

**9<sup>th</sup> December 2021 Greater Cambridge Partnership Executive Board  
Public Questions Listed by Agenda Item**

From	Question
<p>Councillor Jocelyn Scutt</p>	<p><b>Agenda item 6 – Residents’ Parking Scheme Delivery</b></p> <p>Before the Residents Parking Scheme Programme was suspended by the County Council, the areas contiguous with Ascham, namely Elizabeth and Hurst Park, were a part of the Residents Parking Scheme Programme. Informal consultations had been conducted, but the possibility of advancing these areas was interrupted by the County Council suspension. The Milton Road Project, which will provide advantages to the area – good road grade (we are confidently trusting of subgrade, sub-base, membrane, paving slab and asphalt); well-constructed cycleways and footpaths, tree-lined and lush verges, with public art incorporated, whilst welcomed will impact on parking provision. The need for public consultation and progression on residents parking in the area is more than pressing already, and this major project makes it even more so.</p> <p>May residents have an assurance from the GPC that these areas will be at the front of the queue, with residents consulted and action taken accordingly, so that the parking needs can be fairly, competently, appropriately and promptly addressed.</p>
<p>Councillor Linda King, Willingham Parish Council</p>	<p><b>Agenda item 7 - Further Investment in the Greater Cambridge Active Travel Network</b></p> <p>Willingham is a large village in South Cambridgeshire with around 5000 inhabitants, but only one cycleway – an inadequate shared use one to the Busway at Longstanton, but not one to Cottenham village college. Numerous comments throughout the report highlight the need for better connections between rural locations and to education establishments and the inadequacy of shared use paths. For example, the executive summary mentions:</p> <p align="center">“concerns about the use of shared use paths which were felt to result in conflict between active travel modes; the need for more active travel routes around rural locations and to/from education/employment sites”</p> <p>When drawing up proposals for cycleways following the consultation, how will these many comments be taken into account in the provision of new cycleways?</p>
<p>Mary Wheeler, on behalf of the Windsor Road Residents' Association (WIRE)</p>	<p><b>Agenda item 7 - Further Investment in the Greater Cambridge Active Travel Network</b></p> <p>The "Cycling plus" consultation, by its very title, emphasises the importance of cycling compared with other forms of active travel. In spite of this, more than half of respondents reported walking daily, whereas less than half said they cycled daily. Is there a danger of the GCP being influenced by vocal cycling campaign groups to the disadvantage of the quiet majority of pedestrians?</p> <p>The needs of pedestrians and those with disabilities seem rarely to be prioritised. It is unfortunate that while stakeholders responding to the consultation included three cycling pressure groups there was no-one representing the needs of those with physical disability, or of the older citizen. For example:</p> <ul style="list-style-type: none"> <li>• Many pavements in and around the City are in a poor state of repair and</li> </ul>

	<p>present trip hazards, particularly to walkers with imperfect vision.</p> <ul style="list-style-type: none"> <li>• It is common for illegally parked vehicles and other objects to obstruct pavements.</li> <li>• Shared cycle/pedestrian paths are hazardous to less-than-nimble pedestrians, and many pedestrian paths not designed to be shared are in fact used by cyclists.</li> <li>• The recent increase in the use of electric scooters and cycles (less-than-active transport and capable of silent speed) presents hazards to pedestrians</li> </ul> <p>What improvements for pedestrians and the users of mobility aids are planned? Will they tackle the problems listed above?</p>
Vincent Poole	<p><b>Agenda item 7 - Further Investment in the Greater Cambridge Active Travel Network [specifically to pp 38-41 which looks at active travel and priority cycle routes]</b></p> <p>GCP papers for the joint assembly meeting on the 18th November 21 state (point 4.5 on page 41) <i>'The GCP and the County Council are undertaking a review of the Cambridge road network hierarchy, which will be consulted on in 2022. The review aims to better reflect current and future transport priorities and support the uptake of sustainable modes of transport'</i>.</p> <p>Motorised traffic should use appropriate roads: roads which are wider, roads that don't have multiple schools directly them on or just off them, roads that have protective grass verges, wider pavements, cycle lanes, and where homes are set back further from the road.</p> <p>Arbury Road at its eastern end has <b>none</b> of this protective infrastructure and has <b>two schools</b> directly on it and several more on adjacent roads. Arbury Road east is very <b>narrow, dangerous</b> and <b>does not even have B road designation</b>. The Arbury Road is <b>not</b> a 'completed GCP project' (as suggested on p170 of today's Agenda) but is instead left as a dangerous 'missing link'.</p> <p><b>Please can</b> the board confirm that Arbury Road east:</p> <ul style="list-style-type: none"> <li>• will not be considered a 'key corridor' for motorised traffic after the network hierarchy review</li> <li>• will instead be considered a strategic road for <b>active travel</b> as it already carries high cycle volumes despite its perils. Arbury Road East is an obvious gap in the cycle network for the city and creating a 'joined up network of safe and attractive active travel routes has been identified as a key priority for the city access strategy' as noted in todays Agenda (point 6.7 p41). Also Cambridge County Council's own <a href="#">LCWIP</a> highlights <a href="#">Arbury Road east as a Priority Cycle Route</a> (in <a href="#">appendix 2</a> (matrix) and in <a href="#">appendix 3</a> (map))</li> </ul> <p><b>Also</b> will the GCP will <b>act</b> on the LWCIP's recommendation for 'short term' implementation of improvements.</p>
George Vardoulakis	<p><b>Agenda item 7 - Further Investment in the Greater Cambridge Active Travel Network</b></p> <p>The GCP left behind a dangerous missing link in the cycling network when it</p>

