



**GREATER
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GREATER CAMBRIDGE PARTNERSHIP EXECUTIVE BOARD

Minutes of the Greater Cambridge Partnership (GCP) Executive Board
South Cambridgeshire Hall, Cambourne
Thursday 3rd October 2019
4:00 p.m. – 5:40 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
Claire Ruskin	Business Representative

Members of the Greater Cambridge Partnership Joint Assembly in attendance

Councillor Tim Wotherspoon (Chairperson)	Cambridgeshire County Council
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Officers

Tom Bennett	Head of Communications (GCP)
Peter Blake	Director of Transport (GCP)
Niamh Matthews	Head of Strategy and Programme (GCP)
Nick Mills	Democratic Services (Cambridgeshire County Council)
David Parcell	Senior Accountant (Cambridgeshire County Council)
Rachel Stopard	Chief Executive (GCP)
Wilma Wilkie	Governance and Relationship Manager (GCP)

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Phil Allmendinger.

2. DECLARATIONS OF INTEREST

There were no declarations of interest.

3. MINUTES OF PREVIOUS MEETING

The minutes of the previous meeting, held on 27th June 2019, were agreed as a correct record and signed by the Chairperson.

4. PUBLIC QUESTIONS

The Chairperson informed the Executive Board that ten public questions had been submitted, of which eight had been accepted. 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.

5. 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 12th September 2019.

The Chairperson drew attention to the extensive consideration the Joint Assembly had given to the Quarterly Progress Report and drew attention to references made to careers advice; data on Mill Road closure; local and regional transport consultations and the interactions between them; highways advice on the determination of planning applications and the input into Section 106 discussions; and the need to increase capacity of energy infrastructure to support the hoped for switch to electric vehicles.

Councillor Wotherspoon praised the report that had been presented to the Joint Assembly by Councillor Ian Manning and researchers from the Cambridge University Science and Policy Exchange (CUSPE), noting that it had provoked an in-depth discussion on a wide range of issues. He strongly recommended that members read the full report.

6. 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 a request for a contribution of £10k towards a proposal being led by RAND Europe to carry out comprehensive local careers advice provision research.

The Chairperson reminded the Executive Board that the authors of the CUSPE report had subsequently provided additional comments on quantifying carbon dioxide emission targets and looking further at road freight impacts. This information, along with the findings in the report, would be considered in further detail as part of planned work on City Access.

While discussing the report, members:

- Noted that the list of companies that had signed a pledge to recruit additional apprentices within the coming year (paragraph 7.8 of the report) did not include any construction companies. It was suggested that given the high level of construction currently underway across Cambridgeshire, it would be positive to see developers,

constructors or house builders become involved. The Head of Strategy and Programme agreed to speak to Form the Future about this.

- Praised the work of the Joint Assembly in scrutinising items in advance of Executive Board discussions. Feedback on productive discussion by Joint Assembly members informed the Executive Board debate and dealt with many of its concerns in advance.

On conclusion of the debate, the Chairperson put the recommendations to the vote and the Executive Board resolved unanimously 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 of the report;
- c) Note the proposed process for allocating s106 contributions to GCP schemes, as set out in section 17 of the report;
- 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 of the report; and
- 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 of the report.

7. HISTON ROAD BUS, CYCLING AND WALKING IMPROVEMENTS: FINAL DESIGN

Councillor Jocelynn Scutt, Chairperson of the Milton Road Local Liaison Forum (LLF), attended the meeting to present a submission, which set out concerns of local residents and emphasised the need to take steps to lessen the impact of Histon Road construction work on Milton Road and neighbouring streets. Councillor Scutt sought an assurance that there would not be an overlap between the Histon Road and Milton Road construction work. She praised the positive and extensive consultations that had been maintained with residents throughout the design process and hoped that they would continue through the construction phase; possibly including a joint meeting of the Histon Road and Milton Road LLFs.

