

3rd October 2019 Greater Cambridge Partnership Executive Board – Public Questions

No	Questioner	Question
1	Simon Owens	<p>Agenda Item No. 7: Histon Road Bus, Cycling and Walking Improvements</p> <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>
2	Councillor Frank Morris Chair Cottenham Parish Council	<p>Agenda Item No. 7: Histon Road Bus, Cycling and Walking Improvements</p> <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> <ol style="list-style-type: none"> a) the authority to close the public highway for a year with disruption extending beyond GCP boundaries; b) consulted properly and recently on the social and economic ramifications of the project which affects communities as far north as Wilburton and Ely; c) assessed properly delays to the Citi8 bus route; d) considered the societal implications for blue-light services served by Cottenham’s Fire station and ambulances delivering patients to Addenbrookes; e) accounted for the un-coordinated disruption caused by: <ol 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; 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; g) accounted for these wider disbenefits when assessing the project’s value for public money. <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>
3	Cllr Neil Gough and Cllr Eileen Wilson District Councillors for Cottenham and Rampton	<p>Agenda Item No. 7: Histon Road Bus, Cycling and Walking Improvements</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</p>

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		<p>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>
4	Lilian Rundblad, Chair HRARA	<p>Agenda Item No. 7: Histon Road Bus, Cycling and Walking Improvements</p> <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>
5	Dr. Judith Perry for BenRA	<p>Agenda Item No. 7: Histon Road Bus, Cycling and Walking Improvements</p> <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>

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		<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>
6	Barbara Taylor Milton Road RA	<p>Agenda Item No. 7: Histon Road Bus, Cycling and Walking Improvements</p> <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>
7	Matthew Danish Camcycle	<p>Agenda Item No. 7: Histon Road Bus, Cycling and Walking Improvements</p> <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.

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		<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>8</p>	<p>Angela Chadwyck- Healey Chair Madingley Road Area Residents' Association</p>	<p>Agenda Item No. 8: Madingley Road Cycle and Walking Project</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>