	<p>failed to provide protection for the large number of cyclists using Arbury Road, Cambridge, at its eastern end. This section is a popular route to the river, the station and the cycle bridge and town but congestion and speeding means it is extremely dangerous, polluted and unpleasant. Cyclists (including school children heading to the NCA) are usually forced off the road onto a narrow pavement creating a further hazard to pedestrians. The two schools on Arbury Road mean school children use this narrow pavement each day, often walking inches from speeding cars and HGVs as there is no verge protection.</p> <p>Will the Committee support the implementation of measures identified in the LCWIP for Arbury Road where it is listed as a <i>priority</i> cycle route and 'short-term' for implementation? Only then can GCP correctly say that the Arbury Road corridor is complete.</p>
<p>Marie-Louise Holland and James Murray-White</p>	<p><b>Agenda item 7 – Further Investment in the Greater Cambridge Active Travel Network</b></p> <p>I refer to the proposed scheme for a section of orbital cycleway as described in an article (pages 12-14) in the Cambridge Cycling Campaign newsletter 117 (Dec 2014/Jan 2015) newsletter [extract attached].</p> <p>Darwin Green (Castle ward and sections in S. Cambs)</p> <p>A section of the orbital cycleway route was integral at the masterplanning stage of the proposed Darwin Green development. The cyclepath which would route along the perimeter of the development would link West Cambridge/Eddington to King's Hedges Road alongside the guided busway to the Science Park.</p> <p>Currently the provision of this transport infrastructure is not a priority for the developer. However, I ask the committee to reflect on how times have changed since 2014. Government funds are now available for transport projects which would never have been envisaged a decade ago. The expectation is that the developer (Barratt Wilson Homes) are responsible for the delivery of this important section of cycle route. I have spoken to their representatives and the project is not a priority.</p> <p>Would the GCP raise the importance of this long-awaited cycle route by offering match-funding to the developer, if the GCP cannot fund in total? This would kickstart a project which is desperately needed in the North-West of Cambridge and so much time has lapsed in the delivery of this Active Transport infrastructure project?</p>
<p>Antony Carpen</p>	<p><b>Agenda item 8 – Foxton Travel Hub</b></p> <p>I note the GCP plans for Foxton do not involve building a bridge for the A10 over the railway line/level crossing. The level crossing was formally identified in the Cambridgeshire Regional Plan of 1934 as and I quote: "One of the most obstructive". The author Mr William Davidge, and the Chair of the Committee Cllr Dr Alex Wood stated that Cambridgeshire County Council had plans for a bridge to be built over the railway line. Please could officers explain whether any analysis was done on Davidge's report, and whether any search of the county's archives was done on why the bridge remains unbuilt, and whether the results of archival searches were included in any analysis of whether to build a bridge over the railway line?</p>

