consultations for the Cambridgeshire and Peterborough Local Transport Plan and the England's Economic Heartland Outline Transport Strategy, as discussed in section 18;
- (e) Note the findings of a Cambridge University Science and Policy Exchange (CUSPE) study on reducing air pollution and congestion across Cambridgeshire, as discussed in section 19.

3 Officer Comment on Joint Assembly Feedback

3.1 Details of feedback from the Joint Assembly are set out in the report from the Joint Assembly Chair. This contains details of matters discussed at the recent Joint Assembly meeting and a summary of feedback.

- 3.2 On Skills, the Joint Assembly were generally positive about progress to date. Members asked for clarification on the number of apprenticeships the GCP has secured to date; officers agreed to present the information in an alternative format to ensure it is more easily interpreted. The Skills monitoring table within this report has been amended accordingly.
- 3.3 On Smart, Members queried how learning from feedback on the Digital Wayfinding panels is being incorporated into development, as well as what insights have already been derived from the data monitoring activities around the Mill Road Bridge closure.
- 3.4 On Transport, members discussed a range of ongoing schemes:
- On the Fulbourn Road Cross-City Cycling scheme, Members asked for clarity on the completion schedule for the scheme; officers can now report that it will be completed in mid-2020, due to road-space clash with the Fendon Road roundabout works.
 - On Greenways Development, members queried the £30k overspend on the project; officers clarified that this was due to extensive engagement and consultation activities, in response to initial resident feedback.
 - On Oakington Rural Travel Hub, officers have committed to bring an update back to the Joint Assembly and Executive Board in due course.
 - On Cambridge South, Members queried the current stage of progress and the funding package for full development of the station (which is in the process of being identified).
 - On Residents Parking Implementation, Members questioned the allocation of any underspend; officers clarified that this would be in line with the GCP's usual business case development and project prioritisation process.
- 3.5 Also on Transport, the Joint Assembly noted the need for GCP contributions to transport strategy consultations to be coherent with submissions from partners and officers to highlight discrepancies early.
- 3.6 Also on Transport, Members welcomed the work by the CUSPE team on air quality and congestion across Cambridgeshire. In a constructive exchange of comments, Members particularly focused on how targets set should be interpreted and applied to future work.
- 3.7 On Economy and Environment, officers clarified the rationale for GCP investment in the work to address energy grid capacity constraints, in response to Member concerns.

4 Programme Finance Overview

- 4.1 The table overleaf gives an overview of the 2019/20 budget, as agreed at the March 2019 Executive Board, and spend as of 31st August 2019.

Funding Type	**2019/20 Budget (£000)	Expenditure to Date (Aug 19) (£000)	Forecast Outturn (Aug 19) (£000)	***Forecast Variance (Aug 19) (£000)	Status*		
					Previous ¹	Current	Change
Infrastructure Programme	34,759	8,054	35,519	+760			
Operations Budget							↔

* Please note: RAG explanations are at the end of this report.

** 2019/20 Budget includes unspent budget allocations from the 2018/19 financial year, in addition to the allocations agreed at the March 2019 Executive Board

*** Forecast variance against the 2019/20 budget.

¹ Throughout this report references to “previous status” relates to the progress report last considered by the Joint Assembly and Executive Board

Housing and Strategic Planning

“Accelerating housing delivery and homes for all”

Indicator	Target	Timing	Progress/ Forecast	Status		
				Previous	Current	Change
Housing Development Agency (HDA) – new homes completed	250	2016 - 2018	301	Scheme Complete		
Delivering 1,000 additional affordable homes**	1,000	2011- 2031	772 (was 853)			↓

*** Based on housing commitments included in the Greater Cambridge housing trajectory (published in September 2019) on rural exception sites, on sites not allocated for development in the Local Plans and outside of a defined settlement boundary.*

5 Housing Development Agency (HDA) Completions

- 5.1 The indicator for “Housing Development Agency (HDA) – new homes completed” has now been marked as complete. This reflects that the new homes directly funded by the Greater Cambridge Partnership have all been completed. 301 homes were completed across 14 schemes throughout Greater Cambridge.
- 5.2 Both Cambridge City Council and South Cambridgeshire District Council are continuing to deliver more new homes in Greater Cambridge over the next five years. This delivery is funded by various sources, including £70m funding via the Cambridgeshire & Peterborough Devolution Deal for the City Council programme. The GCP will continue to work with partners to explore additional opportunities to unlock further affordable housing.

6 Delivering 1,000 Additional Affordable Homes

- 6.1 The methodology, agreed by the Executive Board for monitoring the 1,000 additional homes, means that only once housing delivery exceeds the level needed to meet the Cambridge and South Cambridgeshire Local Plan requirements (33,500 homes between 2011 and 2031) can any affordable homes on eligible sites be counted towards the 1,000 additional new homes.
- 6.2 The updated Greater Cambridge housing trajectory published on 16 September (which is currently subject to public consultation) shows that it is not anticipated that there will be a surplus, in terms of delivery over and above that required to meet the housing requirements in the Local Plans, until 2021/2022. Until 2021/2022, affordable homes that are being completed on eligible sites are contributing towards delivering the Greater Cambridge housing requirement of 33,500 dwellings. The date at which a surplus against the annualised housing requirement is anticipated is a year later than anticipated in the previous Greater Cambridge housing trajectory (published in December 2017). The Councils believe that this slippage is a result of the change in definition of what can be considered a deliverable site (as set out in national planning policy and guidance) and included in the next five years, alongside other site specific factors that have resulted in the anticipated delivery timetable of some individual sites being later than previously anticipated and other factors such as market conditions, Brexit and the uncertain political climate.

- 6.3 The table in the Housing and Strategic Planning section above shows that on the basis of known sites of 10 or more dwellings with planning permission or planning applications with a resolution to grant planning permission by South Cambridgeshire District Council's Planning Committee, 772 affordable homes on eligible sites are anticipated to be delivered between 2021 and 2031 towards the target of 1,000 by 2031. Of this, 770 affordable homes are anticipated from 'five year supply' sites. In practice this means that we already expect to be able to deliver 77% of the target on the basis of currently known sites.
- 6.4 The updated Greater Cambridge housing trajectory has been used to calculate the Councils' five year housing land supply, and the Councils are able to demonstrate a five year housing land supply of 5.3 years for 2019-2024. Based on the updated housing trajectory, it is anticipated that the Councils will be able to demonstrate a five year housing land supply for the remainder of the plan period. Future contributions towards delivering the target of 1,000 additional homes will therefore be from affordable housing on rural exception sites or planning permissions granted as a departure from the adopted development plan, so long as the Councils maintain a five year housing land supply.
- 6.5 The latest housing trajectory (as published in September 2019) shows that 38,330 dwellings are anticipated in Greater Cambridge between 2011 and 2031, which is 4,830 dwellings more than the housing requirement of 33,500 dwellings. There are still a further 12 years until 2031 in which to deliver the remaining 228 homes against the 1,000 home target, an average of 19 homes per annum. During the remainder of the plan period, affordable homes on eligible sites will continue to come forward. With the adoption of the Local Plans and confirmation that the Councils have established a five year housing land supply, rural exception sites have started to come forward again. However, due to the nature of rural exception sites, these cannot be robustly forecast up to 2031 and will be included in the calculations as they come forward. Historically there is good evidence of rural exception sites being delivered, and therefore we can be confident that the target will be achieved.

Skills

“Inspiring and developing our future workforce, so that businesses can grow”

Indicator	Target (to March 2021)	Progress (12/08/2019)	Status		
			Previous	Current	Change
Number of people starting an apprenticeship as a result of an Apprenticeship Service intervention, since March 2019.	420	13			↑
Number of new employers agreeing to support an apprenticeship scheme, since March 2019.	320	11			↑
Number of schools supporting new, enhanced apprenticeship activity, since March 2019.	18	12			↔
Number of students connected with employers, since March 2019.	7,500	3,118			↔

Progress data from the start of the contract in March 2019, up to 12th August 2019.

7 Update on the GCP Apprenticeship Service

- 7.1 Progress figures can now be provided for all four KPIs, as the GCP Apprenticeship Service is now mobilised and delivering clear progress against each KPI since the contract was awarded in March 2019.
- 7.2 The table above outlines progress against those KPIs, agreed for the service in March 2019. It should be noted that GCP interventions have been integral to the delivery of a significant number of apprenticeships prior to March 2019. Officers expect to be able to provide a figure for the number of apprenticeships delivered by GCP interventions over the course of the programme by the end of 2019.
- 7.3 Form the Future previously indicated that they do not expect to see significant apprenticeship starts until the end of the second and beginning of the third quarter of the 2019/20 financial year, due to the time it takes to mobilise a new service. However, the service has reported 13 apprenticeship starts in the period from May 2019 to August 2019 and has outlined a comprehensive range of activities to engage employers and candidates, into the upcoming peak recruitment period.
- 7.4 As noted above, we have recorded apprenticeship starts in 11 new companies to date. During the period, the service held 136 meetings with potential new apprenticeship employers, in addition to attracting more than 40 employers to the service launch event in July. There are 24 employer meetings currently booked in August, with a potential 16 new apprenticeship starts.
- 7.5 After meeting with an additional 4 schools in this period, the total number of schools with an apprenticeship delivery plan is now 12. Form the Future delivered a workshop

on September 12th for all schools and colleges in the area to explain the GCP offer. They will also exhibit at all secondary school post-16 options evenings in the next period.

- 7.6 It is noted that 1,658 students have taken part in apprenticeship activities involving 17 employers at 7 different events in this period, bringing the total number of students connected with employers to 3,118. Further, of those 1,658, 78 have registered with the service for ongoing support to secure an apprenticeship in this period.
- 7.7 As noted above, a launch event was held for the service on July 3rd which was well-attended by employers and Headteachers and generated coverage in local media. The website for the service also went live at the end of June, with over 940 views to date.
- 7.8 As part of Form the Futures engagement with employers, nine companies have signed a pledge to recruit additional apprentices within the coming year. This is a real achievement for the service and signals the impact it is having and the buy in it has secured. The companies include:
1. Marshall of Cambridge
 2. Arthur Rank Hospice Charity
 3. Consort Medical/Bespak
 4. AVEVA
 5. Astra Zeneca
 6. Thurlow Nunn Standen
 7. Cambridge Wireless
 8. WSP (Cambridge based consultants)
 9. Ernst and Young

8 RAND Europe - Careers Advice Research Proposal

- 8.1 We know anecdotally that the careers advice offered in state funded schools is not providing the standard of advice and guidance that school students need to steer them in to the right careers. Head teachers have told us this and Form the Future have shared their concerns with us about this issue. The contract we have with Form the Future to deliver the GCP's skills service will go some way to addressing this issue. However, part of the issue is that we don't have a full picture of what careers advice is available and therefore it's difficult for providers to know exactly the scale of the issue and therefore how to address it.
- 8.2 RAND Europe have approached Cambridge Ahead with a research proposal to try and address this gap across Cambridgeshire and Peterborough. Through surveys and interviews with relevant stakeholders the purpose of the research is to:
- Map out and quantify career advice provision in schools.
 - Map out and describe providers of career advice services.
 - Map out provision in schools against types of providers.
 - Establish Criteria for assessing quality of provision.
- 8.3 The cost of the research is c£36k. Cambridge Ahead have secured £15k from their membership and are looking to the Combined Authority and the GCP to share the rest of the costs, at c£10k each. Combined Authority officers have confirmed that they support the proposal and are likely to be able to secure funding (c£10k).

- 8.4 GCP officers believe that supporting this proposal will give us a clearer sense of where provision is lacking and therefore enable the GCP to better understand where it could focus its efforts on skills in the future.
- 8.5 Officers recommend that the GCP invest £10k to fund the delivery of this research, along with the partners mentioned above.

Smart Places

“Harnessing and developing smart technology, to support transport, housing and skills”

Project	Target Completion Date	Forecast Completion Date	Status		
			Previous	Current	Change
T-CABS (CCAV3 Autonomous Vehicle Project)	Dec 2020	Dec 2020			↓
Smart Panels – Phase 3 Extension	Mar 2020	Mar 2020			↔
Smart Panels – Phase 2 Extension	Complete				
MotionMap – Phase 2 (Enhancements)	Complete				
Digital WayFinding – Phase 2 (Development)	Dec 2019	Dec 2019			↔
ICP Development – Phase 2	Sep 2019	Sep 2019			↔
Mill Road Bridge Closure: Deploy and Start Baseline	Complete				
Mill Road Bridge Closure: Data Collection and Early Analysis	Dec 2019	Dec 2019			↔
Update report on integrated ticketing opportunities	Complete				
Data Visualisation	Mar 2020	Mar 2020			↔

9 T-CABS (C-CAV3 Autonomous Vehicle Project)

- 9.1 The prototype vehicle continues to be developed in Coventry. There have been several iterations on the design of the chassis which have led to vehicle trials being delayed. Engineering trials were initially expected in September 2019 and are now expected to take place between October and December 2019 both in Coventry and Cambridge. Passenger trials remain on track to start in Summer 2020.
- 9.2 Development has continued using a non-powered prototype and the exterior design, bodywork and glazing of the vehicle are expected to be completed in September 2019. A Risk Management group, focusing on the health and safety aspects of running autonomous vehicles on the busway, has been established with representatives from both County and GCP teams involved. Work has been initiated on safety cases for the trials, and this group will contribute to their development.

10 Smart Panels – Phase 2 Extension

- 10.1 A new “Pocket Smart Panel” has been developed in an extension of the existing Smart Panel travel information product. It is a web based version of the smart panel that can be downloaded via a QR code and customised by the user to show real time information about the bus stop nearest to them). It is currently being trialled for bus stops at the West Cambridge Site and Shire Hall.
- 10.2 3 further Smart Panels have been deployed at Guildhall, Mandela House and Vantage House. A Phase 3 extension of the successful Smart Panel work will run through the remainder of the year and deliver the Pocket Smart Panel and Smart Panels in additional locations across the region.

11 Digital Wayfinding – Phase 2 (Development)

- 11.1 The Smart Cambridge team are engaging with partners around the city, including CBC, to understand the requirement for various wayfinding solutions at specific locations. An evaluation of potential alternative options such as VR/AR (Virtual Reality/Augmented Reality) is being carried out, alongside reviews of successful wayfinding implementations carried out in other UK cities.

12 ICP Development – Phase 2

- 12.1 Work continues on the platform, with the inclusion of additional data sources such as car park usage figures. Bluetooth traffic monitoring information has already been added to the platform. The ICP team are also reviewing data from the Mill Road closure, flagging anomalies which can then be investigated.

13 Mill Road Bridge Closure – Traffic Flow and Air Quality Monitoring

- 13.1 Traffic and Air Quality sensors have been successfully installed on and around Mill Road to monitor the impact of the bridge closure. Data from both sets of sensors is being collected. Traffic sensor data is being made available on the Cambridgeshire Insight website and Air Quality data will also be made available in the same location by the end of September.
- 13.2 Reports of traffic lights not working correctly on Cherry Hinton Road were received by the signals team. Using the sensor data collected, Smart were able to provide information on the number of vehicles using the road as a result of the bridge closure. This information allowed the signals team to make an evidence based decision on changes to the traffic light phasing, reducing the build-up of congestion on the road. More details can be found on the Smart Cambridge website².
- 13.3 The next phase of work will cover continued data collection, early analysis of the data collected to date, engagement with the local community and an interim report on the sensors used for the trial.

14 Update report on integrated ticketing opportunities

- 14.1 The final report has been completed and is available to view on the Smart Cambridge website³. The report offers revised insight into the current state of the market as well as advice on potential roadmaps for implementation of integrated ticketing solutions in our region. As mentioned in the previous quarter's report, extracts from this report have also been used as input to the Future Mobility Zone funding bid.

15 Data Visualisation

- 15.1 Geospock (a local analytics company) are making developments to their platform enabling us to gain further insight from the Automatic Number Plate Recognition (ANPR) data that has already been processed. The work completed so far has provided detailed analysis of traffic movements around and through the City which has been shared with the GCP

² <https://www.connectingcambridgeshire.co.uk/smart-places/smart-cambridge/case-studies/>

³ <https://www.connectingcambridgeshire.co.uk/wp-content/uploads/2019/08/Greater-Cambridge-Integrated-Ticketing-Final-20190529.pdf>

transport team through several demonstration sessions. This has highlighted the benefit of such analysis and the Smart team are looking into options that will provide data to support GCP projects.

Transport

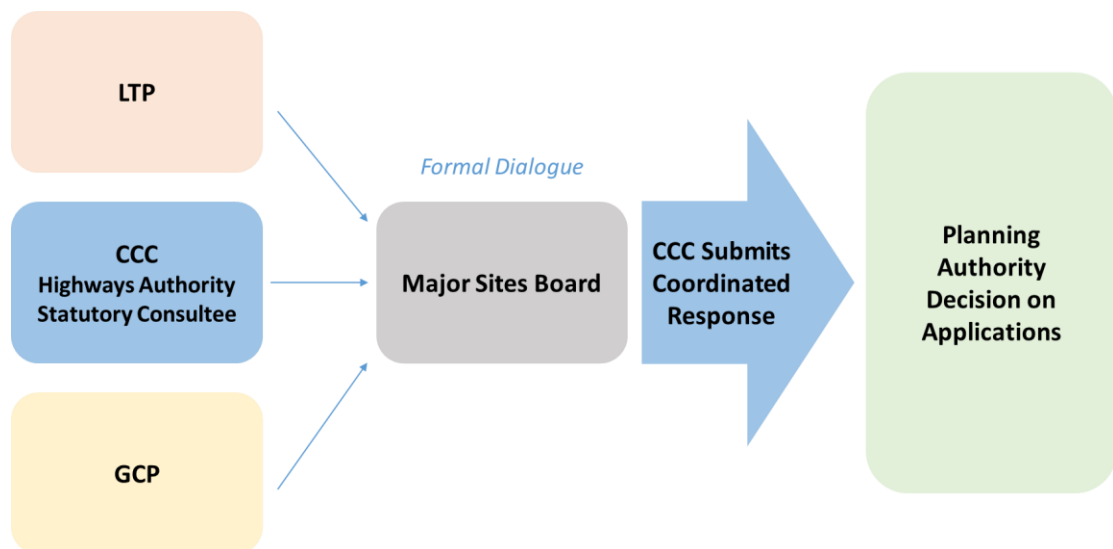
“Creating better and greener transport networks, connecting people to homes, jobs, study and opportunity”

16 Transport Delivery Overview

Project		Delivery Stage	Target Completion Date	Forecast Completion Date	Status		
					Previous	Current	Change
Ely to Cambridge Transport Study		Completed					
A10 cycle route (Shepreth to Melbourn)		Completed					
Cambridge Southeast Transport Scheme (formerly A1307)		Design	2025	2024			↔
Cambourne to Cambridge / A428 Corridor		Design	2024	2024			↔
Milton Road		Design	2021	2020			↔
City Centre Access Project		Design	2020	2020			↔
Chisholm Trail Cycle Links	Phase 1	Construction	2020	2020			↔
	Phase 2	Design	2022	2022			↔
Cross-City Cycle Improvements	Fulbourn / Cherry Hinton Eastern Access	Construction	2019	2020			↓
	Hills Road / Addenbrooke's corridor	Completed					
	Links to East Cambridge & NCN11/ Fen Ditton	Construction	2018	2019			↔
	Arbury Road corridor	Completed					
	Links to Cambridge North Station & Science Park	Completed					
Histon Road Bus Priority		Design	2022	2020			↔
West of Cambridge Package		Design	2021	2021			↔
Greenways Quick Wins		Construction	2020	2020			↔
Cambridge South Station Baseline Study		Completed					
Residents Parking Implementation		Project Initiation	2021	2021			↔
Greenways Development		Design	2019	2019			↔
Rural Travel Hubs		Project Initiation	2021	2021			↔
Travel Audit – South Station and biomedical campus		Completed					

17 Allocation Process for Section 106 Contributions

- 17.1 Following a question raised at the GCP Joint Assembly in March 2019, officers were asked to ensure that the guidance given to planning authorities appropriately reflected the GCP's strategic plan for transport.
- 17.2 As a result, GCP officers have been working closely with constituent council officers to review the process for securing and allocating S106 contributions to GCP transport projects. (This process is one part of a wider approach to securing s106 contributions, for projects and services (e.g. Education) for our local communities, which is outside of the scope of this review.)
- 17.3 The review concluded that the process would benefit from more effective governance and coordination with the aim of better reflecting the transport priorities of Greater Cambridge, maximising contributions from development, and speeding up the process in order to reduce time delay in the planning process.
- 17.4 As a result, officers have jointly agreed a more coordinated process, as set out below:



- 17.5 The main improvement is the establishment of a group of lead officers. This group would be accountable for coordinating and signing off responses to feed into the formal decision-making process. The mechanism for this role is likely to build on an existing group – the Major Sites Board – subject to amending the terms of reference for this group.
- 17.6 Members of the Major Sites Board will include senior officers from the County Council, the City Council, South Cambridgeshire District Council and the GCP.
- 17.7 Protocol for the discussion and agreement process will accord with the standard LPA planning consultation timescales.
- 17.8 It is proposed that the County Council would submit a coordinated response to applications, taking on board issues raised by the Major Sites Board. Only in exceptional circumstances, would any separate comments be submitted. It is intended therefore, that this process enables more alignment of the transport strategy and priorities for Greater Cambridge to be reflected in the planning process.

- 18 **Update on local and regional transport consultations**
- 18.1 **Cambridgeshire and Peterborough Local Transport Plan** – the Cambridgeshire and Peterborough Combined Authority are undertaking consultation on a new Local Transport Plan (LTP). GCP is not a statutory consultee for the LTP, but has been working with our partner councils as part of their responses.
- 18.2 The LTP reflects the GCP’s current programme and its ambitions are supported. Partner responses are being finalised but are likely to include reference to:
- Reflecting on the importance of climate change and carbon emission reductions in the vision and objectives for the LTP, following the declarations by partner councils concerning the Climate Emergency.
 - Developing the detail of the LTP to ensure the schemes identified meet the objectives, and that further schemes are identified where needed, particularly to meet the LTP’s sustainable travel ambitions.
 - Placing a stronger emphasis on the role cycling and walking play in commuter movements, particularly in the Greater Cambridge region.
 - Seeking clarity around the status of the ‘child’ documents to the LTP and the process for updating these.
- 18.3 **England’s Economic Heartland – Outline Transport Strategy** – England’s Economic Heartland, the sub-national transport body for the area, has published its Outline Transport Strategy and is now undertaking a period of engagement, running until 31 October. The Outline Strategy is intended to start a conversation with stakeholders across the region about how the transport system should develop over the next 30 years, identifying a series of opportunities and challenges. GCP officers will work with partners to respond to the Outline Strategy, in particular to emphasise the importance of delivering Cambridge South Station to the area, and to clarify the other priorities particularly regarding road transportation.
- 18.4 The GCP is committed to contributing proactively to local and regional transport consultations on behalf of Greater Cambridge wherever possible. The LTP and England’s Economic Heartland’s Outline Transport Strategy are vital elements of the strategic transport context, which will also be informed by other factors, including transport initiatives across the Oxford-Cambridge Arc and within the UK Innovation Corridor (championed by the London Stansted Cambridge Consortium).
- 19 **Findings of Cambridge University Science and Policy Exchange (CUSPE) Study on Reducing Air Pollution and Congestion Across Cambridgeshire**
- 19.1 CUSPE is an organisation aiming to build stronger links between early career researchers and government policy makers. GCP officers and colleagues from the County Council have been engaging with CUSPE researchers, who have been exploring policies with the highest capacity to reduce greenhouse gas emissions from transport, improve air quality and reduce congestion across **Cambridgeshire**. The full report is hosted online at www.greatercambridge.org.uk/reducingairpollutionreport/ - the findings of the research are summarised below.
- 19.2 The researchers modelled the effect of various policies, derived from case studies from cities around the world, on these factors in Cambridgeshire. Particularly, their modelling shows:

- In their baseline scenario, emissions remain at unsustainable levels by 2050.
- Acting quickly results in larger emissions savings.
- Policies that shift travel away from cars to walking, cycling and public transport yield emissions savings more quickly than vehicle electrification.
- Buses have a larger benefit when they are 'green' and busy.
- Air quality improves as diesel vehicles become less popular. This can be accelerated by promoting hybrid and electric vehicles.

19.3 In conclusion, the researchers recommend two targets:

- A minimum goal that 60% of travel in Cambridgeshire in 2030 ought to be on buses, cycling and walking – up from 40% in 2019.
- A target for 60% of new car sales in Cambridgeshire in 2030 to be electric – to be stimulated at a local policy level by providing incentives for electric vehicle owners.

19.4 The research finds that if both of these targets were met, annual CO₂ emissions in 2050 would be 65% less than 2019 levels and that in order to meet these targets, policies need to prioritise sustainable modes of travel over private cars.

19.5 The findings of the report will be considered in further detail by the Joint Assembly and Executive Board in November and December, as part of the forthcoming item on City Access.

20 2019/20 Transport Finance Overview (to 31st August 2019)

20.1 The table overleaf contains a summary of the expenditure to August 2019 against the budget for the year.

20.2 Two lines have been added to the table for 2019/20. These are:

- "Science Park to Waterbeach (formerly A10 North Study)"
- "Eastern Access"

20.3 Two lines have been removed from the table for 2019/20. These are:

- "Ely to Cambridge Transport Study" (A10 North Study) – this is now the 'Science Park to Waterbeach' project
- "Travel Audit – South Station and biomedical campus" – this project has been completed. An update on progress against the list of interventions identified by the Travel Audit will be included in the next Quarterly Progress Report.

Project	Revised Total Budget (£000)	2019-20 Budget (£000)	2019-20 Forecast Outturn Aug 19 (£000)	2019-20 Forecast Variance Aug 19 (£000)	2019-20 Budget Status		
					Previous	Current	Change
Cambridge Southeast Transport Scheme (formerly A1307)	140,735	7,647	7,647	0			↑
Cambourne to Cambridge / A428 corridor	157,000	3,612	3,612	0			↔
Science Park to Waterbeach (formerly A10 North Study)	2,600	2,067	260	-1,807			-
Eastern Access	500	500	225	-275			-
Milton Road bus priority	23,040	600	600	0			↔
City Centre Access Project	9,888	3,716	3,716	0			↑
Chisholm Trail	14,269	4,276	4,276	0			↑
Cross-City Cycle Improvements	8,934	-132	1,200	+1,332			↔
Histon Road Bus Priority	7,000	1,000	1,000	0			↑
West of Cambridge package (formerly Western Orbital)	42,000	3,000	4,700	+1,700			↑
Greenways Quick Wins	3,650	1,571	1,571	0			↔
Programme Management & Early Scheme Development	3,200	703	703	0			↔
Cambridge South Station	1,750	1,750	1,750	0			↔
Residents Parking Implementation	1,191	350	230	-120			↔
Rural Travel Hubs	700	150	50	-100			↔
Greenways Development	536	30	60	+30			↓
Total	416,993	30,840	31,600	+760			↑

20.4 The explanation for any variances is set out in the following paragraphs.

Cambridge Southeast Transport Scheme (formerly A1307)

20.5 No change in the end-of-year forecast is currently proposed, but construction costs are under pressure, and it is possible that an uplift may be required, or works are postponed. There is no forecast pressure on the overall budget which remains the same due to possible savings on Phase 2. The situation will be reviewed when Phase 2 estimates are finalised.

Cambourne to Cambridge / A428 Corridor

20.6 It is anticipated the 2019/20 budget of £3.61m will be spent by the end of the financial year. Most of the detailed works will happen subject to the decisions made at the December Executive Board, which will lead to procuring more works in early 2020. The

total cost of the project is expected to increase to £150.5m which includes risk allowance and inflation.

Science Park to Waterbeach (formerly A10 North Study)

- 20.7 It is currently forecast that there will be an underspend of £1.8m by the end of the financial year. This assumes development of the study to the end of the Options Assessment Report only. Depending on the programming of other projects, the forecast could rise to £515k with the inclusion of consultation on initial options.

Eastern Access

- 20.8 It is currently forecast that there will be an underspend of £275k at the end of the year. This assumes development of the study to the end of the Options Assessment Report only. Public consultation on this element will follow after April 2020. Depending on the programming of other projects, the forecast could rise to £545k with the inclusion of consultation on initial options. Overall budget for this project may need to be revised.

Milton Road Bus Priority

- 20.9 The budget forecast remains on target. It is currently forecast that the £600k budget will be spent by the end of the year. More spending will occur towards the last two quarters.

City Centre Access Project

- 20.10 It is currently anticipated that a substantial proportion of the budget of £3.72m will be spent in 2019/20. However, there is a potential for underspend depending on the future scope for some individual work streams.

Chisholm Trail

- 20.11 This project is currently on track to spend the allocated budget of £4.28m by the end of the year. Construction work is underway on both Phase One and Phase Two.

Cross-City Cycle Improvements

- 20.12 There is likely to be an over spend of just over £1.3m by the end of the year, as the overall budget was spent in 2018/19. This overspend was due to issues around traffic management which heavily restricted working hours and extensive public utility plant diversions. The forecast overspend has increased by £200k this month as final invoices are being paid for the recently completed schemes in Arbury Road and Green End Road, in all cases with costs higher than expected and exceeding the contractor's target costs.
- 20.13 Options to generate further income to offset the overspend are currently being looked at, in particular working with Highways England (HE) to see how these projects accord with HE's 'Designated Funds'. It is also anticipated that some money will be refunded from advance payments made to utility companies.
- 20.14 Work to complete the last two projects has been slightly delayed and is awaiting final sign-off on two land agreements.

Histon Road Bus Priority

- 20.15 It is currently forecast that the £1m budget will be spent by the end of the year. Current spend reflects work done on the detailed design phase. In the last quarter there will be mobilisation and construction costs as the build commences.

West of Cambridge Package (formerly Western Orbital)

- 20.16 The forecast variance outturn reflects the GCP Projects Board decision on 28/08/19 to purchase the land required to deliver the scheme. The spend was not forecast within this financial period as the land purchase is normally secured after planning permission is granted, but the decision was made to bring this activity forward to expedite the programme.

Greenways Quick Wins

- 20.17 Delivery on the Quick Wins projects continues and the budget of £1.57m is on track to be spent by the end of the year.

Programme Management and Early Scheme Development

- 20.18 It is currently anticipated that the £703k budget will be spent by the end of the year.

Cambridge South Station

- 20.19 At this stage of the financial year it is anticipated that the £1.75m budget will be spent. GCP is currently working with the DfT to understand when the DfT wish to draw down the funding.

Residents Parking Implementation

- 20.20 As the programme of work depends on support from local residents there is the potential for some schemes not to progress, which may result in an estimated underspend of £120k this year.

Rural Travel Hubs

- 20.21 The majority of this year's spend will focus on developing the Whittlesford Parkway Transport Masterplan, with an underspend of £100k currently anticipated.

Greenways Development

- 20.22 High priority public consultations have delayed the final Greenways consultations into 2019/20 financial year. There is likely to be an overspend of £30k this financial year to cover costs for project team staff time, consultation materials, consultant support and promotions.

Economy and Environment

21 Local Grid Constraints

- 21.1 As has been previously reported, the Economy and Environment Working Group has been considering the constraints that the energy grid within Greater Cambridge may pose on sustainable economic growth in the future.
- 21.2 Given the GCP's role in facilitating further sustainable economic growth the Board agreed there may be a role that the GCP could play, potentially alongside other stakeholders, in alleviating these constraints on the Grid and unlocking business growth that may otherwise be stalled.
- 21.3 Officers commissioned a report which found that the Grid is approaching full capacity and requires significant investment to enable further connections. Initial findings suggest that this capacity constraint has the potential to slow the delivery of housing and economic development unless action is taken to speed up the delivery of new Grid capacity.
- 21.4 In March 2019, the Executive Board agreed to allocate £40k to undertake further work on this issue. On this basis, UK Power Networks (UKPN) have been commissioned to undertake an engineering study, which will provide the GCP with a number of options to increase capacity within the local network, as well as an outline construction programme and costings.
- 21.5 Officers have continued to engage with UKPN and will receive a draft of the report in mid-September, in line with previously reported timescales.
- 21.6 The results of the study will be presented to the Joint Assembly and Executive Board in November 2019 and December 2019 respectively, alongside a number of options and next steps.

22 Cambridge & (previously known as Project Spring)

- 22.1 As agreed at the June 2019 Executive Board, the GCP made an initial £25k investment into the first phase of Cambridge & (previously known as Project Spring). In this phase, the project team are seeking to produce an evidence base for the "Cambridge Story", create an interactive web portal containing key information for investors in Greater Cambridge and develop a robust business case seeking further investment to fully develop an inward investment service for the area.
- 22.2 Working in partnership with the University of Cambridge and business community, GCP officers have been engaging proactively with the project team to review content and contribute to the project, including inputting on branding and the web portal.
- 22.3 The business case is currently being developed and officers have input into the development process. As a project sponsor, the GCP will continue to be heavily engaged in the sign-off of the business case ahead of the project team going out to seek further funding for Cambridge &.

- 22.4 Officers continue to engage in this work and will continue to review progress. The position remains that if the business case demonstrates clear value for money and the potential to deliver significant benefits in terms of inward investment into Greater Cambridge, the Executive Board may wish to consider further financial support towards the project.

Note to reader – RAG Explanations

Finance Tables

- **Green:** Projected to come in on or under budget
- **Amber:** Projected to come in over budget, but with measures proposed/in place to bring it in under budget
- **Red:** Projected to come in over budget, without clear measures currently proposed/in place

Indicator Tables

- **Green:** Forecasting or realising achieving/exceeding target
- **Amber:** Forecasting or realising a slight underachievement of target
- **Red:** Forecasting or realising a significant underachievement of target

Project Delivery Tables

- **Green:** Delivery projected on or before target date
- **Amber:** Delivery projected after target date, but with measures in place to meet the target date (this may include redefining the target date to respond to emerging issues/information)
- **Red:** Delivery projected after target date, without clear measures proposed/in place to meet the target date

EXECUTIVE BOARD FORWARD PLAN OF KEY DECISIONS

Notice is hereby given of:

- Decisions that will be taken by the GCP Executive Board, including key decisions as identified in the table below.
- Confidential or exempt executive decisions that will be taken in a meeting from which the public will be excluded (for whole or part).

A 'key decision' is one that is likely to:

- a) Result in the incurring of expenditure which is, or the making of savings which are, significant having regard to the budget for the service or function to which the decision relates; or
- b) Be significant in terms of its effects on communities living or working in the Greater Cambridge area.

Executive Board: 3rd October 2019	Reports for each item to be published: 23rd September 2019	Report Author	Key Decision	Alignment with Combined Authority
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	No	N/A
Madingley Road – approval to consult	To secure approval to consult on the scheme.	Peter Blake	Yes	CA LTP Passenger Transport Strategy
Histon Road: Bus, Cycling and Walking Improvements	To consider and award the construction contract.	Peter Blake	Yes	CA LTP Passenger Transport Strategy
Executive Board: 12th December 2019	Reports for each item to be published: 2nd December 2019	Report Author	Key Decision	Alignment with Combined Authority
City Access and Public Transport Improvements	To receive an update on the project; feedback from the Citizens' Assembly and details of a proposed package of measures and seek approval to consult on these proposals.	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy

Greenways	To consider consultation results, preferred route options and prioritisation listing	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
West of Cambridge Package – Cambridge South West Travel Hub	To consider detailed design proposals prior to seeking consent to obtain planning permission.	Peter Blake	No	CA LTP Passenger Transport Strategy
Cambourne to Cambridge Better Public Transport Project	To consider the result of further work in response to the interim report and agree the final Outline Business Case.	Peter Blake	Yes	CA LTP Passenger Transport Strategy
A10 Waterbeach to Cambridge North Access Corridor	To receive an update on the project and, if necessary, provide a steer on next steps.	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
Eastern Access Corridor	To receive an update on the project and, if necessary, provide a steer on next steps.	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	No	N/A
Executive Board: 19th March 2020	Reports for each item to be published 9th March 2020	Report Author	Key Decision	Alignment with Combined Authority
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	No	N/A
Cambridge South East Transport Scheme	To receive details of the response to the public consultation on the shortlisted routes and sites; the proposed Outline Business Case; and final proposals for the scheme.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy

Milton Road	To consider and award the construction contract.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Executive Board: 25th June 2020	Reports for each item to be published 15th June 2020	Report Author	Key Decision	Alignment with Combined Authority
City Access and Public Transport Improvements	To receive feedback from the consultation and agree next steps.	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	No	N/A
Executive Board: 1st October 2020	Reports for each item to be published 21st September 2020	Report Author	Key Decision	Alignment with Combined Authority
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	No	N/A
Executive Board: 10th December 2020	Reports for each item to be published 30th November 2020	Report Author	Key Decision	Alignment with Combined Authority
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	No	N/A

Corresponding meeting dates

Executive Board meeting	Reports for each item published	Joint Assembly meeting	Reports for each item published
3 October 2019	23 September 2019	12 September 2019	2 September 2019
12 December 2019	2 December 2019	21 November 2019	11 November 2019
19 th March 2020	9 th March 2020	27 th February 2020	17 th February 2020
25 th June 2020	15 th June 2020	4 th June 2020	22 nd May 2020
1 st October 2020	21 st September 2020	10 th September 2020	28 th August 2020
10 th December 2020	30 th November	19 th November 2020	9 th November 2020

Report to: Greater Cambridge Partnership Executive Board

3rd October 2019

Lead Officer: Peter Blake - GCP Transport Director

HISTON ROAD: BUS, CYCLING AND WALKING IMPROVEMENTS
FINAL DESIGN

1. Purpose

- 1.1. The Histon Road scheme supports the Greater Cambridge Partnership's (GCP's) transport vision of implementing improved public transport routes to encourage more people to use sustainable transport modes instead of the private car. This is a significant part of a wider public transport strategy which aims to support the feasibility of delivering proposed housing and employment growth at Cambridge Northern Fringe, Ely, Cambridge Science Park, Northstowe and Waterbeach (collectively around 27,000 new homes and 9,800 new jobs between 2011 and 2031).
- 1.2. The report presents the final construction design for Histon Road and associated landscape design.
- 1.3. The Executive Board are required to determine objections received in response to the publication of the Traffic Regulation Orders (TROs) that are required in order to implement the scheme.
- 1.4. It is proposed that the construction of the scheme is undertaken through Cambridgeshire County Council's Highways Services Contract with Skanska. On this basis, Skanska has prepared a construction budget based on the detailed design and are in the process of working with their supply chain to develop the final target cost for the construction. Subject to further negotiations and value engineering, the final budget estimate is £10m. This reflects the increased scope of the projects since its inception.

2. Recommendations

- 2.1. The Executive Board is recommended to:
 - a) Note the approved final design for Histon Road as a basis for moving to the construction phase;
 - b) Endorse minor amendments to the approved Landscaping Design and Maintenance Strategy;
 - c) Implement the proposed traffic regulation orders for Histon Road as advertised and inform the objectors accordingly;
 - d) Agree the construction and traffic management plans and note a Communications Plan to publicise construction plans is in development;
 - e) Approve the final budget estimate for Histon Road of £10m; and
 - f) Agree the award of the construction contract to Skanska under the terms of the Cambridgeshire County Council Highways Service Framework.