Lilian Rundblad, Vice-Chairperson of the Histon Road LLF, attended the meeting to provide an update on her presentation to the Joint Assembly. She drew attention to a number of concerns expressed by the LLF that had not been addressed, including biodiversity; drainage problems; the removal/planting of trees, and accommodating mobility scooters or box cycles on footpaths. It was also noted that residents had expressed appreciation for the new bus priority technology and the installation of Automatic Number Plate Recognition systems on Histon Road and Milton Road.

The Chairperson referred to a written submission from Councillor Cheney Payne, the Cambridge City Councillor for Castle Ward, which had been circulated to members of the Executive Board.

Public questions were invited from Councillor Frank Morris, Councillors Neil Gough and Eileen Wilson, Lilian Rundblad, Dr Judith Perry, Barbara Taylor and Matthew Danish. The questions and a summary of the responses are attached at **Appendix A** to the minutes. A further question had been submitted by Simon Owens and was not formally presented, as he was not present at the meeting.

The Director of Transport presented the report, which contained details of the final construction design and associated landscape design. It also set out details of the responses received to the statutory Traffic Regulation Order consultation process. It was noted that the scheme had been subject to extensive consultation and as a result enjoyed widespread support, as demonstrated by the recent consultation event, albeit there remained questions about particular points of detail. These matters would continue to be discussed with local residents during the construction phase. Responding to comments about handoffs and public procurement, he stressed that County Council colleagues undertook an extensive procurement exercise for the Highways Consultancy Framework that complied with all necessary UK and European legislation and that framework was being used because it offered best value.

While considering the report, the Executive Board:

- Acknowledged that the traffic management proposals had been developed in consultation with County Council officers; Stagecoach; colleagues from Highways England working on the A14. These were live conversations and would continue until construction had been completed.
- Noted the improvements that had been made to the scheme since its original conception. Members appreciated the fact that the area was becoming ever more populated and that improvements to access were therefore necessary, with the final plans reaching a broad balance between the considerations of different users of the road and area.
- Acknowledged the high level of input from residents and the constructive relationship that had developed throughout the project, with members expressing sympathy with many of the concerns that had been raised. However, it was suggested that engagement on future schemes should cover a wider area to also include those affected despite living or working outside the directly affected area.
- Praised the innovative design of the Gilbert Road / Warwick Road / Histon Road junction.
- Expressed concerns about on-street parking provision in the southern section of the scheme. The Director of Transport acknowledged the concerns and recalled that this had been discussed in detail at previous Joint Assembly and Executive Board meetings. This issue had presented a dilemma in terms of trying to ensure the scheme delivered improvements both for walking, public transport and cycling. The impact was on on-street parking in the area. Extensive discussions had been held with local forums and residents' associations on the issue and the outcome was that in order to deliver those improvements it had proved necessary to remove some on-street parking spaces.

Concerns remained about particular issues about loading and unloading which is why the aim was to provide a balance by putting in place Traffic Regulation Orders that allow this. That compromise had to be put in place in order to deliver the desired benefits to cyclists. Enforcement was key, ideally making use of digital technology.

- Observed that a strong and consistent communications strategy would be required throughout the construction phase and that it should consider not just displacement, but also the impact on people living on the roads just off Histon Road. The Head of Communications informed members that there was a wide variety of audiences, including residents, businesses, road users, schools, nurseries and places of worship. A communications plan would be developed using a variety of channels, the most obvious of which was direct communication with those affected by the scheme. He confirmed that this would be supplemented by discussions LLFs, drop in sessions with residents' associations, briefings for local councils and local councillors. A public site office would provide access to displays, maps and timelines. It was suggested that the need to communicate with people coming into Cambridge from the wider area, not just adjacent villages, should not be forgotten.
- Clarified that construction work would begin in early 2020, although the road closure would not take effect until Highways England completed work on the stretch of the A14 between junction 32 and junction 33, which was estimated to be in April / May 2020.
- Noted that no final decision had been made on replacement bus services. Discussions with Stagecoach were ongoing, looking at all available options. Public transport alternatives would be provided which sought to minimise the impact of the changes not only for the residents of Cottenham, but also for those living in the Histon Road area who would be directly affected by the proposals. It was suggested that 'hire' bicycles could be provided along the route, so that bus users had the option of disembarking and continuing their journey by bicycle.
- Sought clarification on how much of the budget had been set aside for unplanned expenditure. While noting that contingency had been built into the budget at the industry standard rate, the Director of Transport undertook to obtain an exact figure for Executive Board members.