<p>Mal Schofield</p>	<p><b>Agenda item 8 – Foxton Travel Hub</b></p> <p>There are operational concerns as confirmed by the minutes copied below. The travel hub and rail station need to be adjacent to each other on the same side of the track.</p> <p>“4.2 Members also queried plans for the A10 crossing, highlighting concerns about lighting, safety and ease of use. While it was acknowledged that the design would meet the required safety standards, it was suggested that a Travel Hub needed additional measures to make sure interchange was as easy as possible; otherwise, it was unlikely to be fit for purpose”</p> <p>The strategic significance of a "travel hub" south of has still not been addressed. (Question to the Assembly see below*) The attached reference (Appendix 2) from East West Rail illustrates the issue well.</p> <p>Foxton as a "travel hub", Whittlesford as a "parkway" are designed to add capacity and choice to motorists accessing the city and Bio Medical Centre. In addition, there is the existing P&amp;R at Trumpington and a proposed higher capacity P&amp;R at Hauxton. Neither offers the choice of transfer from road to rail.</p> <p><b>Question. Does the Board consider the proposal as is stands, of strategic value as part of this future triple rail corridor?</b></p> <p>[*The A10 corridor, Royston to Trumpington is subject to traffic delays at the Foxton level crossing. There are other tail backs as the route reaches the villages of Hauxton &amp; Harston and the M11 interchange. The Trumpington Park and Ride provides double decker bus access to the city centre along the A10 and single decker by guided busway via the Addenbrookes/Bio Medical Centre (BMC). This corridor is to be provided with a travel hub at Foxton*, recently scaled down in size and a second higher capacity Park &amp; Ride just west of the M11 interchange. There is also the planned intent to site the new East West rail route in part within this corridor; destination an additional city rail station - South Cambridge, at the BMC. Three major rail links accessing the city from the south &amp; west.</p> <p>Question. To what extent is there planned integration of this new infrastructure and its timing for the four schemes?]</p>
<p>Andy Brown, on behalf of Foxton Parish Council</p>	<p><b>Agenda item 8 – Foxton Travel Hub</b></p> <ol style="list-style-type: none"> <li>1. The whole Travel Hub concept needs to be considered as part of a broader transport review which will include the closure of Foxton Level Rail Crossing, a bypass for Foxton and Harston and true bus, cycle and pedestrian connectivity. This should include changing work/travel patterns due to Covid and the impact this has on the need for the current design of the Travel Hub, the serious safety issues of crossing the A10 to access the car park and the lack of true bus/ cycle/pedestrian connectivity. Will the Executive Board request a whole new Outline Business Case to reflect the latest iteration of the Travel Hub?</li> <li>2. The biggest item of concern with the current Travel Hub proposals is safety. There are major concerns for pedestrian safety in accessing the</li> </ol>

	<p>car park and station when crossing the very busy A10 using the current designed unlit and uncontrolled road crossings. There are also concerns for cycle safety intersecting pedestrian routes, as well as using the proposed width reduced route crossing the railway tracks at the level crossing. It also seems that there is a potential for traffic chaos with vehicles becoming trapped within the zones of the level crossing itself.</p> <p>3. Please will the Executive Board seriously consider 'mothballing' the whole scheme for at least a year and go back to the drawing board to take proper and effective account of all the multitude of problems which have not been satisfactorily addressed? The current Travel Hub as presented is just not fit for purpose and could end up generating more car journeys to Foxton with a free or low cost car park near Foxton station –totally contrary to the sustainable transport aims of the GCP.</p>
<p>Beckie Whitehouse on behalf of Barrington Parish Council</p>	<p><b>Agenda item 8 - Foxton Travel Hub</b></p> <ol style="list-style-type: none"> <li>1. Is the GCP confident that the Safety Case for the proposed “Foxton Hub” is robust and that the risk of fatality or serious injury – especially amongst the vulnerable when crossing the A10 is acceptable?</li> <li>2. Is the GCP confident that the Business Case for the proposed “Foxton Hub” passes the appropriate tests? Has any allowance made for substantial s106 payments to Foxton, and to Barrington to support traffic calming through the village?</li> <li>3. Is the GCP convinced that the proposed “Foxton Hub” passes the Sustainable Development test? Is this a truly environmentally, socially, and economically sustainable multi-modal “travel hub”, or is it just another station car park?</li> <li>4. Is the GCP aware that this proposal does not address, but will most likely worsen, the already significant traffic hold-ups at the Foxton Level Crossing?</li> <li>5. Is the GCP confident that the current proposed location for the Travel Hub and the timing of its implementation, is consistent with the CPCA’s Local Transport Plan (2020) which recognises the rail crossing as a “Pinch Point”?</li> <li>6. What data has been used to properly consider the traffic impact on local villages? Our independent consultants found excessive speeds through Barrington from traffic avoiding the Foxton crossing.</li> <li>7. Why has the Choice of Site not been reconsidered, given so many objections on the grounds of safety, environmental impact, sustainability and the lack of a convincing business case – for this “wrong side” southern location? Can the GCP please defer this proposal and consider a more holistic approach to the complex problems arising from the A10 / Foxton Level Crossing?</li> </ol> <p>Barrington Parish Council also supports the approach and questions being put to the GCP by Foxton Parish Council.</p>