3. Officer Comment on Joint Assembly Feedback and Issues Raised

- 3.1 Joint Assembly had a wide ranging discussion about the final design and responses to the Traffic Regulation Order statutory consultation.
- 3.2 Members discussed concerns about the lack of bus services for residents during the construction period and noted this also impacted on those travelling into the City from villages. The officers note these relevant concerns and are committed to working with the local public transport providers to ensure that a mitigation package is put in place. Plans are being put in place so that residents living on and near to Histon Road can still access the city. The project team is working with Stagecoach with regard to making provisions for residents living further afield so they will have access to the city centre via services diverted towards the inbound bus lane on Milton Road.
- 3.3 There was a discussion on the proposed parking restriction at the south end of Histon Road and the need for adequate enforcement. Officers agree that reliable enforcement of the parking restrictions is required in order to maximise the safety for cyclists using the new cycle lanes along the length of the route.
- 3.4 The Assembly members discussed the planned diversions and acknowledged concerns about HGV traffic on Histon Road during the construction period. Officers plan to actively monitor the situation on both Histon road and Milton road using the new ANPR cameras that have recently been installed. The project team will then be able to work with the County Council, as the highway authority, in order to address the impacts of the traffic diversions.

4 Key Issues and Considerations

- 4.1 The project has the following key objectives:
 - a) Comprehensive priority for buses in both directions wherever practicable;
 - b) Safer and more convenient routes for cycling and walking, segregated where practical and possible;
 - c) Enhance the environment, streetscape and air quality;
 - d) Additional capacity for sustainable trips to employment/education sites;
 - e) Increased bus patronage and new services; and
 - f) Maintain or reduce general traffic levels.
- 4.2 **Figure 1** indicates the length of Histon Road under consideration and shows its setting within the wider strategic context. The report considered by the Executive Board on 3rd November 2015 sets out the strategic and planning background, and broader context for the scheme.

Figure 1: Histon Road in the Wider Area Context



- 4.3 In December 2018, the Executive Board approved the final design for Histon Road to be taken forward to the detailed design stage. The detailed design that has been undertaken by consultants WSP remains consistent with the previously approved design as demonstrated in the General Arrangement drawings that are set out in **Appendix A**.
- 4.4 In developing the detailed design, the consultant's design team has addressed all issues raised by the stage 1 & 2 road safety audit and worked closely with the County Council in order to develop the signals, signs, street lighting and drainage details. The County Council's Highways Services Contractor, Skanska, were also appointed to provide early contractor involvement throughout the design process in order to provide an expert view on any buildability issues, value engineering and to assist in developing the construction and traffic management plans. Skanska were also involved in the liaison with statutory undertakers in order to help develop the methodology and approach for dealing with service diversions with the view to minimising the cost and programme disruption for these activities.
- 4.5 A new Traffic Regulation Order for Histon Road is required to implement the new scheme. In following the statutory process the Order has been prepared by the Policy and Regulation team at Cambridgeshire County Council who completed the required public consultation in June/July 2019. Several objections were received from members of the public mainly in relation to the proposed removal of the parking bays on Histon Road but also in relation to introduction of the section of bus lane. The various objections, comments and officer responses are set out in **Appendix B** alongside the proposed TROs.

- 4.6 A construction budget estimate has been prepared by Skanska who are currently working with their supply chain to develop a target construction cost for the scheme. The budget estimate indicate that the project budget is required to increase to £10,000,000.

5 Options

- 5.1 One of the most challenging aspects of the detailed design was in developing the drainage strategy. The topographical survey of Histon Road identified a number of areas with no longitudinal fall requiring combined kerb and drainage solutions to be adopted. Due to restrictions imposed by Anglian Water, the design also required new soakaway systems in order to deal with all run off generated by the increased impermeable surface area. These issues contribute to slightly higher construction costs for the affected areas but should also address existing drainage issues on Histon Road.

General Arrangement Design

Junctions

- 5.2 The designs for the 4 main junctions along Histon Road have been considered in detail and were previously approved by the Executive Board. This work is supported by detailed traffic modelling in order to assess the benefits and impacts that the proposed designs will have:
- **Victoria Road/Huntingdon Road** – The design improves the environment for cyclists, offering some separation from motorised vehicles in areas where there is a current conflict. These benefits seek to be achieved without adverse impact on the ability for traffic (including buses) to flow through what is a busy junction.
 - **Gilbert Road/Warwick Road** – The design for this junction offers significant benefit to cyclists by providing off road facilities in all directions whilst maintaining segregation for pedestrians.
 - **Darwin Green** - the Darwin Green junction will be delivered by the developers and has already gone through a significant planning process. Officers will continue the dialogue with the consultants/developers to ensure that the final design fits well with and follows the general principles of the proposed Histon Road scheme.
 - **Kings Hedges Road** - officers do not propose to make any changes to it aside from improving the cycle lane approach from the A14 junction which can be achieved without affecting the performance of the junction itself with regard to vehicle flows.

Bus Lanes, Bus Priority and Bus Stops

- 5.3 A key aim of the project is to enhance bus priority on Histon Road. The design includes a length of inbound bus lane extending from Blackhall Road to Carisbrooke Road. The bus lane is estimated to improve future inbound bus journey times in the peak by up to 2.5 minutes enhancing reliability of service.
- 5.4 Implementation of the scheme will include connecting all of the signal controlled junctions to the Urban Traffic Control (UTC) system which will allow signal timings along the corridor to be optimised as well as facilitating priority for bus movements.
- 5.5 The Greater Cambridge Partnership (GCP) is currently preparing a specification for the procurement of new bus priority technology that will provide the link between buses on the road network and the UTC system to enable bus priority across the bus network as and when required. Testing of the new bus priority system is anticipated to start later in 2020.

- 5.6 Where width allows the scheme incorporates floating bus stops. This follows extensive work that has been undertaken by the County Council in developing the design alongside disability groups, cycle campaign groups, and other stakeholders, including an independent study to demonstrate their effectiveness and safety. Where floating bus stops are proposed the designs look to provide a minimum island width of 2.3m, and in most cases it has been possible to provide up to 2.5m, in order to allow adequate space for wheelchair users to manoeuvre.

Cycling and Walking

- 5.7 The provision of high quality cycling and pedestrian infrastructure is an important objective of this scheme. As well as improvements at junctions, the design includes improved cycle lanes along the length of Histon Road. Where the road is narrower, towards the southern end of the scheme, the aim is to provide an advisory 1.5m wide cycle lane on both inbound and outbound side of the road. The advisory cycle lanes progress into segregated lanes (Cambridge Kerb) as the road widens towards the Gilbert Road junction.
- 5.8 Between Gilbert Road and the Darwin Green junction the aim is to provide up to 2m wide segregated outbound cycle lane (1.5m minimum width in pinch points). On the inbound side of the road a 1.5m cycle path is protected by the bus lane for the majority of its length. The enhanced cycle infrastructure will improve safety and accessibility for cyclists but also address the current situation where vehicular flow is often disrupted due to the proximity of vehicles and cycles.
- 5.9 The aim has been to provide 1.8m wide footpaths along the length of the scheme, where current kerb lines allow, with a 1.4m wide minimum in pinch points. Pedestrian improvements also include provision of a new crossing in close proximity to the junction with Victoria Road (timed with the junction signals so as to not delay buses), as well as formalising a crossing at Carisbrooke Road.
- 5.10 The scheme includes raised tables across most of the minor residential side roads to improve accessibility for pedestrians. The design now also includes continuous footway designs across both Canterbury Street and Windsor Road in order to enhance priority for pedestrians in these areas where it was not possible to include raised tables. The area around the new pedestrian crossing near Carisbrooke Road has also been further developed, moving the outbound bus stop further from the crossing to address safety issues.

Removal of On-Street Parking

- 5.11 In order to deliver highway improvements in the narrow southern section of Histon Road, it is necessary to remove the current on street parking. This includes 31 resident parking bays that are part of the Benson Area Residents' Parking Zone (RPZ) and 4 pay and display parking bays. Removal of the on street parking is dependent on the ability to mitigate the impact, therefore, a detailed parking survey was undertaken within the area (the methodology agreed with the LLF in advance). The survey demonstrated that during the mornings and evenings there is sufficient space within the Benson Area RPZ to accommodate the displaced residents parking, created from the proposed removal of parking bays on Histon Road.
- 5.12 The TRO for Histon Road contains the provision for the relocation of the pay and display bays close by in Linden Close. These bays are required to support the nearby local businesses.
- 5.13 A number of points were raised by local residents and businesses including the requirement for loading, unloading, deliveries and accessibility for disabled people. As set out in the TRO, it is planned to introduce double yellow lines along the length of Histon Road in order to

keep the new cycle lanes clear for the majority of the time. However, these restrictions will still allow for vehicles to stop for the purpose of loading, unloading, dropping off or picking up thus retaining necessary access to all properties.

Landscape and Environment

- 5.14 A detailed arboriculture survey has been undertaken along the length of Histon Road in order to set out the required construction techniques in the vicinity of both public and private trees.
- 5.15 Designs have been developed and completed for the four main landscaping opportunity areas that include Akeman Street junction, Gilbert Road/Warwick Road junction and the junctions with Brownlow Road and Blackhall Road. A landscaping mitigation measure has also been agreed with residents to provide a new 3m high “living” fence and associated tree planting between Brownlow Road and Blackhall Road, replacing the existing hedgerow that screens a number of gardens on the outbound side of the road. The landscape designs are set out in **Appendix C**.

Construction and Traffic Management Plan

- 5.16 The construction and traffic management plan for Histon Road has been developed by Skanska in discussion with the County Council’s Streetworks team as set out in **Appendix D**. In developing the traffic management plan the project team engaged with Local Councillors, the Local Liaison Forum, Local businesses, and Stagecoach. This is a live document and will continue to be refined as part of the ongoing engagement with the local community and other stakeholders.
- 5.17 The preferred traffic management option has received a positive response from stakeholders and involves an inbound closure of Histon Road for the duration of the carriageway works which could be up to one year. This would allow up to 4 work zones to operate along the length of the road in order to significantly reduce the construction programme duration. There are many other benefits of this option when compared to using two way signal control. These include:
- Reduced construction programme time – up to 50%
 - Reduced cost – up to 30%
 - Reduced risk of delay due to hold ups when dealing with statutory undertakers.
 - Lower environmental impact on local residents lower due to no queuing traffic, shorter programme, accessibility
 - Reduced commuter rat running in minor roads as inbound access will be cut off
 - No access to HGVs from the A14 junction with Histon Road during the construction period
 - Health and Safety of workers improved, and longer working day possible
 - Ability to promote other transport modes such as cycling and public transport during the construction period which may lead to a longer term modal shift.
- 5.18 The project team is working with Stagecoach on providing public transport options to the residents of Histon Road to allow access to Cambridge City Centre during the construction period.
- 5.19 Stagecoach is also looking to divert the Citi 8 (Cottenham/Histon/Cambridge) so that it uses the Busway or Kings Hedges Road and then Milton Road to access Cambridge City Centre during the construction period.

- 5.20 The project team has committed to providing both inbound and outbound access for walking and cycling throughout the duration of the works.

Construction Contract Award

- 5.21 It is proposed to award the construction contract for Histon Road to Skanska through the Cambridgeshire Highways Services Contract. This followed consideration of the various procurement options including using the Eastern Highways Alliance Framework.

- 5.22 The proposal is driven by a number of factors:

- Skanska has recent history of successfully managing and carrying out similar works in and around Cambridge, e.g. Arbury Road.
- Given that Skanska has provided Early Contractor Involvement during the detailed design stage, this should provide a more seamless transition to construction phase.
- Skanska has committed to developing a major projects team to work on larger scale projects thus demonstrating that they are committed to providing the necessary resources.
- No lengthy procurement exercise was necessary thus keeping the project on track to commence in late 2019.

Final Business Case and Cost Benefit Analysis.

- 5.23 Following completion of the detailed design and the production of a detailed bill of quantities, a construction budget estimate has been developed by Skanska. At the time of publication of this report, Skanska are still finalising costs with their supply chain in advance of putting forward a final target construction cost for the scheme in advance of the Executive Board meeting. In light of the work that has been done so far, in order to deliver the scheme, the final project budget estimate is £10m.

- 5.24 The final target cost will be evaluated by an independent quantity surveyor to provide assurance that it is in line with current market conditions. A final series of meetings will also be held with the designers and contractors to look at any further options that there may be to bring about efficiency savings, or changes to materials and methodology that will decrease costs.

- 5.25 The final business case includes a cost benefit analysis of the scheme prepared by consultants WSP. Based on the proposed project budget of £10M this indicates a benefit to cost ratio of 1.6 to 3.3.

6 Next Steps and Milestones

- 6.1 Subject to the decision made by the Executive Board, officers plan to follow the broad programme as set out below:

October 2019	Appoint Contractor
November 2019	Mobilisation and Site Clearance Works
January 2020	Commence Construction (inbound closure)
Mid 2021	Scheme Completion

7 Implications

Financial and Other Resources

- 7.1 The scheme development and implementation is funded by Greater Cambridge Partnership through City Deal funding.

Legal

- 7.2 No significant legal implications have been identified at this stage although they may emerge as the project moves towards the statutory process stage.

Staffing

- 7.3 Project management is undertaken by Cambridgeshire County Council. Design work is undertaken by consultants WSP.

Risk Management

- 7.4 A full project risk register forms part of the Project Plan.

Climate Change and Environmental

- 7.5 The proposed measures have the potential to reduce congestion and improve air quality in the longer term through encouraging a shift towards sustainable transport modes.

Consultation and Communication

- 7.6 A programme of engagement with the Histon Road Local Liaison Forum has led to the Officer recommendations in this report. A public consultation was held in the summer of 2018 as set out by the 2018 Consultation Analysis Report listed in the background papers below. A Communications Plan to publicise the construction plans and keep residents and stakeholders informed will be developed and implemented ahead of closures.

List of Appendices

Appendix A	General Arrangement Plans
Appendix B	Traffic Regulation Orders
Appendix C	Landscape Designs
Appendix D	Construction Management Plan

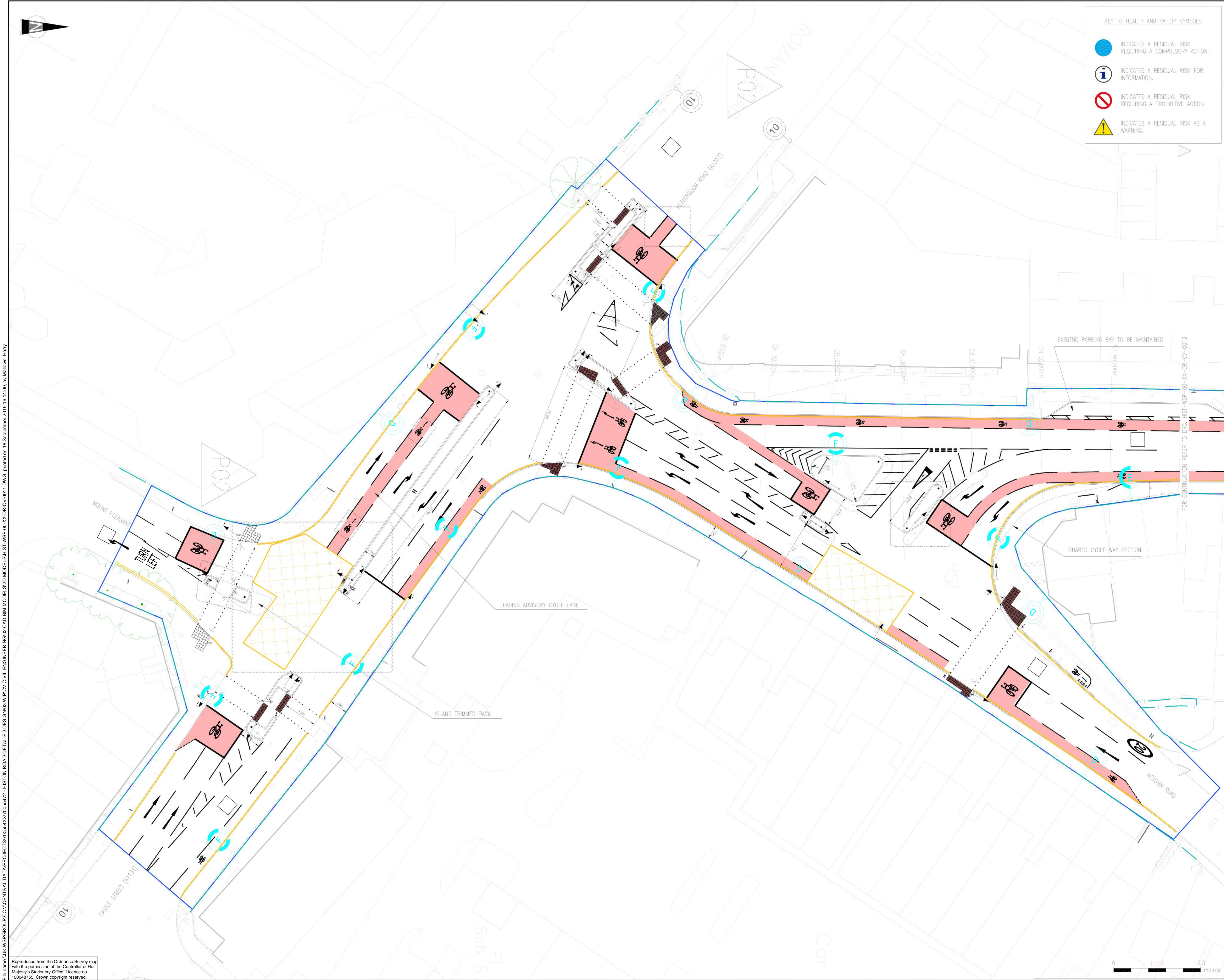
Background Papers

Title	Link
Executive Board agenda and minutes Nov 2015	http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1074&MIId=6537&Ver=4
Executive Board agenda and minutes Jun 2016	http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1074&MIId=6632&Ver=4
Executive Board agenda and minutes Nov 2017	http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1074&MIId=6858&Ver=4
Executive Board agenda and minutes Mar 2018	http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1074&MIId=7175&Ver=4

2018 Consultation Analysis Report	https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-projects/Histon%20Road%20report%20v2.pdf
Executive Board agenda and minutes Dec 2018	https://scambs.moderngov.co.uk/ieListDocuments.aspx?Clid=1074&MId=7196&Ver=4

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LEGEND

- HIGHWAY BOUNDARY
- EXTENT OF WORK
- PROPOSED KERB
- PROPOSED SIGN
- PROPOSED BUS SHELTER
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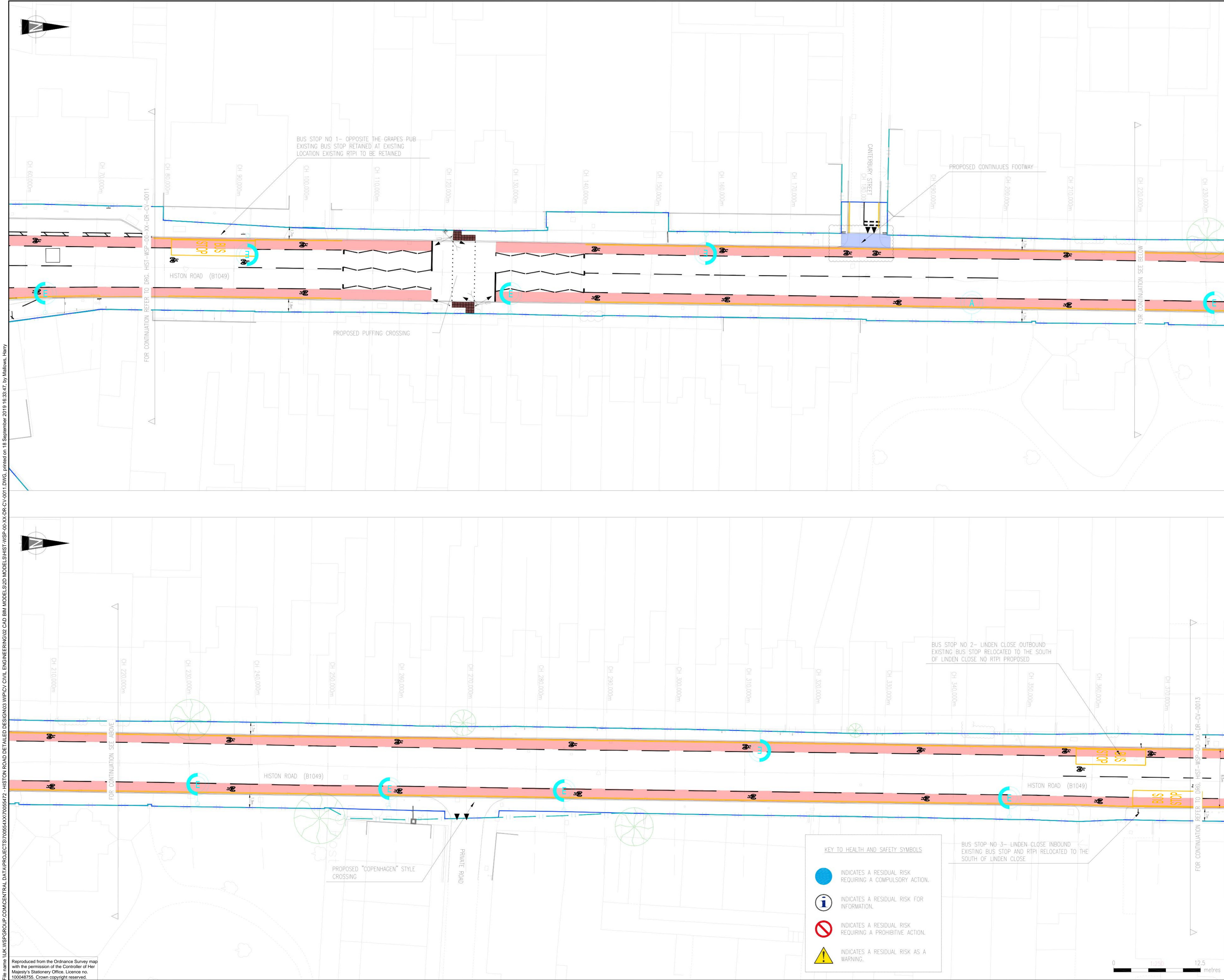
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EXISTING TREE TO REMAIN

PROPOSED TREE

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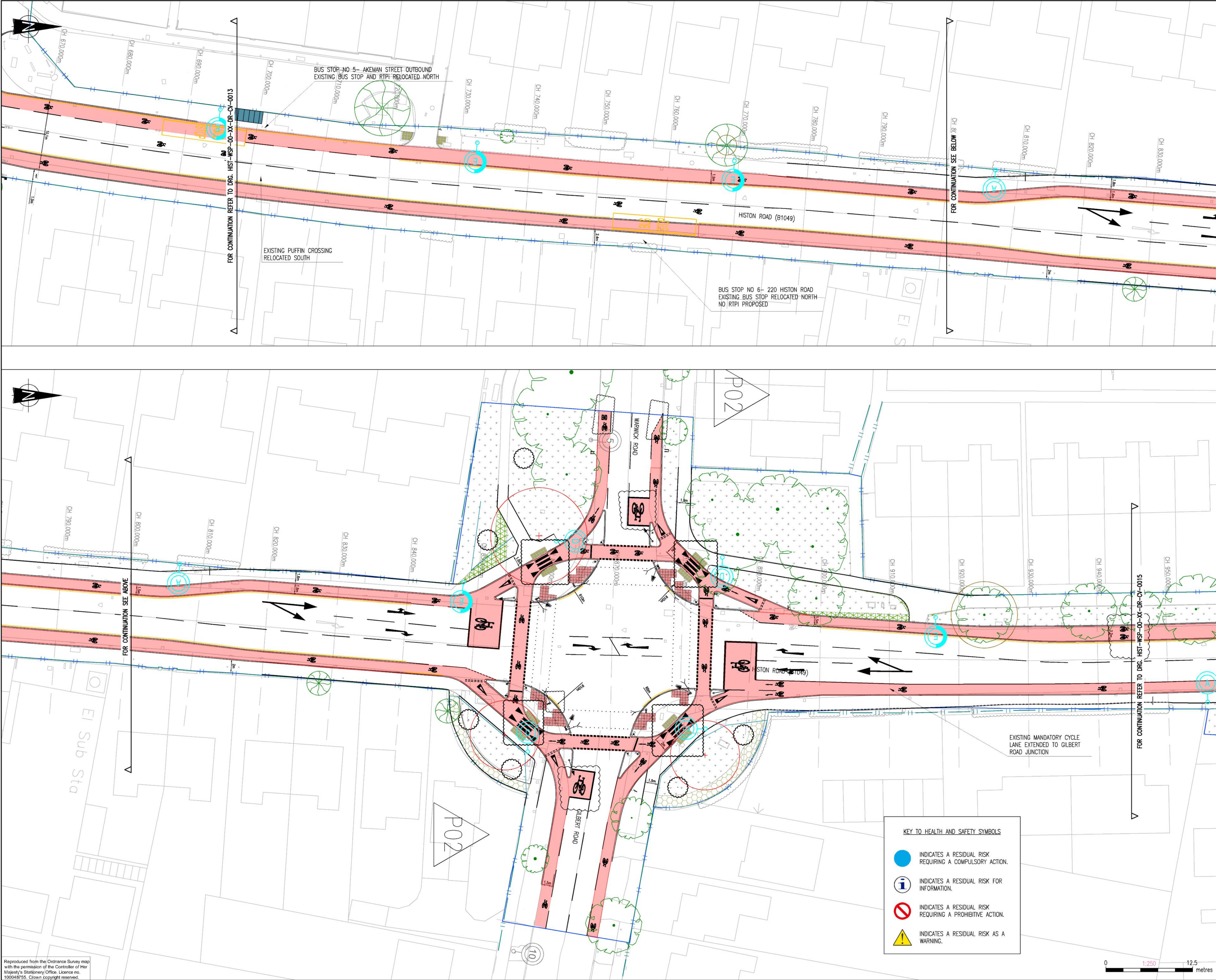
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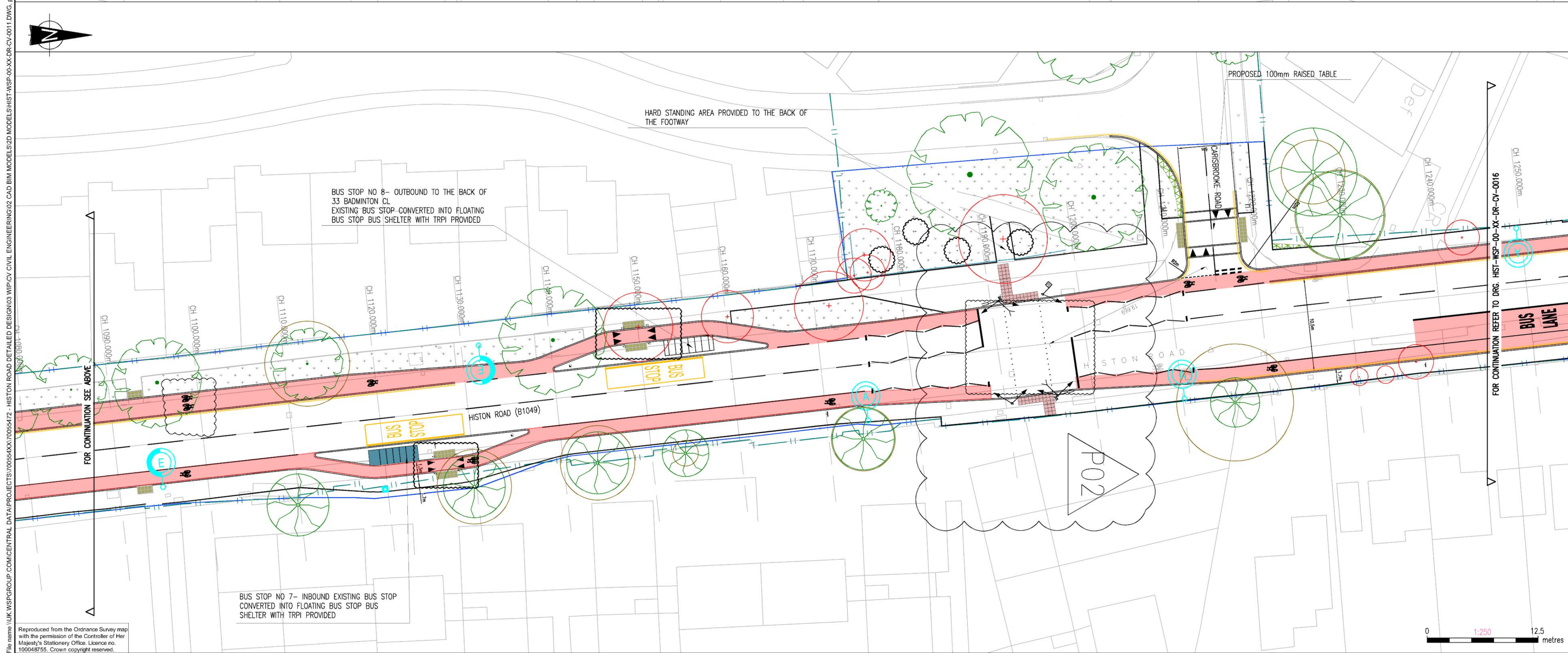
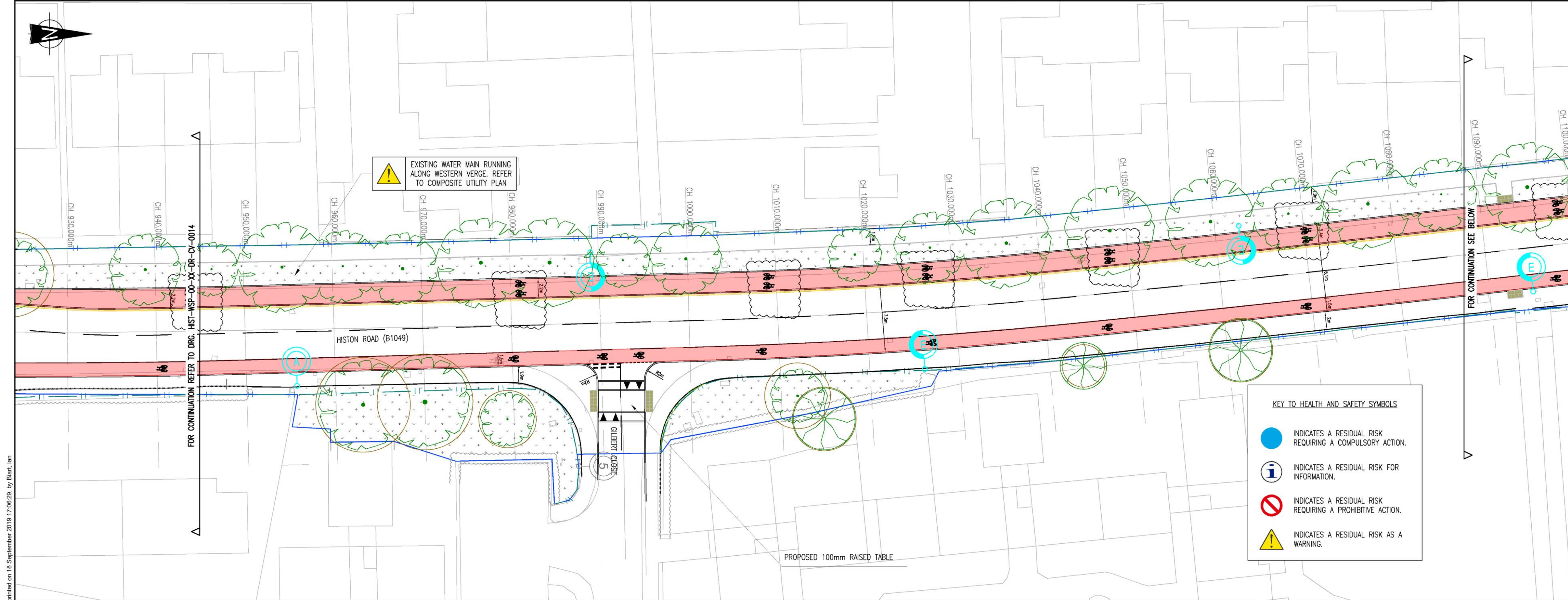
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KEY TO HEALTH AND SAFETY SYMBOLS

INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION.

INDICATES A RESIDUAL RISK FOR INFORMATION.

INDICATES A RESIDUAL RISK REQUIRING A PROHIBITIVE ACTION.

INDICATES A RESIDUAL RISK AS A WARNING.

—

HIGHWAY BOUNDARY

—

EXTENT OF WORK

—

PROPOSED KERB

PROPOSED SIGN

PROPOSED BUS SHELTER

EXISTING LIGHTING COLUMN

PROPOSED LIGHTING COLUMN

EXISTING TREE TO BE REMOVED

EXISTING TREE TO REMAIN

PROPOSED TREE

ROOT PROTECTION ZONE

P03

18/09/2019

HM

ISSUED FOR BOARD MEETING

AKM

LM

P02

09/09/2019

HM

ISSUED FOR TENDER

AKM

LM

P01

05/07/2019

PN

FIRST ISSUE

AKM

LM

REV

DATE

BY

DESCRIPTION

CHK

APP

DRAWING STATUS:

D2 - FOR TENDER

wsp

62-64 Hills Road, Cambridge, CB2 1LA, UK
T+ 44 (0) 1223 558 050, F+ 44 (0) 1223 558 051
wsp.com

CLIENT:

GREATER CAMBRIDGE PARTNERSHIP

ARCHITECT:

SITE/PROJECT:

HISTON ROAD
DETAILED DESIGN

TITLE:

HIGHWAY WORKS
GENERAL ARRANGEMENT PLAN
SHEET 05 of 08

SCALE @ A1:

1:250

CHECKED:

AKM

APPROVED:

LM

PROJECT NO:

70055472

DESIGNED:

AKM

DRAWN:

PN

DATE:

September 19

DRAWING NO:

HIST-WSP-00-XX-DR-CV-0015

REV:

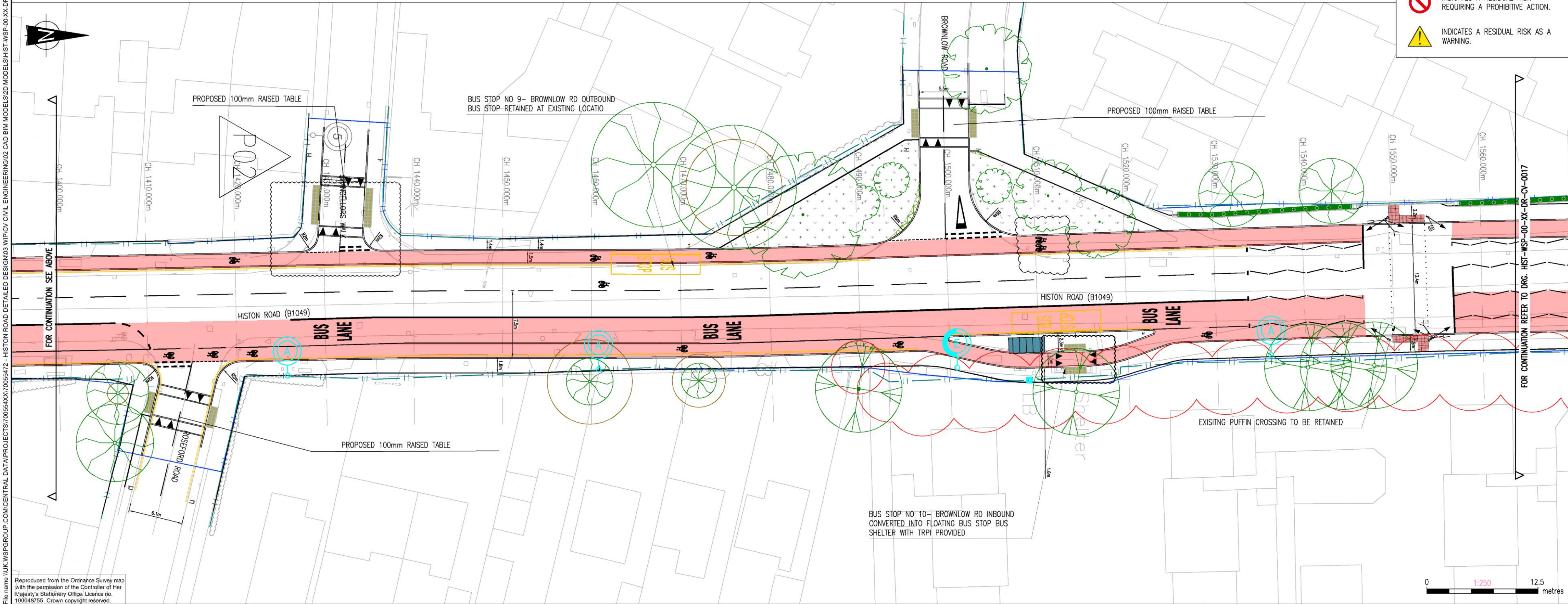
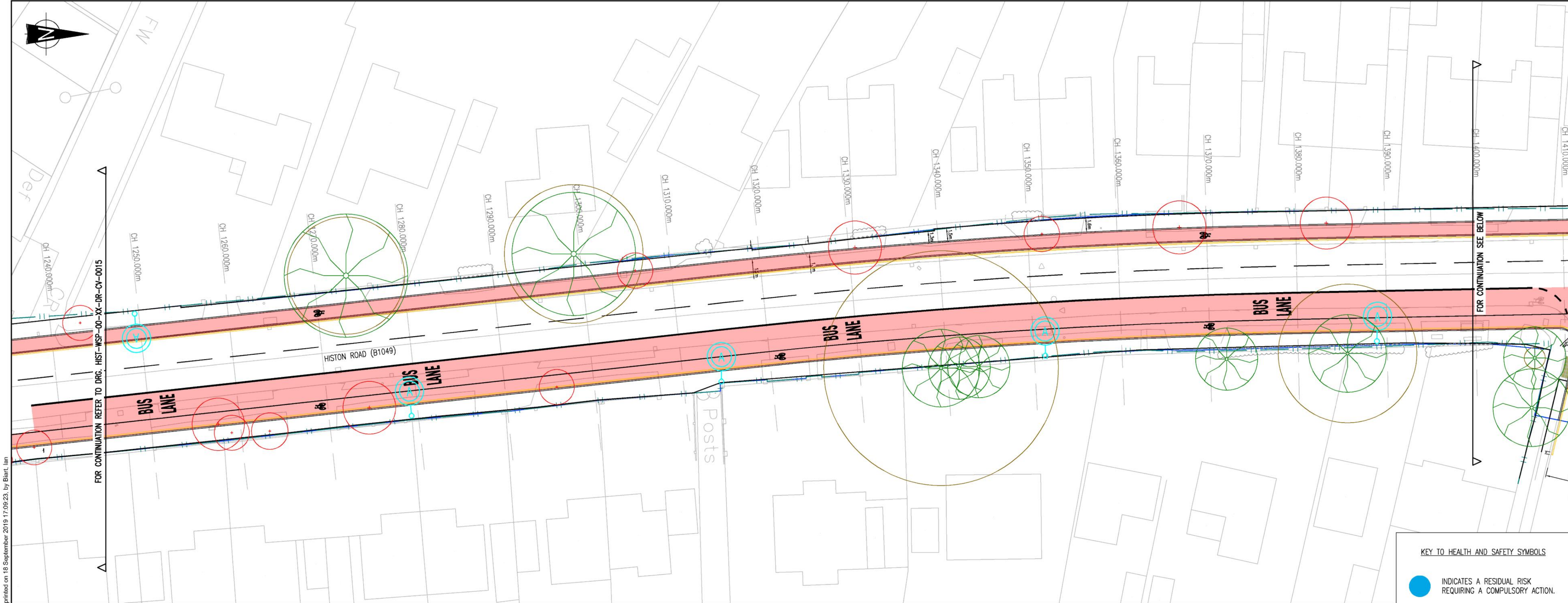
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Page 65 of 200