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

8. MADINGLEY ROAD CYCLE AND WALKING PROJECT

Angela Chadwyck-Healey was invited to ask her 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 contained details of the initial outputs of local stakeholder engagement on the Madingley Road Cycle and Walking Project and sought the Executive Board's agreement to begin a formal public consultation exercise. It was noted that the approach to the project had been based on learning from other schemes such as Histon Road, in terms of involving the local community. Work to date had involved pre-consultation discussions with local residents and stakeholders to try to shape and frame the nature of the scheme and consultation. Hopefully that would set plans on a good footing and officers were not in a position to go out to consultation with a view to coming forward with a package of measures for approval in the new year.

While discussing the report, the Executive Board:

- Welcomed the early engagement with the local community and observed concerns raised by residents and cyclists over the small number of crossings included in the plans. The Director of Transport noted that this was a question of balance. While it was entirely justifiable to provide more crossings that would benefit pedestrians and cyclists, the compromise of this would be to slow down traffic and have a negative impact on other road users. The consultation phase would allow views on this to be explored in more detail.
- Suggested that the project might help alleviate problems with the traffic flow at the M11 end of the Madingley Road, where the lighting and signalling system appeared to provoke blocks of traffic that increased air pollution. It was suggested that Madingley Road was a car-dominated constrained environment and the signalling system tried to manage that. Officers were working with County Council colleagues to improve signalling systems to enhance traffic flow. What needs to be clear is what the flow is being improved for: to allow more cars in or to give greater priority to public transport, cycling and walking in our urban realm.

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

9. DATE OF NEXT MEETING

The Executive Board noted that the next meeting would be held at 4:00 p.m. on Thursday 12th December 2019, at South Cambridgeshire Hall, Cambourne.

Responding to a request from Councillor Wotherspoon, the Chief Executive provided an update on the Citizens' Assembly. Members were reminded that this had been put together as part of the Government's Innovation in Democracy programme and the GCP had secured funding for one of three pilots across the country. The aim was to look at how to improve public transport, reduce congestion and improve air quality in Greater Cambridge. Through an independent process, the Sortition Foundation had selected sixty participants representative of the population of the Travel to Work area. The first session, which took place earlier in the month, had considered the context and issues. The second session would consider what measures could be possible. Ultimately, the Assembly would vote on a set of recommendations to be presented to the next round of Joint Assembly and Board meetings. She added that the engagement exercise had received positive feedback and overall represented a new way of democratising decisions.

Chairperson
3rd October 2019

No	Questioner	Question	Answer
Agenda Item No. 7: Histon Road Bus, Cycling and Walking Improvements			
1	Simon Owens	<p>I cannot believe your plans to close Histon Rd:</p> <ol style="list-style-type: none"> 1. Why do this when the A14 works are on – the traffic is bad enough, sometimes taking 50 minutes to travel 10 miles, this will make it far worse? 2. Why does it need to be shut for a year – it seems an amazing amount of time, surely with decent planning it would be possible to do this in say the school holidays where traffic is less and people can use bikes etc.? <p>This idea really does show poor planning. People who use Histon Rd will also now use Kings Hedges Rd and Milton Rd, causing lots of congestion to car drivers and buses and no end of pollution when sitting idle. This is a very poorly thought out idea.</p>	<p>The City Deal funding that was awarded by the Government to the Greater Cambridge Area presents a huge opportunity to improve transport links in and around the City. There is a requirement to demonstrate that the first tranche of funding is being spent in order to draw down subsequent investment. This does present a challenge when it comes to planning works that are adjacent to other large schemes.</p> <p>Due to the ongoing A14 programme, it is planned to commence works at the Histon/Victoria/Huntingdon Road junction, only implementing the proposed road closure to construct the remaining phases of Histon Road when the A14 has reopened between J32 and J33.</p> <p>The section between Kings Hedges Road and Gilbert Road requires a number of service diversions and significant carriageway realignment and reconstruction which will take up to 1 year to complete. Other sections of the route will be done sooner and will re-open as the complete.</p>
2	Councillor Frank Morris Chair Cottenham Parish Council	<p>Cottenham PC is extremely concerned by the prospect of serious disruption for residents of Cottenham and neighbouring villages, who rely on smooth operation of the B1049, as a result of the proposed roadworks on Histon Road within Cambridge. We question whether GCP and its consultants have the authority, supporting evidence and justification for such a disruptive project.</p> <p>In particular, has GCP:</p>	<p>There has been widespread public support for the Histon Road Scheme which is reflected by the 2018 consultation responses. The GCP Project Team is confident that the necessary steps have been taken to address each of the concerns raised in the question.</p> <ul style="list-style-type: none"> • The traffic management proposals have been developed in consultation with Highways England, the A14 Team, Stagecoach, and the County Council, with

