

**4th June 2020 Greater Cambridge Partnership Joint Assembly – Public Questions
Listed by Subject**

	Questioner	Question
1	Matthew Danish (Cambridge Cycling Campaign)	<p>Item 9: GCP Quarterly Progress Report</p> <p>With the arrival of the Abbey-Chesterton bridge and more people beginning to try cycling while in lockdown, there is huge anticipation in the area for the completion of the Chisholm Trail. It is one of the things Camcycle is asked about most. We congratulate the GCP and its partners for their work on the project and for continuing to safely maintain progress over the last few months.</p> <p>The transport progress report lists Phase 1 of the trail as being on schedule for completion in 2020. If this is the case, could we have answers to the following questions?</p> <ol style="list-style-type: none"> 1. When will Phase 1 be fully open for use by people cycling and walking? 2. When will the jetty connection under the railway bridge on National Cycle Network route 51 reopen? 3. When is work on the Newmarket Road underpass scheduled? 4. When will the path-widening on Coldham's Common take place? 5. Will there be occasions when the underpass of the railway on Coldham's Common be closed?
2	Jim Chisholm	<p>Item 10: Public Transport Improvements and City Access Strategy: Update and Support for COVID 19 Recovery</p> <p>For Item 10 para 3.6(page 74) of the Agenda there is a proposal to yet further *RESTRICT* cycling on Burleigh and Fitzroy Streets.</p> <p>Although these are valuable shopping streets they are also important through routes for those walking and cycling to schools, work and shops.</p> <p>There is no easy way to improve alternative routes.</p> <p>This area was studied in 2003 as part of a Transport Research Laboratory Study of "Cycling In Vehicle Restricted Streets". {TRL 583} I believe little has changed in the street layout since that report.</p> <p>Please can I ask if officers have read the relevant sections of this freely available report?'</p> <p>All the street furniture is right down the centre of the street.</p> <p>The significant problem with the layout here is that, for even those cycling at a 'reasonable' pace, there is a clear conflict with those exiting from shop doorways, as there is virtually zero 'inter-visibility' between those on cycles and users exiting shops.</p>

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		<p>I suggest:</p> <p>Would not moving sideways the street furniture (seats, cycle parking etc.) such that there is a clear route for walking and cycling through in the centre of these streets, yet leaving a width adjacent to shop frontages for those using the shops on foot, or even just window shopping?</p> <p>Google Earth suggest a total street width with a minimum of around 11m {2m footway, seats, 4m 'street' with access for emergency vehicles, cycle parking, 2m footway?}</p> <p>Then cycling could be permitted 24/7, and pedestrian conflict much reduced.</p>
3	Lucy Edgeley, Vice Chair, Arbury Road East Residents Association	<p>Item 10: Public Transport Improvements and City Access Strategy: Update and Support for COVID 19 Recovery</p> <p>Arbury Road is a residential street with terraced homes close to narrow pavements in the easternmost section, and the 20mph speed limit is routinely flouted. It is an important link in the county cycle route network but the GCP installation of cycle lanes on the western part left a gap in cycle provision at the east end which remains dangerous for pedestrians and cyclists - especially acute when social distancing for Covid-19. The Histon Road project works are expected to flush additional cars down our street creating even more hazardous conditions and worsening air quality.</p> <p>Agenda item 10 paras 3.5 and 3.6 says that the GCP is supporting work to identify measures to create more space for pedestrians and cyclists in response to Covid-19, however Arbury Road does not appear on the list.</p> <p>The Department for Transport expects councils to use pop-up and temporary interventions to create environments that are safe for walking and cycling. They expect measures like 'point closures' to be used to create low-traffic filtered neighbourhoods.</p> <p>Our recent survey* shows that a large majority of those who live on the road are ready and willing to try experimental or temporary schemes that would stop rat-running, reduce air pollution and improve community health. A point closure between Leys Road and the Cambridge North Academy on Arbury Road would achieve that.</p> <p>Will the Joint Assembly resolve to add Arbury Road, with description 'prohibit through movements between Cambridge North Academy and Leys Road', to the list of schemes prioritised for implementation to enable and encourage more walking and cycling between West and East Cambridge?</p>