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— — HIGHWAY BOUNDARY

— — EXTENT OF WORK

— — PROPOSED KERB

— — PROPOSED SIGN

— — PROPOSED BUS SHELTER

— — EXISTING LIGHTING COLUMN

— — PROPOSED LIGHTING COLUMN

— — EXISTING TREE TO BE REMOVED

— — EXISTING TREE TO REMAIN

— — PROPOSED TREE

— — ROOT PROTECTION ZONE

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P03

18/09/2019

HM

ISSUED FOR BOARD MEETING

AKM

LM

P02

09/09/2019

HM

ISSUED FOR TENDER

AKM

LM

P01

06/07/2019

PN

FIRST ISSUE

AKM

LM

REV

DATE

BY

DESCRIPTION

CHK

APP

DRAWING STATUS:

D2 - FOR TENDER

wsp

62-64 Hills Road, Cambridge, CB2 1LA, UK

T+ 44 (0) 1223 558 050, F+ 44 (0) 1223 558 051

wsp.com

CLIENT:

GREATER CAMBRIDGE PARTNERSHIP

ARCHITECT:

HISTON ROAD
DETAILED DESIGN

TITLE:

HIGHWAY WORKS
GENERAL ARRANGEMENT PLAN
SHEET 06 of 08

SCALE @ A1:

1:250

CHECKED:

AKM

APPROVED:

LM

PROJECT NO:

70055472

DESIGNED:

AKM

DRAWN:

PN

DATE:

September 19

DRAWING NO:

HIST-WSP-00-XX-DR-CV-0016

REV:

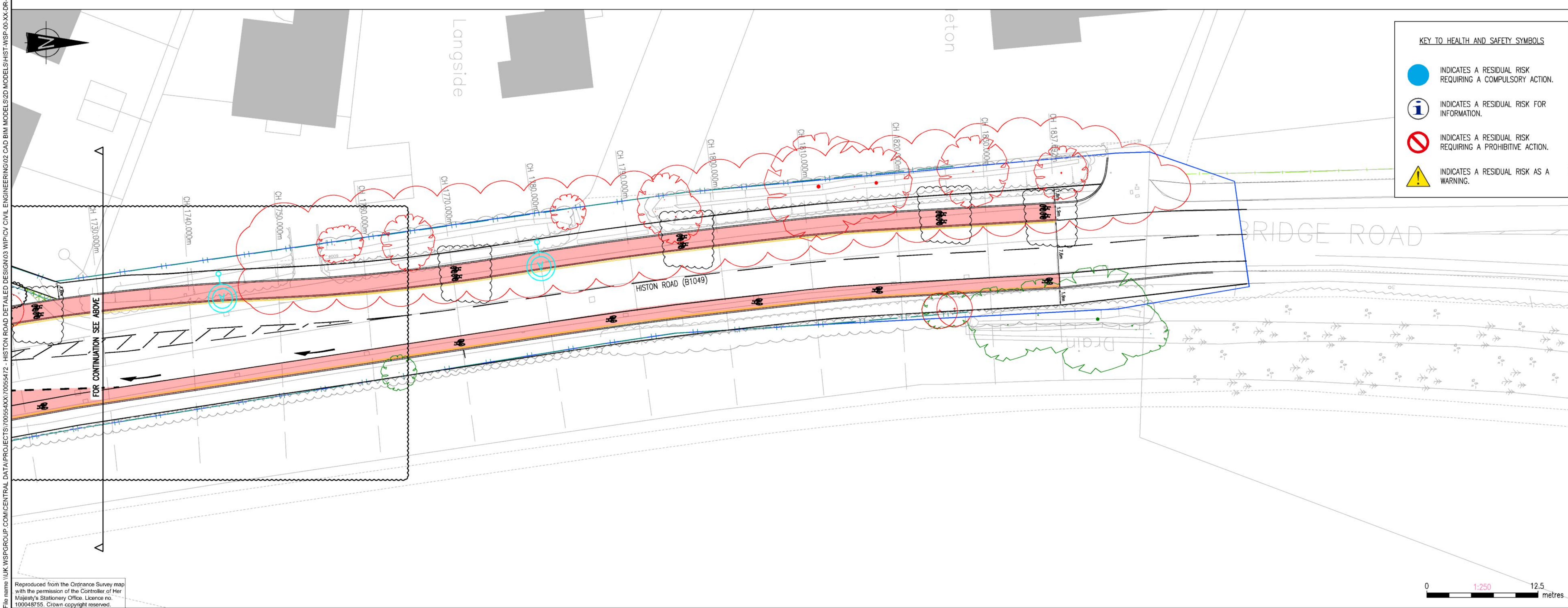
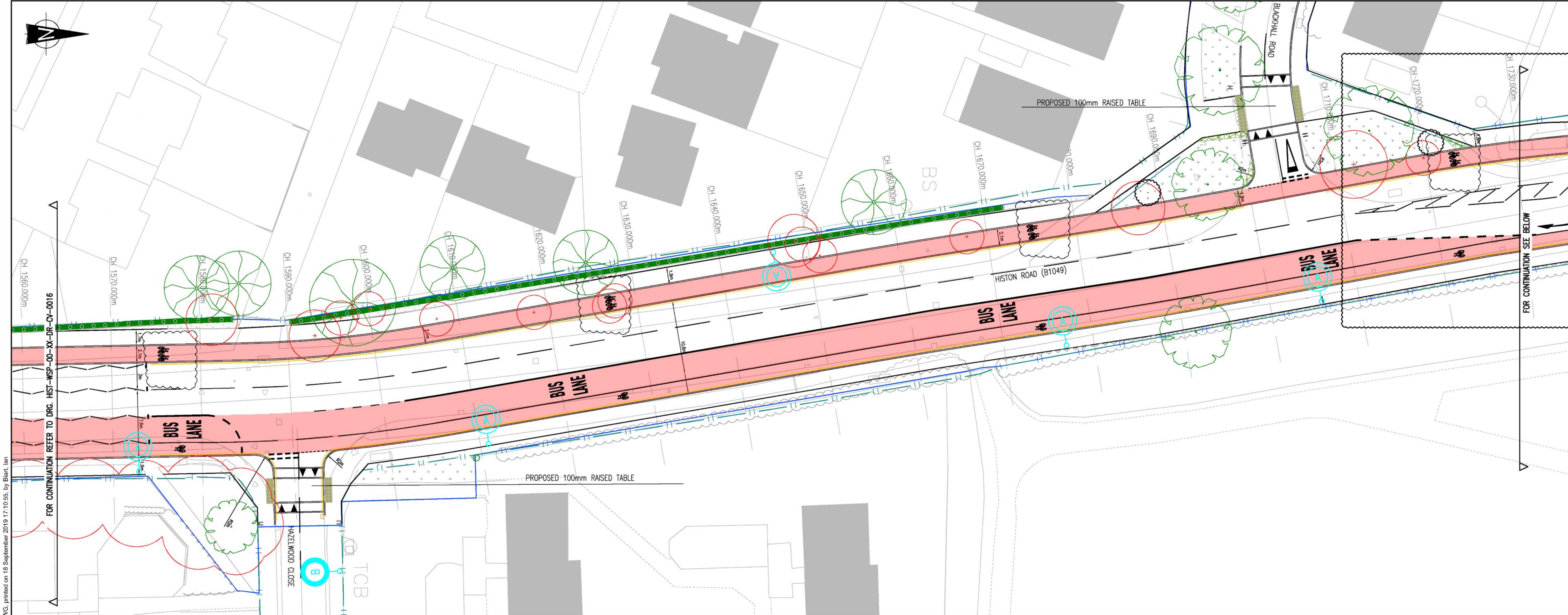
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— HIGHWAY BOUNDARY
— EXTENT OF WORK
— PROPOSED KERB
+ PROPOSED SIGN
[] PROPOSED BUS SHELTER
o EXISTING LIGHTING COLUMN
o PROPOSED LIGHTING COLUMN
o EXISTING TREE TO BE REMOVED
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o ROOT PROTECTION ZONE

REV	DATE	BY	DESCRIPTION	CHK	APP
P03	18/09/2019	HM	ISSUED FOR BOARD MEETING	AKM	LM
P02	09/09/2019	HM	ISSUED FOR APPROVAL	AKM	LM
P01	05/07/2019	PN	FIRST ISSUE	AKM	LM

DRAWING STATUS: **D2 - FOR TENDER**

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wsp.com

CLIENT: **GREATER CAMBRIDGE PARTNERSHIP**

ARCHITECT:

SITE/PROJECT: **HISTON ROAD
DETAILED DESIGN**

TITLE: **HIGHWAY WORKS
GENERAL ARRANGEMENT PLAN
SHEET 07 of 08**

SCALE @ A1:	CHECKED:	APPROVED:
1:250	AKM	LM

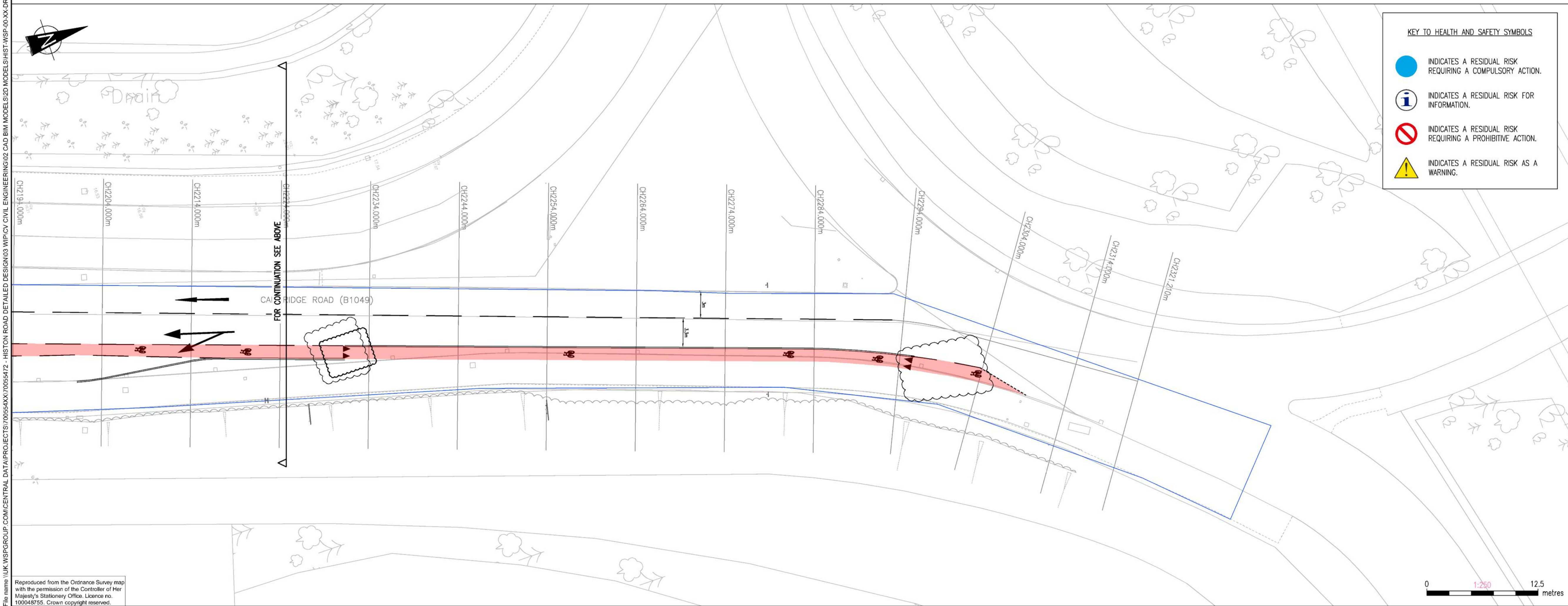
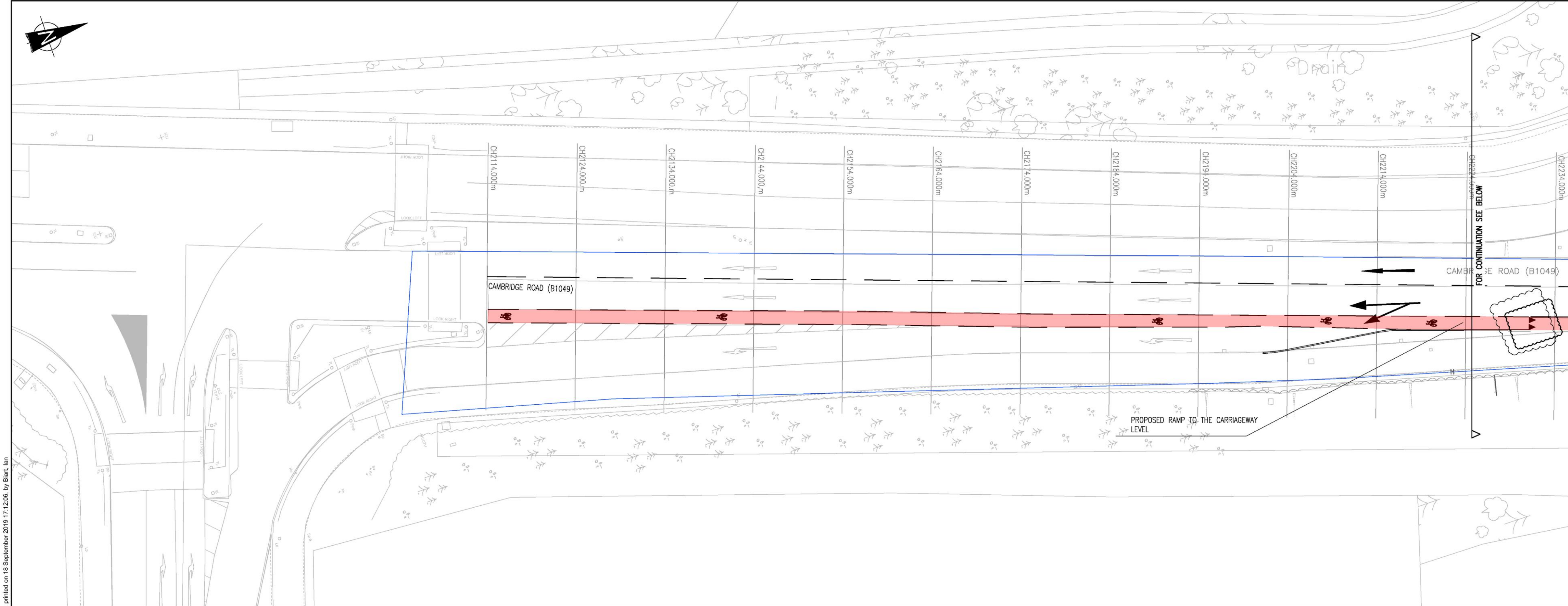
PROJECT NO:	DESIGNED:	DRAWN:	DATE:
70055472	AKM	PN	September 19

DRAWING NO:	REV:
HIST-WSP-00-XX-DR-CV-0017	P03

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EXISTING LIGHTING COLUMN

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PROPOSED TREE

ROOT PROTECTION ZONE

P03	18/09/2019	HM	ISSUED FOR BOARD MEETING	NM	LM
P02	09/09/2019	HM	ISSUED FOR TENDER	NM	LM
P01	05/07/2019	PN	FIRST ISSUE	NM	LM
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:

S4 - FOR CONSTRUCTION APPROVAL

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wsp.com

CLIENT:

GREATER CAMBRIDGE PARTNERSHIP

ARCHITECT:

SITE/PROJECT:

HISTON ROAD
DETAILED DESIGN

TITLE:

HIGHWAY WORKS
GENERAL ARRANGEMENT PLAN
SHEET 08 of 08

SCALE @ A1: <div>1:250</div>	CHECKED: <div>AKM</div>	APPROVED: <div>LM</div>
PROJECT NO: <div>70055472</div>	DESIGNED: <div>AKM</div>	DRAWN: <div>PN</div>
DRAWING NO: <div>HIST-WSP-00-XX-DR-CV-0018</div>		REV: <div>P03</div>

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PR0564 Traffic Regulation orders for Histon Road

The Traffic Regulation Order (TRO) procedure is a statutory consultation process that requires the relevant authority to advertise in the local press and on-street, a public notice stating the proposal and the reasons for it. The public notice invites the public to formally support or object to the proposals in writing within a twenty one day notice period.

The notice for the proposed amended TROs for Histon Road were published on the Cambridgeshire County Council website and a press notice was published on the 10th July 2019, with the statutory consultation running from then until the 31st of July 2019. The orders as consulted on are included at the end of this appendix.

The statutory consultation resulted in 19 responses in total. The nature of the responses is summarised below:

- 12 objections – 2 relating to the provision of a new bus lane, 9 relating to the proposed changes to parking arrangements or removal of resident parking bays and 1 relating to both the provision of a new bus lane and to the proposed changes to parking arrangements or removal of resident parking bays.
- 3 statements of support.
- 4 representations.

Detailed officer responses are provided only to the TRO objections are set out in the following table. Other comments are acknowledged and will be followed up outside of the statutory TRO process.

PR0564 Histon Road Comments and Objections

No.	Consultation Response	Officer Comments
1	<p>Objection stating:</p> <p>Re your letter (reference PRO564) regarding the Histon Road bus and cycle scheme.</p> <p>I strongly object to having a short stretch of bus lane from Blackhall Road to Carisbrooke Road - this small stretch of bus lane is un-justifiable given the buses will have to wait in traffic at both ends of it. This is one of the narrowest sections of Histon Road, and fitting in a bus lane here destroys all the trees and also all the grass verges in this section of road. I do not think this destruction is balanced by the very minimal gains that this short length of bus lane may generate.</p> <p>Please could you also let me know where the PRO564 draft order is - it does not seem to be on your website - I can find various other orders, but searching for PRO564 (and other terms) does not give any useful results. The address in your letter just takes me to the general site for Traffic Regulation Orders.</p>	<p>A key aim of the project is to enhance bus priority on Histon Road. The final design for Histon Road, approved by the GCP Executive Board in December 2018 includes a length of inbound bus lane extending from Blackhall Road to a point 40m south of Carisbrooke Road. The bus lane is estimated to improve future inbound bus journey times in the morning peak by up to 2.5 minutes, and more importantly, enhance the reliability of bus services using Histon Road.</p>
2	<p>Objection stating:</p> <p>I would like to object to the Linden Close aspect of your proposals. Firstly, I can not see how enforcing pay and display on this road will improve the safety of cyclists and Pedestrians on Histon Road. As this road is a dead end, it is not as if this road is a cut-through that becomes congested. It does, however, provide parking spaces for some residents of Histon Road and Linden Close properties taking their cars off the main road, thus arguably improving the flow of traffic on Histon Road.</p> <p>You may argue that residents will not need this space between the hours of 9-5, however, many locals will primarily opt to travel by bike even if they do have a car. This means that they will need to leave their cars there during the day. Thus, by</p>	<p>One of the key aims of the project is to provide a safe space for cyclists to navigate the entire length of Histon Road at all times of the day. This is partly in order to try to encourage more people to cycle and therefore help to reduce traffic.</p> <p>In order to deliver highway improvements in the narrow southern section of Histon Road and to provide a safe environment for both cyclists and motorists, it is necessary to remove the existing on street parking in this area. This includes 31 resident parking bays that are part of the Benson Area Residents' Parking Zone (RPZ). It is also necessary to remove the existing pay and display bays that are located adjacent to no. 69 Histon Road</p>

	<p>enforcing this 9-5 policy you will encourage people to use their cars more than they already do to avoid being fined, which I am sure you are aware is detrimental to the environment as well as to the traffic congestion in Cambridge.</p> <p>By enforcing pay and display on this road, you are putting local residents out of pocket and achieving little else, as it is always the same cars that park along this road, suggesting it is primarily residents that park there. This aspect of your proposed works does come across as a bit of a money making scheme for the council, with little care for the residents that your council is supposed to serve.</p>	<p>In late 2017, a detailed parking survey was undertaken within the area (the methodology agreed with the Local Liaison Forum (LLF) in advance). The survey demonstrated that during the mornings and evenings there is sufficient space within the Benson Area RPZ to accommodate the displaced residents parking, from the proposed removal of parking bays on Histon Road.</p> <p>The implementation of double yellow lines does not dis-allow loading and unloading or stopping to pick up or drop off. It also allows for temporary parking for blue badge holders providing no obstruction is caused. Therefore it is already compromise solution that allows local resident continued access, but which means that cyclists using the new advisory cycle lanes may from time to time be forced to navigate around vehicles that are temporarily blocking the cycle lane.</p> <p>It is therefore considered that there is suitable mitigation for the loss of the residential parking bays on Histon Road.</p> <p>The Pay and Display bays on Linden Close have been provided in order to mitigate the loss of the Pay and Display bays on Histon Road which are of vital importance to several local business in the close vicinity. The pay and display bays will only operate from 9 until 5 pm so residents living in the area will be free to use the bays in the evenings and overnight when demand for resident parking is highest. Officers suggest that following implementation of the new parking arrangements on Histon Road, and including Linden Close, the County Council monitor the situation with the view to relooking at the provision of a Residents Parking scheme for the Stretton area.</p>
3	<p>Objection stating:</p> <p>I received the letter last week regarding the removing of the parking bays on Histon Road but no information on where we CAN park. I have lived at this address for 40 years and had planned on living here forever but this changes everything. I have</p>	<p>One of the key aims of the project is to provide a safe space for cyclists to navigate the entire length of Histon Road at all times of the day. This is partly in order to try to encourage more people to cycle and therefore help to reduce traffic.</p>

<p>battled cancer twice and have needed carers in the past but at the moment I am well but what happens in the future if I need carers? I have a gardener who calls weekly as the garden is too much for me so where is he suppose to park?</p> <p>I think it is very annoying that it is no parking 24/7 as in the evenings and Sundays it is very quiet on Histon Road at least we could have visitors call at the weekend as my daughter has 3 children so would find it hard finding somewhere to park as there is just nowhere down this end of Histon Rd unless your lucky to get one of the few spaces on Lindon Close.</p> <p>As these are very old houses and need repairs what happens when we need new roofs for example? Also can people with blue badges park on yellow lines?</p> <p>At least if it was only peak times we would have some sort of life!</p> <p>Please think of the residents!</p>	<p>In order to deliver highway improvements in the narrow southern section of Histon Road and to provide a safe environment for both cyclists and motorists, it is necessary to remove the existing on street parking in this area. This includes 31 resident parking bays that are part of the Benson Area Residents' Parking Zone (RPZ). It is also necessary to remove the existing pay and display bays that are located adjacent to no. 69 Histon Road.</p> <p>In late 2017, a detailed parking survey was undertaken within the area (the methodology agreed with the Local Liaison Forum (LLF) in advance). The survey demonstrated that during the mornings and evenings there is sufficient space within the Benson Area RPZ to accommodate the displaced residents parking, from the proposed removal of parking bays on Histon Road.</p> <p>The implementation of double yellow lines does not dis-allow loading and unloading or stopping to pick up or drop off. It also allows for temporary parking for blue badge holders providing no obstruction is caused. Therefore it is already compromise solution that allows local resident continued access, but which means that cyclists using the new advisory cycle lanes may from time to time be forced to navigate around vehicles that are temporarily blocking the cycle lane.</p> <p>It is therefore considered that there is suitable mitigation for the loss of the residential parking bays on Histon Road.</p> <p>The Pay and Display bays on Linden Close have been provided in order to mitigate the loss of the Pay and Display bays on Histon Road which are of vital importance to several local business in the close vicinity. The pay and display bays will only operate from 9 until 5 pm so residents living in the area will be free to use the bays in the evenings and overnight when demand for resident parking is highest. Officers suggest that following implementation of the new parking arrangements on Histon Road, and including Linden Close, the County Council monitor the</p>
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		situation with the view to relooking at the provision of a Residents Parking scheme for the Stretton area.
4	<p>Objection stating:</p> <p>I wish to object to the proposals for the County Council's implementation of changes on Histon Road and Linden Close, Cambridge.</p> <p>The letter of proposed changes, dated 9th July 2019, came unexpectedly to myself and our household. As a Cambridge resident living so close to the City Centre, we already pay a premium for rent and water, the additional expense of parking will cause many residents, including members of my own household, unnecessary financial burdens. The property I live in was specifically chosen for the ease of parking, which is hard to come by close to the City Centre. We have just signed a lengthy rental agreement and are now greatly concerned of the effects that this will cause to our daily lives in respect of cost, time and hassle for daily commutes and weekend parking.</p> <p>We do not feel that the changes proposed are necessary, or will they aid the increase in cycling or road safety.</p> <p>With consideration of the above, please outline to me the following:</p> <ul style="list-style-type: none"> • Your rationale for these changes • The proposed date that changes and road works are going to begin • The length of time that residents will experience disruption along the road • Alternative parking areas and spaces, free of charge to residents, that the Council can advise on • How much these proposed works are going to cost the taxpayer. <p>I look forward to hearing back from you.</p>	<p>One of the key aims of the project is to provide a safe space for cyclists to navigate the entire length of Histon Road at all times of the day. This is partly in order to try to encourage more people to cycle and therefore help to reduce traffic.</p> <p>In order to deliver highway improvements in the narrow southern section of Histon Road and to provide a safe environment for both cyclists and motorists, it is necessary to remove the existing on street parking in this area. This includes 31 resident parking bays that are part of the Benson Area Residents' Parking Zone (RPZ). It is also necessary to remove the existing pay and display bays that are located adjacent to no. 69 Histon Road</p> <p>In late 2017, a detailed parking survey was undertaken within the area (the methodology agreed with the Local Liaison Forum (LLF) in advance). The survey demonstrated that during the mornings and evenings there is sufficient space within the Benson Area RPZ to accommodate the displaced residents parking, from the proposed removal of parking bays on Histon Road.</p> <p>The implementation of double yellow lines does not dis-allow loading and unloading or stopping to pick up or drop off. It also allows for temporary parking for blue badge holders providing no obstruction is caused. Therefore it is already compromise solution that allows local resident continued access, but which means that cyclists using the new advisory cycle lanes may from time to time be forced to navigate around vehicles that are temporarily blocking the cycle lane.</p> <p>It is therefore considered that there is suitable mitigation for the loss of the residential parking bays on Histon Road.</p>

		<p>The Pay and Display bays on Linden Close have been provided in order to mitigate the loss of the Pay and Display bays on Histon Road which are of vital importance to several local business in the close vicinity. The pay and display bays will only operate from 9 until 5 pm so residents living in the area will be free to use the bays in the evenings and overnight when demand for resident parking is highest. Officers suggest that following implementation of the new parking arrangements on Histon Road, and including Linden Close, the County Council monitor the situation with the view to relooking at the provision of a Residents Parking scheme for the Stretton area.</p>
5	<p>Objection stating:</p> <p>We are writing from BenRA, the local Residents' Association for the Benson Area, representing residents and businesses within the Benson Residents' Parking Zone. Having consulted with residents and businesses over the last 2 years, via surveys and public meetings, on the issues that concern them regarding the proposed Histon Road 'improvements', we aim to represent their views and object to the above TRO for Histon Road.</p> <p>Preamble: Histon Road is a B Road leading into Cambridge City from the north. To understand the effect of the proposed TRO it is necessary to understand the physical structure and social context of Histon Road and its wider role within the local area. Whereas Histon Road is indeed a major artery leading into Cambridge, it must also be viewed and understood as a local High Street, particularly at its southern end. We feel strongly that this essential character of the road has been ignored in developing the TRO.</p> <p>The different character of the Southern and Northern stretches of Histon Road: There are significant physical differences in the relationship of the houses and businesses to the road itself along the southern stretch of Histon Road</p>	<p>One of the key aims of the project is to provide a safe space for cyclists to navigate the entire length of Histon Road at all times of the day. This is partly in order to try to encourage more people to cycle and therefore help to reduce traffic.</p> <p>In order to deliver highway improvements in the narrow southern section of Histon Road and to provide a safe environment for both cyclists and motorists, it is necessary to remove the existing on street parking in this area. This includes 31 resident parking bays that are part of the Benson Area Residents' Parking Zone (RPZ). It is also necessary to remove the existing pay and display bays that are located adjacent to no. 69 Histon Road</p> <p>In late 2017, a detailed parking survey was undertaken within the area (the methodology agreed with the Local Liaison Forum (LLF) in advance). The survey demonstrated that during the mornings and evenings there is sufficient space within the Benson Area RPZ to accommodate the displaced residents parking, from the proposed removal of parking bays on Histon Road.</p> <p>The implementation of double yellow lines does not dis-allow loading and unloading or stopping to pick up or drop off. It also allows for temporary parking for blue badge holders</p>

<p>compared to those to the north. For the purposes of these comments, we loosely define the southern end of Histon Road to be the area between the entrance to the Histon Road Recreation Ground and the junction with Huntingdon Road. Here the houses are tightly packed and much closer to the carriageway, without driveways or off-street parking. Along the northern stretch the houses are set well back from the carriageway, many have deep front gardens allowing off street parking and further north long stretches are separated from the carriageway by shrubs, trees, and general vegetative screening.</p> <p>The proposals for the southern stretch will have a permanent detrimental impact on local residents: The southern end of Histon Road is currently included in the Benson Street Residents' Association (BenRA) and lies within the Benson Residents' Parking Zone and is a neighbourhood with a 'High Street' feel with shops, a cemetery, a nearby church and it's meeting rooms, all regularly used by the local residents who also walk and cycle throughout the area freely.</p> <p>Comments and Objection: Our focus in the comments that follow is limited to the effects of the TROs on the southern end of Histon Road.</p> <p>We must emphasise that we agree fully that commuter rush hour traffic has to be managed and we do not oppose the removal of parking during the rush hours, particularly in the evening when the main volume of traffic is northbound. It is the mid-day, overnight and weekend removal of parking along the southern end of Histon Road that we take issue with.</p> <p>During rush hours, traffic levels are indeed very high, leading to regular congestion inbound in the morning and outbound in the evening. During off-peak hours, however, and on weekends traffic levels are moderate to low and can easily cope in the current setup, with no need for</p>	<p>providing no obstruction is caused. Therefore it is already compromise solution that allows local resident continued access, but which means that cyclists using the new advisory cycle lanes may from time to time be forced to navigate around vehicles that are temporarily blocking the cycle lane.</p> <p>It is therefore considered that there is suitable mitigation for the loss of the residential parking bays on Histon Road.</p> <p>The Pay and Display bays on Linden Close have been provided in order to mitigate the loss of the Pay and Display bays on Histon Road which are of vital importance to several local business in the close vicinity. The pay and display bays will only operate from 9 until 5 pm so residents living in the area will be free to use the bays in the evenings and overnight when demand for resident parking is highest. Officers suggest that following implementation of the new parking arrangements on Histon Road, and including Linden Close, the County Council monitor the situation with the view to relooking at the provision of a Residents Parking scheme for the Stretton area.</p>
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	<p>changes. Thus, for most of the day and the week, the TRO proposals will only have a negative impact, with no improvement to traffic flow.</p> <p>We believe that the proposed TRO will not enhance safety for all road users. In fact, we believe the opposite is the case, and that the road will become problematic and more dangerous for residents, pedestrians and cyclists, for the following reasons:</p> <p>1. Removal of parking</p> <ul style="list-style-type: none"> a) No adequate provision has been made for residents with mobility issues <ul style="list-style-type: none"> a. We have residents on the west side of Histon Road who will not be able to reach their cars parked further down into side streets, other than by walking along the pavement on Histon Rd and then the extremely narrow pavements of Canterbury St, none of which satisfy standard minimum requirements for Disabled Access. b) No adequate provision has been made for residents with carers <ul style="list-style-type: none"> a. Carers have limited time with their patients and much of this will be taken up in searching for parking spaces. Most carers visit their clients between 9:30 am and 4 pm, outside of rush hour traffic. c) Both BenRA and WSP conducted parking surveys, however: <ul style="list-style-type: none"> a. The WSP survey ran over 3 weekdays and established that there was room to accommodate displaced parking from Histon Road within the Benson parking zone. b. In contrast, the BenRA survey ran over a whole 	
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	<p>week and distinguished between parking spaces near to Histon Road and those further back into the west end of the zone</p> <p>c. With the loss of c. 30 spaces on Histon Road, the BenRA survey established that parking spaces near Histon Road would be fought over by both local residents as well as Histon Road residents</p> <p>d. It also established that weekend parking would result in an overall lack of spaces</p> <p>d) A further BenRA survey of Histon Road residents established qualitative feedback from elderly residents reporting they would not be able to reach their cars due to mobility issues, and from elderly residents with carers reporting the loss of valuable time while carers are looking for parking.</p> <p>e) The survey also showed local businesses reporting that they would lose custom</p> <p>a. The relocation of the meter spaces in front of Nos. 69-73 Histon Rd into Linden Close on the east side of the street might well kill off the businesses at these addresses on the west side, as well as seriously increase pressure on spaces in Linden Close itself. In addition, the new location of the meter spaces is far closer to the business at No. 113 Histon Road ("Domino's Pizza") with its high demand for pickups and deliveries, than to their current location.</p> <p>f) The removal of the 30-min waiting permission outside Nos. 18-22 Histon Road ("Midan", formerly</p>	
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	<p>“Nasreen Dar”) during off-peak and weekend daytime hours will seriously impact that business. The meter spaces opposite are no replacement for customers of a convenience store, adding significant inconvenience and, for minor purchases, relative cost. Also, as proposed, these spaces would have no restrictions after 6pm and before 8am, and would thus be used for long-term night-time parking.</p> <p>2. Installation of advisory cycle lanes It has been established that the road is not wide enough for two larger vehicles to pass in opposite directions without intruding into the cycle lanes. Taxis, private cars or delivery vehicles picking up, dropping off or receiving passengers or goods will also be required to move into the cycle lane, therefore:</p> <ul style="list-style-type: none"> a) Cyclists will be required constantly to dodge in and out of the lane to avoid these vehicles b) Where the cycle lane is blocked repeatedly due to the above scenarios, it will be safer for cyclists to proceed in the main carriageway (as is currently the case) <p>3. Air quality, noise and vibration With the removal of parking, vehicles will be travelling closer to the houses than before, without the buffer of a line of cars to help dissipate noise and vibration</p> <ul style="list-style-type: none"> a) HGVs, buses and cars will be travelling closer to houses due to removal of parking and this disturbance will be greater and residents who have been recently subjected to extraordinarily heavy HGV night-time traffic have witnessed considerable detrimental effects on their peace and quiet and are anxious about increased pollution, noise and vibration b) Residents report that their houses already shake because of this 	
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	<p>4. Facilitate movement of traffic</p> <p>a) BenRA conducted SpeedWatch sessions on the south end of Histon Road in March and September 2018.</p> <p>a. In the September session, only 6 of the 542 cars that passed on the southbound lane over 78 minutes between 5.12 and 6.30pm exceeded the 30mph speed limit.</p> <p>b. Residents have consistently asked for a 20 mph speed limit on this end of Histon Road and we ask again that this is implemented</p> <p>c. Current parking means that it is difficult to reach speeds of above 20mph, particularly northbound, and a 20mph speed limit could be installed without issue.</p> <p>d. With the removal of parking a speed limit of 30 mph can more easily be reached - and will more often be breached. Imposing and enforcing a 20mph limit, which in practice means speeds of 20-25 mph, will be ever more necessary.</p> <p>5. Installation of raised tables</p> <p>At LLF meetings we were led to believe that Canterbury Street would have a raised table at the Histon Road junction. At no time until the publication of the TRO were we informed that Canterbury Street would not have a raised table, and that we will only have a false ramp.</p> <p>a) We request that Canterbury Street be treated equally with other streets off Histon Road and designated a raised table, as this will be essential to soften the effects of rat-run traffic.</p>	
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	<p>We request that detailed consideration and a response to these questions and queries is given, as we believe that these represent issues that will have a serious effect of the quality of life for our residents and for businesses on Histon Road and the neighbouring streets.</p> <p>We also request that alternative proposals aired at the LLF meetings (such as parking restrictions only during rush hours) be discussed and answered. If they are not feasible, we need to know the reasons.</p> <p>If there can be night-time parking in front of “Midan” at the busiest and most congested stretch of the entire Histon Road, then we see no reason why “No Waiting Mon-Fri 7.30 am to 9.30 am and 4.30 pm to 6.30 pm” on one side of the southern part of the road could not be a possible solution. The Benson Parking Zone can accommodate the need for residents to park during these hours far more easily than a blanket “No Waiting at any time”. If legally possible, a similar restriction of residents’ permit parking could also achieve the same effect.</p> <p>If the maxims of the GCP are to improve the environment for the people of Cambridge and its environs, we need to know that this community at the south end of Histon Road is also included, and that our lives and wellbeing will not be sacrificed for the so called ‘improvements’ to Histon Road.</p>	
6	<p>Objection stating:</p> <p>I would like to make my objections to the proposal of removing residents parking bays on Histon road. We regularly make use of the parking bays and this change would create a serious inconvenience for us, as well as devalue our property. Added to this fact, the proposal does not include adequate replacement parking bays or alternatives, which is totally unacceptable.</p>	<p>One of the key aims of the project is to provide a safe space for cyclists to navigate the entire length of Histon Road at all times of the day. This is partly in order to try to encourage more people to cycle and therefore help to reduce traffic.</p> <p>In order to deliver highway improvements in the narrow southern section of Histon Road and to provide a safe environment for both cyclists and motorists, it is necessary to</p>