## NW Cambridge: cycle paths in the Darwin Green corridor

Autumn in North-West Cambridge has kicked off with a flurry of highway improvements, including phase 1 of an improved cycleway along Huntingdon Road from Girton as far as Oxford Road. The major housing developments materialising in Castle ward are offering the prospect of safer cycling routes on this side of the city.

Cycling has been an important alternative transport mode in the new developments on the North-West of Cambridge from the early planning stages. There is not yet a definitive map of the orbital cycle route which will eventually link the Science Park railway station - Milton Road - Kings Hedges Road alongside the Guided Busway to Orchard Park - Histon Road and onto the Darwin Green site through to the North-West (University site) - West Cambridge. From the information available I set out to navigate one of the proposed routes from the University site (North-West Cambridge) and into Darwin Green (the former NIAB site) heading towards Histon Road.

The junctions to the University's North-West Cambridge site on Huntingdon and Madingley Roads are under construction and scheduled to open in late 2015. The County strategic route of north-south cycle paths is linked to, rather than integrated with, these junctions. Cyclists accessing North-West Cambridge and Darwin Green along one of the primary pedestrian/cycle routes will be able to do so via a dedicated crossing over Huntingdon Road close to the boundary with Girton.

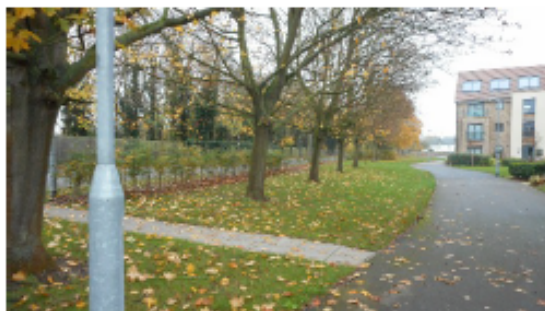


*Whitehouse Lane.*

Cyclists will then join the Huntingdon Road cycle path into Cambridge and pick up the Darwin Green section of the orbital cycle path by turning left after Whitehouse Lane onto the shared-use path.

The Darwin Green cycle route is part of Cambridgeshire County Council's existing cycle routes. The route which is a Public Right of Way (PRoW) runs along the western boundary of Darwin Green (former NIAB site), currently from Whitehouse Lane, and links to Histon Road. During the early planning stages this section was often referred to as the 'Green Corridor'.

Whitehouse Lane will remain a vehicular road to serve the Hotel Felix and the Anglia Ruskin sports fields. The Darwin Green section of the orbital cycle route will be a segregated route. The initial section which is located off Huntingdon Road



