

No	Questioner	Question
1.	Anna Williams on behalf of Camcycle	<p>Agenda Item No. 7: Histon Road Bus, Cycling and Walking Improvements</p> <p>Camcycle welcomes the upcoming improvements to Histon Road. We thank officers for including a protected junction at Gilbert Road and strongly support effective continuous footway designs at side roads. Along with the removal of parked cars, the changes to this road will improve safety for those cycling or walking.</p> <p>However, we seek reassurance that this scheme is being built and considered in the context of a comprehensive cycle network that will connect all areas of the city, and reach out to surrounding villages. We seek reassurance that the current levels of investment in cycling will continue after the end of this year. We seek reassurance that all cycle schemes are being planned with the aim of encouraging cycling for all, including unaccompanied child cyclists, those with larger cycles, those with disabilities and those travelling to destinations other than work.</p> <p>We note that the CUSPE Study on Reducing Air Pollution and Congestion recommends that walking, cycling and public transport make up a minimum of 60% of travel in Cambridgeshire in 2030. Evidence shows that to rapidly increase modal shift, isolated sections of high-quality cycle facilities will not be enough. The Greater Cambridge Partnership must:</p> <ul style="list-style-type: none"> • Continue to build high-quality cycling infrastructure, connecting it up to create a network suitable for all. • Tackle dangerous junctions (75% of collisions involving a cycle occur at junctions. The changes at King’s Hedges Road and Victoria Road do not go far enough to improve actual and perceived safety for cyclists). • Implement bold demand-management schemes to encourage people to switch away from driving. <p><i>Camcycle would like to ask the Joint Assembly to confirm that Histon Road is being considered as part of a comprehensive cycle network and that investment in cycling will continue at or above existing levels into the second tranche of City Deal funding.</i></p>
2.	Lilian Rundblad on behalf of the Histon Road Residents Association	<p>Agenda Item No. 7: Histon Road Bus, Cycling and Walking Improvements</p> <p><i>Air Quality Histon Road</i></p> <p>A representation from HRARA was noted in the TRO Consultation without a reply (page 79 of 183 in the Agenda for GCP Joint Assembly 12th September 2019). It was a follow up of the Executive Board decision on March 20, 2019, to introduce Air Pollution controls before, under and after the construction phase for the Histon Road Project. The data should be displayed and easily available to the public.</p> <p>With only a month to go before the construction of the road starts it seems logical that data and analysis should already be available.</p>

		<p>HRARA requests that the “BEFORE” analysis be available regularly from NOW and on. And that information regarding the display of the data and where to find it is given to the public.</p>
<p>3.</p>	<p>Lilian Rundblad on behalf of the Histon Road Residents Association</p>	<p>Agenda Item No. 7: Histon Road Bus, Cycling and Walking Improvements</p> <p><i>Construction Management Plan (pages 131-155) Appendix D</i></p> <p>HRARA is well aware that a project like Histon Road will cause severe air and noise pollution during the construction period. On page 136 in the Construction Management Plan</p> <p>hours of work: Monday-Friday day working 7:30 to 18:00 Saturday working 7:30 to 16:00 Monday-Sunday Night Works 20:00 to 6:00 at time of carriageway surfacing</p> <p>GCP promises on page 42 - No Night Time HGVs from A14 on Histon Road during the Construction period. GCP has not proposed any TRO for speed limit, weight restrictions, ANPR but contrary states there will be no restrictions on the outbound lane Histon Road.</p> <p>During 1 ½ years, Histon Road residents have experienced just how little the HGV drivers care to follow any signage used by Highways.</p> <p>A14 diversion routes start at 21:00 to 6:00.</p> <p>It does not take much imagination to see that Histon Road residents will not have any longer periods for rest and sleep. This is a health issue that must be taken seriously.</p> <p>HRARA request GCP to guarantee that there will be no diversion night time HGV traffic on Histon Road during the construction period and suggest that Automatic Number Plate Recognition ANPR be installed between Huntingdon road junction to Kings Hedges Road to discourage deviation from the designated diversion routes M11 and A505.</p>
<p>4.</p>	<p>Judith Perry on behalf of Benson Area Residents’ Association</p>	<p>Agenda Item No. 7: Histon Road Bus, Cycling and Walking Improvements</p> <p><i>Removal of Parking on Histon Road</i></p> <p>Officers’ comments to detailed objections (3, 5, 6, 7, 8, 9, 10, 11, and 12) to installation of double yellow lines along Histon Road – all identical – did not answer detailed points raised.</p> <p>No evidence was presented addressing off-peak traffic which is light and flows freely. The problems addressed are during morning and evening peak hours five days a week.</p> <p>Off-peak parking was not studied, nor the BenRA survey showing weekend parking problems, justifying the officers’ claim of adequate parking to compensate parking removal.</p> <p>Removal of parking cannot reduce (non-existing) off-peak congestion, however it carries the danger of attracting more traffic changing Histon Road from a quiet residential B-road to a high-speed arterial road.</p> <p>Decreasing travel time for buses is only achievable during peak hours, – parked cars do not increase off-peak travel time.</p>