	<p>This also will affect the local businesses in the area, making it much more difficult for customers to find parking and thus affecting sales for them and undermining the local micro-economy of the area. I do not support this initiative.</p>	<p>remove the existing on street parking in this area. This includes 31 resident parking bays that are part of the Benson Area Residents' Parking Zone (RPZ). It is also necessary to remove the existing pay and display bays that are located adjacent to no. 69 Histon Road.</p> <p>In late 2017, a detailed parking survey was undertaken within the area (the methodology agreed with the Local Liaison Forum (LLF) in advance). The survey demonstrated that during the mornings and evenings there is sufficient space within the Benson Area RPZ to accommodate the displaced residents parking, from the proposed removal of parking bays on Histon Road.</p> <p>The implementation of double yellow lines does not dis-allow loading and unloading or stopping to pick up or drop off. It also allows for temporary parking for blue badge holders providing no obstruction is caused. Therefore it is already compromise solution that allows local resident continued access, but which means that cyclists using the new advisory cycle lanes may from time to time be forced to navigate around vehicles that are temporarily blocking the cycle lane.</p> <p>It is therefore considered that there is suitable mitigation for the loss of the residential parking bays on Histon Road.</p> <p>The Pay and Display bays on Linden Close have been provided in order to mitigate the loss of the Pay and Display bays on Histon Road which are of vital importance to several local business in the close vicinity. The pay and display bays will only operate from 9 until 5 pm so residents living in the area will be free to use the bays in the evenings and overnight when demand for resident parking is highest. Officers suggest that following implementation of the new parking arrangements on Histon Road, and including Linden Close, the County Council monitor the situation with the view to relooking at the provision of a Residents Parking scheme for the Stretton area.</p>
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		<p>A key aim of the project is to enhance bus priority on Histon Road. The final design for Histon Road, approved by the Executive Board in December 2018 includes a length of inbound bus lane extending from Blackhall Road to a point 40m south of Carisbrooke Road. The bus lane is estimated to improve future inbound bus journey times in the morning peak by up to 2.5 minutes, and more importantly, enhance the reliability of bus services using Histon Road.</p>
7	<p>Objection stating:</p> <p>I am writing to object to the traffic regulation proposals under reference PR0564, relating to parking restrictions along and adjacent to Histon Road, Cambridge, on the grounds that insufficient consideration has been given to balancing the needs of all interested parties or to mitigation of the detrimental effects.</p> <p>Background:</p> <p>Over the last several years, there have been a number of proposals to redesign Histon Road, with the stated aims of improving traffic flow and/or safety. These proposals have been presented under the umbrella of what is currently known as the Greater Cambridge City Deal.</p> <p>The current proposals, where they concern the area south of Gilbert Road, are nearly identical to a set of proposals announced in a letter to residents from Brian Stinton on 5 December 2013. At the time, it was already clear that support was lukewarm (a consultation in July 2013 showed 38% for, 42% against), and the proposed TRO did not go ahead.</p> <p>Similar proposals were presented again in 2015, and also dropped. Then the same proposals, with only minor adjustments, were yet again presented in the consultation in summer 2018. In the report to the Greater Cambridge Partnership Executive Board on 6th December 2018, it has been stated that the main proposals</p>	<p>One of the key aims of the project is to provide a safe space for cyclists to navigate the entire length of Histon Road at all times of the day. This is partly in order to try to encourage more people to cycle and therefore help to reduce traffic.</p> <p>In order to deliver highway improvements in the narrow southern section of Histon Road and to provide a safe environment for both cyclists and motorists, it is necessary to remove the existing on street parking in this area. This includes 31 resident parking bays that are part of the Benson Area Residents' Parking Zone (RPZ). It is also necessary to remove the existing pay and display bays that are located adjacent to no. 69 Histon Road</p> <p>In late 2017, a detailed parking survey was undertaken within the area (the methodology agreed with the Local Liaison Forum (LLF) in advance). The survey demonstrated that during the mornings and evenings there is sufficient space within the Benson Area RPZ to accommodate the displaced residents parking, from the proposed removal of parking bays on Histon Road.</p> <p>The implementation of double yellow lines does not dis-allow loading and unloading or stopping to pick up or drop off. It also allows for temporary parking for blue badge holders providing no obstruction is caused. Therefore it is already compromise solution that allows local resident continued access, but which means that cyclists using the new advisory cycle lanes may from time to time be forced</p>

<p>received more support than opposition, although the overall scheme covers a wide area, and it is not clear whether due weight has been given to the views of the residents most affected by each aspect of the scheme. It is good to read that some of the concerns expressed through the consultation process have been incorporated in the wider plans, although the basic premise and overall design appears unchanged since at least 2013.</p> <p>On the justifications for the proposals:</p> <p>The current TRO proposals assert (ref. file "PR0564 AM41 SOR.pdf") that the changes are intended to improve the safety of road users, and to "facilitate the movement of traffic" and hence to improve journey times by public transport.</p> <p>On the first point, that of safety, it is reasonable to believe that the introduction of cycle lanes and associated junction changes can bring significant benefits for cyclists. The precise details are critical, however: cycle lanes can often encourage high-speed "undertaking" by cyclists, and cycle-friendly junction improvements can encourage cyclists to take additional risks. Were "floating" bus stops to become part of the later phases of the work, those too have both benefits and significant dangers.</p> <p>Less intrusive measures, such as moving the centre line of the road to equalise the lane widths, or better enforcement of the existing waiting restrictions (both of which are notable issues in the very areas in which new parking restrictions are proposed), would also be likely to have a positive effect on cyclist safety without the same disruption to local residents.</p> <p>On the second point, the best estimates which have been made public (eg. in the December report) show minimal improvement to bus journey times, of the order of 2.5 minutes, and this improvement is entirely attributable to the proposed introduction of a southbound bus lane in</p>	<p>to navigate around vehicles that are temporarily blocking the cycle lane.</p> <p>It is therefore considered that there is suitable mitigation for the loss of the residential parking bays on Histon Road.</p> <p>The Pay and Display bays on Linden Close have been provided in order to mitigate the loss of the Pay and Display bays on Histon Road which are of vital importance to several local business in the close vicinity. The pay and display bays will only operate from 9 until 5 pm so residents living in the area will be free to use the bays in the evenings and overnight when demand for resident parking is highest. Officers suggest that following implementation of the new parking arrangements on Histon Road, and including Linden Close, the County Council monitor the situation with the view to relooking at the provision of a Residents Parking scheme for the Stretton area.</p> <p>A key aim of the project is to enhance bus priority on Histon Road. The final design for Histon Road, approved by the Executive Board in December 2018 includes a length of inbound bus lane extending from Blackhall Road to a point 40m south of Carisbrooke Road. The bus lane is estimated to improve future inbound bus journey times in the morning peak by up to 2.5 minutes, and more importantly, enhance the reliability of bus services using Histon Road.</p>
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<p>the northern reaches of Histon Road. Observation shows that there is no congestion whatsoever in any stretch of Histon Road outside the morning and evening weekday peak hours; and during those times, the congestion is primarily or solely caused not by the layout or width of Histon Road, but by the low capacity of the terminal junctions. The Victoria Road junction in particular suffers from very poor phasing and timing relative to the signals at the Huntingdon Road and Mount Pleasant junctions. There is a significant risk, already called out at LLF meetings, that changes to improve the junction for cyclists (whilst beneficial in themselves) would make this situation worse, and negate any minor increase in capacity elsewhere. Additionally, the proposed introduction of several new pedestrian crossings (in itself a good thing) will obviate any journey time improvements.</p> <p>Given the small improvements against the stated objectives, and the fact that the primary cause of existing congestion would not be addressed by the proposals (indeed, it may even be made worse), the widespread and intrusive nature of the proposals where they relate to parking capacity seems disproportionate.</p> <p>It is also pertinent to observe that Histon Road is primarily a residential area, and is not a recommended arterial route, as confirmed by its classification as a "B" road and the recent petition to ban large goods vehicles overnight. Therefore the needs of residents (including the ability to park near their homes) should have greater weight than the needs of through traffic.</p> <p>On possible mitigation of disruption to residents:</p> <p>Among the discussions and presentations which have taken place in the months and years since the earliest consultations, there was a commitment to "develop parking management measures to address displaced parking"</p>	
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	<p>(HRMR presentation on 2016-07-05, and also reported to the Histon Road Local Liaison Forum in March 2018). Despite this commitment, I can see no consideration having been given to mitigating the loss of several resident parking spaces in Linden Close, due to the proposed new Pay and Display bays.</p> <p>The loss of spaces in Linden Close will be further exacerbated by the likelihood that some Histon Road residents will park in Linden Close or the other eastern side roads. The scheme makes the assumption that they will all simply move their vehicles elsewhere within the Benson Area RPZ, but this is far from guaranteed: that zone covers a wide area, and not all Histon Road residences have a rear entrance, so they would have to walk a large distance.</p> <p>The other predictable outcome of the current proposals is a loss of green space, when residents are forced to destroy existing gardens in favour of private driveways or garages. This would clearly be contrary to public opinion and general environmental planning policy.</p> <p>In the report of December 2018, there is reference (para 5.24) to "the new Stretten Area RPZ" as a mitigation for the displacement of spaces from Histon Road. However, that scheme has been rejected.</p> <p>In practice, even were the Stretten Area RPZ to have been approved, it would have had very limited value measured against its stated objectives (and this can be assumed to be the main reason it was rejected): the competition for parking space in this area is primarily between residents, not from non-residents, and is most in evidence overnight. During the proposed daytime operational hours of the RPZ, there is always ample space to accommodate the small amount of commuter and local business parking which occurs.</p> <p>The current proposals for Histon Road are likely to create additional non-resident</p>	
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	<p>parking in the eastern side roads at all times of the day and night (displaced from Histon Road), in addition to the significant reduction of the space in Linden Close itself. This increased pressure on space in Linden Close and the wider eastern area would be directly and solely caused by the proposals for Histon Road, and it would in practice not have been mitigated at all by the introduction of the proposed RPZ, for the reasons mentioned above.</p> <p>A possible mitigation might be a fully funded free-to-use Residents Parking scheme for Linden Close and the other nearby streets similarly affected. It might not need to cover as large an area as the originally proposed Stretton RPZ. The operational hours would need to be specifically designed to prevent leakage from the Benson Area RPZ by nearby residents. This scheme should moreover permit unrestricted free use by residents of the new Pay and Display spaces, to mitigate the loss of those bays for residential use. Perhaps the council could give consideration to this suggestion?</p>	
8	<p>Objection stating:</p> <p>1) We are concerned about the traffic moving on Histon Road would be faster, therefore endangering the safety of cyclists and pedestrians.</p> <p>2) Removing the parking bays moves the traffic significantly closer to the residential housing. This infringes on a number of human rights guaranteed by the state, including:</p> <p>a. Our right to health (Article 2 International Covenant of Economic Social and Cultural Rights, of which the UK is a signatory) – as the exhaust fumes and the noise are elevated</p> <p>b. Our right to respect for private and family life (Art. 8 European Convention on Human Rights, ratified into UK law through the Human Rights Act) – as the enjoyment of private and family life inside and outside our house is impacted through noise, safety</p>	<p>One of the key aims of the project is to provide a safe space for cyclists to navigate the entire length of Histon Road at all times of the day. This is partly in order to try to encourage more people to cycle and therefore help to reduce traffic.</p> <p>In order to deliver highway improvements in the narrow southern section of Histon Road and to provide a safe environment for both cyclists and motorists, it is necessary to remove the existing on street parking in this area. This includes 31 resident parking bays that are part of the Benson Area Residents' Parking Zone (RPZ). It is also necessary to remove the existing pay and display bays that are located adjacent to no. 69 Histon Road</p> <p>In late 2017, a detailed parking survey was undertaken within the area (the methodology agreed with the Local Liaison Forum (LLF) in advance). The survey demonstrated that</p>

	<p>concerns, and health repercussions, and drivers and passengers being able to look into the windows.</p> <p>c. Our right to housing (Art. 11(1) International Covenant of Economic Social and Cultural Rights). Our period home already vibrates when heavy traffic passes by. The increase of traffic and the increased proximity of the traffic to the house will likely compromise the structure of the house.</p> <p>3) There does not appear to have been a significant response to resident concerns. It seems to us that the plans for Histon Road, despite going through consultation, are exactly the same as those tabled by the council at the beginning of the process.</p> <p>4) There has been a lack of transparency on exactly whose interests are served through the plans – and it is clear that this is not in the interests of the residents on Histon Road.</p> <p>We would expect, in particular, the infringement on human rights to have been considered by the council, and demand a response to our concerns. In the event that this does not occur, we would be willing to pursue further routes, whether these are of a legal nature or of a public interest nature.</p>	<p>during the mornings and evenings there is sufficient space within the Benson Area RPZ to accommodate the displaced residents parking, from the proposed removal of parking bays on Histon Road.</p> <p>The implementation of double yellow lines does not dis-allow loading and unloading or stopping to pick up or drop off. It also allows for temporary parking for blue badge holders providing no obstruction is caused. Therefore it is already compromise solution that allows local resident continued access, but which means that cyclists using the new advisory cycle lanes may from time to time be forced to navigate around vehicles that are temporarily blocking the cycle lane.</p> <p>It is therefore considered that there is suitable mitigation for the loss of the residential parking bays on Histon Road.</p> <p>The Pay and Display bays on Linden Close have been provided in order to mitigate the loss of the Pay and Display bays on Histon Road which are of vital importance to several local business in the close vicinity. The pay and display bays will only operate from 9 until 5 pm so residents living in the area will be free to use the bays in the evenings and overnight when demand for resident parking is highest. Officers suggest that following implementation of the new parking arrangements on Histon Road, and including Linden Close, the County Council monitor the situation with the view to relooking at the provision of a Residents Parking scheme for the Stretton area.</p>
9	<p>Objection stating:</p> <p>I am writing to object to the proposed Histon Road bus and cycle priority scheme, in particular to the proposal to install a bus lane between Blackhall Road and Carisbrooke Road junctions, for the following reasons:</p> <p>There is insufficient carriageway width to accommodate an extra lane of traffic.</p>	<p>A key aim of the project is to enhance bus priority on Histon Road. The final design for Histon Road, approved by the Executive Board in December 2018 includes a length of inbound bus lane extending from Blackhall Road to a point 40m south of Carisbrooke Road. The bus lane is estimated to improve future inbound bus journey times in the morning peak by up to 2.5 minutes, and more</p>

	<p>The proposal envisages cutting down a number of mature trees which are essential to help reduce pollution on this route, which appears to be contrary to the City Council's recent declaration of a climate emergency.</p> <p>If implemented, the scheme will encourage increased car traffic on Histon Road (since drivers will anticipate fewer delays caused by buses). This effect will not be offset by the claimed reduction in bus journey times of ~3 minutes.</p> <p>There are no credible measures proposed to reduce pollution on what is already a heavily polluted route.</p> <p>There are no credible mitigation measures proposed to reduce traffic noise, which is already a significant problem, but ignored by the county council and highway authorities.</p> <p>Project staff have acknowledged that the scheme will worsen the environment along this section of Histon Road. I urge GCP instead to adopt alternative proposals from Smarter Cambridge Transport to improve journey times and reduce traffic on Histon Road rather than pursuing this damaging and wasteful proposal against the wishes of all those who will have to suffer its effects.</p>	<p>importantly, enhance the reliability of bus services using Histon Road.</p>
10	<p>Objection stating:</p> <p>As City Councillors for Castle ward, please find below two comments.</p> <p>1. Mitigation for Huntingdon Road This TRO proposes the closure of in-bound traffic on Histon Road, redirecting this towards Huntingdon Road, as well as other arterial routes.</p> <p>While we agree that closing one direction of traffic on Histon Road during the development has more benefits than weaknesses in limiting cost and speeding up the works, we have grave concerns about the impact this will have on Huntingdon Road. The use of Huntingdon Road by HGV's from the A14 works has highlighted that heavy traffic along here</p>	<p>For clarification regarding point 1. These matters are not part of this TRO, but will be considered as part of the Traffic Management plan and the required Temporary TROs that are required to implement</p> <p>One of the key aims of the project is to provide a safe space for cyclists to navigate the entire length of Histon Road at all times of the day. This is partly in order to try to encourage more people to cycle and therefore help to reduce traffic.</p> <p>In order to deliver highway improvements in the narrow southern section of Histon Road and to provide a safe environment for both cyclists and motorists, it is necessary to remove the existing on street parking in this</p>

<p>causes great disturbance to residents, and the extent of the traffic has already caused cracks in the walls of some properties.</p> <p>We request that the Greater Cambridge Partnership considers some form of mitigation for this, including taking measures alongside the County Council to limit additional HGV vehicle use of Huntingdon Road during the night.</p> <p>2. Parking needs on Histon Road The removal of residents parking from Histon Road means that residents with mobility issues will not be able to park near their properties, and in fact there is a risk there will not be adequate parking for residents in the Benson Area at all.</p> <p>We would like it to be noted that the WSP survey is an inadequate measure of the parking requirements on Histon Road, as it was carried out over three weekdays, when people who drive to work will already have done so.</p> <p>We note that BenRA has conducted their own survey over a full week, with findings that suggest the parking spaces are in high demand, as is the parking availability in the Benson area.</p> <p>We therefore suggest that further surveying is undertaken to confirm the parking needs of this area, giving specific notice to residents with mobility issues who have a greater need to park nearer to their properties.</p>	<p>area. This includes 31 resident parking bays that are part of the Benson Area Residents' Parking Zone (RPZ). It is also necessary to remove the existing pay and display bays that are located adjacent to no. 69 Histon Road</p> <p>In late 2017, a detailed parking survey was undertaken within the area (the methodology agreed with the Local Liaison Forum (LLF) in advance). The survey demonstrated that during the mornings and evenings there is sufficient space within the Benson Area RPZ to accommodate the displaced residents parking, from the proposed removal of parking bays on Histon Road.</p> <p>The implementation of double yellow lines does not dis-allow loading and unloading or stopping to pick up or drop off. It also allows for temporary parking for blue badge holders providing no obstruction is caused. Therefore it is already compromise solution that allows local resident continued access, but which means that cyclists using the new advisory cycle lanes may from time to time be forced to navigate around vehicles that are temporarily blocking the cycle lane.</p> <p>It is therefore considered that there is suitable mitigation for the loss of the residential parking bays on Histon Road.</p> <p>The Pay and Display bays on Linden Close have been provided in order to mitigate the loss of the Pay and Display bays on Histon Road which are of vital importance to several local business in the close vicinity. The pay and display bays will only operate from 9 until 5 pm so residents living in the area will be free to use the bays in the evenings and overnight when demand for resident parking is highest. Officers suggest that following implementation of the new parking arrangements on Histon Road, and including Linden Close, the County Council monitor the situation with the view to relooking at the provision of a Residents Parking scheme for the Stretton area.</p>
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11	<p>Objection stating:</p> <p>I am writing to object in the strongest terms to the plans for Histon Road (specifically those relating to the section of the road between Akeman Street and the junction with Victoria Road).</p> <p>There is no evidence that the introduction of a cycle lane will improve the safety or usage Histon Road as a cycle path. Therefore the plans are without just cause.</p> <p>The Council is neglecting its duty of care to its residents and taxpayers by removing residents' parking. It will become impossible for certain residents to have critical building work conducted on their properties. This act also renders the Council liable under the tenants of The Access to Neighbouring Land Act 1992 to both individual and class action lawsuits.</p> <p>The Council is neglecting their duty of care responsibilities to the vulnerable populations who require urgent care and regular carers by removing parking. Furthermore, the layout of the pavement under these plans will restrict the access of children who require double pushchairs and individuals with reduced mobility who require wheelchairs and scooters. The Council must legally show evidence that they have considered these plans under the scope of the Health and Social Care Act 2012 under which they have increased responsibilities to such vulnerable groups. Without doing so in the necessary thorough and transparent manner, the Council renders itself negligent and legally liable.</p> <p>If the Council insists on the removal of parking, it must stand to such scrutiny. It should outline plans for parking for residents for essential building works, loading and transit of vulnerable groups including children and the elderly. I suggest that residents should be able to apply to the Council for sections of the cycle lane to be suspended to facilitate parking for</p>	<p>One of the key aims of the project is to provide a safe space for cyclists to navigate the entire length of Histon Road at all times of the day. This is partly in order to try to encourage more people to cycle and therefore help to reduce traffic.</p> <p>In order to deliver highway improvements in the narrow southern section of Histon Road and to provide a safe environment for both cyclists and motorists, it is necessary to remove the existing on street parking in this area. This includes 31 resident parking bays that are part of the Benson Area Residents' Parking Zone (RPZ). It is also necessary to remove the existing pay and display bays that are located adjacent to no. 69 Histon Road</p> <p>In late 2017, a detailed parking survey was undertaken within the area (the methodology agreed with the Local Liaison Forum (LLF) in advance). The survey demonstrated that during the mornings and evenings there is sufficient space within the Benson Area RPZ to accommodate the displaced residents parking, from the proposed removal of parking bays on Histon Road.</p> <p>The implementation of double yellow lines does not dis-allow loading and unloading or stopping to pick up or drop off. It also allows for temporary parking for blue badge holders providing no obstruction is caused. Therefore it is already compromise solution that allows local resident continued access, but which means that cyclists using the new advisory cycle lanes may from time to time be forced to navigate around vehicles that are temporarily blocking the cycle lane.</p> <p>It is therefore considered that there is suitable mitigation for the loss of the residential parking bays on Histon Road.</p> <p>The Pay and Display bays on Linden Close have been provided in order to mitigate the loss of the Pay and Display bays on Histon Road which are of vital importance to several local business in the close vicinity. The pay</p>
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	<p>essential building works and/or visits from care professionals. Similarly, residents should not be subject to penalties should they be required to block the cycle lane to load vulnerable adults or children into vehicles. Such provision should be formally outlined and accommodated by the Council.</p> <p>I would also advise the Council to:</p> <ul style="list-style-type: none"> - Purchase the parking bay outside Cranwell Court and the Grapes pub (or reach an agreement with the owners of said establishment) to accommodate residents parking and meet their responsibilities to residents; -Offer residents' parking within their car park on Castle Hill / Castle Park at the established yearly rate; -Allow residents from the Benson Area to purchase parking permits which also include permission to park within the Castle Area and any other nearby areas of parking. <p>I implore you to take heed of my comments and act in line with your ethical and legal responsibilities.</p>	<p>and display bays will only operate from 9 until 5 pm so residents living in the area will be free to use the bays in the evenings and overnight when demand for resident parking is highest. Officers suggest that following implementation of the new parking arrangements on Histon Road, and including Linden Close, the County Council monitor the situation with the view to relooking at the provision of a Residents Parking scheme for the Stretton area.</p>
12	<p>Objection stating:</p> <p>First I would like to share with you my discontent with the plan of removal of all residents only parking spaces along Histon Road, which will result in an undue pressure on parking spaces in the neighbourhood of the Benson area.</p> <p>Will such a scheme ease the traffic on Histon Road and reduce traffic pollution for the resident? I defy you to prove it.</p> <p>In particular I would like to strongly oppose the idea of the double lines along Histon Road, which will result in much difficulties for deliveries and occasional loadings by the direct residents, many of them having no back access to their house. I hope that this will be taken into consideration. Apart from rush hours, the traffic on Histon Road could accommodate easily with fast and</p>	<p>One of the key aims of the project is to provide a safe space for cyclists to navigate the entire length of Histon Road at all times of the day. This is partly in order to try to encourage more people to cycle and therefore help to reduce traffic.</p> <p>In order to deliver highway improvements in the narrow southern section of Histon Road and to provide a safe environment for both cyclists and motorists, it is necessary to remove the existing on street parking in this area. This includes 31 resident parking bays that are part of the Benson Area Residents' Parking Zone (RPZ). It is also necessary to remove the existing pay and display bays that are located adjacent to no. 69 Histon Road</p> <p>In late 2017, a detailed parking survey was undertaken within the area (the methodology</p>

	<p>temporary disruptions caused by deliveries for instance. Single yellow lines might be good enough.</p> <p>At least, may I hope for some financial compensation like a significant reduction of the resident parking permit annual fee, recently increased? With non residents parking at night or over the weekends to go into town, may I hope for some further parking restrictions in favour of the residents in the Benson area?</p> <p>Nevertheless I welcome the creation of cycling lanes, and look forward to seeing the improvement and rejuvenation of the pavements and road tarmac. Besides, may I suggest you to seriously plan for planting quite a few trees along the pavements, which would embellish the street and symbolically capture some of the exhaust gases generously released years after years. May I also emphasise that speed limit enforcements will be seen as a respectful gesture from the authorities and consideration for improving the quality of life along one of the busiest road, and certainly most poorly considered, of Cambridge. A significant reduction of the council tax might also be most welcome by the residents as some honest compensation for the many years of the HGVs traffic due to the A14 adjustments and traffic diversions, causing heavy vibrations and house damages.</p>	<p>agreed with the Local Liaison Forum (LLF) in advance). The survey demonstrated that during the mornings and evenings there is sufficient space within the Benson Area RPZ to accommodate the displaced residents parking, from the proposed removal of parking bays on Histon Road.</p> <p>The implementation of double yellow lines does not dis-allow loading and unloading or stopping to pick up or drop off. It also allows for temporary parking for blue badge holders providing no obstruction is caused. Therefore it is already compromise solution that allows local resident continued access, but which means that cyclists using the new advisory cycle lanes may from time to time be forced to navigate around vehicles that are temporarily blocking the cycle lane.</p> <p>It is therefore considered that there is suitable mitigation for the loss of the residential parking bays on Histon Road.</p> <p>The Pay and Display bays on Linden Close have been provided in order to mitigate the loss of the Pay and Display bays on Histon Road which are of vital importance to several local business in the close vicinity. The pay and display bays will only operate from 9 until 5 pm so residents living in the area will be free to use the bays in the evenings and overnight when demand for resident parking is highest. Officers suggest that following implementation of the new parking arrangements on Histon Road, and including Linden Close, the County Council monitor the situation with the view to relooking at the provision of a Residents Parking scheme for the Stretton area.</p>
Statements of Support		
1	<p>Statement of support stating:</p> <p>Thanks so much. Plans look good to me. About time we had proper cycling infra in place.</p> <p>Thanks again.</p>	<p>Receipt of statement acknowledged.</p>

2	<p>Statement of support stating:</p> <p>Regarding Histon Road proposed plan. I am just writing to you to say that we fully support the idea. I would like to see more Traffic enforcement cameras and rised tables on the street and more Puffins.</p> <p>Also maybe in future road might be changed to 20mph?</p>	Receipt of statement acknowledged.
3	<p>Statement of support stating:</p> <p>No Objection</p>	Receipt of statement acknowledged.
Representations		
1	<p>Representation stating:</p> <p>There are already planning approved plans for the junction that will bring all pedestrians and cyclists from the Darwin Green link to Histon Road North of the Windsor Road access point. It is also the point where pedestrians, cyclists and road traffic from the squash development site (current planning reference 19/0718/REM where the detail of the rest of this development is being considered). Drawing attached. (Between 303 Histon Road and 2a Carisbrooke Road.)</p> <p>Also at this point 2a Carisbrooke Road have a plan submitted to enclose land that is dedicated to public access, yet privately owned, by this junction currently under consideration 19/0573/FUL. Again drawings attached.</p> <p>This area of Histon Road is deceptively complex if your map cuts off immediately next to the Histon Road carriageway. There have been road rage incidents and near misses reported as where Carisbrooke Road joins Histon Road in a very short distance so to does Badminton Close and Tavistock Road join with Carisbrooke Road (which itself bends about 90 degrees tot he left as you drive in - challenging good visibility further). This can be seen on the Streetwise map attached from 2a's planning application. This all occurs at a very</p>	Receipt of representation acknowledged.

	<p>popular place for cyclists coming in to the city from Histon and travelling to the West Cambridge site to turn right off the Histon Road in to Carisbrooke Road, to proceed past Mayfield School to the cut through then over Windsor Road and up to Huntingdon Road. It is also an area where there is a lot of on footpath cycle use for the school runs to Mayfield and Arbury Primaries, and children travelling to Chesterton and IVC. In addition these children have friendships that cross the Histon Road, so these communities need to be able to access one another.</p> <p>I do not think the suggestion to end the new inbound bus lane opposite the junction with Darwin Green and the Squash Court site access point and then placing the crossing beyond this junction offers the best solution.</p> <p>I wonder whether the impact of the imminent developments on this site have been considered fully.</p> <p>For example a cyclist from Darwin Green or the squash Court site (or Cavesson Court) looking to head towards the city would need to turn right onto the Histon Road where there are three carriageways in your proposals, just where a bus lane and main carriageway are merging a little ahead of the new proposed crossing and alongside an already complex junction with Carisbrooke/Badminton/Tavistock Roads.</p> <p>I would like to suggest that this area is more closely looked at and suggest that one option might be stopping the bus lane earlier and moving the proposed crossing up alongside 2a Carisbrooke Road and making this a dual cyclist and pedestrian crossing. It would also be good if the cycling provision for the access lane to the squash court site and Darwin Green and the suggestion to enclose (and then further restrict visibility) around the public access land adjacent to 2a Carisbrooke Road could be looked at in a coordinated way.</p>	
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	<p>I would be very happy to walk officers or Councillors around the site and show where conflict between pedestrians, cyclists and road users could occur in the context of your proposals.</p> <p>Having been the victim of road rage along this road and with a young family who cycle and walk independently in the area I have a real interest in making the proposals as safe as possible.</p> <p>It would be great if you could acknowledge receipt of this email and let me know what the next steps are in moving your proposals forward.</p>	
2	<p>Representation stating:</p> <p>I live on Histon Road and I am in the process of applying for a residents parking permit to be able to park opposite my house. We regularly park in Liden Close as well. I am just wondering if there will be any nearby resident parking available and if not, where do you expect us to park?</p>	Receipt of representation acknowledged.
3	<p>Representation stating:</p> <p>At the LLF on Monday 22 July, the Windsor Road Residents' Association asked why there was no provision for pedestrian safety in Windsor Road near its junction with Histon Road, whereas a raised table is planned for Rackham Close, Akeman Rd, Gilbert Rd, Carisbrooke Road, Chancellors Walk, Roseford Rd, Hazlewood Close and Blackhall Rd at their junctions with Histon Rd. There are already traffic lights at the junction between Warwick Rd, Gilbert Rd and Histon Rd.</p> <p>On account of its location in the middle of a busy shopping area (including three supermarkets Aldi, Iceland and the Co-op) and its proximity to two bus stops, on opposite sides of Histon Road, the Windsor Rd/Histon Rd junction is particularly busy and yet no provision is planned for the safety of pedestrians and the control of</p>	Receipt of representation acknowledged.

	<p>vehicle speeds, apart from a tightening of the kerb profiles at the corners.</p> <p>We have been told that a raised table would not be possible at the Windsor Rd/ Histon Rd junction, but that officers would look into alternative ways of improving safety for pedestrians, buggies and push chairs by one or more measures such as:</p> <p>(i) one or more informal pedestrian crossings in Windsor Rd, with a change of surface texture and possibly also a change of colour;</p> <p>(ii) a road hump/cushion to reduce vehicle speeds; and</p> <p>(iii) the illusion of a raised table (our least favoured option).</p> <p>We urge you to follow up on this issue before there is a serious, and/or a fatal accident at the Histon Road end of Windsor Road.</p>	
4	<p>Representation stating:</p> <p>AIR Pollution monitoring on Histon Road before, during and after the road construction (GCP Executive Board decision) PR0564</p> <p>The Histon Road Area Residents' Association (HRARA) requests clarification regarding the positioning of the air pollution monitoring equipment on the TROs presented for the full length of Histon Road. No markings can be found on the latest design. Alternatively, Automatic Number Plate Recognition ANPR in combination with systems for analysing data collected was suggested to obtain a better quality of results. No markings can be found for such equipment.</p> <p>Have the "Zero Carbon" promises by councillor Lewis Herbert, chair GCP EB,</p>	<p>Receipt of representation acknowledged.</p>

	<p>been included in the GCP project for Histon Road? Will any part of Histon Road have "Clean Air Zone" CAZ signage?</p> <p>20 mph on Histon Road – between Victoria Junction and Akeman Street PR0564</p> <p>There is no indication that a 20mph zone has been addressed along the abovementioned part of Histon Road. Warning signs for the present Speed Camera have been removed.</p> <p>The following statement was received during the GCP Executive Board on March 20th 2019 from Peter Blake: <i>Rest assured that the project team is very much aware. This will be addressed during the detailed design phase when new TROs are raised.</i></p> <p>HRARA reminds that this question has been raised by the residents for a long time at GCP Joint Assembly and Executive Board meetings, NAC meetings, and as Petitions. HRARA has received information from Bedfordshire that Average Speed Cameras on certain roads have been installed to encourage self-enforcing speed limits with successful results. HRARA states the following reasons:</p> <ul style="list-style-type: none"> a. For avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising b. For preserving or improving the amenities of the area through which the road runs c. For the purpose of relieving or preventing congestion of traffic. <p>HRARA requests that a 20mph speed limit on Histon Road between Victoria Junction and Akeman Street is included in the Histon Road PR0564.</p>	
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<p>Notice of intention to install raised tables PR0564 Histon Road CV-1203</p> <p>The new design for Histon Road includes several notices for installation of raised tables at junctions and this is very positive. However, one of the most pedestrian intensive crossings along Histon road, Windsor Road, does not have this traffic calming measure. This junction has an added nearby Puffin crossing to provide safer crossing for the bus passengers on the Aldi Side of the road. The outbound bus stop has been transferred to the COOP area which increases the number of pedestrians crossing Windsor Road. This is the busiest local shopping area along the road, including a post-office and pharmacy as well.</p> <p>A raised table on Windsor Road is essential to secure a traffic calming measure to slow down traffic in the area in order to provide a safer, pedestrian friendly environment.</p> <p>HRARA requests that the officers are instructed to give priority to pedestrians and ensure that pedestrian safety is safeguarded by a raised table at the Windsor Road- Histon Road Junction.</p> <p>Histon Road PR0564 - Footpaths along the full length of the road CV-1201 to 1208</p> <p>The GCP Histon Road Project is designed to improve walking, cycling, bus-priority in that order. Yet there are no measurements for the width of the footpaths in any part of the road for CV-1201 to 1208 of the Hist-WSP drawings. The cycle lanes widths are recorded.</p> <p>As pedestrians includes all ages, sizes and abilities of people, the design needs to satisfy a wide range of requirements. A design which accommodates the needs of children and disabled people is likely to suit most user types. The minimum</p>	
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	<p>unobstructed width for pedestrians should generally be 2 meters. A minimum for one pedestrian meeting pram or mobility/wheelchair is 1.5 meters. HRARA requests that the officers are instructed to meet the minimum requirements of 1.5 meters for footpaths on Histon Road and that this is indicated on the respective PR0564 drawings. In case of deviation there should be a reason given at each instance. Additional space for cars is not an acceptable reason.</p>	
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CAMBRIDGESHIRE COUNTY COUNCIL
THE CITY OF CAMBRIDGE (CIVIL ENFORCEMENT AREA)
(WAITING RESTRICTIONS AND STREET PARKING PLACES) ORDER 2017
(AMENDMENT NO. 41) ORDER 201\$

Notice is hereby given that Cambridgeshire County Council proposes to make the above named Order under the powers contained in the Road Traffic Regulation Act 1984 (as amended) and the Traffic Management Act 2004 (as amended).

The effect of this Order will be to remove existing waiting and loading restrictions including residents only parking places and pay and display places on Histon Road with the exception of the existing pay and display place located directly outside Cranwell Court. These will be replaced, on its western side with, a prohibition of waiting located from a point 81 metres north of its junction with Victoria Road until its junction with Gilbert Road; from a point 29 metres north of its junction with Gilbert Road until a point 84 metres south of its junction with Carisbrooke Road; from a point 6 metres south of its junction with Carisbrooke Road to a point 138metres north of its junction with Blackhall Road. A prohibition of waiting will be installed on its eastern side from a point 85 metres north of its junction with Victoria Road until a point 60m south of its junction with Rackham Close; from a point 37 metres south of its junction with Rackhams Close, in a northerly direction for a distance of 18 metres; from a point 25 metres north of its junction with Windsor Road until its junction with Gilbert Road; from a point 21 metres south of its junction with Carisbrooke Road until a point 134 metres north of its junction with Blackhall Road. On its eastern side, install a prohibition of loading between 8am-9.30am and 4.30am-6pm and a prohibition of waiting between 8am-6pm between points 75 metres north of its junction with Victoria Road and 86 metres north of the same junction. Install a limited waiting parking place on its eastern side from a point 60 metres south of its junction with Rackham close until a point 38 metres south of the same junction, the operating hours will be mon-sat between 8am-6.30pm with a maximum stay of 1 hour with no return within 2 hours. Install a prohibition of waiting on Linden Close; South Side, from its junction with Histon road in an easterly direction for a distance of 85 metres; north side, from a point 52 metres east of its junction with Histon road, in an easterly direction for a distance of 5 metres. Install pay and display parking places which will operate on Mon-Sat between 9am-5pm with a maximum stay of 4 hours and no return within 4 hours on the North side of Linden Close from a point 19 metres east of its junction Histon Road, in an easterly direction for a distance of 32 metres, and from a point 56 metres east of the same junction, in an easterly direction for a distance of 17metres.

CAMBRIDGESHIRE COUNTY COUNCIL
(VARIOUS STREETS, CAMBRIDGE)
(BUS LANES)
ORDER 20\$

Notice is hereby given that Cambridgeshire County Council proposes to make the above named Order under the powers contained in the Road Traffic Regulation Act 1984 (as amended ("the 1984 Act), The Transport Act 2000, Traffic Management Act 2004 (as amended) and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act.

The effect of this Order will be to:-

Install a lane on Histon Road on the eastern side of the carriageway from its junction with Blackhall road until its junction with Carisbrooke Road on which any vehicle other than a pedal cycle, bus, hackney carriage or private hire vehicle is prohibited at all times on all days.

CAMBRIDGESHIRE COUNTY COUNCIL
(HISTON ROAD, CAMBRIDGE)
NOTICE OF INTENTION TO INSTALL PEDESTRIAN CROSSINGS

NOTICE is hereby given that Cambridgeshire County Council proposes to install pedestrian crossings in the following locations:-

<u>Crossing Type</u>	<u>Location</u>
Puffin	Near to 29 Histon Road
Puffin	Near to 190 Histon Road
Puffin	Near to 122 Hazelwood Close
Toucan	Near to 23 Borrowdale Road

CAMBRIDGESHIRE COUNTY COUNCIL
HIGHWAYS ACT 1980 AS AMENDED BY THE TRANSPORT ACT 1981
(SECTIONS 90A TO 90F)
THE HIGHWAYS (ROAD HUMPS) REGULATIONS 1999

NOTICE OF INTENTION TO INSTALL RAISED TABLES

NOTICE is hereby given that Cambridgeshire County Council proposes to:

Install raised tables of at most 100mm in height at the following locations; Rackham Close, Akeman Road, Gilbert Road, Carisbrooke Road, Chancellors Walk, Roseford Road, Hazelwood Close, Blackhall Road – all at their junctions with Histon Road.

If you have any specific questions or queries with regard to these proposals then please contact **Andi Caddy** on 03450 455212 or email policyandregulation@cambridgeshire.gov.uk

The draft Orders, together with a map showing the roads and lengths of road concerned and a statement of the Council's reasons for proposing to make the Orders, may be examined free of charge during normal office hours in the reception area of Shire Hall or by using these links <https://www.cambridgetraffweb.co.uk/> or <http://bit.ly/cambridgeshiretro>

If you wish to object to these proposals you should send the grounds for objection, or any additional comments, in writing to the undersigned (or by e-mail to policyandregulation@cambridgeshire.gov.uk) to reach us by not later than **31st July 2019** quoting reference PR0**564**.