*Cycle path going nowhere.*

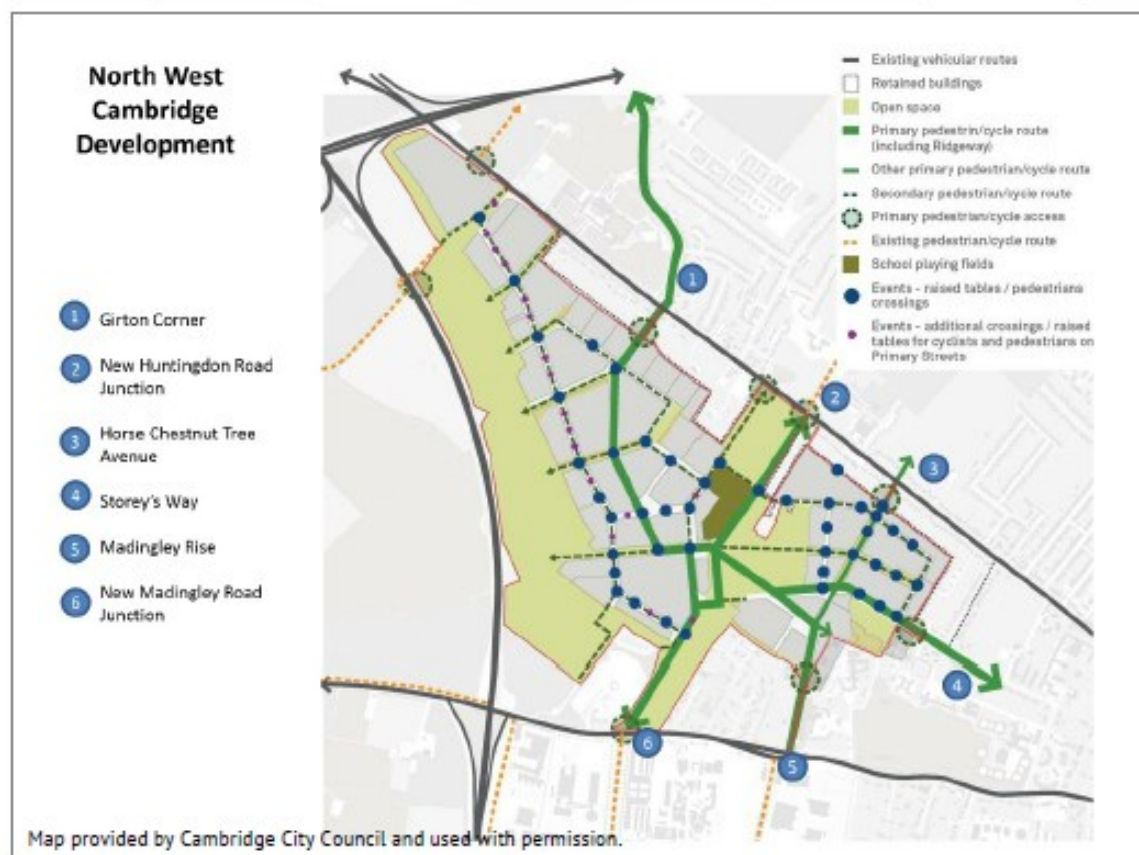
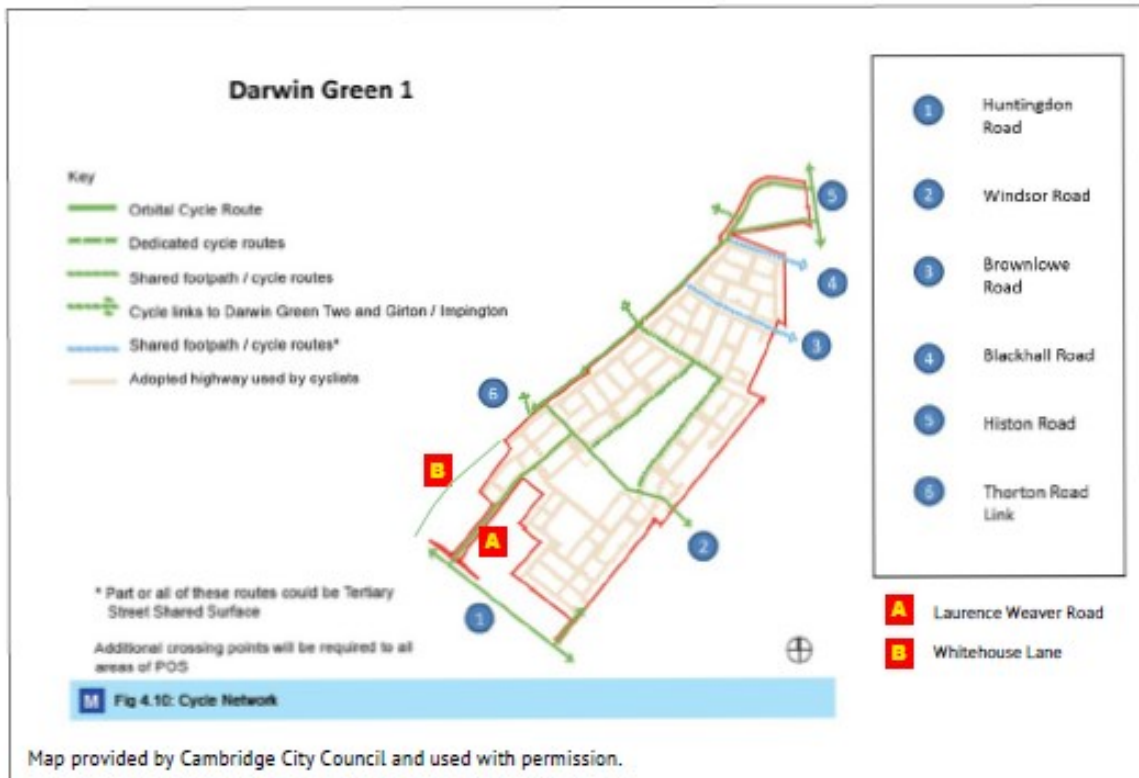
has already been surfaced and runs for approximately 200 metres alongside the 187 homes which are now occupied. However, the path comes to an abrupt halt and the link to the existing PRoW is not clear from here. At present, a pedestrian or cyclist is forced to use Whitehouse Lane to follow the PRoW/cycle route. The route surface varies from a concrete road to a single track along the edge of fields and is not suitable for cyclists.