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4	Storey's Way Residents Association	<p>Item 10: Public Transport Improvements and City Access Strategy: Update and Support for COVID 19 Recovery</p> <p>We understand that there are proposals for the temporary prohibition of through traffic on Storey's Way and other roads in Cambridge in order to support pandemic cycling and walking plans. We understood these to be temporary measures. In February, funds were allocated to Storey's Way from the Integrated Transport Block Funding for the independent review of traffic control measures on Storey's Way. This was in order to ensure that the views and complex needs of the many stakeholders on the street are taken into account. The process was intended to be resident led and independent but was put on hold as a result of COVID-19. We would ask that it is noted that any temporary measures are not translated into anything permanent without this consultation taking place. We look forward to clarity on the details of the temporary closure and, in particular with the necessity of avoiding danger to pedestrians and cyclists, about the way in which traffic will be prevented from turning into the blocked road.</p>
5	Matthew Danish (Cambridge Cycling Campaign)	<p>Item 10: Public Transport Improvements and City Access Strategy: Update and Support for COVID 19 Recovery</p> <p>The government has asked councils to implement rapid and low-cost measures that reallocate road space from motor traffic to active travel. They have emphasised the usage of interventions like modal filters and temporary barriers to create safe routes.</p> <p>Camcycle strongly supports proposals across Cambridgeshire for road space reallocation to provide more space for active travel and restarting the economy. The measures are urgently needed to respond to the pandemic, enable distancing in public spaces and keep air pollution levels low.</p> <p>We have been working with campaigns from across the county, and we have received over 150 suggestions submitted by members of the public. When we arranged these ideas on a map, we saw that a safe active travel network could rapidly be built within the Greater Cambridge area and beyond. The government has provided some money to get started, and contingently offered additional money.</p> <p>In addition, the GCP has proposed to begin some works by mid-July, but that is not soon enough to qualify for the DfT's programme nor meet the impending need as schools return and businesses re-open.</p> <p>Therefore, we ask the Joint Assembly how they will</p> <p>(a) work together and have a joined-up strategy with the County Council and the Combined Authority to accelerate the delivery of modal filters and temporary pop-up protected lanes?</p> <p>(b) augment the government's programme by rapidly delivering a transformative network of pop-up active travel routes across the entire region taking into account the suggestions we received from the public over the past few weeks?</p>

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		<p>(c) protect the health and safety of communities in neighbourhoods and villages from a potential influx of motorised journeys due to loss of public transport capacity?</p> <p>(d) help put together a traffic-reducing circulation plan that opens up space for people, such as the one successfully implemented in Ghent?</p> <p>See also: Appendix 1: Background Information</p>
6	John Latham	<p>Item No 13: Cambridge South East Transport Scheme</p> <p>I am the Vice Chairman of the Trustees of Hobson's Conduit.</p> <p>It is pleasing to see the positive affirmation that you have made in relation to Nine Wells :-</p> <p>Nine Wells Nature Reserve: The scheme would create opportunities to enhance the setting of the Nine Wells Nature Reserve and improve access by better signposts and links with shared-use paths. The route past Nine Wells Nature Reserve provides an opportunity to buy the land immediately next to the reserve up to the existing shared-use path. This area could be returned to a more natural state that complemented the habitat in the nature reserve.</p> <p>The Trustees welcome this intention which could fit very well with our vision for Nine Wells and the nationally important Hobson's Brook and Conduit which flow from it.</p> <p>However, I can find no mention of Nine Wells in the paper for Item 13.</p> <p>In the Environmental Appraisal Report (Appendix G) there are a number of references to both Nine Wells and Hobson's Brook and Conduit, but there are also a number of factual errors in the Environmental Appraisal Report.</p> <p>Of the five nationally designated sites mentioned in that report, four are over 1 km away but the fifth, Nine Wells, is a mere 80 metres away.</p> <p>Self evidently, uniquely among such nationally designated sites, Nine Wells will suffer a major impact from the scheme both during construction and subsequently.</p> <p>I should like to know how and when will this Environmental Appraisal Report be discussed and corrections made and shortcomings addressed?</p> <p>When can the Trustees can expect a formal discussion with your project team, about what mitigation steps you propose to take in relation to Nine Wells and Hobson's Brook?</p> <p>What proposals are you now able to make to engage directly with</p>