Steve Cox, Executive Director: Place and Economy, c/o Policy and Regulation,
Vantage House, Vantage Park, Washingley Road, Huntingdon PE29 6SR

Cambridgeshire County Council

**THE CITY OF CAMBRIDGE (CIVIL ENFORCEMENT AREA)
(WAITING RESTRICTIONS AND STREET PARKING PLACES) ORDER 2017
(AMENDMENT NO.41) ORDER 201\$**

Cambridgeshire County Council in exercise of its powers under Sections 1, 2, 3, 4, 19, 32, 35, 45, 46, 47, 61, 63, 64 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 ("the Act of 1984") and with the Traffic Management Act 2004 Part 6 and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act of 1984, hereby makes the following Order:

1. This Order shall come into operation for all purposes on the \$\$th day of \$\$\$ 201\$ and may be cited as The City of Cambridge (Civil Enforcement Area)(Waiting Restrictions and Street Parking Places) Order 2017 (Amendment No. 41) Order 201\$.
2. In this Order the expression "the Order of 2017" shall mean The City of Cambridge (Civil Enforcement Area)(Waiting Restrictions and Street Parking Places) Order 2017 and any reference to the Order of 2017 shall be construed as a reference to that Order as varied or amended.
3. The Order of 2017 shall be amended and have effect as though plans nos. **TF4416SWN/TF4461SWS/TF4460NWN/TF4460NWS/TF4460SWNTF4460SWSTF4459NWN/TF4459NWS/TF4459SWN** were deleted and substituted by the plans annexed to this Order.

The COMMON SEAL)
of CAMBRIDGESHIRE COUNTY COUNCIL)
was hereunto affixed)
this \$\$th day of \$\$\$ 201\$)
in the presence of :)

Cambridgeshire County Council

**THE CITY OF CAMBRIDGE (CIVIL ENFORCEMENT AREA)
(WAITING RESTRICTIONS AND STREET PARKING PLACES) ORDER 2017
(AMENDMENT NO. 41) ORDER 2018**

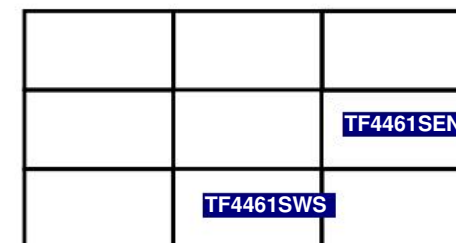
STATEMENT OF REASONS

The reason for intending to make the above named Order is to facilitate the movement of traffic and to enhance safety for all road users.



SCALE -1 : 1250 at A3 size

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| No Waiting At Any Time | Limited Waiting | Pay & Display |
| No Waiting At AnyTime/No Loading At Any Time | Loading Only | Taxi Rank/Other Parking |
| No Waiting/No Loading | Permit Holders | Bus Lane |
| No Waiting | Resident Permit Holders | Free Parking |
| No Stopping | Disabled Badge Holders | |



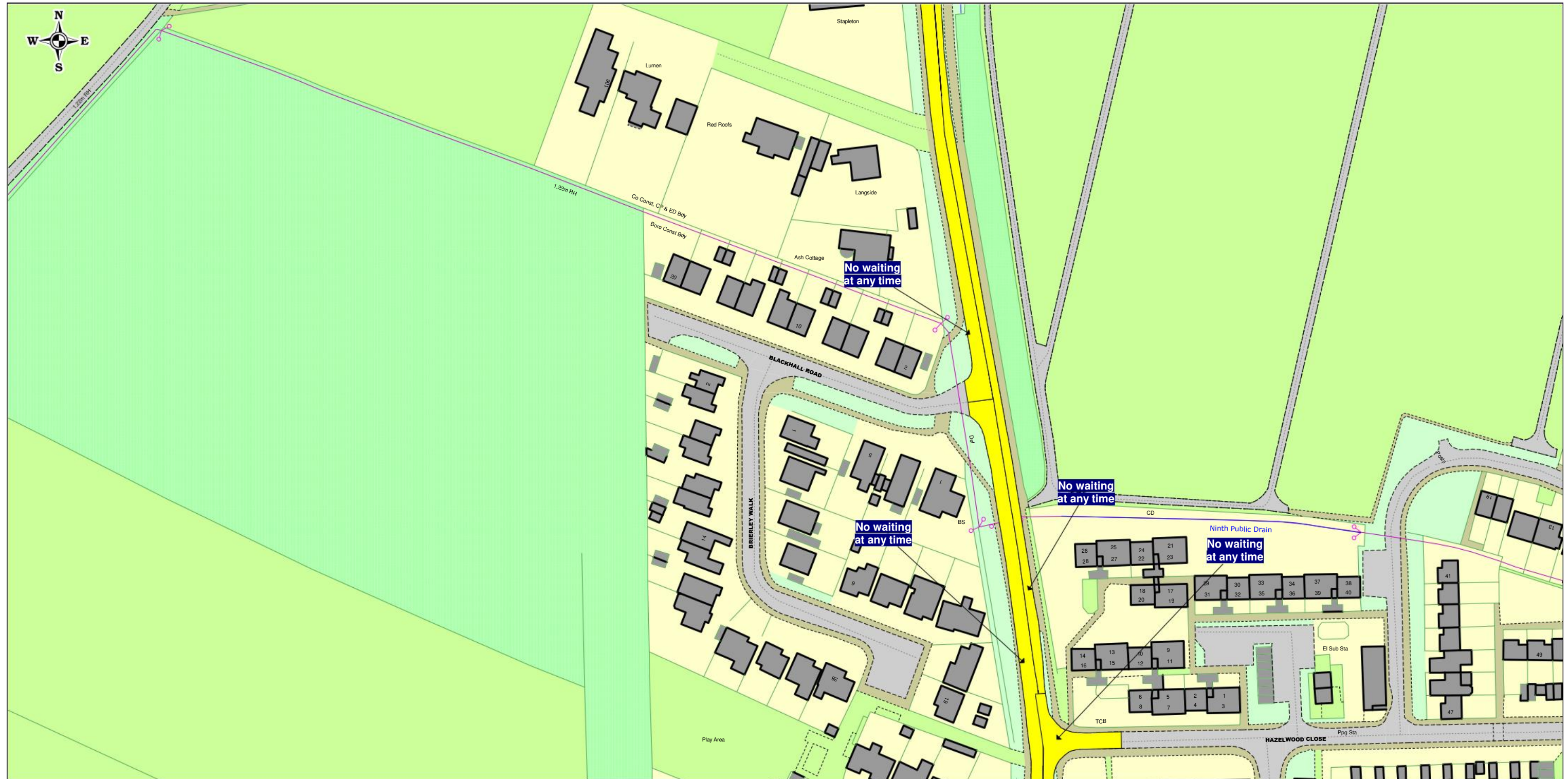
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AREA CODE: TF4461SWN

Cambridgeshire County Council
The City of Cambridge
(Civil Enforcement Area)
(Waiting Restrictions and Street Parking Places) Order 2017

Cambridgeshire County Council, Shire Hall, Cambridge CB3 0AP



SCALE -1 : 1250 at A3 size

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| No Stopping | Disabled Badge Holders | |

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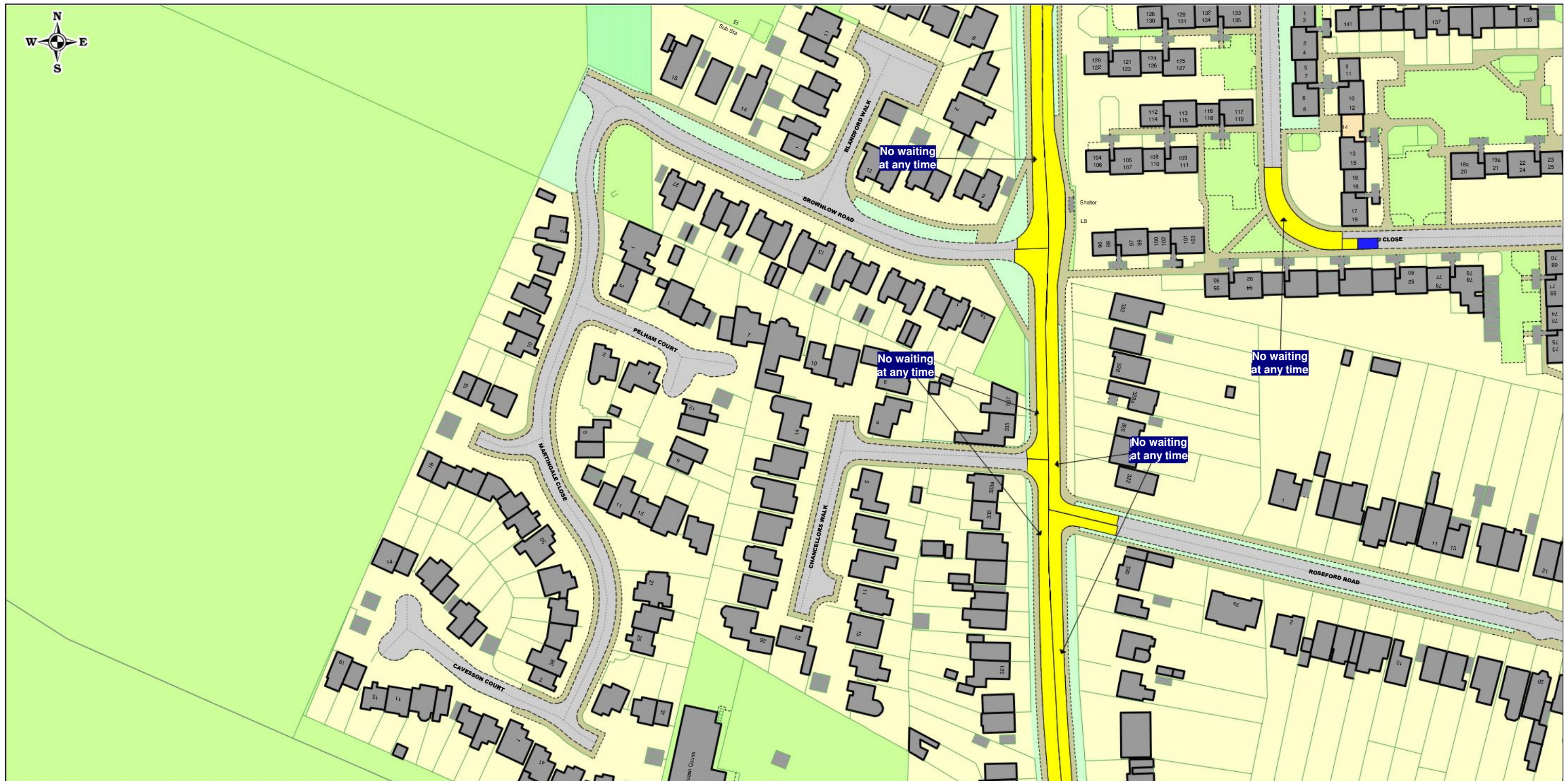
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0 Metres 100

AREA CODE: TF4461SWS

Cambridgeshire County Council
The City of Cambridge
(Civil Enforcement Area)
(Waiting Restrictions and Street Parking Places) Order 2017

Cambridgeshire County Council, Shire Hall, Cambridge CB3 0AP



SCALE -1 : 1250 at A3 size

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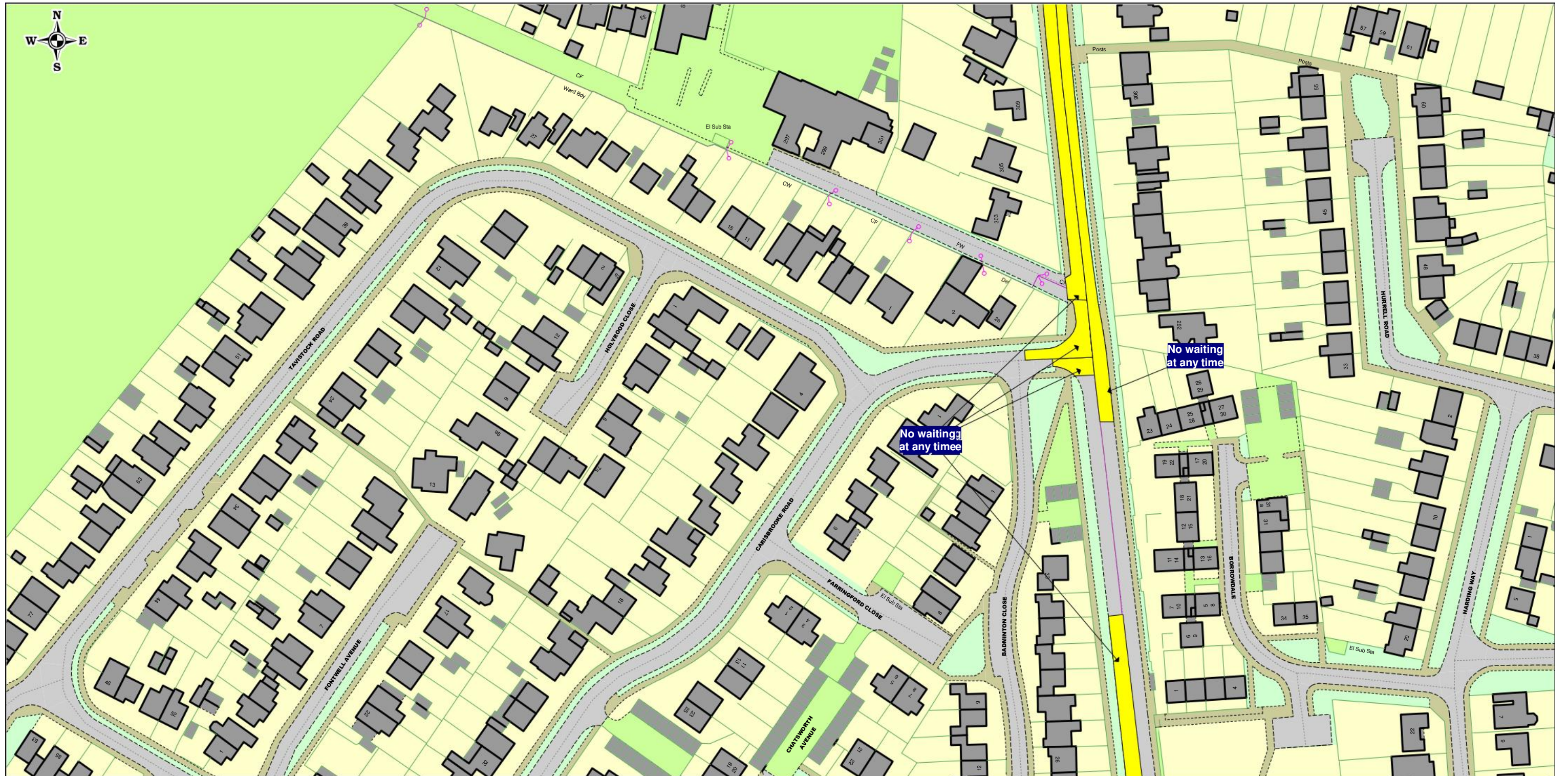
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AREA CODE: TF4460NWN

Cambridgeshire County Council
The City of Cambridge
(Civil Enforcement Area)
(Waiting Restrictions and Street Parking Places) Order 2017

Cambridgeshire County Council, Shire Hall, Cambridge CB3 0AP



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AREA CODE: TF4460NWS

Cambridgeshire County Council
The City of Cambridge
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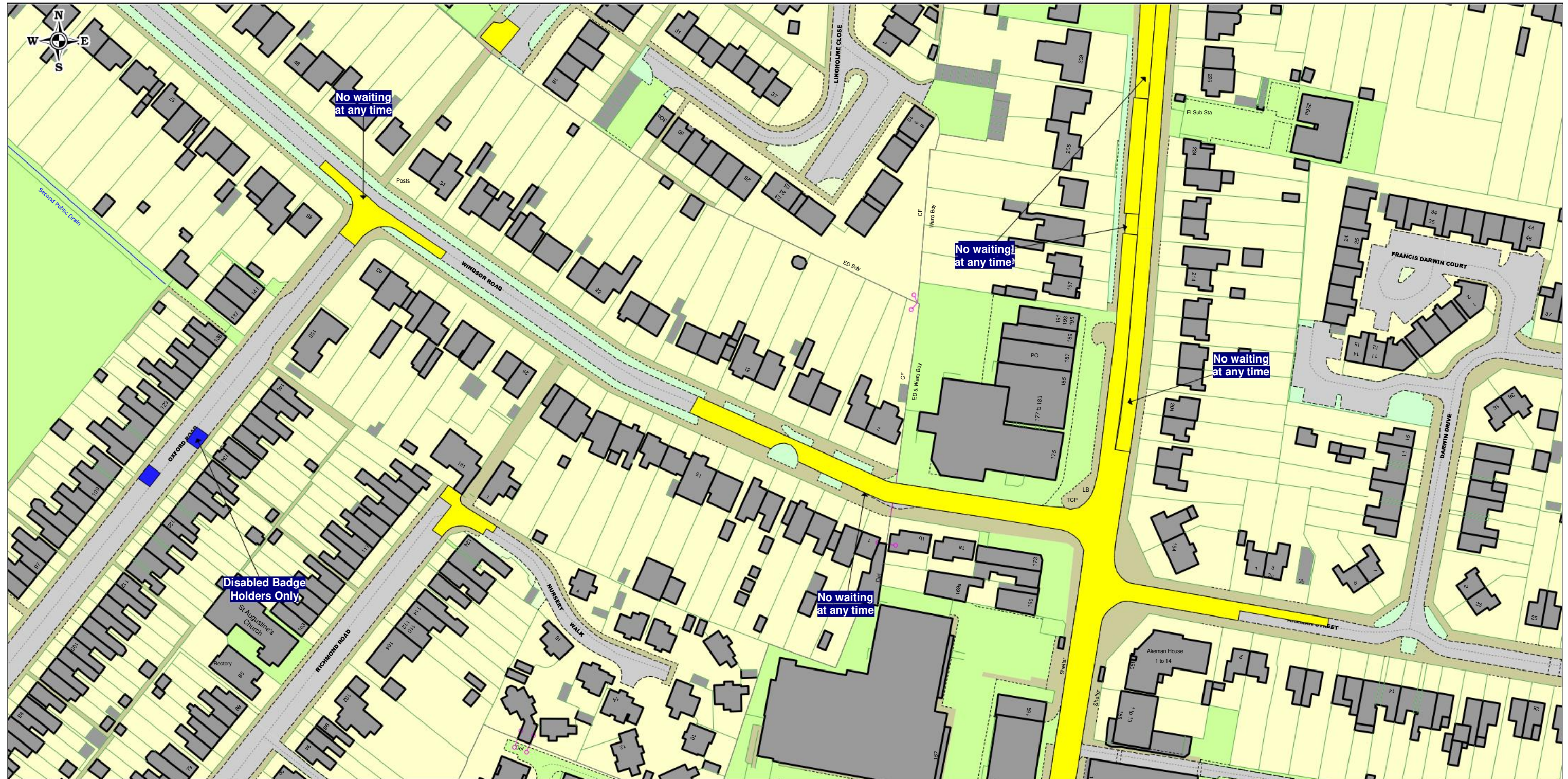
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AREA CODE: TF4460SWN

Cambridgeshire County Council
The City of Cambridge
(Civil Enforcement Area)
(Waiting Restrictions and Street Parking Places) Order 2017

Cambridgeshire County Council, Shire Hall, Cambridge CB3 0AP



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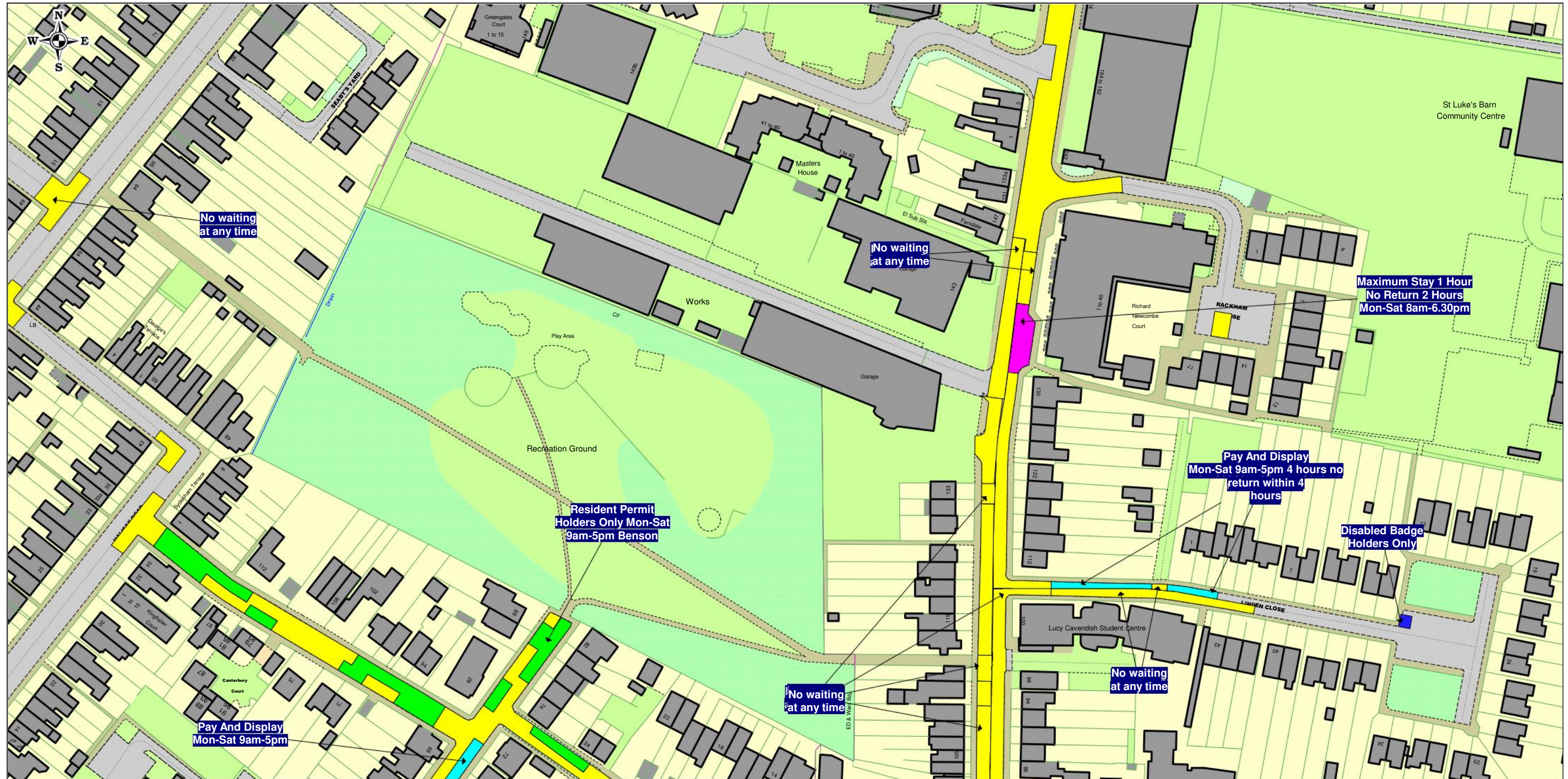
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AREA CODE: TF4460SWS

Cambridgeshire County Council
The City of Cambridge
(Civil Enforcement Area)
(Waiting Restrictions and Street Parking Places) Order 2017

Cambridgeshire County Council, Shire Hall, Cambridge CB3 0AP



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	TF4459NWS	

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AREA CODE: TF4459NWN

Cambridgeshire County Council
The City of Cambridge
(Civil Enforcement Area)
(Waiting Restrictions and Street Parking Places) Order 2017

Cambridgeshire County Council, Shire Hall, Cambridge CB3 0AP



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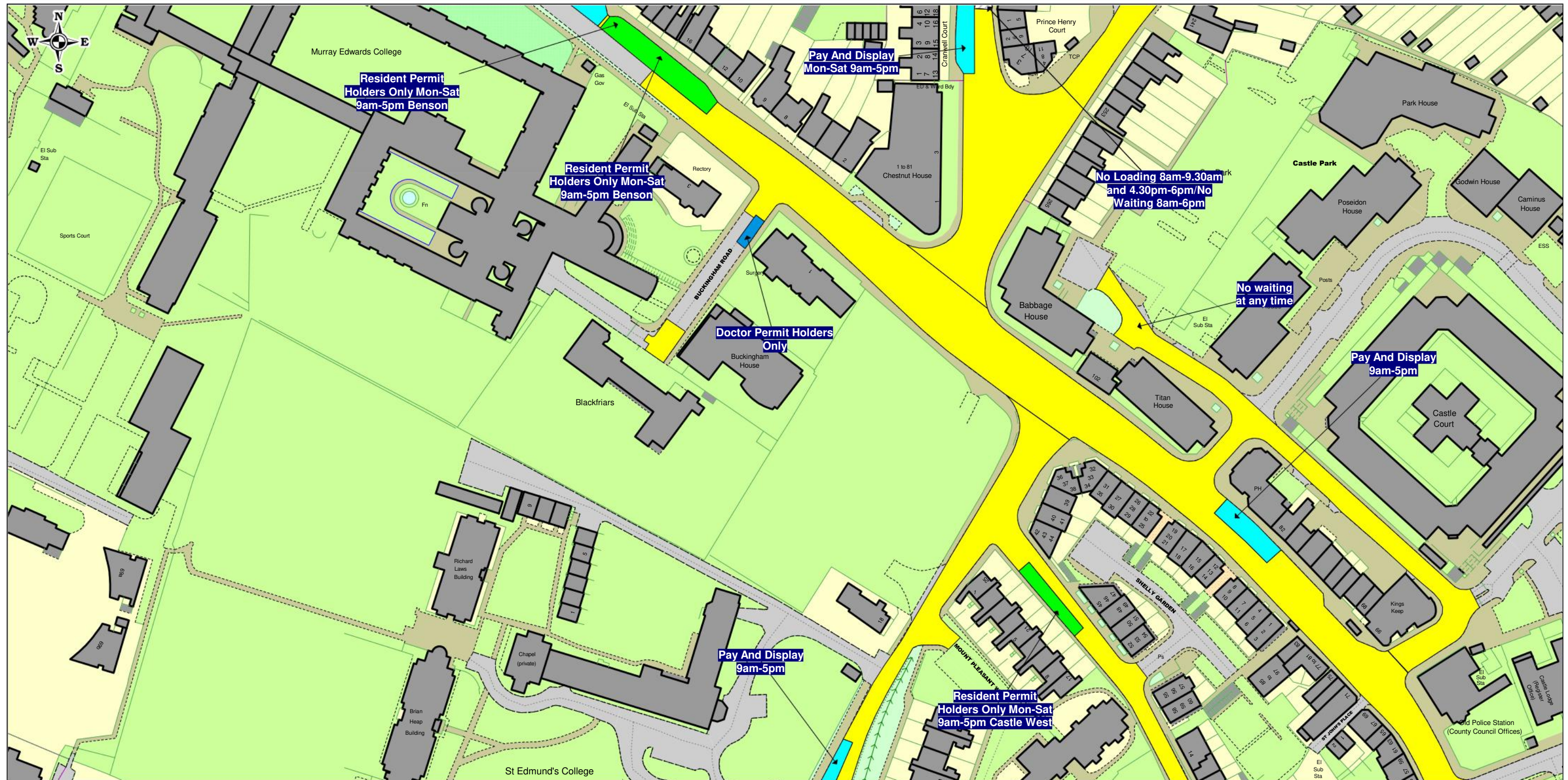
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AREA CODE: TF4459NWS

Cambridgeshire County Council
The City of Cambridge
(Civil Enforcement Area)
(Waiting Restrictions and Street Parking Places) Order 2017

Cambridgeshire County Council, Shire Hall, Cambridge CB3 0AP



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AREA CODE: TF4459SWN

Cambridgeshire County Council
The City of Cambridge
(Civil Enforcement Area)
(Waiting Restrictions and Street Parking Places) Order 2017

Cambridgeshire County Council, Shire Hall, Cambridge CB3 0AP

CAMBRIDGESHIRE COUNTY COUNCIL
(VARIOUS STREETS, CAMBRIDGE)
(BUS LANES) ORDER 20\$\$

Cambridgeshire County Council ("the Council") in exercise of its powers under Section 1(1), 2(1) to (3), 4 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 ("the 1984 Act"), The Transport Act 2000, The Traffic Management Act 2004 and of all other enabling powers and after consulting with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, hereby makes the following Order:

PART 1 GENERAL

Commencement and Citation

1. This Order shall come into operation on the \$\$th day of \$\$\$\$\$ 20\$\$ and may be cited as Cambridgeshire County Council (Various Streets, Cambridge) (Bus Lanes) Order 20\$\$.

PART 2 INTERPRETATION

Definitions

2. In this Order, except where the context otherwise requires, the following expressions have the meaning as hereby respectively assigned to them;

"approved device" means a device of a description specified in an order made by the Relevant National Authority in line with Section 144 of the Transport Act 2000 and adhering to The Bus Lane (Approved Devices) (England) Order 2005

"bus" means a motor vehicle constructed or adapted to carry more than eight passengers (exclusive of the driver) and local buses not so constructed or adapted to carry more than eight passengers (exclusive of a driver).

"bus lane" means an area of road which meets the definition given in Section 144(5) of the Transport Act 2000 being that an area of road is or forms part of a bus lane if the order provides that it may be used-

(a) only by buses (or a particular description of bus), or

(b) only by buses (or a particular description of bus) and some other class or classes of vehicular traffic "carriageway" means a way constituting or

comprised in a highway, being a way over which the public have a right of way for the passage of vehicles.

“contravention” means a failure to comply with the prohibitions and restrictions set out in this Order that may result in the issue of a penalty charge notice.

“Council” means the Cambridgeshire County Council.

“driver” means the person driving the vehicle and includes any separate person who acts as a steersman in addition to the driver.

“date of service” means that last day of the period of 3 consecutive dates beginning with the first day of posting. If the notice is not posted on a working day then the first working day after the date of posting will be the first of posting.

“detection date” means the date on which a vehicle was detected as contravening this Order, according to the record produced by an approved device.

“hackney carriage” means a Hackney Carriage licensed under Section 37 of the Town Police Clauses Act 1847

“local bus” means a public service vehicle used in provision of a local service not being an excursion or tour

“local service” has the same meaning given in Section 2 of the transport Act 1985

“pedal cycle” means a unicycle, bicycle, tricycle or cycle having four or more wheels not being in any case mechanically propelled unless it is an electrically assisted pedal cycle of such class as to be treated as not being a motor vehicle for the purposes of the 1984 Act.

“motor cycle ” has the meaning as in Section 136 of the 1984 Act.

“offence” means a failure to comply with restrictions set out in this Order that may result in the issue of a fine under any enactment that makes any provision of this Order a criminal offence.

“owner” in relation to a vehicle, means the person by whom the vehicle is kept. In determining who was the owner of the vehicle at any time it shall be presumed that the owner was the person in whose name the vehicle was at that time registered with the Vehicle Excise and Registration Act 1994 or the person who has the use of such vehicle in the course of his/her employment and is entitled to use such vehicle as if he/she were the registered keeper.

“pedestrian crossing” means a crossing for foot passengers marked on a road in accordance with Regulations made under Section 25 of the 1984 Act.

“Penalty charge” and “reduced penalty charge” means a charge set by the Council under regulation 4 of The Bus Lane Contraventions (Penalty Charge, Adjudication and Enforcement) (England) Regulations 2005 (“the 2005 regulations”) and with the approval of the Secretary of State for Transport which is to be paid to the Council within 28 days beginning from the date of the notice, or in 14 days in the case of a reduced penalty charge, following the issue of a penalty charge notice.

“penalty charge notice” or “PCN” means a notice issued by a person authorised to do so by the Council pursuant to the provisions of regulation 8 of the 2005 regulations.

“private hire vehicle” has the same meaning as in Section 80 of the Local Government (Miscellaneous Provisions) Act 2002.

“universal service provider” has the meaning given in the Postal Services Act 2000.

“hours of operation” means the period specified in Schedule 1 during which a designated bus lane restriction applies.

“Relevant National Authority” means the Secretary of State in respect of England.

“Relevant Particulars” means particulars relating to the identity of the keeper of the vehicle contained in the register of mechanically propelled vehicles maintained by the Relevant National Authority under the Vehicle Excise and Registration Act 1994 and in accordance with the Traffic Signs Regulations and General Directions 2002 (as amended)

“road marking” means a traffic sign consisting of a line or mark or legend of the surface on a road of any size, colour and type prescribed or authorised under, or having effect as though prescribed or authorised under, Section 64 of the 1984 Act.

“statutory grounds” means grounds for appeal defined in regulation 9.2 of the 2005 Regulations.

“taxi” means “hackney carriage” or “private hire vehicle”

“traffic sign” means a sign of any size, colour and type prescribed or authorised under, or having effect as though prescribed or authorised

under Section 64 of the 1984 Act and in accordance with the Traffic Signs Regulations and General Directions 2016 (as amended)

“vehicle” means a mechanically propelled vehicle, intended or adapted for use on the road.

“working day” means any day other than a Saturday or Sunday or public holiday in England and Wales

3. The restrictions and prohibitions imposed by this Order are in addition to and not in derogation of any restriction, prohibition or requirement imposed by any other enactment and any exception or exemption from the provisions of this Order and without prejudice to the provisions of any other enactment.
4. Without prejudice to the generality of the above definition of “bus lane” where the single white line marking the boundary of the bus lane is broken by a gap opposite and adjacent to the junction of a length of road specified in the Schedule with any other road or at a pedestrian crossing or by a street refuge the boundary shall be regarded as continuing unbroken.
5. In this Order a reference to an adjacent part of the road is a reference to an area that is not within the bus lane but is a part of the carriageway on the length of road which comprises the bus lane.

PART 3 PROHIBITIONS

Bus Lane

6. Save as provided in Part 4 of this Order no person shall cause or permit any vehicle except for a bus, pedal cycle or taxi to be in the lengths of roads specified as a bus lanes in Schedule 1 during the hours of operation specified.

PART 4 CONDITIONS AND EXEMPTIONS

Conditions and Exemptions

7. Nothing in Part 3 of this Order shall apply to a vehicle from being in the length of roads specified in Schedule 1 lane providing the vehicle is under the direction or with the permission of a police constable in uniform.

8. Article 6 does not apply to a vehicle in any length of road specified in Schedules 1 if it is necessary for the vehicle:
- (a) to be used for ambulance, fire brigade or police purposes;
 - (b) to remove an obstruction;
 - (c) to avoid an accident;
 - (d) to collect or remove refuse or waste;
 - (e) to be used for or in connection with:-
 - (i) building, industrial or demolition operations in or on adjacent land or removals from adjacent land or buildings adjacent where the prior written consent of the Council has been received;
 - (ii) the laying, erection, alteration or repair of a sewer, pipe or apparatus for the supply of water, gas, electricity or telecommunications apparatus in or on adjacent land;
 - (iii) the maintenance, improvement or reconstruction of the highway;
 - (f) whilst it is in the service of a universal service provider to deliver or collect postal packets as defined in Section 125(1) of the Postal Services Act 2000 to adjacent premises
9. Article 6 does not apply to a vehicle in any length of road specified in Schedule 1 as a bus lane if the vehicle is an Incidence Response Vehicle used by Network Rail in an emergency.
10. Article 6 does not apply to a vehicle in any length of road specified in Schedule 1 as a bus lane if the vehicle is used by the Dial-a-Ride Service.
11. Article 6 does not apply to a vehicle in any length of road specified in Schedule 1 as a bus lane if the vehicle is a vehicle used in the event of an emergency by the Council's Civil Protection Unit.
12. Article 6 does not apply to a vehicle in any length of road specified in Schedule 1 as a bus lane if it is a doctor responding to an emergency call provided that the vehicle is displaying a green flashing light.
13. Article 6 shall not apply to any vehicle in any length of road specified in Schedule 1 as a bus lane only for so long as may be necessary to enable

a person to board or alight from the vehicle and for the loading and unloading of goods where permitted

14. Article 6 shall not apply to any vehicle in any length of road specified in Schedule 1 as a bus lane if necessary for the vehicle to cross the bus lane to enter or leave land or premises adjacent to the bus lane and to gain access to or egress from off-street loading or garaging premises adjacent to or accessible only from the bus lane.

15. Article 6 shall not apply to a vehicle to enter any bus lane specified in Schedule 1 if the vehicle enters the bus lane :

a) from a road which does not comprise the bus lane and forthwith leaves the bus lane through the gap in the single white line situated opposite and adjacent to the junction of that road with the bus lane, or if there is no such gap, at a point opposite that road;

b) from an adjacent part of the road through any gap in the single white line and forthwith enters a road which lies opposite that gap;

PART 5 CONTRAVENTIONS & ENFORCEMENT OF THIS ORDER

Contravention & Enforcement

16. The Council will carry out civil enforcement of any contravention of any prohibitions, restrictions or provisions of this Order by permitting the imposition of a Penalty Charge only on the basis of a record produced by the means of an “approved device”.

17. Where the Council have reason to believe that a Penalty Charge is payable in relation to a vehicle which has contravened this Order the Council will serve a Penalty Charge Notice (PCN) in accordance with The Bus Lane Contraventions (Penalty Charge, Adjudication and Enforcement) (England) Regulations 2005

a) on the person appearing to be the owner or keeper or hirer of the vehicle.

18. A PCN shall be served before the end of the period of 28 days beginning with the detection date, and the Council shall continue to be entitled to serve a PCN during a further period of six months, beginning with the detection date, provided that:

- a) The Council has made a request within 14 days of the detection date to the Secretary of State for the supply of Relevant Particulars, and
 - b) Those particulars have not been supplied before the date after which the Council would not be entitled to serve a PCN by the virtue of this Order.
19. If the vehicle owner, keeper and driver contravenes any prohibitions or provisions of this Order, a charge set by the Council pursuant to Regulations under Section 144 (3) of the Act of 2000 and in accordance with guidance given by the Relevant National Authority is to be paid in the manner described in the notice within 28 days of the date of service of the PCN or within 14 days of the date of service of the PCN in the case of a reduced penalty charge.
20. When the owner, keeper or driver has been identified the Council will issue a PCN in accordance with this Order and send the PCN by post.
21. Where a police officer in uniform is satisfied that a driver of a vehicle has committed an alleged offence under the provisions of this Order such that liability to a fixed penalty notice arises, a police officer may issue such a notice at the time and date of the alleged offence to any driver of the vehicle, which shall include the particulars listed in Section 52 of the Road Traffic Offenders Act 1988.
22. Where the owner, keeper or driver has been issued a PCN by the Council and it is proven by the owner, keeper or driver that he was also issued a fixed penalty notice or a summons for the same day and time for the same contravention by a police officer, then the Council shall no longer proceed with its PCN or where the PCN was paid will be refunded in full as soon as reasonably practicable.

PART 6 VALIDITY

23. If a Court, the Department for Transport, the Bus Lane/National Parking Adjudication Service or the Traffic Enforcement Centre declares any part of this Order to be invalid, or unenforceable, such declaration shall not invalidate the remainder of the Order.