One could easily confuse Laurence Weaver Road as the entry point to the Darwin Green orbital cycle route. Another fine cycle path has been marked out along Laurence Weaver Road for about 200 metres. The Laurence Weaver Road cycle path converges with an existing pedestrian toucan crossing over Huntingdon Road. The Laurence Weaver Road cycle path will eventually be developed for cycling permeability through Darwin Green to link up with Windsor Road and Blackhall and Brownlow Roads by late 2017-2018.

A cycle route which will link Histon with Girton and offer alternative cycling routes to the precarious trips cyclists currently make along Huntingdon and Histon Roads is to be welcomed. With the number of new residents eventually settling in this part of the city we certainly need to commit to cycling to ensure safer journeys, better air quality and reliable journey times.

However, cycling infrastructure on the Darwin Green development is largely dependent on developer contributions through S106 funding which, in turn, are determined by the phasing of the development. Unfortunately, it seems that many years will pass before the cycling infrastructure will be complete, unless the Darwin Green developers (Barratt Homes) adopt the philosophy of their neighbours (University of Cambridge) on the North-West site, and install essential infrastructure at an early stage, like now!

As an example of how the S106 triggers work, the cycle route through Darwin Green to Windsor Road (off Histon Road) is dependent on the local centre/primary school (14/0086/REM, condition 3) being constructed. September 2017 is currently the earliest date for the implementation of pedestrian and cycle routes to Blackhall and Brownlow Roads which are also off Histon Road. The proposed Public Right of Way (PRoW) upgrade from Thornton Close, Girton, is envisaged to occur in March 2018.



## NW Cambridge: cycle paths in the Darwin Green corridor (continued)



Cycle path parallel to Whitehouse Lane.

The University (North-West) site, as a predominantly car-free development, has wisely anticipated the importance of setting early patterns of travel behaviour by their residents. Here, the University is putting in the cycle infrastructure prior to occupation. The routes may not be in their finished format, but essentially the paths will be in place and will be serviceable for cyclists to use.

Whilst we wait for the Darwin Green development to materialise, I would like to see the existing PRoW, which is part of the County Council's orbital cycle network, upgraded so that the 'Green Corridor' cycle and pedestrian routes can begin to serve the increasing number of residents who will want to

cycle safely and efficiently across the burgeoning North-West of Cambridge. I am investigating whether funding through the City Deal might be the way forward.

Marie-Louise Holland

Residents of Storey's Way have organised a public meeting to discuss changes to Storey's Way which would considerably improve things for cyclists. The meeting is on Thursday 22 January 2015, at 7.30pm at Fitzwilliam College.

## Travel for Cambridgeshire

Travel for Cambridgeshire (TfC) is a not-for-profit partnership hosted by the County Council, one of its ten partners. It is dedicated to providing travel solutions to employers and developers in Cambridgeshire to deliver and promote sustainable and healthy travel, usually through the development of travel plans.

TfC provides free advice on increasing the range of travel options available to employees for commuting, travelling on business and other journeys.

The partnership helps prepare and implement effective travel initiatives that ease transport and access problems associated with existing sites and or new business developments.

TfC has a range of tools and services to make travel planning as easy as possible, including an online car-share scheme ([www.camshare.co.uk](http://www.camshare.co.uk)), discounts at cycle shops and for rail travel, a mapping service and an annual online travel survey.

To find out more visit [www.tfw.org.uk](http://www.tfw.org.uk) or contact the team on 01223 715550 or email [info@tfw.org.uk](mailto:info@tfw.org.uk).