	<p>a) the authority to close the public highway for a year with disruption extending beyond GCP boundaries;</p> <p>b) consulted properly and recently on the social and economic ramifications of the project which affects communities as far north as Wilburton and Ely;</p> <p>c) assessed properly delays to the Citi8 bus route;</p> <p>d) considered the societal implications for blue-light services served by Cottenham's Fire station and ambulances delivering patients to Addenbrookes;</p> <p>e) accounted for the un-coordinated disruption caused by:</p> <ul style="list-style-type: none"> i. the A14 project, whose frequent/ varying road closures/ diversions already create significant disruption for those relying on it, ii. the fragility of the A10, whose vulnerability frequently casts traffic westward onto the B1049 through Wilburton, Cottenham and Histon, iii. ongoing roadworks on Cottenham's arterial roads to upgrade our gas infrastructure and facilitate the delivery of 500 new homes, iv. the precarious state of the C190 linking Cottenham to Waterbeach Station; <p>f) taken proper account of the limited numbers of people able to take advantage of the cycle routes, whether because of ability, choice or distance;</p> <p>g) accounted for these wider disbenefits when assessing the project's value for public money.</p> <p>This project appears to have only minor benefits and massive disbenefits. We request a moratorium on this and other projects with a wide geographic impact until the full social and economic implications have been properly assessed in consultation with the community and a true value for money appraisal has been published.</p>	<p>considerations that have come from discussion with local businesses, councilors and residents.</p> <ul style="list-style-type: none"> • Due to the ongoing A14 programme, it is planned to commence works at the Histon/Victoria/Huntingdon Road junction, only implementing any proposed road closure when the A14 has reopened between J32 and J33. • The works at the Histon/Victoria/Huntingdon Road junction will be undertaken using signal control. • The consensus that has been established is that for the majority of the construction, closing Histon Road inbound is preferential to undertaking the works under two way traffic signals due to the significantly shortened program duration, lower cost, and more effective bus diversion possibilities. • The GCP is actively working with Stagecoach to develop the required service diversions that will need to commence when the inbound closure occurs. This will affect the Citi 8 and Busway B services. • The GCP and Stagecoach have already agreed the principles around the use of a shuttle service between Histon Road and the town center. • The Project Team is currently planning to wait until Histon Road is complete before starting works on Milton Road.
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3	<p style="text-align: center;">Cllr Neil Gough and Cllr Eileen Wilson District Councillors for Cottenham and Rampton</p>	<p>Cottenham’s public transport is woeful at the best of times. Residents rely almost exclusively on the private car to access work and other needs. Those attending post GCSE education use the Citi 8 bus, unless they have access to a lift.</p> <p>In the other direction, teachers and students travelling to schools in Cottenham are also heavily dependent on cars.</p> <p>The re-routing of private vehicles and buses could have a significant impact on residents in Cottenham and Rampton. The multiplicative interaction between the Histon Road closure and the major roadworks that will be taking place in Cottenham, e.g., upgrades to the roads, footpaths/cyclepaths, as required by planning conditions, along Rampton Road, Oakington Rd and the High Street and the gas mains along Histon must be considered.</p> <p>Students travelling to Long Road, Hills Road and Netherhall will be especially impacted by increased travel times. A good bus journey currently takes 90 minutes to reach these schools as the Citi 8 meanders around Histon, getting stuck in traffic at every turn and students still have to change in Cambridge. The prospect of significant increases in travel times for more than a year, will take these educational opportunities out of the reach of Cottenham’s young people unless they are fortunate enough to have parents who can take them. Notwithstanding the merits of the Histon Road development, we cannot jeopardise educational opportunities and life chances for a cohort of young people. That is unfair.</p> <p>The project budget must provide effective mitigation for students.</p> <p>Has the GCP considered the potential to introduce or substitute a peak-hours bus service that goes from Cottenham to Oakington and then on to the guided busway (thereby assisting students facing similar problems in Histon and Impington) directly to Hills Road, Long Road and possibly Addenbrookes or are other mitigation measures planned?</p>	<p>The GCP project manager has recently met with the local councillors who represent the villages directly to the north of Cambridge to discuss the issues raised in the question in detail.</p> <p>The GCP Project Manager agrees that it is essential that we work with the local bus providers to provide effective services that offer people another alternative to driving into Cambridge during the construction period. Discussions are currently ongoing with Stagecoach who are the current service provider on the affected routes. The Project Manager has set out to Stagecoach all of the concerns that have been raised in the question (as well as other concerns) with the view to achieving a positive resolution. No decisions have been made and details are the subject of ongoing discussions with Stagecoach.</p>
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4	Lilian Rundblad, Chair HRARA	<p>The enhancement of the streetscape around the Aldi/Iceland/Coop stores is greatly appreciated. The landscape design by the Akeman Street Junction and the inbound bus stop is an uplift for the whole area. The new Puffin pedestrian crossing, a highly improved safety precaution for the bus-users on their way to the shops, located where the previous outbound bus stop was situated and adds to the flow of pedestrians on both sides of the road. The outbound bus stop has been moved to the COOP stores area with an increased number of persons walking across Windsor Road. But the increased movements have not been matched with the proper raised tables in this crossing.</p> <p>Compared to the Akeman Street raised tables being 5.5m wide, Windsor Road is 6.2m wide. The length of the Akeman Street raised tables is not shown on the drawings but are longer than the present Windsor Road design with a sort of brick pavement. However, there is sufficient space to lengthen the area for raised tables without e.g. inflicting on the parking spaces for REACH.