

7.	Appendix A to the minutes of the 4 July 2018 Executive Board meeting - Public Questions and Answers
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No.	Questioner	Question	Response
For Agenda Item 9: GCP Transport Strategy			
9	Antony Carpen	On the issue of the transport strategy, & the delay/pause request from The Mayor of Cambs, & the Q to the Assembly from Edward Leigh, what scope is there for a programme of pavement widening in Cambridge where parts of front gardens of properties can be purchased to widen pavements of main walking routes into town? Will the Board commission an outline feasibility study or consultation to ask the public which walking routes might be suitable for such a programme of pavement widening?	The GCP is delivering a programme of transport projects to tackle congestion & significantly enhance walking, cycling and public transport across the Greater Cambridge area. Work has commenced on the Spaces & Movement Supplementary Planning Document which will develop proposals for walking spaces. There are no plans to compulsorily acquire private gardens.
For Agenda Item 11 Milton Road			
11a	Erik de Visser	<p>How many of you travel by bus along Milton Road? If you do, you will know that the majority of buses do not travel in the bus lanes.</p> <p>Like most people living in Cambridge my main mode of travel is by bike. It is quicker than any other mode of transport. I know exactly how long it will take me to get to work in the centre of town and to any other place I wish to visit. A car or bus is very unpredictable and I have to allow much more time.</p> <p>The latest plans for Milton Road show three lanes reserved for motorised vehicles, two which will be used just for cars and lorries. I just cannot understand how this is going to reduce congestion, get people out of their cars and improve air quality.</p> <p>Previous City Deal modelling showed that with</p>	<p>The scheme will provide a significant improvement to both the inbound and outbound cycleways along the length of Milton Road with fully segregated cycle lanes on each side of the road. This will provide direct benefit to the many people who already use the bike and encourage others to do so.</p> <p>Bus lanes are an important method of providing priority and promoting reliability for buses at peak times and therefore form a key component in encouraging the increased use of bus services along Milton Road. Modelling work that was undertaken at the concept stage demonstrated the journey time savings and reliability improvements that could be gained.</p> <p>The scheme proposes a shortening of the inbound bus lane approaching Gilbert Road. Two short stretches of outbound bus lane are proposed to give buses a priority in their approach to both Elizabeth</p>

		<p>two bus lanes along the residential stretch of Milton Road, bus journeys would only be reduced by 99 seconds. The problem does not lie here but at the A14 roundabout, the Science Park Area and the centre of the city.</p> <p>What the residential part of MR needs is not bus lanes but improved cycling and walking which makes people feel safe and will encourage people out of their cars to use it</p> <p>Could the Executive Board discuss why we need a bus lane the length of Milton Road when it is rarely used even at peak times and is virtually unused at all during other times except when three or four cars distance from a junction? It is a waste of space. Take them away and we could have two slightly wider traffic lanes and smart signals for buses. This would allow improvements for cyclists and pedestrians which could at last become world class.</p>	<p>Way roundabout and King Hedges crossroads.</p>
<p>11b</p>	<p>Barbara Taylor</p>	<p>My question concerns all the grass verges shown in the final concept design but I refer to one area as an example. I refer to Appendix A showing the final concept design and the cross section E-E, near Downham's Lane. Please see the two attachments. In the final concept design a tree lined avenue in grass verges is shown. At E-E: - a grass verge width of 1.7 meters on the outbound side (the current grass verge here is 2.3m, a loss of 0.6m) and</p>	<p>Officers confirm that the plans do provide for grass verges in the area highlighted, and furthermore along the extent of this section from Arbury Road to Kings Hedges Road.</p>