PART 7 REVOCATIONS

Revocation of Orders

24. The CAMBRIDGESHIRE COUNTY COUNCIL (VARIOUS STREETS, CAMBRIDGE) (BUS LANES) ORDER 2014 is hereby revoked.

25. The Orders listed below are hereby revoked in-part with regards to their reference to Bus Lanes:

*THE CITY OF CAMBRIDGE
AREA A (CONSOLIDATION) ORDER 1993
(AMENDMENT NO.49) ORDER 1997*

*THE CITY OF CAMBRIDGE
AREA A (CONSOLIDATION) ORDER 1993
(AMENDMENT NO.52) ORDER 1997*

*THE CITY OF CAMBRIDGE
AREA A (CONSOLIDATION) ORDER 1993
(AMENDMENT NO.60) ORDER 1998*

*THE CITY OF CAMBRIDGE
AREA A (CONSOLIDATION) ORDER 1993
(AMENDMENT NO.72) ORDER 1999*

*THE CITY OF CAMBRIDGE
AREA A (CONSOLIDATION) ORDER 1993
(AMENDMENT NO. 94) ORDER 2000*

*THE CITY OF CAMBRIDGE
AREA C (CONSOLIDATION) ORDER 1993
(AMENDMENT NO.9) ORDER 1997*

*THE CITY OF CAMBRIDGE
AREA D (CONSOLIDATION) ORDER 1993
(AMENDMENT NO.10) ORDER 1997*

*THE CITY OF CAMBRIDGE
AREA D (CONSOLIDATION) ORDER 1993
(AMENDMENT NO.13) ORDER 2000*

*THE CITY OF CAMBRIDGE
AREA D (CONSOLIDATION) ORDER 1993
(AMENDMENT NO. 20A) ORDER 2003*

*THE CITY OF CAMBRIDGE
AREA G (CONSOLIDATION) ORDER 1993
(AMENDMENT NO. 22) ORDER 2000*

THE CITY OF CAMBRIDGE
AREA G (CONSOLIDATION) ORDER 1993
(AMENDMENT NO. 22A) ORDER 2000

THE CITY OF CAMBRIDGE
AREA H (CONSOLIDATION) ORDER 1993
(AMENDMENT NO.9) ORDER 2010

THE COUNTY OF CAMBRIDGESHIRE
(MILTON ROAD, CAMBRIDGE)
(BUS/CYCLE LANE, MADATORY CYCLE LANES, DUAL USE CYCLE TRACKS AND
PROHIBITION AND RESTRICTION OF WAITING AND LOADING) ORDER 1995

THE CITY OF CAMBRIDGE
AREA Z (CONSOLIDATION) ORDER 1991
(AMENDMENT NO. 35) ORDER 2005

The COMMON SEAL)
of CAMBRIDEGSHIRE COUNTY COUNCIL)
was hereunto affixed this)
\$\$\$\$ day of \$\$\$ 20\$\$)

in the presence of :-

SCHEDULE 1

ROADS AND PARTS OF ROADS ON WHICH ANY VEHICLE OTHER THAN A PEDAL CYCLE, BUS, HACKNEY CARRIAGE OR PRIVATE HIRE VEHICLE IS PROHIBITED AT ALL TIMES ON ALL DAYS

ELIZABETH WAY	On the western side of the carriageway from a point 145 metres north of its junction with Newmarket Road northwards to its junction with Cutter Ferry Close
HISTON ROAD	On the eastern side of the carriageway from its junction with Blackhall Road until its junction with Carisbrooke Road
NEWMARKET ROAD	On its north side from a point 65 metres northeast of its junction with River Lane to a point 30 metres northeast of its junction with Garlic Row
NEWMARKET ROAD	On its south side from a point 155 metres west of its junction with Ditton Walk to a point 50 metres northeast of its junction with River Lane
NEWMARKET ROAD	On its south side from its junction with Ditton Lane to a point 75 metres west of the centreline of Meadowlands Road
MILTON ROAD	the southeast side between points 20 metres and 189 metres southwest of its junction with Gilbert Road
MILTON ROAD	the south east side between a point 40 metres north east of its junction with Gilbert Road and a point 45 metres southwest of its junction with Elizabeth Way
MILTON ROAD	the south east side between a point 40 metres north east of its junction with Union Lane and a point 40 metres southwest of its junction with Woodhead Drive

ROADS AND PARTS OF ROADS ON WHICH ANY VEHICLE OTHER THAN A PEDAL CYCLE, BUS, HACKNEY CARRIAGE OR PRIVATE HIRE VEHICLE IS PROHIBITED BETWEEN THE HOURS OF 7.00AM AND 7.00PM ON ALL DAYS

HILLS ROAD	On the western side of the carriageway from its junction with the northern boundary of Bateman Street to a point 28 metres southeast of its junction with Union Road
HILLS ROAD	On the western side of the carriageway from its junction with Purbeck Road to its junction with Homerton Street

ROADS AND PARTS OF ROADS ON WHICH ANY VEHICLE OTHER THAN A PEDAL CYCLE, BUS, HACKNEY CARRIAGE OR PRIVATE HIRE VEHICLE IS PROHIBITED BETWEEN THE HOURS OF 7.00AM AND 7.00PM, MONDAYS TO SATURDAYS

VICTORIA AVENUE	On the western side of the carriageway from its junction with Jesus Lane for a distance of 478.5 metres in a northerly direction
SHELFORD ROAD	On the southwest side of the carriageway from its junction with Exeter Close to a point 35 metres northwest of the centreline of Cranleigh Close
TRUMPINGTON ROAD	On the east side of the carriageway from a point 29 metres south of the centreline of Newton Road to a point 144 metres north of the centreline of Long Road
MADINGLEY ROAD	On its north side from a point 360 metres east of the centreline of Cambridge Road, Coton for a distance of 355 metres in an easterly direction

CONTRA-FLOW BUS/CYCLE LANE

ROADS AND PARTS OF ROADS ON WHICH ANY VEHICLE OTHER THAN A PEDAL CYCLE, BUS, HACKNEY CARRIAGE OR PRIVATE HIRE VEHICLE IS PROHIBITED FOR ALL HOURS ON ALL DAYS

ST. ANDREW'S STREET	On its west side from a point 83 metres south of centreline of its junction with Downing Street to its junction with Emmanuel Street
---------------------	--

CAMBRIDGESHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

The Local Authorities' Traffic Orders (Procedure)

(England and Wales) Regulations 1996

Section 6 and Paragraph 2 of Schedule 2

* * * * *

STATEMENT OF REASONS

Name of Order: Cambridgeshire County Council

**CAMBRIDGESHIRE COUNTY COUNCIL
(VARIOUS STREETS, CAMBRIDGE)
(BUS LANES) ORDER 20\$\$**

THE AUTHORITY'S REASONS for proposing to make the

above mentioned Order are as follows:

For facilitating the passage on the road or other
road for any class of traffic (including pedestrians)

Explanatory Note: The introduction of a bus lane in the location will improve
the punctuality of existing services by prioritising buses through a major
arterial route into the City.



Greater Cambridge Partnership

HISTON ROAD

Landscape Strategy





Greater Cambridge **Partnership**

HISTON ROAD

Landscape Strategy

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70012012

OUR REF. NO. 190823-AJC

DATE: AUGUST 2019

Greater Cambridge Partnership

HISTON ROAD

Landscape Strategy

WSP

62-64 Hills Road

Cambridge

CB2 1LA

Phone: +44 1223 558 050

Fax: +44 1223 558 051

WSP.com

QUALITY CONTROL

Issue/revision	Revision 2
Remarks	Client comments. Updated with new designs.
Date	23 rd August 2019
Prepared by	Tobias Edwards
Checked by	Andy Cocks
Signature	
Authorised by	Livio Martelli
Signature	
Project number	70012012
Report number	190823-AJC
File reference	LUD-01

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	The Junction Of Akeman Street – A Green Oasis	P3
	Crossroads At Gilbert Road And Warwick Road – A Gateway	P4
	The Junctions Of Brownlow Road And Blackhall Road – Birch Trees	P4
	The Linear Strip Of Land Opposite Hazelwood Close – A Green Corridor	P5
3	CONCLUSION	P6

1 INTRODUCTION

This landscape strategy has been developed collaboratively with officers from the Cambridge City Council Streets and Open Spaces team and draws upon:

- Site familiarisation visits and photography undertaken in September and October 2018;
- Relevant precedent streetscape studies in Cambridge and the Southeast of England; and
- Feedback received at the Histon Road Local Liaison Forum (HRLLF) workshop (8th October 2018).

The preliminary design put forward for public consultation sought to compensate for tree removal through replacement planting elsewhere on Histon Road to achieve neutrality the same net quantity of trees. In subsequent design development, working alongside council officers, the potential for a varying of this strategy by using large trees to achieve biodiversity net gain has been explored in accordance with the council's Tree Strategy 2016 to 2026. The principle of net gain goes further than neutrality and aims to provide a greater total quantum of biodiversity when comparing the existing situation with the proposed scenario.

The following simple net gain calculation based on mature tree canopy size was set out at the HRLLF workshop and was well received in principle:

- Existing small species trees have an average mature canopy size of 3 metre radius which equates to a volume of 113 m³ (assuming a spherical canopy).
- Proposed medium species trees with a mature 6 metre crown radius = 905 m³ = 8 small trees.
- Proposed large species trees with a mature 10 metre crown radius = 3142 m³ = three medium or 27 small trees.

It is therefore proposed to follow this approach where appropriate. Table 1 below sets out the biodiversity net gains envisaged for Histon Road given the proposed strategy rather than the previously proposed tree neutrality.

Table 1: Biodiversity Net Gain Calculation

	Year 1	Year 10	Year 20	Year 50
Tree neutral strategy	-593 m ³	-804 m ³	-715 m ³	0 m ³
Proposed strategy	-450 m ³	6 m ³	4010 m ³	40073 m ³
Difference between proposed strategy and tree neutral	143 m³	810 m³	4725 m³	40073 m³

The landscape strategy appendix is supported by 7 no. A3 illustrations as follows:

- Figure 1: Akeman Street - Visualisation

- Figure 2: Gilbert Road and Warwick Road - Plan
- Figure 3: Gilbert Road and Warwick Road - Visualisation
- Figure 4: Brownlow Road and Blackhall Road – Plan
- Figure 5: Land opposite Hazelwood Close – Mobilane Green Screen Fence Detail
- Figure 6: Material and Planting Palette

2 INTERVENTION AREAS

The following streetscape strategies have been identified for each of the Intervention Areas along Histon Road. The first four of which were considered at the HRLLF.

The Junction of Akeman Street - A Green Oasis

The primary objective is to build on the opportunity afforded by high footfall to local shops and the bus-stop by taking up the asphalt and replacing with soft landscape elements to provide amenity value.

The design proposes several new medium sized trees to replace the two existing very poor-quality specimens. The replacement trees will cast light shade in summer months.

The soft landscape areas will be redesigned as planting beds adjacent to the existing wall with slightly sunken rain gardens with a bioretention function adjacent to the edge of the carriageway. Low level, low maintenance planting will be provided to improve air quality and provide amenity value for all seasons. Herbaceous plants, grasses, evergreen structural shrubs, groundcover and flowering bulbs will be included. The planting mix will be adapted every five years in response to the changing light conditions beneath the tree canopies and the competition for water and nutrients as tree roots grow.

Adaptive management will be used to ensure any planting which consistently fails to thrive is replaced with a suitable soft landscape treatment. Bare ground susceptible to footfall and subsequent compaction / erosion will be avoided.

The proposed colour palette for hard landscape materials is warm tones such as ochre and light brown.



Plate 2: Photograph showing the existing situation at Akeman House. The existing declining tree (next to the bins) in hard landscape is proposed to be replaced with two larger tree species set within a planting bed adjacent to the existing wall, also with a separate rain garden adjacent to the edge of the carriageway.

Crossroads at Gilbert Road and Warwick Road - A Gateway

The principal design objective is to enhance streetscape character by providing a new tree planting design which includes large species with an open canopy. Selected existing small tree species will be replaced to achieve long term environmental, social and economic benefits including biodiversity, improved air quality and reduced surface water runoff.

Tree planting, maintenance and management will be in accordance with industry best practice to ensure tree health and allow the most successful specimens to become a characterising influence and locally distinctive. The trees will cast light shade in summer months.

The mature canopy will be a prominent feature and will form a gateway to celebrate the transition between suburban and urban Cambridge. Existing views towards the Langham House landmark building on the north-east corner of the junction will be retained, enhanced and framed by crown-lifting the proposed trees as they mature. The ground beneath the trees will be grassed where possible to maintain the existing green character, providing amenity value and facilitating surface water infiltration and irrigation for the trees.



Plate 1: Photograph showing the existing situation at Langham House. The existing mature Sorbus (whitebeam) is proposed to be removed and replaced with two much larger species trees.

The Junctions of Brownlow Road and Blackhall Road - Birch Trees

The design team and the HRLLF agreed that the existing mature birch trees in grassed areas are in reasonable condition and provide suitable character and sufficient benefit to the local area. Removal of three mature birch trees at Blackhall Road is proposed to accommodate the bus, cycle and walking improvements. In this location there will be four new birch trees that will be planted.

The Linear Strip of Land Opposite Hazelwood Close - A Green Corridor

The proposed solution in this area is to replace the overgrown hedgerow with a new fence within highway land. The fence will sit adjacent to the existing residential property boundary fencing and will be steel mesh. A non-vigorous Hedera (Ivy) climbing plant species would be pre-grown up the fence to provide an instant 'green' effect.

The proposed fence would be 3m in height and the planting will be maintained to ensure sufficient privacy for properties backing onto the road whilst minimising overshadowing. As well as softening the fence, the planting will be designed to minimise cost and frequency of maintenance, and will also provide year-round visual interest. This type of planting will have negligible impact on adjacent garden planting, and will also benefit air quality and biodiversity.

3 CONCLUSION

The proposed interventions set out above have been developed in conjunction with relevant parties. The primary objective to provide sustainable environmental enhancement via streetscape design has been met. The long-term vision is for the proposed large trees to thrive and provide a lasting legacy. This will be achieved through implementation of the latest advances in arboricultural knowledge and techniques when considering ground preparation, planting, maintenance and management of trees.

The streetscape designs will have the following beneficial effects:

- A richer, more visually appealing and distinctive public realm;
- Improved human health and wellbeing;
- Increased biodiversity; and
- Wide-ranging environmental and socio-economic impacts associated with increased tree canopy cover including reduced storm water runoff; improved local air, soil and water quality; reduced atmospheric carbon dioxide; and increased property values.



62-64 Hills Road
Cambridge
CB2 1LA

wsp.com

The Junction of Akeman Street – A Green Oasis

HISTON ROAD LANDSCAPE STRATEGY

Figure 1

OBJECTIVE: Build on the opportunity afforded by high footfall to local shops and the bus-stop by taking up the asphalt and replacing with soft landscape elements including rain gardens, planting beds and trees to provide amenity value.



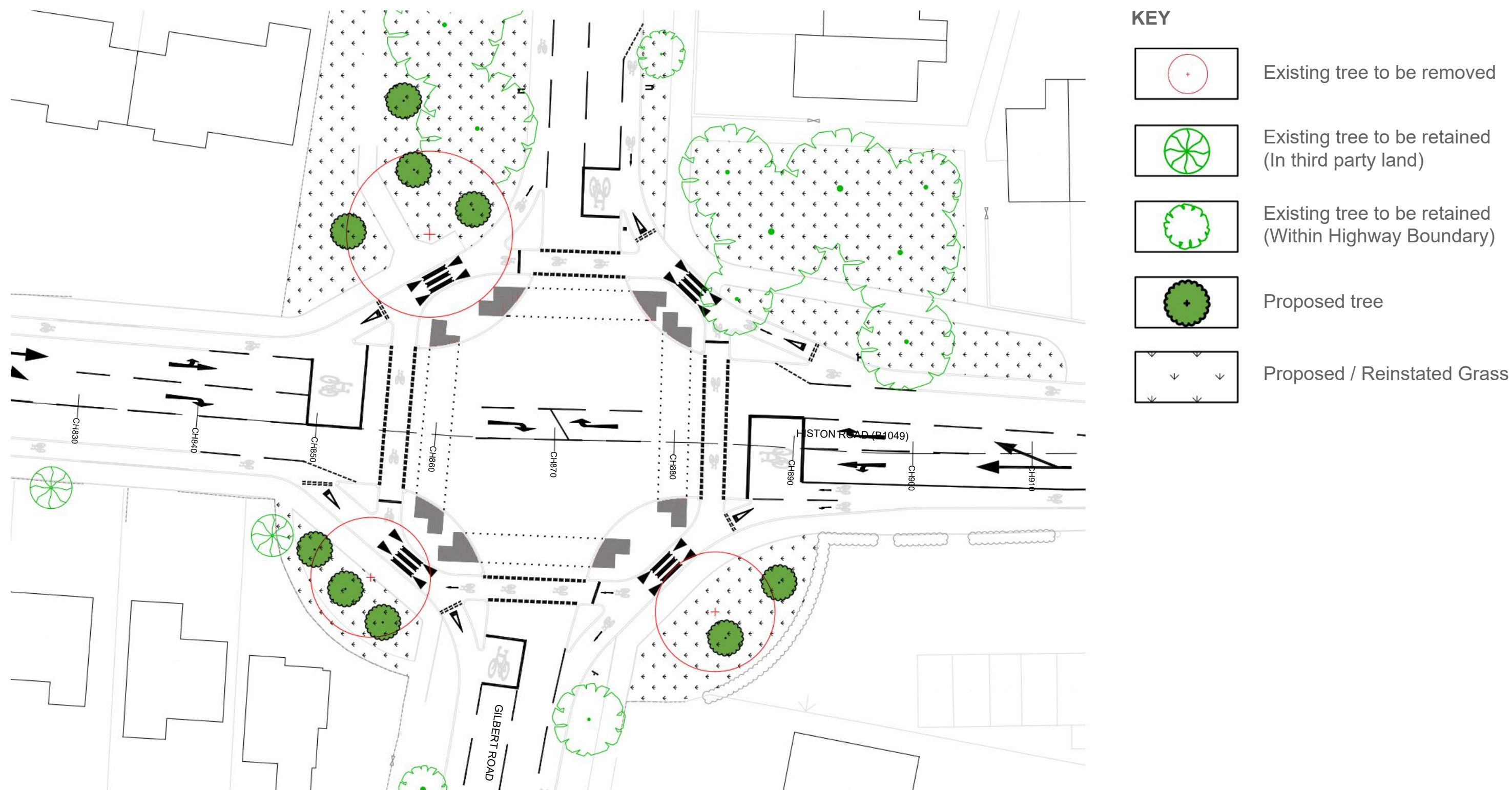
VISUALISATION - Looking North-East Towards Akeman Street

Crossroads At Gilbert Road And Warwick Road – A Gateway

HISTON ROAD LANDSCAPE STRATEGY

Figure 2

OBJECTIVE: Enhance streetscape character by providing a new tree planting design which includes large species with an open canopy. Three existing small tree species will be replaced to achieve long term environmental, social and economic benefits including biodiversity, improved air quality and reduced surface water runoff.



Crossroads At Gilbert Road And Warwick Road – A Gateway

HISTON ROAD LANDSCAPE STRATEGY

Figure 3



Brownlow Road and Blackhall Road - Birch Trees

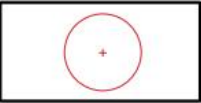


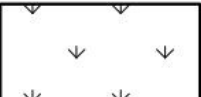
HISTON ROAD LANDSCAPE STRATEGY

Figure 4

OBJECTIVE: The existing mature birch trees in grassed areas are in reasonable condition and provide suitable character and sufficient benefit to the local area. Removal of three mature birch trees at Blackhall Road is proposed to accommodate the bus, cycle and walking improvements. Four replacement birch trees will be planted. There will be a slight reduction in the size of the grassed area at Brownlow road but no tree loss is anticipated.



KEY

-  Existing tree to be removed
-  Existing tree to be retained (Within Highway Boundary)
-  Proposed tree
-  Proposed / Reinstated Grass

PLAN - Blackhall Road New / Replacement Planting of Birch

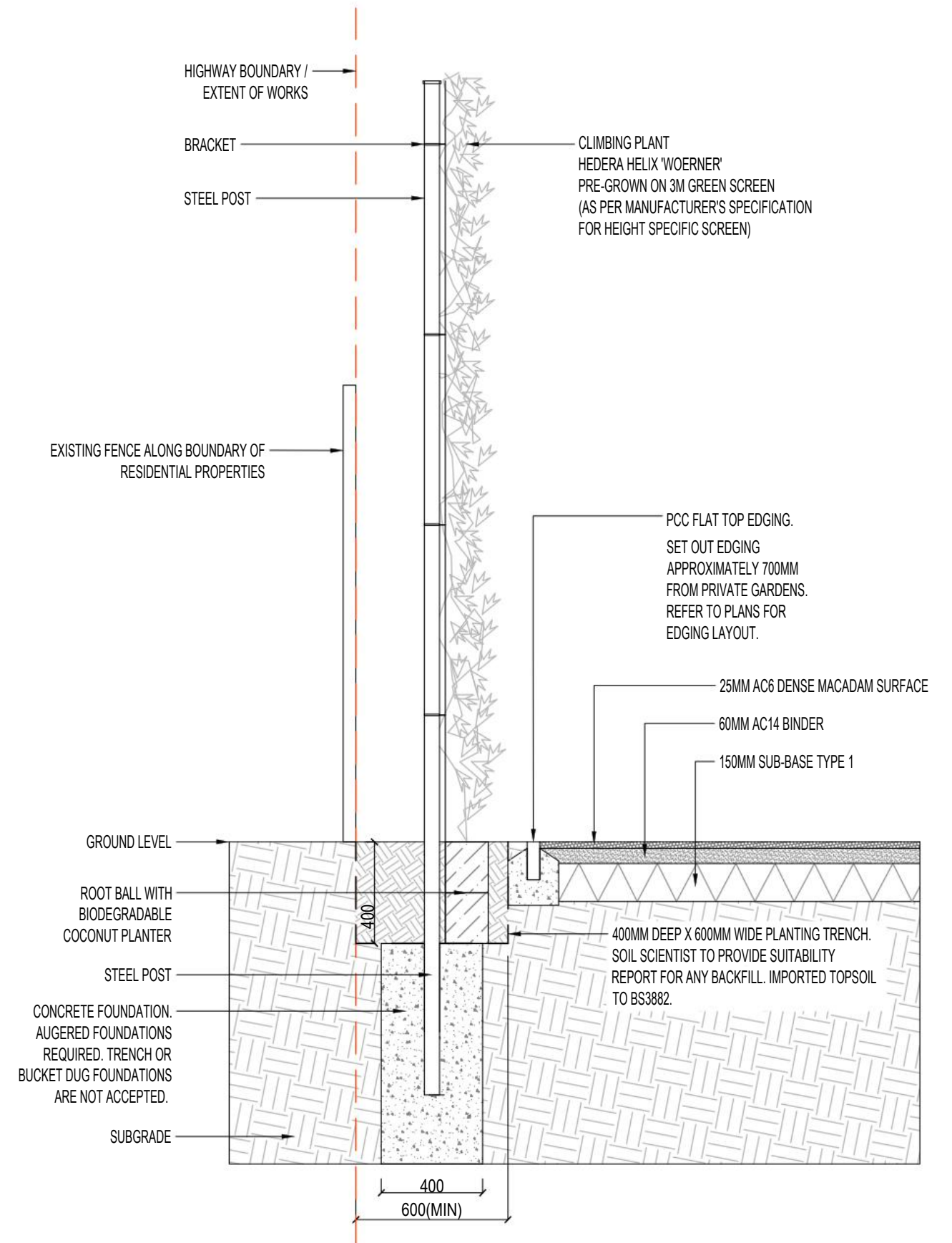
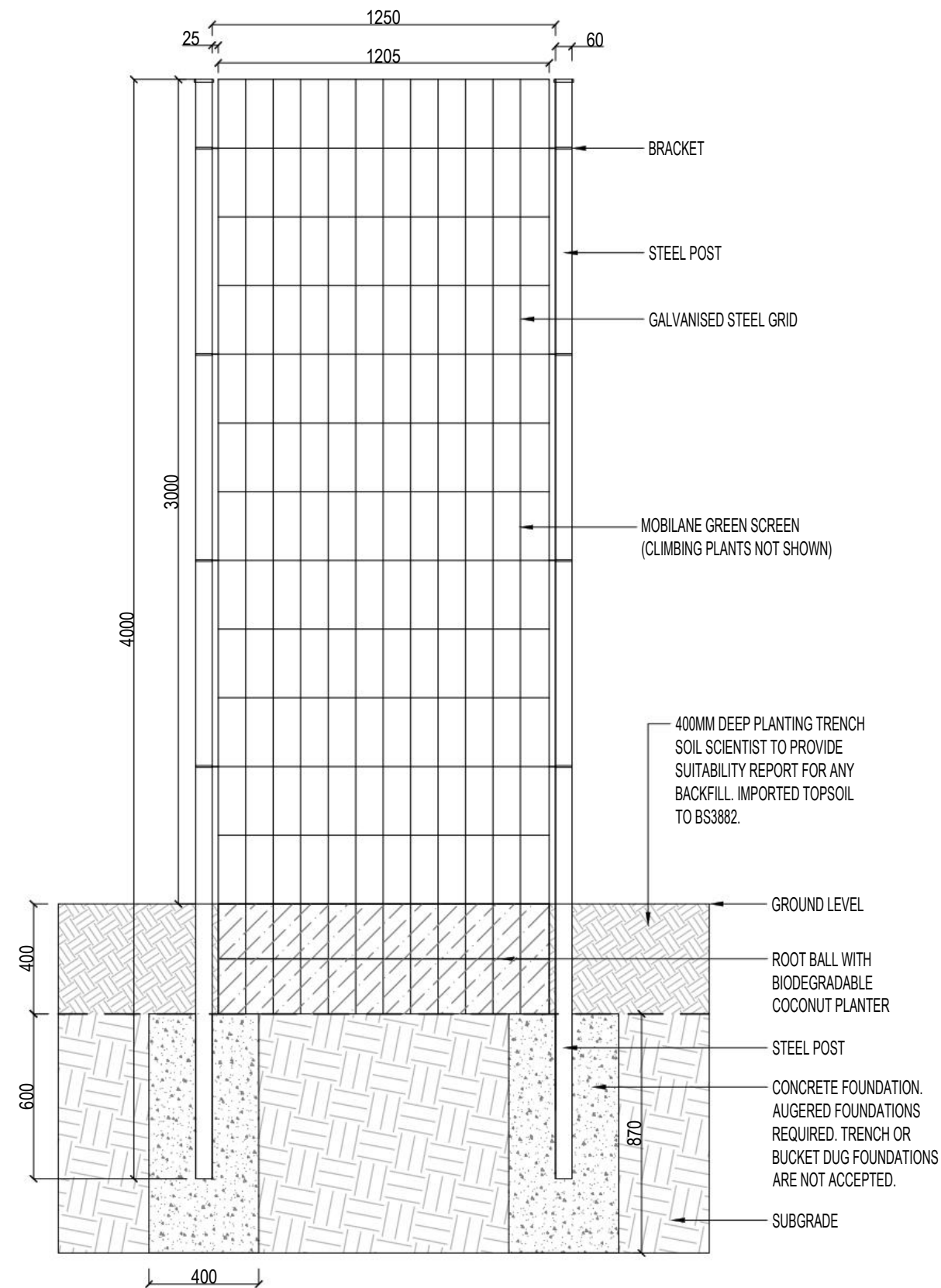


EXISTING SITUATION - Brownlow Road - No Tree Loss Anticipated

Replacement Planting Opposite Hazelwood Close

HISTON ROAD LANDSCAPE STRATEGY

Figure 5



Material and Planting Palette

HISTON ROAD LANDSCAPE STRATEGY

Figure 6

Trees



Platanus x hispanica
(London plane)



Liriodendron tulipifera
(Tulip tree)



Betula ermanii
(Gold birch)



Betula pendula
(Birch)



Ginkgo biloba
(Maidenhair)



Parrotia persica 'Vanessa'
(Persian Ironwood)



Hard Materials



PCC Setts



PCC Country / Radii Kerb



PCC Quadrant Kerb

Fencing



Mobilane Green Screen



Hedera helix 'Woerner'

Rain Garden Plants



Carex divulsa



Carex oshimensis
'Evergold'



Carex muskingumensis



Liriope muscari



Vinca minor f. alba

Wildflower Meadow



Pictorial Meadows
'Patchwork Quilt'

Planting beds



Polystichum
polyblepharum



Sarcococca hookeriana
var. humilis



Hosta 'Francee'
(fortunei)



Vinca minor
'Atropurpurea'



Allium hollandicum
'Purple Sensation'



Bergenia cordifolia
'Purpurea'



Epimedium x
warleyense



Liriope muscari
'Monroe White'



Narcissus 'Actaea'

HISTON ROAD: **BUS, CYCLING AND** **WALKING IMPROVEMENTS**

Construction Management Plan

Note: The CMP is a live document and will be developed further as discussions take place with the local community and key stakeholders including adjacent projects taking place in the area.

19/09/2019

Skanska

Authored by: Dan Wood



1. Introduction

The Histon Road Project looks to improve the bus, cycle and walking infrastructure to make these options a more attractive alternative to travelling by car. The Project involves works to the footpaths and carriageways to create designated cycleways plus a designated bus lane approximately from Blackhall Road to Carrisbrooke Road. In addition to this the scheme involves improvement works to two main road junctions, Gilbert Road and the Huntingdon Road/ Victoria Rd junction, which will include improved cycle provision at junction approaches as well as new traffic signals.



This Construction Management Plan details the outline arrangements for the duration of the works but is considered to be a live document that will continue to be reviewed and updated through the planning and tender process.

2. Dust and Noise Management Plan

The northern section of the Scheme lies within an Air Quality Management Area (AQMA) as designated by South Cambridge District Council in 2008 along the A14 between Milton and Bar Hill. It is anticipated the works has potential to create dust, however measures shall be implemented to minimize dust at source including careful management of materials deliveries and any stockpiles, dust suppression for haul roads and tools, and appropriate monitoring.

Skanska will liaise with the local Environmental Health Officer to gain agreement for potentially disruptive works in regards to statutory nuisance. Best Practical Means shall be implemented during the construction period at all times to minimize the impact of noise to local sensitive receptors and the community kept informed of any particularly noisy activities. Principally, any plant used on site shall be silenced or sound reduced models, appropriately maintained and any static plant sited away from receptors or within acoustic enclosures.

The type of construction activities that will be carried out on site can create significant noise levels that are over the 80 decibel limit. Therefore ear defenders for all operatives and staff will be advised between 80 and 85 decibels and mandatory on activities over 85 decibels. All trade contractors need to risk assess their own activities to ensure the relevant safety precautions are being carried out. Skanska will regularly monitor the noise levels to ensure trade contractors are complying with their duties. Also checks will be carried out to the surrounding area to protect the general public from significant noise levels.

All tools and equipment must be suitably selected, maintained and inspected to reduce noise and vibration so far as reasonably practicable. As minimum operatives should know their exposure limits for the equipment they are using and the steps necessary to reduce the risk. PPE must afford the appropriate level of protection as indicated by the risk assessment and manufacturers guidance. Health surveillance for all operatives must be undertaken if there is a residual risk from noise and or vibration.

3. Stakeholder Liaisons

Customer Liaison Officer: Skanska will provide a full time dedicated CLO to manage key messages to the public and local stakeholders. The CLO will act as a conduit between the CCC, the GCP, the Skanska construction delivery team and affected stakeholders. Where works are to be carried out in the vicinity of an area the CLO will manage advance notification of works and ongoing progress updates to the affected properties. This would be in the form of letters, face to face contact or electronic communication

Customer Drop in Point: In agreement with the GCP, we'll facilitate the provision of a drop in centre for a fixed time and duration every week where members of the public can drop in a see the proposed works, discuss the programme and share any concerns they may have. This drop in centre will be manned by the CLO along with either the PM or Site Agent for the works. Regular out of working hours drop in meetings will also be arranged to suit stakeholders unable to attend during site working hours.



4. Storage of Materials

Skanska intend that materials and work equipment being delivered to site will be pre-arranged with the project management team at pre-arranged times and entered onto the delivery schedule. Deliveries that have not been pre-arranged may not be permitted to enter the site. Trade Contractors are to ensure that suitably inducted personnel are made available to escort the delivery onto site. Site Security is not resourced to escort vehicles onto site.

Trade Contractors are to ensure all plant and equipment arriving on site is compliant with legal requirements, i.e. test certificates, inspections etc. and must be checked before being used on site. Skanska will conduct random audits on equipment being delivered and equipment found non-compliant will not be permitted onto site.

Designated storage areas will be allocated to each contractor and it is the responsibility of each contractor to ensure these areas are maintained and without risk to health, safety or environment, i.e. stacking of materials, chemicals etc. Storages areas will be located within the site compounds and site working areas.

5. Clearance of Vegetation

The works on Histon Road will require for existing trees and vegetation, including private hedges, to be cleared to allow the proposed design to be installed. The works then include the provision of new trees and vegetation to act as replacements for the removed plant life.

Private Properties – Hedge Clearance or tree pruning - Where existing hedges or trees need to be trimmed back to a distance behind the highway boundary line, in the first case a full list of all the affected properties will be prepared. This will be in the form of a site visit and visual survey of the works required. All of these details will be entered onto a tracking sheet (See **Appendix A**) that will have property details and photos of the works that will be required. Contact will be made with the property owner and their details also entered onto the tracking sheet and arrangements will be made with the owner for the required works to be carried out. Once works are completed the tracking sheet will be updated and a completion letter will be issued to the property owner confirming the works are now completed and that future maintenance will be the property owner's responsibility

Public Landscaping areas – Where trees or hedges on the highway are to be trimmed or removed these will be fenced off and pedestrians diverted as needed. The vegetation will then be trimmed or trees cut down to the base of the stump. The remaining stump will then be ground down with care taken to ensure there are no services in the area of the stump

6. Typical Setup across Property entrances

Access to and from properties and businesses will be maintained throughout the duration of the works. Designated access and exit points within the closed lanes will be communicated via the CLO and signage on site.

Whilst completing excavation operations across property access/exit points, the team on site will have available steel road plates that shall be positioned to create a safe access ramp. Outside of working hours, the team will ensure all excavations are backfilled up to safe running level with stone, to create a temporary access and egress point. This shall be fenced and made safe to avoid any damage to vehicles, cyclists or pedestrians.

On occasion where works across individual property access is more onerous, for example when installing linear drainage which will require curing time for the concrete surround to harden, the team will liaise with the home owner through the CLO and agree appropriate timings and access arrangements on a specific case by case basis.



7. Utilities Management

The delivery of the project works will require both new works and diversions to existing utility assets. The scope of works has been agreed with each utility owner and all of this info has been entered onto the Utilities Table (See [Appendix B](#)). This clearly differentiates between work that are the responsibility of the Skanska and the utilities owner. Skanska will be responsible for coordinating the utility contractor's works and ensuring they are provided adequate notification to ensure they programme their visits to work with the Skanska programme.

Skanska will ensure excavation works are carried out using safe dig methods including obtaining service plans, scanning and marking the area for utilities (Cat and Genny), looking for visual signs of utilities (boxes, trench reinstatement). Excavation works will be carried out in accordance with HSG47 and will include the use of vacuum excavation techniques where excavation is carried out within 500mm of a known service. To facilitate this Skanska have produced a drawing showing proposed digging techniques to be employed across the site. This also highlights areas on site where vacuum excavation techniques are to be used. (see **Appendix C**)

8. Hours of Work

The table below details the standard project working hours:

<u>Day</u>	<u>Times</u>	<u>Comments</u>
Monday – Friday Day Working	07:30 – 18:00	
Saturday Working	07:30 – 16:00	Only with prior agreement from Principal Contractor
Monday – Sunday Night Works	20:00 – 06:00	Restricted to works that cannot be completed within standard traffic management, such as carriageway surfacing which will be completed under full road closures.

Section 10 below details the Programme of works, project phasing and traffic management plans for the duration of the works.

9. Location of Storage Compounds and Welfare Facilities

The proposed location for the main site compound is on the slip road off Histon Road (opposite Kings Hedges Road). This will contain the main office compound, welfare facilities and storage areas:



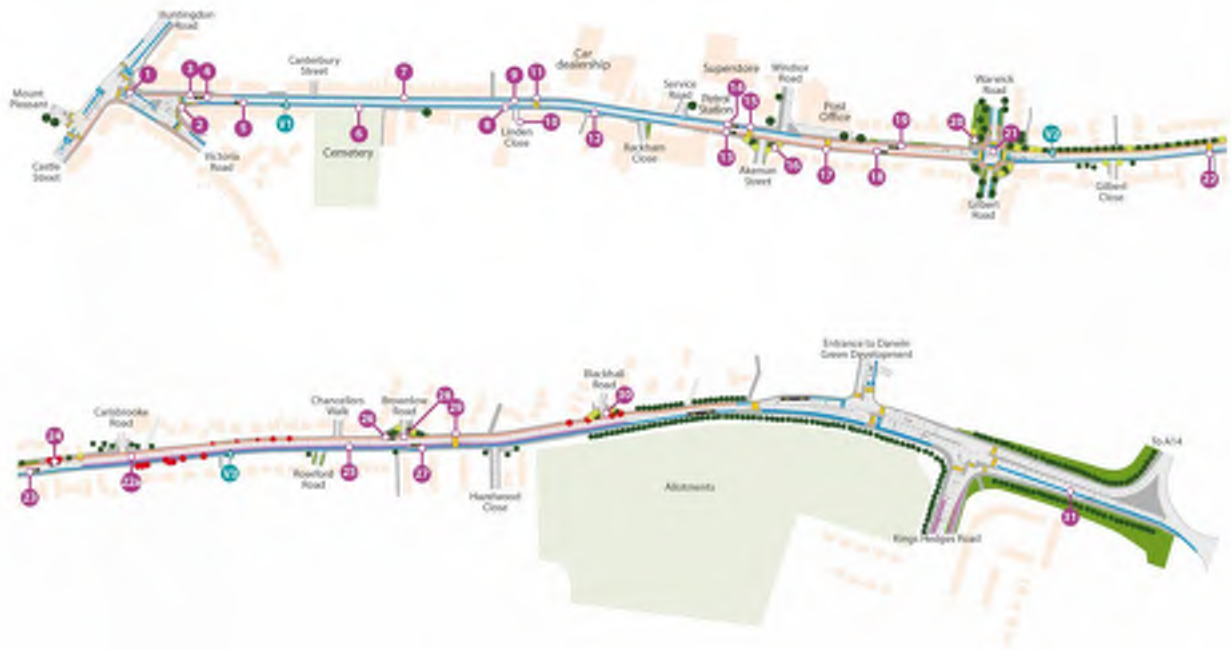
Smaller compound areas will be installed where space on site permits to suit working gang locations, which will consist of welfare, first aid and material/plant storage facilities.

10. Programme

a. Phasing of Works

The Histon Road Cycleway Project has been split in to four phases of work as described in the table below:

<u>Works Phase</u>	<u>Location</u>	<u>Proposed Programme Dates</u>
Phase One	South of A14 Junction 32 to North of Gilbert Road Junction	TBC – refer for draft programme in Appendix D as a guide only
Phase Two	Gilbert Road Junction	TBC – refer for draft programme in Appendix D as a guide only
Phase Three	South of Gilbert Road Junction to North of Huntingdon Road Junction	TBC – refer for draft programme in Appendix D as a guide only
Phase Four	Huntingdon Road Junction	TBC – refer for draft programme in Appendix D as a guide only



See attached proposed summary programme of works ([Appendix D](#))

b. Proposed Traffic Management

To facilitate the delivery of the works a one way system is to be introduced for the duration of the project on Histon Rd between Huntingdon Road and Kings Hedges Road. Flow will be northbound

towards the A14 only. Southbound traffic will be officially diverted East along the A14 to Junction 32, and then down A1134 Milton Road into Cambridge Town Centre. The proposed TM to be used is contained in **Appendix E**

Advanced Warning Signs (AWS) will be placed on the A14 to encourage traffic to avoid Histon Road and arrangements will be made with the local bus provider (Stagecoach) to provide additional buses between Milton Park and Ride and Cambridge. To ensure safety of both the workforce and the public, water filled barriers will be used for the extent of the works with openings to allow entrance into properties, safe pedestrian crossing points, provision for side roads to enter Histon Road.