</p> <p>The Histon Road project priorities are to improve cycling and walking and not additional cars. Cars turning from Histon Road into Windsor Road are commuters using this cut through to get to Huntingdon Road and should not have the priority over the people walking or arriving by bus to this important community hub.</p> <p>Don't let this opportunity to create a perfect meeting place for local residents, youngsters going to the ballet school, shoppers coming by foot or by bus, stopping and saying hello or have a cup of coffee at the Coffee Tree, to be stopped by an unsafe crossing for the pedestrians.</p> <p>HRARA requests that the improvement of the design for the pedestrian crossing by Histon Road and Windsor Road be redesigned to a proper RAISED TABLES crossing.</p>	<p>Following recent discussions with representatives of the Windsor Road Residents Association the Design Team re-considered the design of the junction at Windsor Road in advance of the Final Design that was presented to the Joint Assembly.</p> <p>The design has been improved to include a block paving crossing surface and ramp markings. The methods emphasises the priority for pedestrians at this crossing and gives the illusion of a ramp so that drivers slow down. It is also worth noting that the junction will be significantly narrower than its present form with tighter turning radii. This will also have the effect to slow down vehicles entering and exiting Windsor Road, and also makes the pedestrian crossing distance shorter.</p> <p>The designers do not recommend placing a raise table at this junction partly due to very close proximity of the entrance of the shop parking area, and also because the junction is used by large vehicles making deliveries to the shops.</p>
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5	Dr. Judith Perry for BenRA	<p>The Officers have applied for a TRO to install double yellow lines along the southern section of Histon Road with the goal of enhancing cycle safety by freeing the advisory cycle lane of parked cars and freeing traffic to flow freely.</p> <p>However, double yellow lines do not provide this safe passage - loading and unloading is allowed 24 hours a day. This section of Histon Road is lined by houses and businesses with no driveways or forecourts: therefore it will always be subject, even in peak traffic times, to cars and lorries standing for indeterminate times on the cycleway to load and unload. These vehicles must pull in and out immediately they finish loading or unloading — endangering cyclists.</p> <p>In such situations (see e.g. East Road) cyclists are in constant danger and have to manoeuvre in and out of traffic to pass the loading and unloading vehicles. Most cyclists therefore decide to remain in the main carriageway rather than pull in and out.</p> <p>Thus the double yellow lines do not achieve their objective.</p> <p>The removal of parking 24/7 will however cause distress and inconvenience to the residents and damage the local businesses on this stretch of Histon Road which is effectively a local high street for the BenRA area.</p> <p>There is a simple solution which we are surprised the traffic engineers have not proposed. To wit: replace the proposed double yellow lines with Urban Clearways.</p> <p>Our question to the GCP Board is:</p> <p>Can you please request the officers to rescind the TRO for double yellow lines and replace it with a TRO for an Urban Clearway which will simultaneously clear the road during peak hours and simultaneously provide the much needed parking for residents and businesses during the off peak hours.</p>	<p>The Project Team has considered and discussed the option of restricting parking on Histon Road in peak times only during the course of the design development and do not consider that it provide the best option to meet the Histon Road scheme objectives.</p> <p>One of the key objectives of the scheme is to provide improvements to the cycling infrastructure to encourage an uptake in this more sustainable transport mode. It is important that we provide dedicated lanes along the length of the route which requires the restriction of parking on Histon Road. The advisory cycle lane and double yellows provide a simple and understandable layout for all road users and look to avoid confusion with difficult to follow signs and parking restrictions.</p> <p>There will be a slight compromise that occurs when vehicles stop to load or unload, but this compromise would still exist under an urban clearway solution where vehicles may stop to drop off or picking up of passengers.</p> <p>Loading/unloading activity is already fairly rare during peak hours, and all businesses that the Project Team has spoken to are well aware of the issues it causes and therefore already try to encourage deliveries outside of peak times. The solution that we have presented recognises that this area of Histon Road supports residential and small business activities, and therefore allows for some flexibility at all times of the day, while at the same time acting as a consistent visual deterrent to parking on the cycle lanes. Introduction of the full loading/unloading restriction would have a direct impact on the business and residents living along Histon Road. Residents would have limited options to receive the parcels from couriers, deliveries from online supermarkets.</p> <p>There has been widespread public support for the proposed new cycling infrastructure. This is reflected by the 2018</p>
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6	Barbara Taylor Milton Road RA	<p>There seems to have been no consultation with the Milton Road Local Liaison Forum and the Milton Road area residents (eg MRRA and HPERA) regarding the impact that the extra traffic will have on the area while the Histon Road engineering works are being carried out.</p> <p>Has modelling or a study been carried out on the ability of Milton Road (and Huntingdon Road) to carry the extra traffic which will result from the one way road closure and Histon Road engineering works to gauge the impact these diversions will have on Milton Road itself and the side roads, particularly the Arbury Road and the Hurst Park Estate areas?</p>	<p>Throughout the development of the Histon Road Traffic Management plan the GCP project manager has been in regular contact with representatives of both MRRA and HPERA (with wider committee copied) to provide updates and answer various question when required.</p> <p>From this correspondence there has also been an indication of general support for the proposed traffic management for Histon Road that seeks to minimise the programme duration via the proposed inbound closure option. The GCP project manager is aware of the concerns that exist with regard to the impact of diversions and is taking steps to ensure that these impacts are minimised.</p>