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		the Trustees of Hobson's Conduit?
7	Charles D'Oyly	<p>Item 14: Cambourne to Cambridge Better Public Transport Project</p> <p>Given the acknowledged hazards that Adams Road presents currently for cyclists and pedestrians, will the GCP support improvements to Adams Road, including funding? Assuming such support is given, by when will the GCP to commit to a timetable for such improvements?</p> <p>Will the GCP guarantee continued consultation and engagement with local residents and stake-holders?</p>
8	Alastair Burford	<p>Item 14: Cambourne to Cambridge Better Public Transport Project</p> <p>I would like to draw your attention to the Executive Board Pack presented in December 2018. The pack contained an Interim Report which detailed 'Environmental Constraints' of the proposed route from Madingley Mulch to the Rifle Range.</p> <p>On p35 of the Report, it states 'in addition to previous reports, the ongoing appraisal was informed by the following activities':</p> <ul style="list-style-type: none"> • Geophysical surveys for archaeology of 13 hectares of Farmland West of the M11 along pink and blue route options and of the route between West Cambridge and the former Rifle Range Track across the West; • Heritage Study on the Conservation Areas in West Cambridge and Coton shared with Historic England. <p>On page 41 of the report, 3 significant constraints are highlighted;</p> <p>i) 'Buried Archaeology' - Waterworks site;</p> <p>ii) The wooded area on St Neots Road 'Tree Preservation Order block & Bat Roost potential';</p> <p>iii) An area extending from the waterworks to beyond Crome Lea marked as 'Brown Hare Activity'.</p> <p>Despite all of the above and the fact that the GCP has spent hundreds of thousands of pounds to make 'informed decisions', unbelievably the preferred route alignment still runs straight through the middle of each of the areas.</p> <p>In todays board report para 8.14 (page17) Environmental Impact gives no mention to these environmental issues. I therefore have the following questions;</p> <p>1. Given that the previous surveys have already identified potential 'significant' issues, why does the proposed route alignment still plough through those 'significant' sites?</p>

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		<p>2. If the surveys conducted as part of the final planning stage identify further ‘significant’ archaeology will the route alignment be revised and does the GCP undertake to consult on any new proposed route alignment?</p> <p>3. Given the uncertainty shouldn’t these surveys take place now before any route alignment is given the green light?</p> <p>See also Appendix 2: Background Information</p>
9	Dr. Marilyn Treacy	<p>Item 14: Cambourne to Cambridge Better Public Transport Project</p> <p>I would like to ask this question at the 4th June J.A. meeting re the agenda item on C2C. This question is for each voting member to answer individually.</p> <p>The Greater Cambridge Partnership are pushing ahead with the C2C busway which has an appalling BCR and a ‘local BCR’ fabricated on false premises. They are taking no account of the Mayor’s statement that it is not CAM compliant, or of the effect of East West rail plans or the effect the recent pandemic will have on work and travel patterns. For many reasons the public are unlikely to wish to switch to travel on buses in the future. Are you confident to have it put on public record that you agree the GCP needs to make no adjustment to the BCR in the light of these factors?</p>
10	Carolyn Postgate	<p>Agenda Item 14: Cambourne to Cambridge Better Public Transport Project</p> <p>The Officers have listened to the residents of Adams Road and the cyclists of Cambridge and have reverted to the Rife Range route.</p> <p>Why, then, are the justified objections of the villages of Hardwick and Coton completely ignored? These villages are both adversely affected by the proposed route; viable alternative routes have been proposed. Why stick to a route that serves no useful purpose?</p>
11	Matthew Danish (Cambridge Cycling Campaign)	<p>Agenda Item 14: Cambourne to Cambridge Better Public Transport Project</p> <p>Camcycle welcomes the announcement that one of Cambridge’s busiest cycling routes, Adams Road, will not be turned into a busway. We look forward to the GCP investing in this cycle route to make it better by removing car parking and converting Adams Road into a healthy street with measures to reduce car speeds while providing additional greenery, better pavements, and priority for cycling.</p> <p>We would like to point out that the proposed project still has numerous issues for cycling. How will city streets cope with the increased number of buses, east of Grange Road? How will these city junctions and roads, such as Pembroke Street, Silver Street and West Road, be made safe for cycling while also accommodating the</p>