		<p>Difficulties for residents needing work done on their houses, physical damage to houses from increased vibration, carers needing to park for an hour at a time, not only be ‘dropped off’, all were not addressed by officers. Possible danger to cyclists detailed in several objections cited above was also not addressed.</p> <p>Restricting parking only during peak times is amply demonstrated all over London and on Queens’ Road (the Backs) where parking is restricted only in the morning rush hour despite its far heavier off-peak traffic Histon Road’s.</p> <p>We object to blanket unnecessary off-peak parking removal and ask for a proper study of off-peak traffic including detrimental effects of parking removal.</p> <p>No adequate justification for applying solutions designed for the rush hour to the area 24/7 has been presented.</p> <p>Q1. Do you have any evidence that there is problem that needs to be addressed in off-peak hours?</p> <p>Q2. What is the justification for removal of parking in off-peak hours?</p>
<p>5.</p>	<p>Anna Crutchley on behalf of Benson Area Residents’ Association</p>	<p>Agenda Item No. 7: Histon Road Bus, Cycling and Walking Improvements</p> <p><i>Air Quality, Noise and Vibration</i></p> <p>Referring specifically to BenRA objections to the TRO as on page 61 of this meeting’s agenda. We left the last Histon Road LLF meeting in July with an unclear picture of how the environmental monitoring on Histon Road would be carried out and we would like to follow up on this project and ask the GCP to provide us with more detailed information than in their stock response found in the agenda papers.</p> <p>We are particularly concerned about air quality, noise and vibration at the south end of Histon Road, within the Benson Area parking zone, and whether the GCP so called ‘improvements’ will indeed make life better for residents and businesses.</p> <p>Without any monitoring before the work is started, any ‘improvements’ cannot ever be demonstrated and monitoring later will not be able to be used to evaluate the benefit or detriment of the exercise.</p> <p>Q1. Could GCP provide BenRA with details of:</p> <ol style="list-style-type: none"> a. the start and end dates of the monitoring, i.e. before and after the rebuilding of Histon Road? b. the methodology that is/will be employed? c. what the system will be for remedying any decrease in air quality or increase in noise and vibration? <p>and following on from that:</p>

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		<p>Q2. What is the future of the GCP after the Histon Road project is completed – i.e. who will be accountable for any failures in the GCP claims that the Histon Road project will improve the environment?</p>
<p>6.</p>	<p>Karen Wiemer (Secretary, Madingley Road Area Residents Association)</p>	<p>Agenda Item No. 8: Madingley Road Cycle and Walking Project</p> <p>I'd like to thank the Officers and Paul Rawlinson and the team working on this project for how much they have included residents along Madingley Road and listened to our comments during the pre-consultation phase and the speed at which the project seems to be progressing.</p> <p>My question mainly relates to safety and functionality of the proposed cycle paths. Option 1 includes long sections of cycle path adjacent the roadway with separation by a Cambridge kerb. How will vehicles be kept from using the cycle lane as a loading bay or waiting area? For both options, is there scope for adding another crossing in the section between Astronomy and Grange Road? For Option 1, there are no crossings between Madingley Rise and Storey's way and for Option 2 nothing between Astronomy and Storey's Way. A lot of people live along this area and will need to cross Madingley Road to access the cycle path in the right direction for their journey. An additional crossing would also help pedestrians get to the two bus stops along this section. For both options, is there any scope to improve the design at the very east end of the road? It remains pretty much unchanged and seems a missed opportunity given the level of foot and cycle traffic in this area. Will the design be future proofing for electric bikes? The establishment of a consistent 30mph speed limit along the length of Madingley Road is very welcome. Especially for Option1, would there be any scope to lower the speed limit given that the cycle path is mainly adjacent the roadway?</p>