7	Matthew Danish Camcycle	<p>We welcome the upcoming works to Histon Road, acknowledging that it will be an improvement over present conditions. In particular, we thank officers for including a protected junction at Gilbert Road and for tackling the dangers posed by parked cars.</p> <p>We remain disappointed by the junction designs for King’s Hedges Road and Victoria Road, which fall short of ambitions for safety and priority. Furthermore, at Windsor Road and Linden Road, the so-called “false ramp” designs do not give reassurance that turning drivers will slow down for people walking across there (as opposed to a true ramp). We are concerned that the design report claims that a 1.5m advisory cycle lane is “protected by a bus lane” (in paragraph 5.8). We see it as a gap in provision, a section that is not suitable for all ages and abilities.</p> <p>We seek reassurance that</p> <ul style="list-style-type: none"> • this scheme is being built in the context of a comprehensive cycling network that will connect all areas of the city, and reach out to surrounding villages; • the current levels of investment in cycling will continue or increase after the end of this year; • all cycling schemes are intended to enable cycling and walking for people of all ages and abilities, and are considering all types of journeys (not merely commutes). <p>To achieve its transport targets and achieve facilities that genuinely work for all, we believe that the Greater Cambridgeshire Partnership must:</p> <ul style="list-style-type: none"> • Build high-quality cycling infrastructure • Fix dangerous junctions • Implement demand-management to encourage modal shift towards great walking, cycling and public transport options. <p><i>Camcycle would like to ask the Executive Board to confirm that Histon Road is being considered as part of a comprehensive cycling network and that investment in cycling will continue at or above existing levels into the second tranche of GCP funding.</i></p>	<p>The comments regarding the Histon Road scheme are welcomed.</p> <p>The GCP is committed to putting in place a comprehensive network of safe, attractive and direct cycling routes over the coming years.</p> <p>The Greenways Project is aimed at creating links out from Cambridge to surrounding villages. Other schemes such as Madingley Road cycling improvements are also in the early stages of development.</p> <p>Major schemes such as the South East Transport link, Cambourne to Cambridge, and the A10 corridor improvements will all contain significant cycling and walking elements.</p>
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Agenda Item No. 8: Madingley Road Cycle and Walking Project

