

**18th November 2021 Greater Cambridge Partnership Joint Assembly
Public Questions Listed by Agenda Item**

From	Question
<p>Stephen Pratt (Fendon Road Residents Association)</p>	<p>Agenda Item 7 - Further investment in the Greater Cambridge Active Travel network: Cycling Plus Consultation</p> <p>In the interests of safety, how does the GCPJA propose to address travel improvements on the A1134 North-South (Perne Road, Mowbray Road and Fendon Road) and provide segregated cycle lanes at the Addenbrooke's roundabout?</p> <p>Since the temporary closure of Nightingale Avenue which is now approved to be permanent, traffic volumes on Fendon Road have increased with long lines of stationery or slow moving traffic particularly at peak times. It has caused delays to motorists using that route and to the safety of both cyclists and pedestrians who cross the road. How does the GCPJA intend to address those issues in any travel improvements?</p> <p>Similarly, the increased volume of traffic on Fendon Road has caused increased air pollution which is again a concern to both pedestrians and cyclists as well as the residents on Fendon Road. That problem may only get worse as the Addenbrooke's site expands. How does the GCPJA intend to deal with that as part of any travel improvements?</p>
<p>Lynda Warth (British Horse Society)</p>	<p>Agenda Item 7 - Further investment in the Greater Cambridge Active Travel network: Cycling Plus Consultation</p> <p>The responses to this cycling survey provide important guidance for the Active Travel Network. 60% of responses were from Cambridge City yet still 20 respondents ride horses. The majority of respondents felt that safety and connectivity were either 'very important' or 'somewhat important' – these factors equally apply to equestrian access. This survey supports our view that equestrians should not be excluded from safe active travel provision.</p> <p>Alan Hiscox, Director of Safety for the British Horse Society has stated regarding the creation of cycle lanes:</p> <p>'I think the risk to horse riders having cyclists pass them on the nearside and vehicles pass them on the offside is very high and is a significant safety issue. A cyclist suddenly appearing on one side may well cause the horse to move the other way into the path of a vehicle on the road. This arrangement should never be planned.'</p> <p>Please will the GCP confirm they will apply this important safety advice when planning ETROs and cycling projects, in particular, giving consideration to the use of appropriate, inclusive signage?</p> <p>The highest response to purpose of journey was 'leisure' at 84%. Yet the fact that equestrian access is for leisure and not commuting, is used as a reason to exclude, or not provide for horses, or to change vital existing</p>

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	<p>rural surfaces to hard top commuter cycle surfaces.</p> <p>Will the GCP please confirm that, with the importance of leisure access having been identified in this survey and is already well known for other users (walkers, dog walkers, runners, equestrians etc.), soft surface user leisure provision will be given equal priority in all active travel projects especially the LCWIP and Greenways?</p>
<p>Anna Williams (Camcycle)</p>	<p>Agenda item 7: Further Investment in the Greater Cambridge Active Travel Network: Cycling Plus Consultation</p> <p>Camcycle welcomes the additional investment proposed as part of the Cycling Plus project and the addition of the Addenbrooke's roundabout to the A1134 North-South scheme. In light of the recent death of Anna Garratt-Quinton at this junction, we urge you to go further than just considering improved provision – it's time to finally make this safe for the thousands of pedestrians and cyclists who use it each day. No more lives must be lost or families left suffering.</p> <p>Both the proposed schemes include multiple junctions – how these are addressed will be essential to whether the changes succeed or fail. A scheme is only as good as its weakest link, and too often dangerous junctions deter people from cycling or, in the worst cases, lead to harm. The 91% of respondents to the Cycling Plus consultation who wanted to see junctions improved are supported by the 612 people who have signed Camcycle's recent petition for safe junctions. Many signatories have witnessed or experienced collisions. This is a sample comment:</p> <p>I've personally witnessed the aftermath of 3 serious collisions involving cyclists on Cambridge roundabouts, all around 7.45-8am while on the way to work. This latest one resulted in the death of a colleague. Enough is enough. Please stop killing us!</p> <p>Both the Catholic Church junction (part of the Hills Road scheme) and the Addenbrooke's roundabout have been changed in the last decade using active travel funding. Safety concerns were ignored at the time. In 2013, discussing the Catholic Church junction, the county council's cycling champion said: "We can't go all the way this time."</p> <p>In 2021, Camcycle says: we must go all the way now.</p> <p>We ask the GCP if it will commit in these two schemes to prove high-quality, safe junctions that are fully compliant with Local Transport Note (LTN) 1/20?</p>

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<p>Mal Schofield</p>	<p>Agenda Item 8 - Foxton Travel Hub</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 & 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).</p> <p>This corridor is to be provided with a travel hub at Foxton*, recently scaled down in size and a second higher capacity Park & 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 & west.</p> <p>Question. To what extent is there planned integration of this infrastructure and its timing for the four schemes?</p>
<p>Annabel Wright (Foxton Parish Council)</p>	<p>Agenda Item 8 - Foxton Travel Hub</p> <ol style="list-style-type: none"> 1. This 3rd iteration of the Travel Hub design has reduced the car parking spaces to 200 and cycle parking to 100 but it still fails to address the very serious concerns about the safety of pedestrians crossing the busy A10 to and from Foxton Railway station. The A10 is a problem to cross for both able bodies and disabled people at present but the Travel Hub will increase the number of road crossings which could increase the risks for accidents. What assurances can the GCP give that this major design flaw will be addressed? Will a bridge over the A10 be considered? 2. As the car parking spaces have reduced to 200, is this travel hub really needed at this time? If one of the aims is to encourage rail use to the new Addenbrookes (Cambridge South) station, what are the estimates for the usage of the train from Foxton? Covid has meant a reduction in travel. Is it value for money to have a £9 million infrastructure project for 200 car parking spaces? That is £45,000 per car space! 3. The multimodal aspects of a true Travel Hub have still not been addressed. A proposed bus scheme to connect to Whittlesford Parkway - not confirmed - a bus turning circle in the car park and 100 cycle spaces do not go nearly far enough. Where are the plans for cycle connectivity with the villages surrounding Foxton? If the aim of this scheme is to encourage people to NOT use their cars, why is this not part of it? Currently this design is a car park with a few 'green' add-ons. Will the GCP take the design back to the drawing board after having listened to Foxton and other villages' views?

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<p>Reverend Anthony Mitchell (Bar Hill Parish Council)</p>	<p>Agenda 9 – Electricity Grid Reinforcements: Update and Next Steps</p> <p>How will the electricity grid cope with the planned move towards electric cars by 2030 and will this include plans to encourage more off-peak charging?</p> <p>The use of renewable energy means an increase in power supplied to the grid along with decentralized power transmission. How will the grid cope with these changes and the need to store electrical power?</p>
<p>Councillor Hannah Copley</p>	<p>Agenda Item 10: Quarterly Progress Report</p> <p>Some residents have raised concerns about impact and value for money of some Greater Cambridgeshire Partnership projects which are being delivered, and about overspends on some projects. Is the Greater Cambridgeshire Partnership currently externally reviewed/audited either for individual projects as well as overall for how it is meeting its objectives and value provided? If not, will the Greater Cambridgeshire Partnership Joint Assembly recommend this in order to provide a higher degree of confidence to residents impacted by ongoing projects?</p>