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		<p>large number of new bus movements? These issues must be resolved satisfactorily before committing large amounts of money to the project.</p> <p>In the meantime, in response to the pandemic, the GCP should be prioritising the reduction of private motor vehicle traffic and the rapid creation of a safe pop-up cycle route from Cambourne to Cambridge for key worker commutes and to free up space on the roads and public transport. How will the Joint Assembly and the GCP work together with the County Council and the Combined Authority to bring about a safe cycle route connecting Cambourne, Hardwick and Cambridge as quickly as possible?</p>
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Appendix 1: Background Information to Question 5 from Camcycle

These are indicative examples of major improvements that could be rapidly delivered (further discussions with local stakeholders will help refine these):

Example 1: Cambourne - Hardwick - Madingley Road P&R - Cambridge city centre, with potential end-to-end cycling times of 30-45 minutes for many people.

- * Modal filter / bus gate on St Neots Road, just east of Broadway, near the Bourn Airfield.
- * Modal filter / bus gate on St Neots Road, just west of Long Road, Hardwick.
- * Pop-up pavement widening on the northern side of the A1303 between Cambridge Road (Coton) and Eddington Avenue.
- * Localised pathway & dropped kerb repair at various points.

Example 2: Orchard Park busway to Cambridge city centre, protecting schools and communities along the way from road danger and pollution.

- * Modal filter on Arbury Road near Cambridge North Academy.
- * Modal filter / bus gate on Carlton Way near Arbury Primary.
- * Modal filter on Scotland Road.
- * Protected pop-up cycle lane / widened pavement on the Elizabeth Way bridge from St Andrew's Road, over the Elizabeth Way bridge, and around the corner to at least the Abbey Street crossing on Newmarket Road.
- * Pop-up expanded pavements in Mitcham's Corner.
- * Modal filter / bus gate on Victoria Avenue bridge.

Example 3: Safe active travel connections between the villages of Fowlmere, Melbourn, Shepreth and Barrington, as well as traffic calming within them.

- * Modal filter on Mill Road, Fowlmere and 20mph speed limit along Long Lane.
- * Modal filter on Frog End, Shepreth.
- * Modal filter on Shepreth Road, Barrington.
- * Modal filter on Orchard Road, Melbourn.
- * Modal filter / bus gate on High Street, Melbourn.
- * Set 20mph speed limits on all streets within villages, up to 40mph speed limit on country roads outside villages.

Example 4: Safer commutes to Addenbrooke's Hospital.

- * Modal filter (bus gate if needed) on Nightingale Avenue.
- * Double yellow lines and loading restrictions along Red Cross Lane and Greenlands, to stop anti-social parking behaviour here.
- * Reprogram traffic signals on the Guided Busway at Francis Crick Avenue and Hobson Avenue to show the 'green man' phase by default.
- * Upgrade the existing Worts' Causeway restriction to apply 24/7.

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Appendix 2: Background Information to Question 8 from Alastair Burford