<p>8</p>	<p>Angela Chadwyck- Healey Chair Madingley Road Area Residents' Association</p>	<p>On behalf of the residents I would like to start by thanking Paul Rawlinson and the Project Officers for the inclusive way in which this scheme has been developed so far. I very much hope that this close relationship will continue as the selected scheme develops. There are design issues that we, as residents, can help with and of which we have a specific understanding; this is our neighbourhood and these are routes which our community uses on a daily basis.</p> <p>We hope that Option 2 is selected. It retains the character of the road but also allows for bi-directional cycling on part of the north side of the road.</p> <p>However, I would ask that this design should include more designated crossing places so that residents who live on the south side do not have to cycle too far in an easterly direction before they can travel west. At present there are no crossing places marked on the stretch west of Clerk Maxwell Road to east of Storey's Way, but in this section, on the south side, there are a considerable number of houses and flats as well as side roads leading on to Madingley Road.</p> <p>We would also like to ask that the section between Lady Margaret Road and the Northampton Street roundabout is investigated further. In both Options it is virtually unchanged from its current design, and we would urge that ways are sought in which both safe walking and cycling can be delivered.</p>	<p>Thank you for your kind words in regard to the Project Team, who seek to maintain the good working relationship that has been developed with the community throughout the project.</p> <p>There are crossing areas on the options drawings at Grange Road, Storeys Way, Madingley Rise, JJ Thomson Avenue and Conduit Head Road</p> <p>There needs to be a balance of crossings along Madingley Road in order to ensure that the road does not become overly congested. Pedestrians will be able to walk in both directions along either side of the road, those on cycles from side roads on the South will be able to turn right in the same way as from any other junction.</p> <p>If it felt that this is an issue then there will be the opportunity to raise this during the public consultation. We do expect that the consultation will identify issues that are likely to require updates to the options.</p> <p>The East of Madingley Road between Lady Margaret Road and the Northampton Street Roundabout is a narrow stretch that does not support opportunity for segregation. We are in discussion with St Johns College to assess if a small area of land would be available along this stretch. If it is then we will look at further improvements along this area.</p>
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