



**Appendix A to the minutes of the GCP Joint Assembly meeting held on 27 February 2019  
Public Questions and Responses**

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No	Questioner	Question	Answer
<b>Questions for Agenda Item 7: Future Investment Strategy</b>			
7a	Angela Chadwyck-Healey	<p>Specific, quantifiable, targets are important in order to be able to measure the success of GCP infrastructure investments and policies. The GCP Transport Aims (as published on the GCP website in Feb 2019) do not include specific targets for modal shift in transport, but rather are general statements about "improvements", "quicker" and "more reliable". While these are worthy aims, they are very general. <b>Does the GCP have specific targets to achieve in order that the degree of success in meeting these aims can be measured? If so, can these specific targets be published on the GCP website?</b></p> <p>For example, are there any specific targets to change the modal share of trips in the region? A specific target might be 'To achieve a modal share of 25% of all commuter trips by public transport by 2025', and another might be 'To achieve a modal share of 20% of all trips by bus by 2025' etc. Another example of a specific target could be '95% of journeys by bus to arrive at their end destination within 3 minutes of their scheduled time'.</p>	<p>In common with the previous Cambridgeshire County Council Local Transport Plan and the current interim Cambridgeshire and Peterborough Combined Authority Local Transport Plan, the Greater Cambridge Partnership has not set targets for modal shift.</p> <p>The Partnership has adopted an extremely challenging traffic reduction target of 15% on 2011 levels. The information we have presented to the Joint Assembly and Executive Board, that's available on the website, demonstrates that actually you need to make changes on all of the sustainable modes to meet that traffic reduction target.</p>
<b>Questions for Agenda Item 7: Cambridge Biomedical Campus</b>			
7b	Dr Colin Harris [question asked by Angela Chadwyck-Healey]	<p>I noted that the GCP Transport Aims do not include specifics related to achieving modal shift to public transport, but are rather general statements about "improvements", "Quicker" and "more reliable". While these are worthy aims, they are very general. <b>Does the GCP have any specific targets to achieve for changing modal share across all trips, and if so can you please tell me what those specific targets are?</b></p>	As 7a.

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Questions for Agenda Item 11: Milton Road			
11a	Sarah Langford [did not attend in person]	<p>The amendments to the plans for Milton Road look sensible. Thank you for listening to the local views in the questionnaire. It will be useful to see new drawings to better understand how it will all look and function. However, I have one concern regarding the plans for the space at the top of Chesterton Hall Crescent. The notes say the tree will be saved (I didn't realise it was to be chopped as this wasn't mentioned!) and references the installation of public art and benches in a new landscaped area. We live in the house next to this and did indeed suggest in the recent questionnaire that the area would be fairly easy to landscape and could make a great improvement to the general Milton Road area. However I would have serious concerns about installing benches there. The bench across the road, in front of the library is used solely, in my experience, by loud and drunk people at night. There are significant problems with drug dealers nearby including the bus stop outside our house, Mitcham's Corner and the little park off Milton Road. Whilst benches are a lovely idea, in reality they would be likely to attract drunks and dealers. Especially as this area is badly lit and being a junction provides a number of access points/escape routes which suits dealer habits. <b>It is brilliant that the area is being landscaped but I would highly recommend that any 'public art' takes the form of a natural trail type arrangement, suitable for the many families who use this route on the way to and from school.</b> For example, stepping stones between bushes and small trees. Perhaps low-level ascending tree trunks to walk along or some such natural installation which would appeal to children. A piece of stationary, non-interactive art such as a sculpture wouldn't really be in-keeping - or fun - and benches would only attract criminality to the area.</p> <p>With many thanks for your time and consideration.</p>	<p>Thank you for the points that you raise. These matters will be taken into account as we do more work to finalise the landscape designs.</p>
11b	Maureen Mace	<p>The Milton Road plans are almost complete and I understand that the works will start in April 2020. This coincides with the time our beautiful cherry trees blossom. <b>I would like to know if this spring is the last time we see this glorious display or whether it will be next year?</b></p> <p>I would also like to know the dates when the trees will be chopped down as many people travelling along the road will be very disappointed. I would like to acknowledge and publicise this event by putting pink/red ribbons on the trees</p>	<p>The construction management plan has yet to be developed, but it will set out how the scheme is developed. When available we will be talking with local residents about it.</p> <p>Given that final approval will be sought in March 2020, it is likely that the trees will not be removed until after the bird nesting season of 2020.</p>