11. Routes to and from site

All delivery vehicles to site will use either of the following routes:

Deliveries from south of the site: Deliveries will join the one way traffic flow and then enter the works area via the signed 'Works Traffic Entrance' areas. Once within the works area hazard lights will be employed and a 10mph speed limit enforced (signage will have 10mph limits). No reversing will be permitted without a banksman and all vehicles on site will have reversing cameras fitted.

Deliveries from north of the site: Deliveries will join the A14 and exit at Junction 33 and follow the signposted diversion signs to the Huntingdon Road junction. They will then follow the instructions above to enter the works areas.

12. Typical Plant to be used for Project

The following plant types are proposed to be used for the project delivery

Description	Expected Noise Levels	Activity
Vacuum Excavator	86-97dB	Civils
Road Saws/ Stihl Saws	95-105dB	Civils
8t/ 5t/ 3t Excavator with breaker attachment	80-86dB	Civils
5t Dumper	80-86dB	Civils
8 Wheel Lorries inc with grab facility	80-86dB	Civils
Breakers – Hydraulic/ with compressor	86-95dB	Civils
MEWP (Mobile elevated works platform)	80-90dB	Street Lighting
Hiab vehicle	80-86dB	Deliveries/ Street Lighting/ Traffic signal works
Planer	86-95dB	Surfacing Works
Surfacing Paver	80-90dB	Surfacing Works

13. Waste Management Plan

Skanska shall produce a site specific Site Waste Management Plan for the Project with the aim to encourage effective waste management practices, ensure regulatory compliance, improve environmental performance and reduce the cost of waste disposal. The plan will detail a breakdown of waste streams likely to be produced by the project, a waste forecast, and details of waste carriers and disposal sites. Waste will be segregated on site to enable either on site reuse or off-site recycling of material. Skanska will track and record all waste movements to ensure legal compliance and for inclusion in monthly KPI reporting.

14. Ecology Management Plan

Vegetation clearance shall be programmed to avoid the nesting bird season (March to August inclusive). Where this is not possible, a breeding bird survey shall be carried out by an ecologist 48 hours in advance of proposed clearance to check for bird nesting activity. If active nests are found a buffer of vegetation shall be retained until all young have fledged and the nest deemed inactive by an ecologist.

15. Emergency Services

The works, including the traffic management, will be discussed and agreed with the emergency services. In the case of an emergency with either the site works or within the vicinity of the works Skanska will communicate with the Emergency services and if required will allow the blue lighted vehicle to travel contra flow on Histon Road to the main TM route.

16. Site Security

Works areas will be segregated using 1m high pedestrian barriers along with appropriate signage. Remote monitored CCTV cameras shall be installed in compound and storage areas to protect the site against theft and vandalism.

DRAFT - SUBJECT TO FINAL CONFIRMATION

Histon Road - Vegetation review

Draft -

Owner Status Key

No issues

Wants further details

Not in favour

[illegible]

APPENDIX A - VEGETATION LOG SHEET

DRAFT - SUBJECT TO FINAL CONFIRMATION

	Coordination Works - Coordination of the diversion / installation works with utility companies within construction programme. Agree the exact route and depth of diverted / new utilities.		Traffic Management & Pedestrian management		Civils – Trench Excavation Site clearance works may be required.		Ducting Installation and Chamber works		Cabling Installation		Backfill and Reinstatement		Muckaway/ Disposal of arisings		Quote excluding VAT - TO BE REVISED	Contestable items value	Non contestable items value	Notice required for utility company/ statutory body to commence	Duration of utility company/ statutory body works - TO BE REVISED **NEED THIS BROKEN DOWN TO TIME ALLOWANES FOR THE 4 PHASES OF WORKS**	Contact Details for Stats Companies
Utility Company	By Skanska	By Stats Company	By Skanska	By Stats Company	By Skanska	By Stats Company	By Skanska	By Stats Company	By Skanska	By Stats Company	By Skanska	By Stats Company	By Skanska	By Stats Company						
Virgin Media - C4	Y	Y	Y	N	Y	N	N	Y	N	Y	Y	N	Y	N	£721,407.14	N/A	N/A	12 weeks (Assumed, not stated)	30 weeks	Karl.Gough2@virginmedia.co.uk
Openreach – C4	Y	Y	Y	N	Y	N	N	Y	N	Y	Y	N	Y	N	£361,666.82	N/A	N/A	12 Weeks	26 weeks	robin.atkins@openreach.co.uk
UKPN – C4	Y	Y	Y	N	Y	N	Y	N	N	Y	Y	N	Y	N	£245,938.81 (in arrears) £201,669.81 (in advance)	£0	£245,938.81	12 Weeks	4 weeks following Skanska works	Zoe.Eyre@ukpowernetworks.co.uk
Cityfibre	Y	Y	Y	N	Y	N	N	Y	N	Y	Y	N	Y	N						shaun.granger@cityfibre.com
GBN	Y	Y	Y	N	Y	N	Y	N	N	Y	Y	N	Y	N						rpc34@cam.ac.uk
Cambridge water	Subject to trial holes survey results																			SteveEveritt@south-staffs-water.co.uk
CadentGas	Subject to trial holes survey results																			Gary.Parr@cadentgas.com

APPENDIX B - UTILITY SCOPE SUMMARY

Histon Road Cycleway – Excavation Method Summary

DIG METHODS:

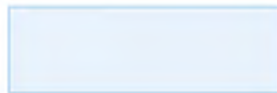
OPTION 1 -



OPTION 2 -



OPTION 3 -



OPTION 4 -



Option 1 = Green highlight

Carriageway = asphalt planer to remove existing surfacing down to max 110mm

Footway = Planer to remove surfacing or excavator used to peel off existing asphalt. No excavation within subbase below. **CAT SCAN TO BE COMPLETED PRIOR TO EXCAVATION TO IDENTIFY ANY UTILITIES WITHIN 300mm (STRIKE ALERT ON CAT)**

Option 2 = Amber Highlight

Carriageway and Footway = No existing utilities shown on stats plans, therefore standard safe digging practice applies. Detailed CAT and Genny scan to be completed to confirm no utilities present prior to machine excavation with continued CAT and Genny scanning. Any potential uncharted utilities identified on CAT and Genny Scan to be trial holed by hand/vac exc prior to machine excavation.

Option 3 = Blue Highlight

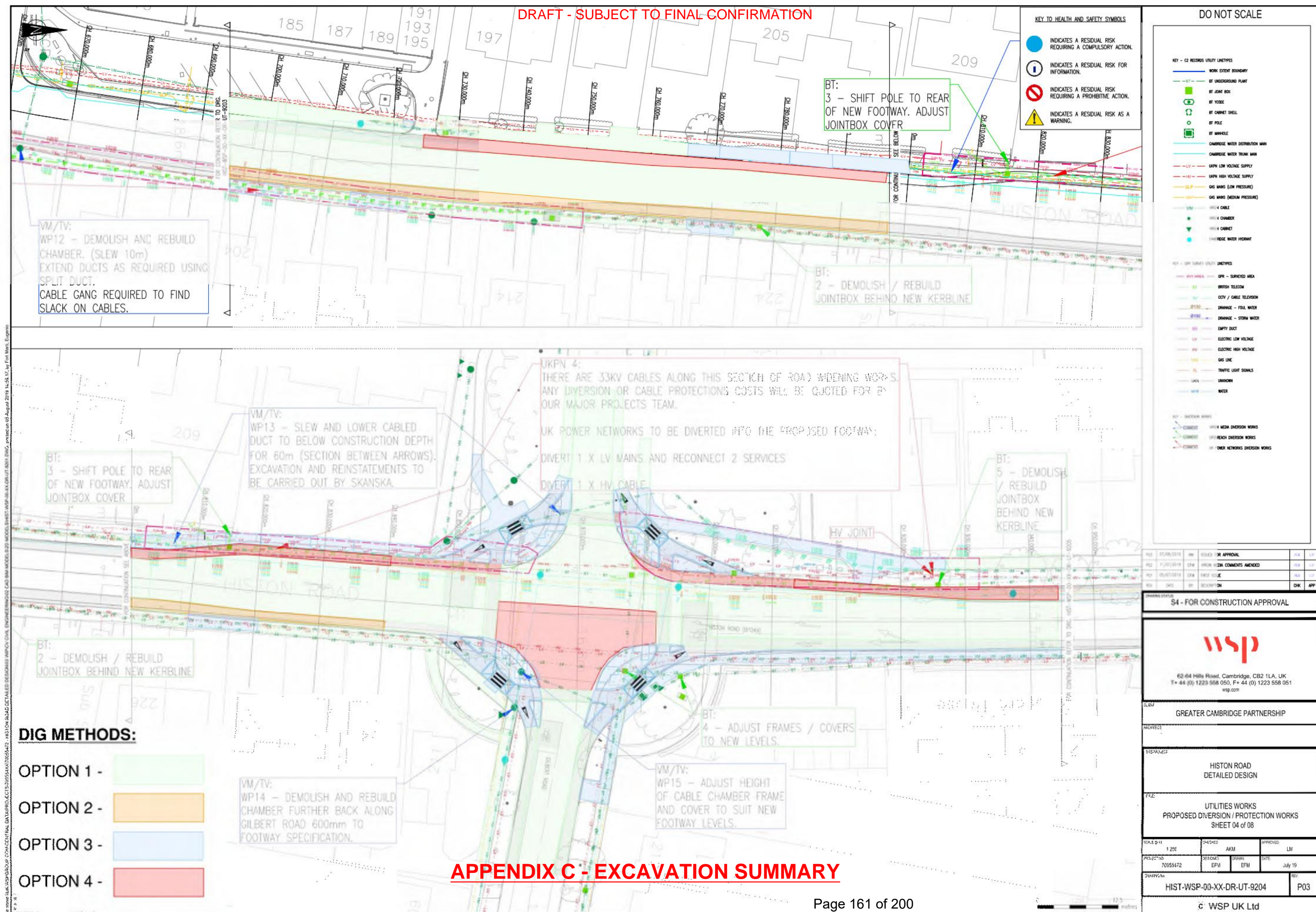
Footway = Max excavation depth 325mm. Bound material to be removed using road saw/planer/peel off with excavator. Slip trenches to hand/vacuum excavator at 5m centres (initially, to be reviewed on site based on consistency of level of located utilities in individual areas) to 200mm below formation level. Additional trial holes required to locate service feeds to adjacent properties/businesses. 2 scenarios described below apply based on findings from trial holes:

1. No existing utilities located within dig depth plus additional 200mm. Mechanical excavation methods permitted to excavate to formation level.
2. Existing utilities located by trial holes. The utility located with the lowest cover (highest utility in terms of reduced level) shall form the baseline for excavation. Mechanical excavation permitted to 150mm above the highest located utility. Excavation below this to formation level to be completed by hand or vacuum excavation methods.

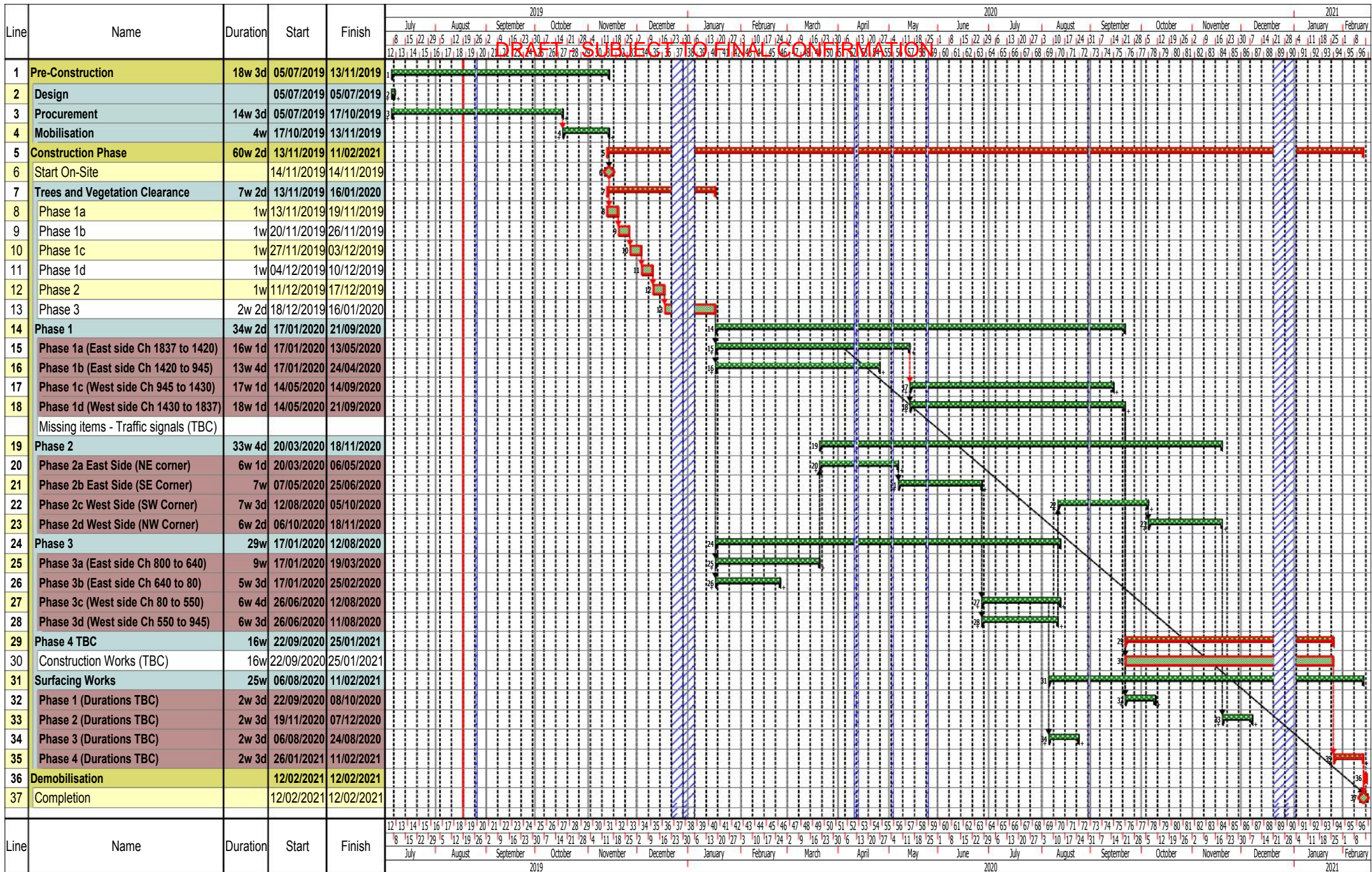
SEE ATTACHED EXAMPLE FROM SKANSKA CELTA ROAD PROJECT

Option 4 = Red Highlight

Carriageway = Deep excavation required 480-820mm. Existing utilities shown on plans, therefore no mechanical excavation permitted within exclusion zones permitted. Bound material to be removed using road saw/planer/peel off with excavator. No mechanical excavation permitted below bound material. Excavation to formation to be completed by hand dig/vacuum excavator.



APPENDIX C - EXCAVATION SUMMARY



Link Categories

Normal (C,R) Normal (R) Normal (C)

Symbols

Critical Milestone

APPENDIX D - DRAFT PROGRAMME

Appendix E - Proposed Phasing and TM

To allow the safe installation of the works and to both shorten the programme and keep consistency of traffic management, it is proposed that that works will be installed utilising a one way closure of traffic in-bound into the city centre. Outbound traffic will be permitted 24 hours a day and unrestricted. To facilitate the in-bound closure a diversion will be set up from J32 of the A14 directing traffic east towards J33 and then south from there along Milton Road and continuing into the city.

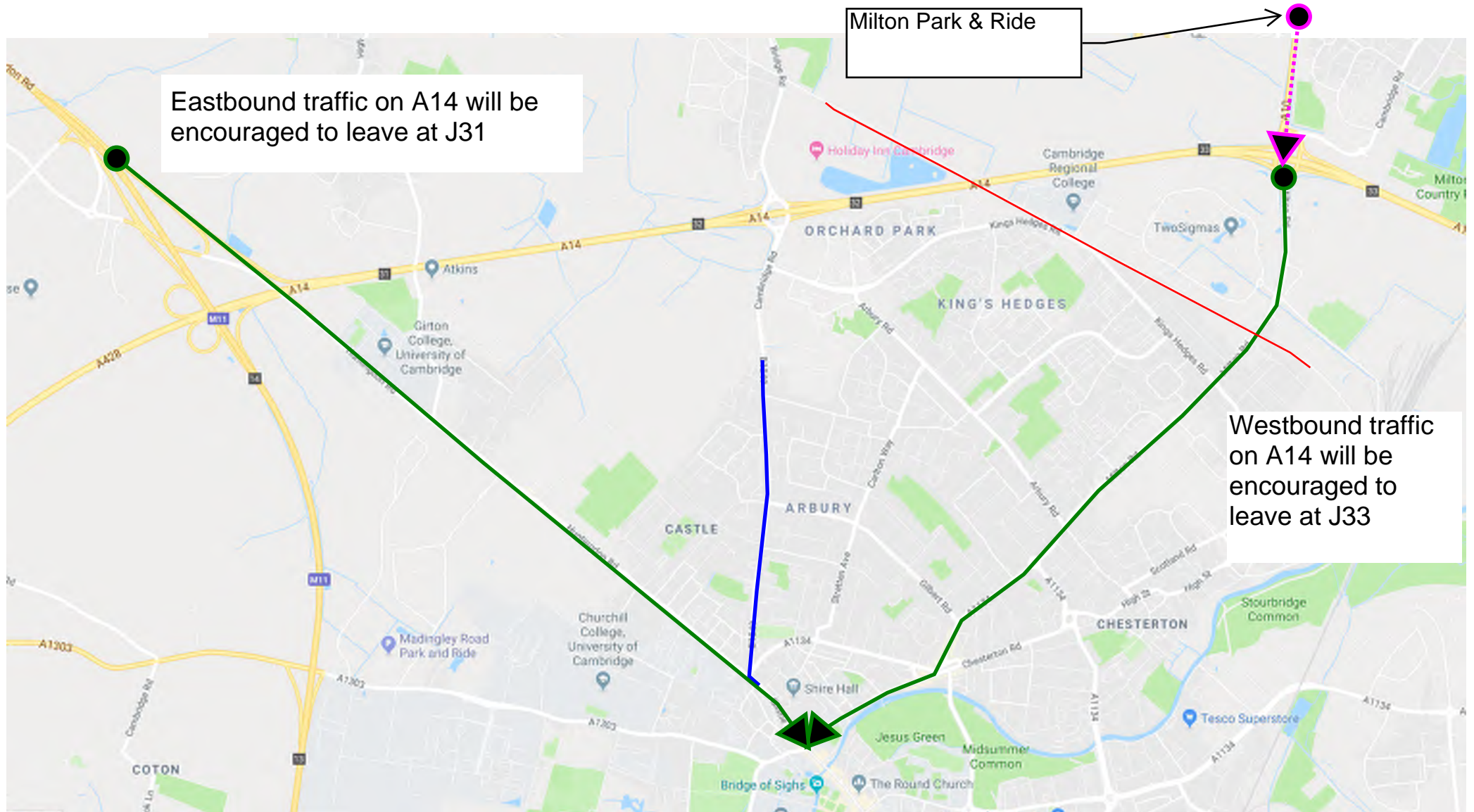
Private car users will be encouraged to use the Park and Ride facility at Milton Rd and then travel into the city using the Park and Ride.





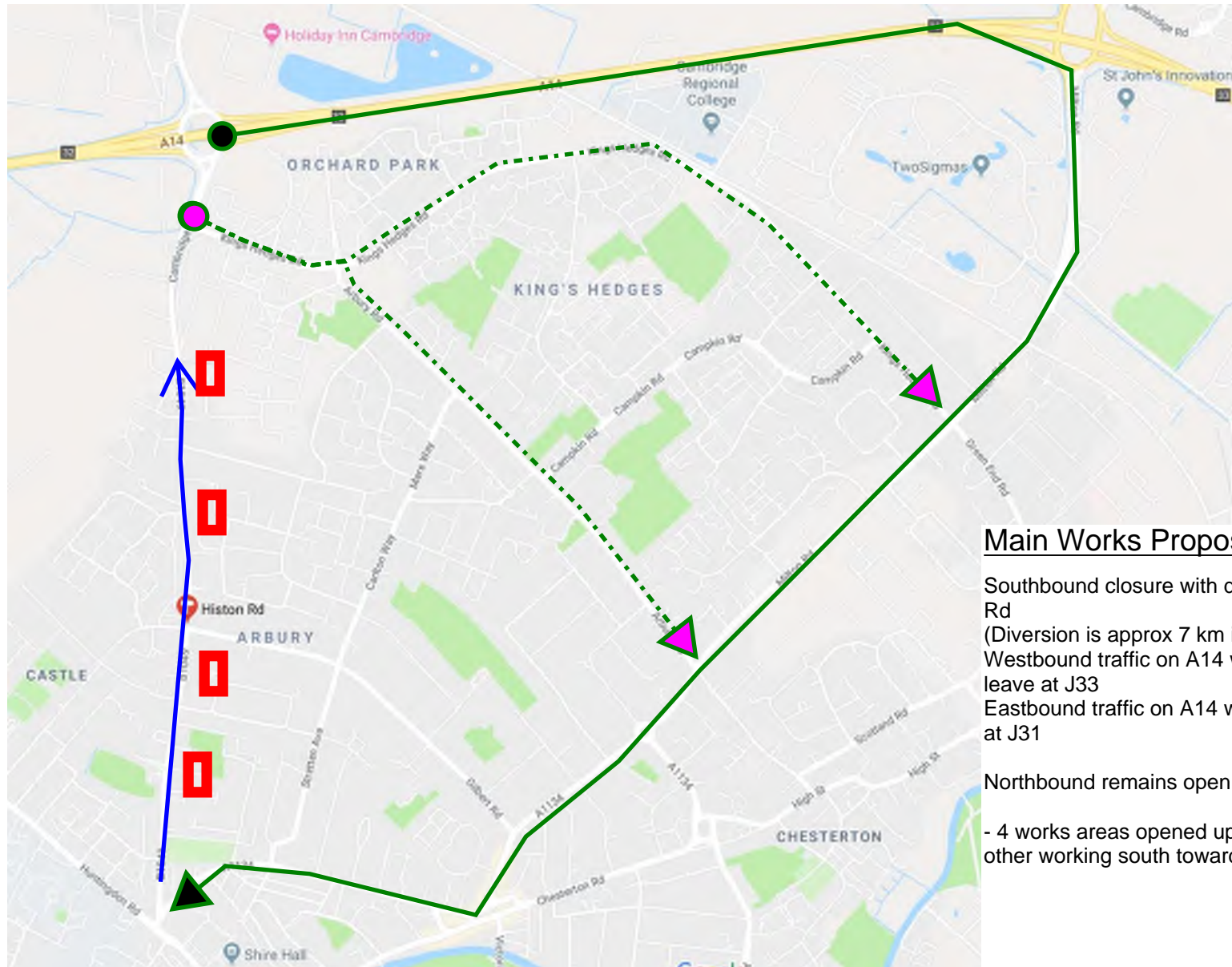


DRAFT - SUBJECT TO FINAL CONFIRMATION
Histon Rd - Main Diversion Routes



APPENDIX E - PROPOSED PHASING AND TRAFFIC MANAGEMENT

DRAFT - SUBJECT TO FINAL CONFIRMATION
Histon Rd - East Footpath Works



Main Works Proposal:

Southbound closure with diversion via A14 & Milton Rd
(Diversion is approx 7 km in total)
Westbound traffic on A14 will be encouraged to leave at J33
Eastbound traffic on A14 will be encouraged to leave at J31

Northbound remains open

- 4 works areas opened up, 500m apart from each other working south towards Huntingdon Rd

DRAFT - SUBJECT TO FINAL CONFIRMATION
Histon Rd - East Footpath Works



APPENDIX E - PROPOSED PHASING AND TRAFFIC MANAGEMENT

DRAFT - SUBJECT TO FINAL CONFIRMATION
Histon Rd - West Footpath Works



Main Works Proposal:

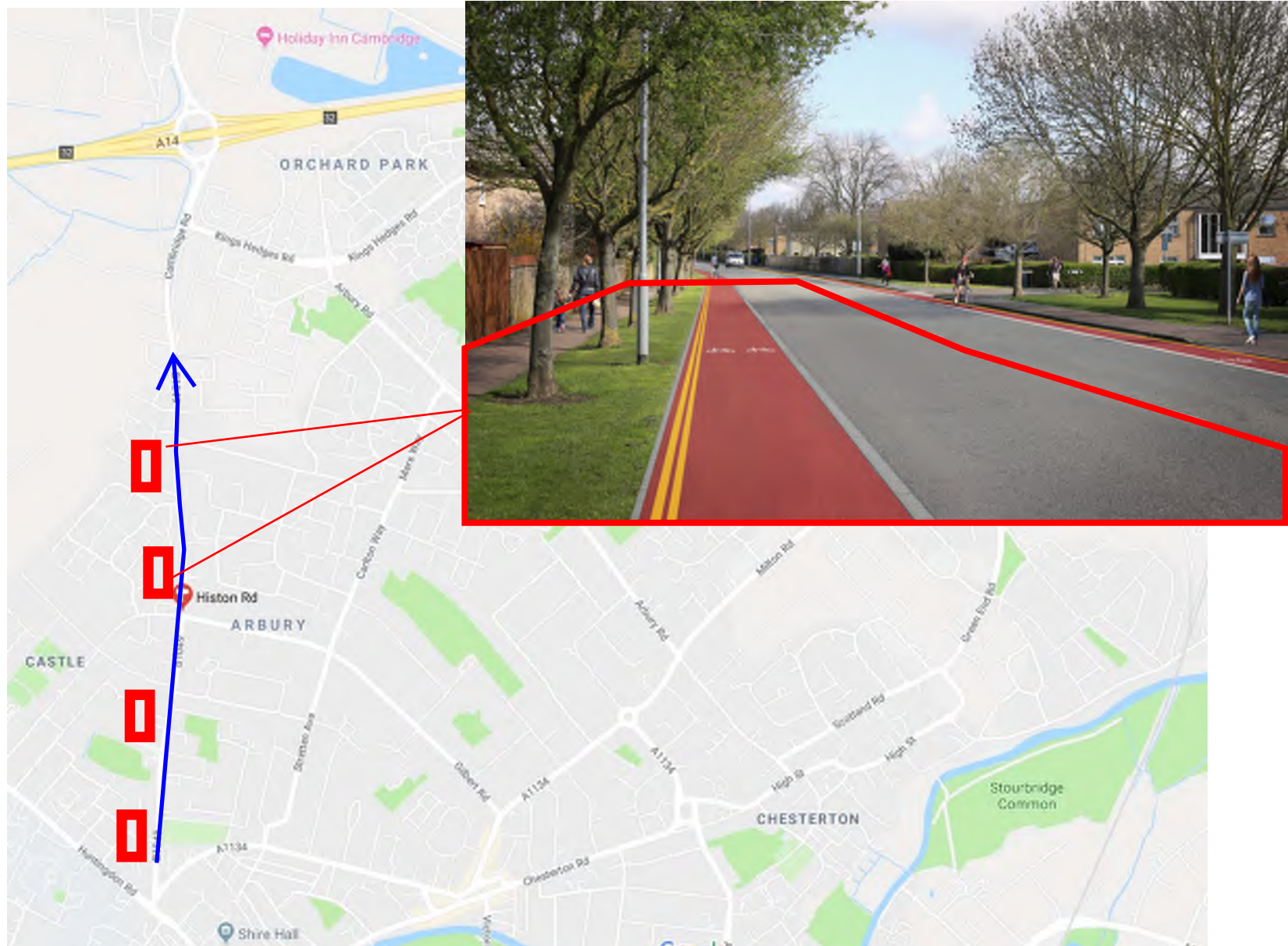
Southbound closure with diversion
via A14 & Milton Rd
(Diversion is approx 7 km in total)
Westbound traffic on A14 will be
encouraged to leave at J33
Eastbound traffic on A14 will be
encouraged to leave at J31

Northbound remains open

- 4 works areas opened up, 500m
apart from each other working north
towards the A14

APPENDIX E - PROPOSED PHASING AND TRAFFIC MANAGEMENT

DRAFT - SUBJECT TO FINAL CONFIRMATION
Histon Rd - West Footpath Works



APPENDIX E - PROPOSED PHASING AND TRAFFIC MANAGEMENT

Histon Rd - Gilbert Rd Junction Works



Phase 2: Gilbert Rd Junction

Disconnect existing lights and use of temp 3 way lights to install junction

Constructed whilst the one way system is in place

Histon Rd - Huntingdon Rd Junction Works



Histon Rd -
Phase 4: Huntingdon Road
Junction

Phasing TBC

Works to be carried out in 2021

Report to: Greater Cambridge Partnership Executive Board

3rd October 2019

Lead Officer: Peter Blake – GCP Transport Director

MADINGLEY ROAD CYCLE AND WALKING PROJECT

1. Purpose

- 1.1. On 6th December 2018 the Greater Cambridge Partnership (GCP) Executive Board agreed as part of the deliberations on the Cambourne to Cambridge project that cycle and pedestrian infrastructure improvements in Maddingley Road should be taken forward for delivery and developed in detail as a separate project.
- 1.2. The Maddingley Road area is one of the key routes in to Cambridge. It suffers from considerable congestion, particularly at the junction with the M11. There are some large development sites on this corridor, notably the West Cambridge development. The Maddingley Road proposals support the Greater Cambridge Partnership's (GCP) transport vision of creating better, greener transport networks, connecting people to homes, jobs and study, and supporting economic growth.
- 1.3. The purpose of this report is to present the initial outputs of local stakeholder engagement and seek agreement to commence a public consultation on proposals for the scheme.

2. Recommendations

- 2.1. The Executive Board is recommended to:
 - a) Note the progress made in working with residents and the community to shape the emerging options;
 - b) Approve the request to undertake public consultation in the Autumn 2019/20; and
 - c) Approve the project milestones set out in paragraph 6.2.

3. Officer Comment on Joint Assembly Feedback and Issues Raised

- 3.1. Members welcomed the approach to pre-consultation engagement undertaken, and supported the application of this approach elsewhere. The point was also raised that the Maddingley Road scheme should be considered as part of the wider cycling network improvements in the local area.

4. Key Issues and Considerations

- 4.1. Engagement has been carried out at an early stage and that a series of pre-consultation workshops have been undertaken. These workshops were targeted at residents, local members, businesses and colleges within the Maddingley Road area and included bus, cycling and walking interest groups.

- 4.2. The workshops have proven to be popular with stakeholders, who have actively engaged with officers in the shaping of the options. The documents at Appendix 1 and 2 demonstrate how the information gained from the workshops and online responses have been used to develop the emerging options to date.
- 4.3. Madingley Road is an attractive area that has many trees and landscaping features, including ditches, which potentially support a range of habitat types. Cambridge City Council has identified the road as one of the greenest approaches to the city and has included it in its 'Approaches' document: [Suburbs and Approaches](#). Officers have engaged with the Cambridge City Council tree and landscape officers, who were keen to emphasise the environmental importance of this approach route.
- 4.4. In the area from Lady Margaret Road to JJ Thomson Avenue there have been encroachments onto the highway boundary, with the planting of hedges, bushes and trees. These have been in place for a number of years and have enhanced the biodiversity of the area, in many cases adding to the attractiveness of the road. Officers have agreed with residents that where possible this planting will be retained and where it cannot, due to space needs, officers will seek to mitigate any cutback.
- 4.5. Madingley Road is a national, abnormal load route, used to bring large boats through the city. This restricts the minimum width available on each side of the road to about 3.2 meters, reducing the width available to the design, limiting options.
- 4.6. Madingley Road varies considerably, both in its width and in its levels from the Park and Ride site at Eddington to Northampton Street roundabout. As with other arterial routes into the city it has a significant number of utility services running along its length, including gas, communications, water and electricity. These will provide added complexity for both detailed design, construction costs and construction timeframe.
- 4.7. At this early stage the scheme cost estimate is in the range £5-£8 million, which reflects the ambition to provide high quality infrastructure over a relatively considerable length that includes many junctions. The likelihood of having to protect or divert utility services and the challenges presented from a road of differing widths and varying levels.
- 4.8. With a number of other routes being considered for delivery, including Histon and Milton Road, 'road space' approval on the highway network for construction work will require careful consideration on the priority and timeframe for construction of these routes.

5. Options

- 5.1. There are two options currently under development, outlined in the designs contained in Appendix 3. Large plans will be on display at the meeting. They are indicative in nature and will continue to be developed in preparation for a pre-stage 1 road safety audit, which started in mid-August. Following this any recommendations agreed will be integrated into the option where a design freeze will be applied to the options and preparation for public consultation will commence
- 5.2. Features common to both options:
- 3.2m wide carriageway
 - 2m minimum width cycleways increasing to 2.5m where space allows
 - 2m minimum footways
 - Sections of shared/dual use to allow easier usage of junctions and crossings
 - Improved crossing facilities
 - Improved junction layouts.

5.3. Option One:

- Full segregation where space allows – in constrained areas where the cycleway is adjacent to the carriageway, it is proposed to use 'Cambridge kerb'/low angled kerb segregation, as currently used on Huntingdon Road cycleway.
- Due to visibility constraints, the concept at most crossings is to have the cycleway adjacent to the carriageway, this stops vehicles waiting over the cycleway. Having the cycleway alongside the carriageway junctions also allows vehicles turning in to be more aware of cyclists.
- As the option follows the existing alignment of the road closely, the construction period will likely be shorter than Option 2.

5.4. Option Two:

- Full segregation – in constrained areas where the cycleway is adjacent to the carriageway, it is proposed to use 'kerbed margin separation' (i.e. two kerbs placed back to back to provide a physical barrier between the cycle lane and motor traffic.
- It is proposed that some land is taken at junctions to enable the cycleway to be set back and give cyclists and pedestrian priority. This enables vehicles to wait at a junction without stopping on the cycleway or footway area.
- It is proposed that the ditch adjacent to Churchill College is relocated further back onto Churchill College land to allow for improved facilities to be provided for pedestrians and cyclists.
- The option proposes to realign the road to balance the cross section in most areas, this would likely result in a longer construction period than Option 1.
- Improved junction layouts at JJ Thomson Avenue and Eddington Avenue.
- Additionally a two way cycleway option could be an opportunity for the north side of Madingley Road to link Eddington Avenue to the crossing to the Mathematics footpath by Storey's Way.
 - This will provide links to several key university sites.
 - Survey information shows this route currently has large and even numbers of cyclists using it in both directions.
 - It would provide easier and safer navigation of the Eddington junction by providing opportunity for cyclists to approach on the north to bypass this complex and difficult junction.
 - This would only be possible if University and college land was provided to support this opportunity.

6. Next Steps and Milestones

6.1. Next Steps

- Evaluate road safety audit of emerging options.
- Finalise emerging options in preparation for public consultation.
- Prepare and carry out public consultation.
- Obtain more detailed information on public utility plant.

6.2. Milestones

- November 2019 - Public Consultation.
- February 2020 – Analyse consultation responses and formulate preferred option.
- June 2020 – Board approval for preferred option and approval to move to detailed design.
- October 2020 – Spring 2021 Detailed Design and contractor procurement.
- Construction period 16 to 24 months, start dependant on road space availability.

7. Implications

7.1. There are no significant implications.

List of Appendices

Appendix 1	Madingley Road Pre-consultation Engagement: Summary report of major comment themes Workshop one
Appendix 2	Workshop two and three and online feedback response- Comments and Design Responses/Actions
Appendix 3	Indicative options drawings

Background Papers

Cambridge Suburbs and Approaches: Madingley Road	https://www.cambridge.gov.uk/media/2946/suburbs-and-approaches-madingley-road.pdf
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Produced by the Cambridgeshire Research Group



Madingley Road Pre-consultation Engagement: Summary report of major comment themes

Comment Theme	Respondents comments
Safety	<ul style="list-style-type: none"> Respondents who discussed this theme felt that travel for cyclists and pedestrians along Madingley Road was unsafe, due to: <ul style="list-style-type: none"> Inconsistent cycle lanes A lack of visibility at junctions A lack of designated crossing points Conflicts with motorised traffic at junctions The condition of road/path surfaces
Pedestrian/Cyclist crossings	<ul style="list-style-type: none"> Some of the respondents who discussed this theme were concerned about a lack of designated crossing points along Madingley Road and nearby streets, feeling it was resulting in pedestrians and cyclists being forced to cross at unsafe locations. Areas where crossings were felt to be needed included: <ul style="list-style-type: none"> High Cross/Madingley Road Park & Ride Lady Margaret Road Conduit Head Road Storey's Way Northampton Street Grange Road Clerk Maxwell Road Some respondents who discussed this theme felt that existing crossing points were unsuitable, particularly those that were two stage crossings. These respondents felt that existing crossings needed to be large enough to accommodate users with wheelchairs, buggies and cargo bikes while allowing enough time for slower users to cross safely
Width of footpaths and cycle paths	<ul style="list-style-type: none"> Some of the respondents who discussed this theme felt that shared use paths along Madingley Road were not wide enough to accommodate both pedestrians and cyclists, particularly those with wheelchairs, buggies and cargo bikes Some of the respondents who discussed this theme felt that Madingley Road needed to be widened to accommodate on-road cycle paths on both sides of the road <ul style="list-style-type: none"> Some of these respondents discussed the junction layouts, in places such as JJ Thomson Avenue, feeling they had space wasted with the concrete islands
Re-design of junctions	<ul style="list-style-type: none"> Respondents who discussed this theme felt the junctions along Madingley Road needed to be redesigned with pedestrian and cycle accessibility as a priority. Respondents felt that: <ul style="list-style-type: none"> Safety and accessibility could be improved for cyclists and pedestrians by introducing Dutch style crossings at junctions along the route

	<ul style="list-style-type: none"> ○ Visibility from roads joining Madingley Road was poor ○ Cyclists using the on-road cycle lanes requiring a right turn off Madingley Road needed to expose themselves to motorised traffic or negotiate difficult and confusing layouts ○ Traffic light sequencing was too short
Segregated paths	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that cyclists and pedestrians should have paths segregated from motorised traffic and each other, as they felt the size of shared use paths was causing conflict between users <ul style="list-style-type: none"> ○ Some respondents felt this was a particular issue around roundabouts and at shared use crossings • A few of the respondents who discussed this theme felt that cycle routes should be on-road, designed in a similar fashion to Hills Road, to avoid conflict with pedestrians and ensure cycle routes remain consistent
Continuous cycle routes	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that the cycle routes needed to remain consistent along Madingley Road, as they felt current routes ended abruptly or required difficult to manage changes from off-road to on-road. These respondents also felt they needed to connect to other routes and extend to areas like Queen's Road roundabout
Traffic light phasing	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that the phasing of the traffic lights along Madingley Road needed adjusting <ul style="list-style-type: none"> ○ Some of these respondents felt that the timings for pedestrian/cycle crossings were too short for slower users to cross safely ○ Some of these respondents felt there was not enough time for cyclists to turn across traffic from advanced stopping boxes before that traffic also got a green light
Maintenance	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that maintenance needed to be improved along Madingley Road <ul style="list-style-type: none"> ○ Some of these respondents discussed the current condition of the cycle path and road surfaces, which they felt to be poor ○ Some of these respondents discussed the road surface markings for cycle lanes and advanced stopping boxes, which they felt to be in poor condition and difficult to see ○ A few of these respondents discussed the greenery along the route, feeling it needed to be trimmed often enough to ensure visibility remained and routes were not blocked

Environment	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that improvements should ensure existing landscaping along Madingley Road was kept <ul style="list-style-type: none"> ○ Some of these respondents also felt that Madingley Road could contain more green landscaping, particularly around areas where there were dual road lanes such as the junction at JJ Thomson Avenue
Speed limit reduction	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that the speed limit should be consistent along Madingley Road, at 30 MPH

Madingley Road Cycle and Walking Project
Summarised Stakeholder Feedback and Design Response for
Workshops Two and Three

Madingley Road Cycle and Walking Scheme
Summarised Stakeholder Workshop 2 (28/05/2019) Comments, Online Feedback
Comments and Design Responses/Actions

Cross Sections

General

Ref	Comment	Design Response
1	Stakeholder Workshop 2 Option 2 marked as preferred option for this cross section A-A	Stakeholder Workshop 3 Layout options to be based on Option 2.
2	Question about visibility at junctions due to proposed vegetation.	Visibility will be considered at all junctions, particularly in regards to new/existing vegetation.
3	Speed limit should be reduced to 30mph throughout.	Proposals can be for 30mph with agreement.
4	A retaining wall was proposed for the level difference on Stakeholder Workshop 2 Section A-A to provide a flatter verge.	Retaining wall would not be ideal for this area and will be avoided if possible due to cost, future maintenance and potential issues for adjacent landowners and footway users.
5	Development of 34-36 Madingley Road visibility concerns highlighted.	Visibility will be considered for accesses in future design stages.
6	Stakeholder Workshop 2 Section B-B Option 4 preferred.	Option will not be used due to issues surrounding a footway within Churchill College land. Stakeholder Workshop 3 Option 2 shows ditch relocated further into Churchill College land to provide cycleway and footway facilities.
7	Keeping ditch favourable	Ditch will be kept, however Stakeholder Workshop 3 Option 2 to suggest relocation of ditch to provide cycleway and footway facilities.
8	Stakeholder Workshop 2 Section C-C Option 3 preferred	Cross section to be used in layout options. A modified cross section will be used in options where a bi-directional cycleway is not provided.
9	A lack of visibility at junctions	All junctions will be checked for visibility during future design stages. Some vegetation clearance may be necessary to facilitate visibility requirements.
10	Lack of designated crossing points. Suggested locations; Park & Ride, Lady Margeret Road, Conduit Head Road, Storey's Way, Northampton Street, Grange Road and Clerk Maxwell Road.	Additional crossing locations as suggested have been provided across the two Stakeholder Workshop 3 options. Northampton Street has not been included as this is outside of the scheme extents.