Richard Hampton, Travel Plan Adviser,  
Travel for Cambridgeshire

[TfC was formerly called Travel for Work Partnership]



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### Cycle rides







Do you cycle around Cambridge and fancy going a bit further? If so, why not come for a ride with CTC Cambridge? We hold up to six rides a week in the countryside around Cambridge, and know all the prettiest and quietest routes. Our rides are sociable, non-competitive and moderately-paced, and always include refreshment stops. Non-CTC members are welcome to come and try us out. See our calendar of rides at [www.ctc-cambridge.org.uk](http://www.ctc-cambridge.org.uk) for full details. All rides are graded to give an indication of speed and distance so you should be able to find a ride which suits you. If you're unsure, our twice-monthly Saturday morning rides are a great way to start.

Nigel Deakin

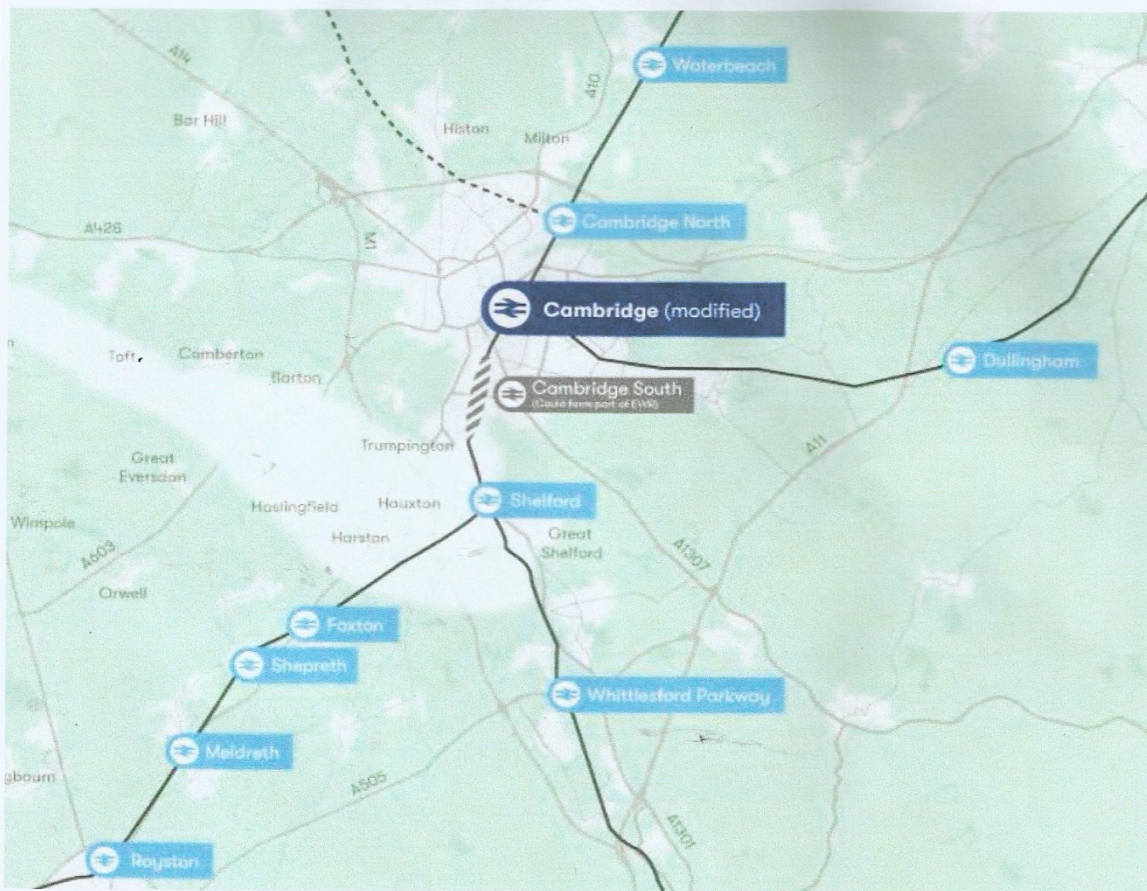


Supporting information to Question from Mal Schofield

**Key**

	Preferred route option area		Potential EWR station
	Potential EWR station area		Existing train line
	Existing train station		Potential new Network Rail station
	Potential new Network Rail station area		Guided busway

A more detailed interactive map is available at [eastwestrail.co.uk](http://eastwestrail.co.uk)



Sources: Esri, USGS | Esri UK, HERE, Garmin, FAO, NOAA