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		<p>and also discrete notices to say when they will be chopped down and the reason why. I believe this will lessen the blow to those who do not expect it and do not know they will be replaced.</p> <p>In order for this to happen I would like to be given at least a month's notice of the removal of the trees and an agreement that the ribbons and notices will not be removed. I ask this as the ribbons were cut down twice before, once prior to the arrival of Prince Charles and the other time when Jeremy Corbyn visited. Of course they may have been taken down for other reasons but I would like you to give MRRRA an assurance this will not happen again.</p>	<p>GCP is happy to provide a month's notice prior to removing the trees, and that as the construction plans develop we continue to engage with the LLF about aspects of the construction process.</p> <p>With regards to the ribbons, the GCP project team does not intend to remove them.</p>
<p>Page 3 11c</p>	<p>Barbara Taylor</p>	<p>We are very pleased that, as a whole, the landscaping design as shown at the MR LLF for Milton Road looked amazing. The concern is that if the cost of the roadworks overruns there will be sufficient money left in the budget for the landscaping as it was presented.</p> <p><b>Can you confirm that specific funding sufficient to achieve the landscaping design has been set aside for the landscaping? Or, if there is an overspend on roadworks, that extra money will be found? Also, can you assure us that trees to be planted along the length of the road will be semi-mature, as promised following last July's Executive Board meeting</b> where, in response to a question, the answer was:</p> <p>Officers can confirm that a commitment has been made to re-plant semi mature trees along the length of Milton Road.</p> <p>The City Council arborist has advised that in general terms the girth of the new trees should not exceed 16-18cm in order that the trees have the best chance to establish and survive.</p> <p>Officers will work with the City Council arborists to carefully specify the size/maturity of each species of tree that is chosen in order to achieve the stated aims.</p>	<p>There isn't a specific landscaping budget. That said, the scheme is currently assessed to be within the original budget as set out in the report. The landscaping proposals are an important part of the scheme and have therefore been accounted for in the cost estimates. I can confirm we will deliver the landscaping outlined and hope that the report gives enough reassurance as to how we will do that.</p> <p>The previous statements regarding maturity of trees have not changed, semi-mature trees will be planted as outlined following the July 2018 Executive Board meeting.</p>
<p>11d</p>	<p>Erik de Visser</p>	<p>Recently the roadworks at Green End Road caused 10 mile queues due to some temporary traffic lights. Although these lights were scheduled to be in place for 2 weeks the resulting chaos led to them being removed a week early. However during that week the air quality was toxic, drivers were behaving very badly trying to overtake stationery traffic, buses were late, cyclists were</p>	<p>A full traffic management plan will be developed during the detailed design phase of the project. The plan will look at different ways to mitigate the disruption that is caused by roadworks in general, and especially during peak times.</p>

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		<p>diverted because the lights were in the cycle lanes and the residents found it difficult to breathe and to get anywhere if they had to use a car.</p> <p>The roadworks on Milton Road are estimated to take a minimum of 18 months. <b>I would like to ask how the Greater Cambridge Partnership aims to stop these problems which can ultimately cause significant health issue from poor air quality and stress from occurring?</b></p>	<p>The construction plans will be discussed with the LLF as part of the development process.</p>
<p>Page 4 1e</p>	<p>Michael Page</p>	<p>The Smart Cambridge project was supported and part-funded by the Greater Cambridge Partnership. Among other things it sought to collect and analyse air quality monitoring data from across the city using innovative sensing stations developed in collaboration with the Dept of Chemistry at the University of Cambridge. Known as AQMesh sensors these are small, low-power devices that communicate to a central hub via a wide area network.</p> <p>As one of the objectives of the Milton Road project is to improve air quality it would make sense for monitors to be placed at two or three locations along the road to compare results before, during and after the construction phase.</p> <p>Thanks to the GCP, the University and others, the ‘Smart City’ data collection platform already exists and the measurements could be made available to the public via a smartphone app or ideally by means of a road-side display of some kind. Perhaps, later on, the display could even be integrated into some form of public art installation to mark the success of the project.</p> <p>So my question is: <b>will Assembly members recommend to the Executive Board that plans are put in place for air quality monitoring before, during and after the construction phase and, if necessary, allocate additional budget for this purpose? Furthermore, could the data be displayed and made easily available to the public?</b></p>	<p>The project manager is in discussion with the Smart Cambridge project team with regard to the issue of monitoring, and the potential for monitoring stations and display. There is potential that the measures set out could be implemented given approval from the Executive Board.</p>