11	Conflict with motorised traffic at junctions.	Priority pedestrian and cyclist crossings set back from the carriageway has been provided on Stakeholder Workshop 3 Option 2. However, on Stakeholder Workshop 3 Option 1 where it is proposed that there will be no additional land available, the cycleway is located adjacent to the carriageway due to visibility constraints.
12	Condition of carriageway/footpath surfacing.	Due to the changes in alignment and addition of a cycleway it is likely that the scheme will involve resurfacing, however this will be confirmed at later design stages.
13	Two stage crossings are unpopular. Crossing islands need to be able to accommodate cyclists, wheel chairs and buggies.	Two stage crossings have been removed for Grange Road Junction on both options. Stakeholder Workshop 3 Option 1 features two stage crossings for Eddington junction, however the islands have been made larger. On Stakeholder Workshop 3 Option 2, Eddington junction has been shown as a 1 stage crossing with refuge island for slower users. Two stage crossings for JJ Thomson & Madingley Rise junction are necessary due to the crossing distance. However the islands are large enough to accommodate all users.
14	Space wasted on concrete islands on JJ Thomson junction.	Necessary to provide islands at this junction to allow crossings. Where islands are required, these are proposed to be green rather than concrete.
15	Pedestrian and cycle priority at junctions.	Stakeholder Workshop 3 Option 2 proposes cycle and pedestrian priority at most junctions, where the crossing is set back from the main carriageway.
16	Introduction of Dutch style crossings	Dutch style crossings were proposed on the junction options at Stakeholder Workshop 2 but were widely rejected, so are not proposed for Stakeholder Workshop 3.
17	Cyclist using on road cycleways find right turns difficult to negotiate.	Stakeholder Workshop 3 Options look to avoid on-road cycleways, and also provide a number of crossing points to navigate junctions safely.
18	Traffic light sequencing too short.	Timing of traffic lights will be modelled at later design stages.

Cycling

	Comment	Response
19	Bi-Directional cycleways should be consistently applied.	Stakeholder Workshop 3 Options have been produced to show bi-directional for some of the scheme, in key areas supported by pedestrian/cyclist count data.
20	Cycleways marked as 2.5m width	Cycleway width have been increased to 2.5m on Stakeholder Workshop 3 options where space allows.
21	Tree Planting protection wanted between carriageway and cycleway.	A balanced cross section has been applied to Stakeholder Workshop 3 Option 2 to try to introduce as much tree planting between cycleway and carriageway as possible. Stakeholder Workshop 3 Option 1 feature this arrangement where space allows.
22	Full/reduced height kerb separation between segregated cycleway and footway not favourable	Stakeholder Workshop 2 feedback is mixed on this. Therefore the layout will be informed by the Stakeholder Workshop 3 Feedback.
23	1.5m segregated cycleway is concerning	This width has not been used on Stakeholder Workshop 3 options.
24	3.5m is acceptable for bi-directional cycling	This width has been used on Stakeholder Workshop 3 bi-directional sections.
25	Cambridge kerb dangerous in the wet.	Cambridge kerb use has been minimised with full segregation favoured, but may still require usage in constrained areas in Stakeholder Workshop 3 Option 1.
26	Madingley Road to be widened to accommodate on road cycle paths on both sides of the road.	Segregated cycleways have been greatly preferred during both Stakeholder workshops that have taken place. On road cycleways has been avoided where possible.
27	Cycleways should be consistent	The approach taken on Stakeholder Workshop 3 options is to apply a consistent approach to cycleways, however due to space constraints and junction features it has been necessary to change the way the cycleway works at times.

Pedestrian

Ref	Comment	Response
28	Comments asking for formal kerb separation for pedestrians and cyclists.	Stakeholder Workshop 3 options can be separated by kerb if required. This is to be confirmed at Stakeholder Workshop 3.
29	Comments asking for no kerb separation between footway and cyclists.	
30	Shared paths are not wide enough for pedestrians and cyclists.	Stakeholder Workshop 3 options show segregated cycleways and footways for the majority of Madingley Road.
31	Footways and cycleways should be segregated.	Stakeholder Workshop 3 Options sometimes show the footway and cycleway adjacent to each other but physical segregation could be applied as necessary at future design stages.

Horse Riding

Ref	Comment	Response
32	Shared use and NMU paths requested.	Shared use is not supported by the majority of stakeholders so it has been avoided where possible. However we have widened the cycleway to provide an alternative for Stakeholder Workshop 3.

Carriageway

Ref	Comment	Response
33	Carriageway width of 3.2m is favourable	This is included on Stakeholder Workshop 3 layout options.
34	Space needed to pass emergency vehicles	This has been considered for Stakeholder Workshop 3 layout options.
35	Shift carriageway over to 'even out' the cross section	Stakeholder Workshop 3 Option 2 has been based on an 'even' cross section between junctions. This may affect the underground utilities in the area.

Environment

Ref	Comment	Response
36	Green space is favourable	Stakeholder Workshop 3 Layout options show green space with indicative landscaping details (trees)
37	Some opposition to trimming back overgrown hedges.	The green look of the road will be maintained where possible, however it may require some vegetation maintenance to provide width in constrained areas.

Junction Comments

Eddington

Ref	Comment	Response
38	Green the space	Green space to be provided where appropriate.
39	30mph essential	30mph are shown in Stakeholder Workshop 3 layout options.
40	Missing protected cycleways	Segregated cycleways are included within the Stakeholder Workshop 3 layout options where space allows.
41	Change feel of the route on East side to give priority to cyclists/pedestrians to discourage cars going forwards	Better facilities for pedestrians/cyclists are included on proposed Stakeholder Workshop 3 options. However the effect on vehicles must be considered in this location due to the potential negative impacts to the M11.
42	More perpendicular crossing islands (Eddington Avenue)	Due to orientation of Eddington Avenue it is necessary to feature the existing island alignment to allow vehicle movements.
43	Horse rider route from north to south	Horse riders to be considered for crossings – including setting back an extra push button at useable height for horse riders in future design stages.
44	Two stage cyclist junction is not favourable	This option has not been taken forward to the Stakeholder Workshop 3 layout options.
45	Curves added to cycleways to avoid right angles at junctions.	Right angles have been avoided in favour of smooth alignments in Stakeholder Workshop 3 layout options.
46	Parallel pedestrian zebra and cycleway crossings not favourable	This type of crossing has not been used on the junction for the Stakeholder Workshop 3 layout options.
47	Crossings could be toucans	Toucan crossings have been proposed for Stakeholder Workshop 3 options.

JJ Thomson Avenue & Madingley Rise

Ref	Comment	Response
48	Roundabout option is favourable for the lack of lights and greenery.	Option has been included for Stakeholder Workshop 3 layout options.
49	Crossings on roundabout option should be controlled rather than zebra.	Zebra crossings have not been used on Stakeholder Workshop 3 layout options.
50	Set-back pedestrian and cyclist priority crossing of side roads favourable.	Where space allows, this type of crossing will be included on Stakeholder Workshop 3 layout Option 2.
51	Enhanced greenery is required	Green spaces to be included on all future options.

52	No signal needed at JJ Thomson Avenue (Right turn into Madingley Road)	Signal for right turn required due to safety issues associated with a fully signalised junction.
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Storey's Wa

Ref	Comment	Response
53	Comment about not providing protected cycleways.	Stakeholder Workshop 3 Option 1 constraints require that the cycleway is next to the carriageway for the junction for visibility and safety. Option 2 features some land take which allows for a protected cycleway to be set back from the junction.
54	Sketch of proposed diagonal crossing from footway to both sides of Storey's Way.	This idea has not been included on the Stakeholder Workshop 3 options due amount of 'red time' to allow pedestrians to cross the 20-45m required. Instead the crossing has been widened to allow greater movements towards a desire line, but also not excluding users who want to go towards Cambridge city centre.
55	Either side of pedestrian crossing marked with 'no space for waiting cyclists'	All Stakeholder Workshop 3 options feature larger areas to allow pedestrians and cyclist to wait without blocking the footway or cycleway in this area.
56	Right turn lane not favourable	This has not been proposed on Stakeholder Workshop 3 options.
57	Storey's Way cycleway should be one-way	Where the cycleway is adjacent to the carriageway, it will be one-way for safety.

Grange Road

Ref	Comment	Response
58	Comments about shared use around junction.	Shared use can be provided in this area, but at the expense of a segregated cycleway. This may be further considered post Workshop 3.
59	Comment to remove cycle box.	Advanced stop line used on the westbound carriageway due to the constraints of this location a segregated lane cannot be provided, which may encourage cyclists to use the carriageway.
60	Request for zebra crossing instead of signal controlled.	Not included as the zebra crossing would not work with the rest of the signal controlled junction.
61	Comments about cyclists going around the signals, rather than wait.	Potential improper use cannot be avoided due to the necessity for cyclists travelling southbound to have to wait at the signal

		controlled junction. Shared use, which would formalise this movement has been included on Stakeholder Workshop 3 options.
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Lady Margaret Road

Ref	Comment	Response
62	Comments around current situation where cyclist join pavement at speed on the westbound side of the carriageway.	Stakeholder Workshop 3 Option 1 features a segregated entrance to the cycleway to avoid this maneuverer. Stakeholder Workshop 3 Option 2 is shared use, but with an entrance to the segregated cycleway situated just off the junction. The proposed shared use for the Stakeholder Workshop 3 Option 2 is to reduce conflict at the narrow crossing points.
63	Concerns about how the scheme tied into existing arrangements.	Small section of shared use has been proposed at the end of the scheme to ensure appropriate tie-in to the existing arrangement.
64	Lay-by not favourable.	Lay-by not included on Stakeholder Workshop 3 options
65	Cycle box required	All Stakeholder Workshop 3 options extents have been extended to show advanced stop line for cyclists.
66	South east foot path must be shared use	Area of shared use proposed on all Stakeholder Workshop 3 options to enable tie-in to existing arrangement.
67	Can cyclist have traffic light priority?	Not included at this stage, as there are concerns that any additional phases will affect the functionality of the junction. This can be further reviewed at the traffic signal design and traffic modelling.
68	Are there different options for traffic movements?	Due to the constraint of the junction, there is only a limited way traffic movements can be accommodated.
69	Can south east footway be dedicated cycleway and footway (segregated)?	Due to space constraints and the need to tie-into an existing shared use arrangement this was not included on Stakeholder Workshop 3 options.
70	Improvements for cyclist turning right at roundabout. (Northampton Street & Queen's Road)	Roundabout is outside of the scheme extents. Cyclists turning right at the roundabout would be expected to use the carriageway, as there is not a safe way of allowing a crossing from the cycleway to the other side of the carriageway.

Madingley Road Cycle and Walking Scheme
Summarised Stakeholder Workshop 3 (23/07/2019) Comments and Design
Responses/Actions

Scheme Comments

General

Ref	Comment	No. of related comments	Design Response
1	Comments about avoiding shared space.	3	Shared space has been avoided where possible, however it is necessary to use this provision to ensure accessibility of crossings and accesses in key locations. Where shared use has been proposed, it is intended to be a better quality than the existing arrangement.
2	Comments requesting segregated cycle facilities between Lady Margaret's Road and Northampton Street Junction. Some suggestions of St John's land take to provide width for the improvements.	6	Due to the width constraints, there is not enough space to provide reasonable segregated cycle and pedestrian facilities in this location. The Northampton Street junction does not have segregated facilities, and as such would not tie-in to segregated facilities. Any such improvements requiring land take would be appropriate to be included within any improvement scheme for the junction rather than this Madingley Road scheme.
3	Comment about footpath between Madingley Road and Clarkson Road requiring improvements.	1	The footpath is not included within the scope of this scheme, however due to previous workshop feedback, we have proposed to de-clutter the entrance to the path and make the footway wider for ease of crossing.
4	Comment with preference cyclists and pedestrians to be clearly and physically segregated.	1	Level segregation is to be proposed where the cycleway is adjacent to the footway to ensure that the segregation is efficient.
5	Comments suggesting 2m with hard segregation is not suitable for overtaking on a 1-way cycleway. One comment suggested 2.4m minimum width in this scenario.	2	Cycleway width will be reviewed where hard segregation is used to ensure adequate width for overtaking.
6	Comments favouring Cambridge Kerb.	7	Cambridge Kerb will be used where proposed in Stakeholder Workshop 3. It is also now proposed to be used rather than hard segregation in constrained areas.

Ref	Comment	No. of related comments	Design Response
7	Comments regarding visibility concerns of existing and proposed access and junctions.	5	Visibility will be checked as part of future design stages to ensure that the proposed junctions and accesses are safe to use.
8	Comment regarding one way cycleway markings required.	1	Markings to be specified in future design stages. Likely to be similar to other provisions in Cambridge for one-way cycleways.
9	Comment about the importance of not losing buses.	1	Bus routes does not form part of this scheme. All existing bus stops have been included in the layouts produced.
10	Comments mentioning plans on the corner of Clerk Maxwell Road and Madingley Road for a 540 multi-story carpark.	2	Relevant planning documentation shows that the multi-storey car park does not directly exit onto Madingley Road. Any required amendments to the Clerk Maxwell Road junction with Madingley Road is to be agreed with the developer.
11	Comment mentioning University planning 2 multi-storey car parks next to park and ride.	1	Relevant planning documentation shows that the multi-storey car parks do not directly exit onto Madingley Road. Any required amendments to the junctions with Madingley Road are to be agreed with the developer.
12	Comment suggesting to signpost Coton footpath for in-bound on south side as an alternative route to town and schools.	1	Additional signage to be considered at future design stages.
13	Comment supporting removal of lay-by.	1	Lay-by will continue to be removed from the proposals.
14	Comment suggesting no blue paint on cycle path	1	Blue paint is not proposed to be used. Cycleways are likely to be red to match with already constructed schemes in Cambridge.
15	Comments about various location away from Madingley Road and its immediate junctions. (Northampton Street, Grange Road, JJ Thomson Avenue)	3	These areas are not within the extents of this scheme and therefore will not be reflected in the proposals.
16	Comment suggesting that more traffic on north side of the road due to Park and Ride	1	Bidirectional cycleway has been proposed in Option 2 on the north side of Madingley Road to support the large number of users on this side of the road.

Ref	Comment	No. of related comments	Design Response
17	Comment stating that Bidirectional flexibility between pedestrian and cycling lanes is important to be segregated from carriageway.	1	Bidirectional facility has been proposed for the north side of the carriageway from Eddington Junction to Storey's Way. This will be segregated from the carriageway for safety.
18	Comment on enforcement of 30mph speed limit and speed up to Conduit Head Road.	1	Speeds unlikely to be high due to the proposed frequent traffic signals. Enforcement will be determined during future design stages in liaison with Cambridge Police.

JJ Thomson and Madingley Rise

Ref	Comment	No. of related comments	Design Response
19	Comment mentioning that there is an access being opened up for service vehicles for Cavendish Lab.	1	Access proposals will be considered in refinement of options for Public Consultation.

Storey's Way

Ref	Comment	No. of related comments	Design Response
20	Comments about the existing layout of Storey's way being difficult to use due to crossing location and narrowness of footways.	2	Proposals for this junction have been produced to make this junction more user friendly based on similar feedback from previous workshops.

Grange Road

Ref	Comment	No. of related comments	Design Response
21	Comment suggesting widening of the carriageway to enable an increased length of two lanes heading east bound towards the Grange Road junction.	1	This area will be reviewed to ensure that at least the existing capacity of the right turn lane is suitable.

Option 1 Comments

General

Ref	Comment	No. of related comments	Design Response
22	Comment suggesting a pedestrian crossing be included to the west of Clerk Maxwell Road – as shown on Option 2.	1	Crossing can possibly be included, however traffic modelling will be required to assess the effect of the additional crossing to traffic.
23	Comment suggesting that trees and green area could be removed opposite No. 29 to allow for a wider cycleway.	1	There is strong opposition to removing the trees in this section based on previous workshop feedback, therefore the proposals have looked to maintain this feature of Madingley Road.
24	Comment that no additional trees had been proposed opposite Storey's Way.	1	Trees and landscaping shown is only indicative and will be further developed in future design stages to confirm exact proposed locations of trees.
25	Comment about no land take and the benefit to the realisation of the project.	1	Stakeholder Workshop 3 Option 1 is a no land take option which has the stated benefit, however Stakeholder Workshop 3 Option 2 required land will require further liaison with landowners to determine effect on the project.
26	Comment favouring cross section B-B	1	This cross section will be proposed for the more constrained sections, with the more of the scheme to be fully segregated from the carriageway.
27	Comment not in favour of Cambridge Kerb	1	Cambridge Kerb has been seen as favourable. While a wide segregated cycleway has been proposed for a reasonable length, there may be areas where Cambridge Kerb would be more appropriate.

Eddington Junction

Ref	Comment	No. of related comments	Design Response
28	Comments favouring the Option 2 junction layout for use in Option 1.	2	Designs are somewhat interchangeable, although Stakeholder Workshop 3 Option 2 Eddington junction requires some additional land, which may affect how this can be adapted into Stakeholder Workshop 3 Option 1.

JJ Thomson and Madingley Rise

Ref	Comment	No. of related comments	Design Response
29	Comment against allocating carriageway space for verge.	1	Feedback from previous workshops has favoured the green space. The additional green space looks to use hatched areas of the carriageway and therefore areas that are not trafficked.

Option 2 Comments

General

Ref	Comment	No. of related comments	Design Response
30	Comments supporting the use of bi-directional cycling on the north side of Madingley Road.	3	Bi-directional cycleway will be integrated into Stakeholder Workshop 3 Option 2 ahead of Public Consultation.
31	Comment favouring option 2 and 30mph speed limit.	2	N/A
32	Comments preferring Option 2 ditch relocation for the widths gained at Churchill College.	4	N/A
33	Comments favouring landscape proposals	4	Landscaping is only indicative, however further proposals will be made in future design stages which will show more detail.
34	Comment suggesting that full segregation should be consistent throughout the scheme.	1	Full segregation has been applied where possible, but due to the changing constraints, junctions and accesses, it is necessary to be flexible with the cycleway provision.
35	Section A-A was marked as 2.5m cycleway	1	Cycleway width in this location is constrained by the level difference. Widths will be reviewed as part of future design stages in this location.
36	Comment questioning what would be planted in the verge on Section B-B.	1	Landscaping details to be confirmed in future design stages.
37	Comment favouring Option 2 at Churchill College, and Lansdowne Road due to junction layout.	1	N/A

Ref	Comment	No. of related comments	Design Response
38	Comment favouring straight crossings rather than offset islands due to the difficulty negotiating on a bicycle.	1	Straight crossings over islands have been shown, although this will need to be modelled to ensure that this arrangement does not cause any significant issues to general traffic.
39	Comment stating that cycleway next to junctions is ok.	1	Cycleways have been proposed next to junctions in Stakeholder Workshop 3 Option 1 due to the visibility concerns. Due to proposed carriageway realignment and land take, Stakeholder Workshop 3 Option 2 proposed pedestrian and cyclist priority set back from the junction.
40	Comment questioning requirement for bus stop by Storey's Way.	1	All existing bus stops have been included as part of the proposals.
41	Comment suggesting that the Observatory access has cyclist/pedestrian priority already.		No change to the priority is proposed, however segregation will continue over this access, with a waiting area for exiting vehicles.
42	Comment about the Importance of verges being wide and planted correctly.	1	Verges will be as wide as possible after the width for footways and cycleways have been provided. Planting for the verges is to be confirmed at later design stage once landscaping proposals have been produced.
43	Sections marked – 30 Degree forgiving kerb '½ batter' could be a good option instead of large block kerb to allow flexibility for cyclists to cross.	1	This is to be considered during future design stages where segregating the footway and cycleway, to provide a clear separation.
44	Marked with Planning ref 17/0172/FUL	1	New access for No. 34-36 Madingley road to be include in future design stages.

Eddington Junction

Ref	Comment	No. of related comments	Design Response
45	Comment about providing access for on-road cyclists to crossings.	1	On-road cyclists will be able to access the crossings by joining the cycleway before the junction.
46	Comment in favour of this junction layout.	2	N/A

47	Comment about the impact on traffic of this junction layout.	2	Traffic modelling will be required to analyse how this junction affects traffic, and it is likely that some changes to the original design will be required.
48	Comment mentioning examples in UK - Waltham Forest Leas Bridge/Argall Way & Gilbert Road/Histon/Milton Kings Hedges/Milton	1	Examples have been noted. The design will be amended for the public consultation to reflect key features of these design to ensure feasibility of Eddington Junction.
49	Comment regarding the length that pedestrians will have to walk on the north east quadrant of the junction.	1	The proposed junction does not suggest that pedestrians will have to walk any further than existing. Crossings not proposed to be offset and will therefore reduce the distance for pedestrians.

JJ Thomson and Madingley Rise

Ref	Comment	No. of related comments	Design Response
50	Comments suggesting more cycle crossings on the outside of the roundabout to create a 'Dutch Style' arrangement.	2	Crossings on the outside of the roundabout could potentially negatively affect traffic over a single crossing in the centre. Removal of the centre crossing would mean that there would no longer be a crossing on the desire line.
51	Comment suggesting extra green areas would cause more queuing traffic.	1	Traffic queues will require modelling for the junction.
52	Comment about sharp corners for cyclists leading to toucan crossing in the centre of the roundabout.	1	Cycleway is wide and unlikely to cause an issue for turning cyclists. However, corners will be further designed in future design stages.
53	Comment mentioning Consented 17/1799/FUL Bi directional cycleway East side of JJ Thomson Av, please include.	1	Proposals will be amended for Public Consultation to enable tie-in to the JJ Thomson proposed cycleway and footway provisions.
54	Comment in favour of the junction layout.	2	N/A
55	Bi directional cycleway marked across the junction, using the middle crossing.	1	Bi-direction crossing could be utilised in the Bi-directional option. However, in Stakeholder Workshop 3 Option 2, this layout would have connectivity problems if a crossing cyclist wanted to travel west rather than into Madingley rise or in an east direction.

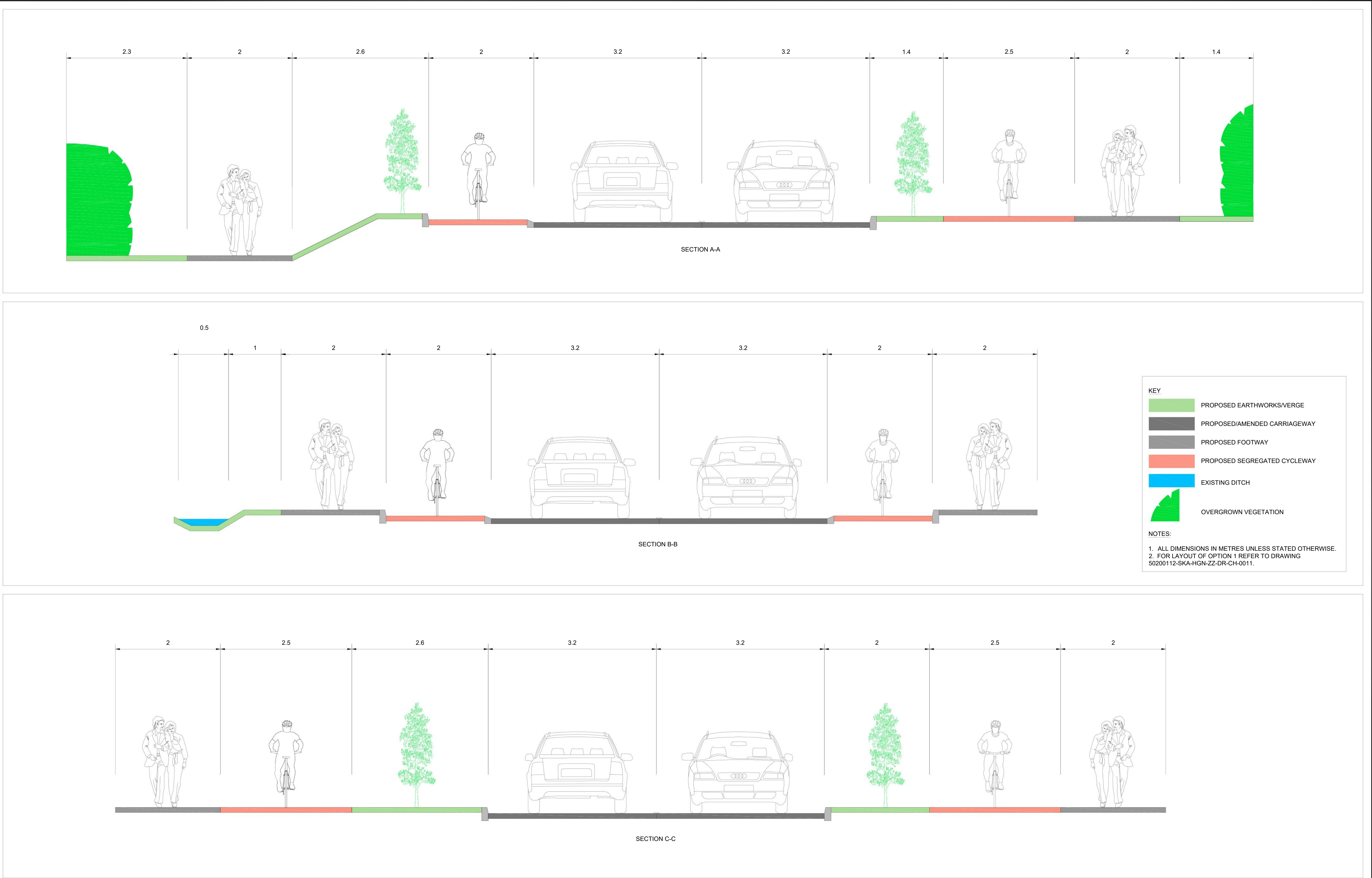
Storey's Way


Ref	Comment	No. of related comments	Design Response
56	Comment stating that cycle priority is needed across the junction.	1	Cycle priority across the junction was included on both Stakeholder Workshop 3 options due to previous workshop feedback.
57	Comment suggesting that the removed right turn lane is useful.	1	Right turn lane removal was favoured in previous workshops. Traffic modelling will be required to assess the impact of its removal.
58	Comment preferring Option 1 layout for this junction.	1	N/A

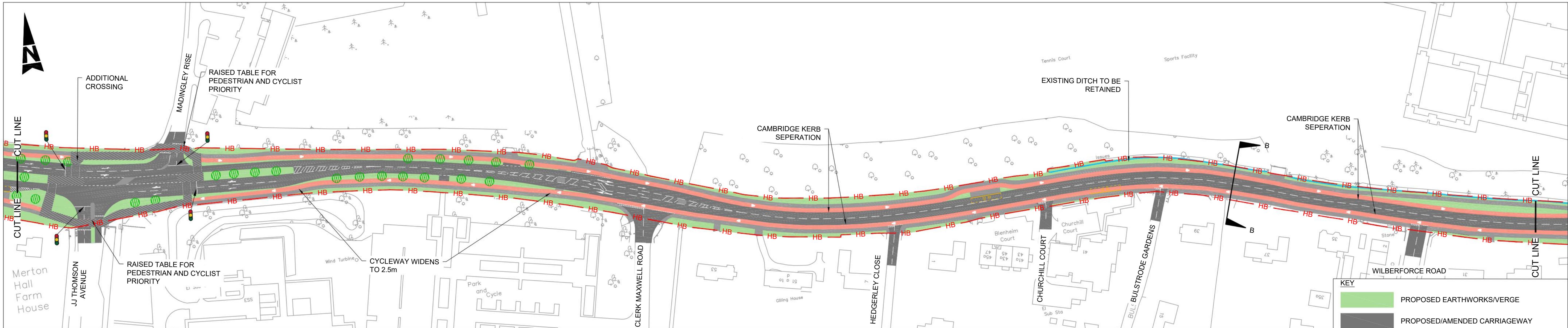
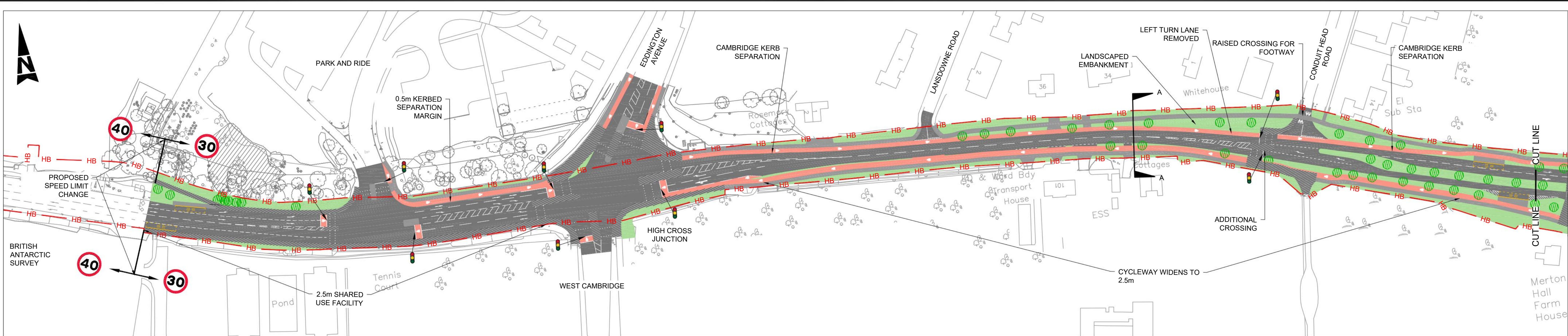
Lansdowne Road

Ref	Comment	No. of related comments	Design Response
59	Cycleway marked at the front of the junction due to visibility concerns.	1	Stakeholder Workshop 3 Option 2 features a realigned carriageway to allow a betterment to visibility over the current arrangement. This has also allowed the cycleway to be set back to allow a vehicle to wait between the carriageway and cycleway when entering Madingley Road. Visibility will be fully checked in future design stages.

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Project MADINGLEY ROAD CYCLE AND WALKING SCHEME									
Title OPTION 1 CROSS SECTIONS SHEET 1 OF 1									
Original Scale: NTS Date: 23/07/19 Checked: JC Date: 23/07/19 Authorized: ARPT Date: 23/07/19									
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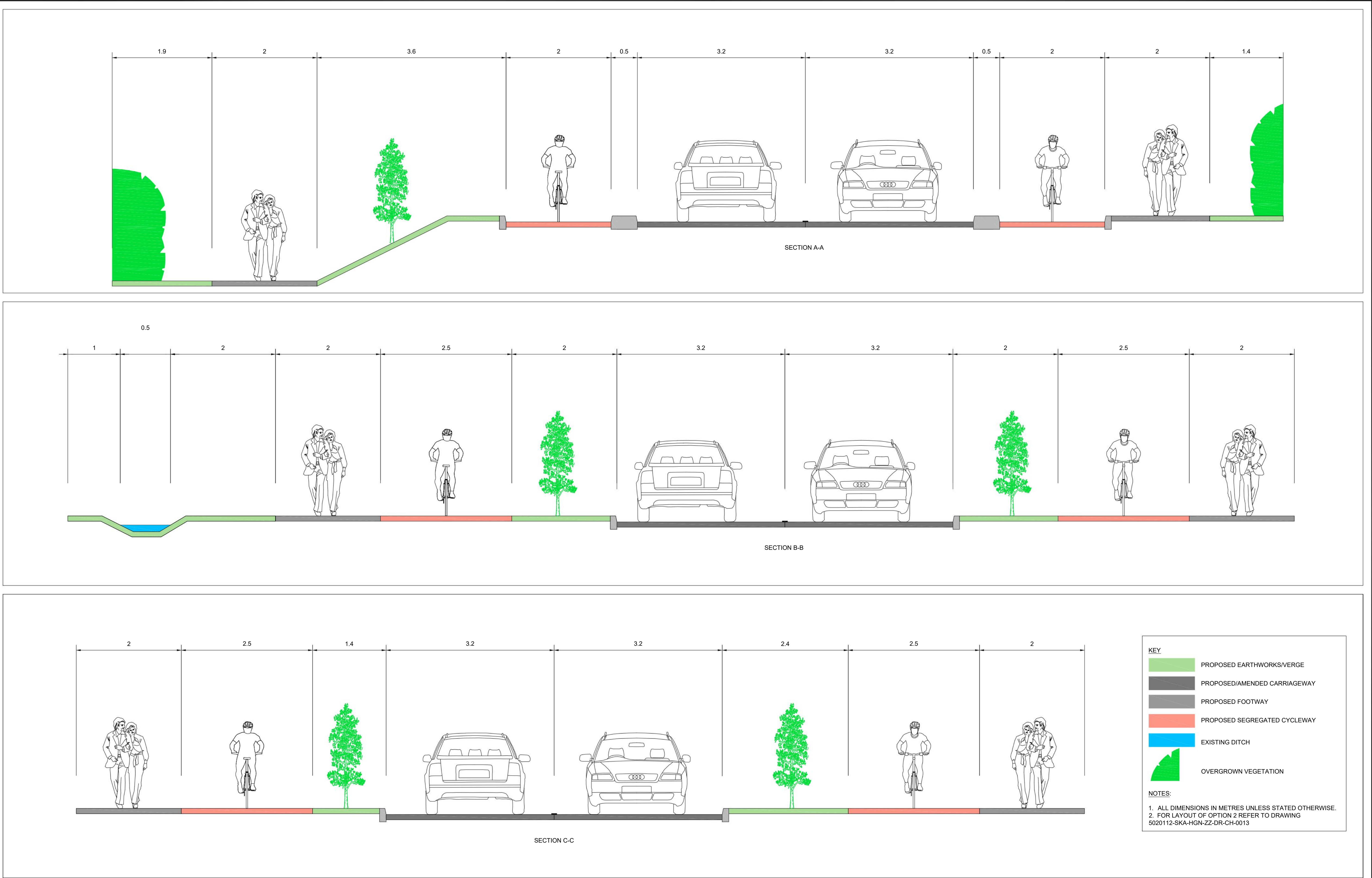
- PROPOSED EARTHWORKS/VERGE
- PROPOSED/AMENDED CARRIAGEWAY
- PROPOSED FOOTWAY
- PROPOSED SHARED USE PATH
- PROPOSED CYCLEWAY
- HB EXISTING INDICATIVE HIGHWAY BOUNDARY
- EXISTING/PROPOSED TRAFFIC SIGNALS
- OPTION CROSS SECTION (SEE NOTE 1)
- EXISTING/PROPOSED TREE
- EXISTING/PROPOSED HEDGE
- EXISTING DITCH

NOTES

1. FOR OPTION CROSS SECTIONS REFER TO DRAWING 5020112-SKA-HGN-ZZ-DR-CH-0012-S2.

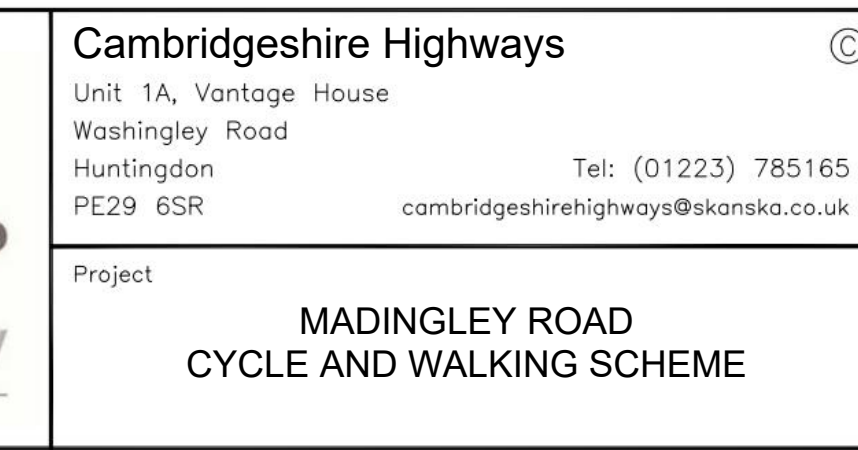
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Project		MADINGLEY ROAD CYCLE AND WALKING SCHEME		Original Scale: NTS	
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