		<ul style="list-style-type: none">- a grass verge width of 1.5 meters on the inbound side (the current grass verge width is 2.7m, a loss of 1.2m). <p>According to TDAG's guidance (see item 5.18 under Landscape and Environment quoted below), these grass verge widths if less than 1.5 meters, means that the promised tree-lined avenue of trees will be in hard landscape and not grass verges.</p> <p>“Whilst the final concept design indicates areas of verge, some narrow areas may be hard landscaped where their width is less than 1.5 metre, in line with TDAG Guidance”</p> <p>According to these drawings, the width of grass verge on both sides of the road at E-E is just about viable. However, my concern is that the carriageway at E-E given here is 21 metres which is inconsistent with the 20.35 metres we have measured. This means 0.65 metres needs to be taken from somewhere.</p> <p>QUESTION Please can you confirm that there will be grass verges at the scheme's completion, as shown in this final concept design? It is important that when the public come to complete the Milton Road consultation questionnaire, that the visual and environmentally green image illustrated is accurate.</p>	
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<p>11c</p>	<p>Anne Hamill</p>	<p>In September 2016, in a letter to Cllrs Jocelyne Scutt and Roger Hickford, the Executive Board gave its ‘... support to an avenue of mature trees as a core design element along Milton Road, and also the provision of grass verges and planting ...’ However, there seems to be a contrary recommendation in the paper, ‘Milton Road: Bus, Cycling and Walking Improvements Preferred Option Design’ that accompanies item 11 of today’s agenda.</p> <p>Under ‘Landscape and the Environment’ at point 5.18, the text says: ‘As previously reported, it is planned to replant with semi-mature trees with a girth no larger than 16-18cm, which in size equates to 3-5m high.’ The words ‘no larger than’ offer a hostage to fortune as the actual girth would be at the discretion of the contractor appointed to carry out the work, and could be considerably less than that circumference, and still fulfil any contractual stipulation.</p> <p>So my question is: Will the Executive Board please stipulate that the girth of the trees is at least 16-18cm, so this will be the minimum rather than the maximum circumference size?</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>11d</p>	<p>Maureen Mace</p>	<p>The residents of Milton Road first heard of the plans to update Milton Road in November 2015. The engineering works may be finished in 2022, so for approximately seven years we have watched the plans change.</p> <p>Now they are coming close to the final design I would like to see some kind of artwork or artworks</p>	<p>Officers recommend exploring the concept of public art as part of the detailed design process.</p>

		<p>on Milton Road to celebrate the new designs paid for from the original budget of £23 million.</p> <p>This artwork should be chosen by the locals and appropriate advisors and could take the form of a sculpture where the residential area starts and/or could be in the form of some kind of seating areas, perhaps with metal figures (example below), at strategic points along the road such as at the Kings Hedges junction, outside the row of shops near Arbury Road and close to the library. Not only would this give a sense of continuity along the length of the road but would also be a place for locals to sit and talk.</p> <p>I have no idea how much something like this would cost but I do know it would bring a lot of pleasure to those who live, work and go about their daily business in the area.</p> <p>So my question is: Could a sum of money be allocated to artwork in the budget for Milton Road?</p>	
11e	Richard Cushing	<p>We have been informed that a benefit : cost analysis has been prepared for the Milton Road project, showing a very high figure. In July 2017, I asked at the GCP Assembly that reports of this nature should provide up-to-date information for:</p> <p>1 – The origin and destination of people who travel along the route; 2 – Present measured journey times correlated with modeled journey times throughout the day, for all days of the week, for motor vehicles,</p>	<p>The Strategic Outline Business Case that follows the transport analysis guidance as set out by WebTAG provides the basis for the benefits to cost ratio (BCR).</p> <p>The finalised business case document will be published in due course.</p>

		<p>cyclists, and walkers; 3 – Pollution levels presently and according to the model; 4 – A prediction of the immediate effect of implementing the changes, together with the prediction of the effect in 2031.</p> <p>The response was that information would be available following an ANPR survey. The survey lasted for only eight days, the sites chosen did not relate to any other survey, and analysis appears incomplete.</p> <p>The County used to publish monthly traffic data, but this ceased almost two years ago, in September 2016.</p> <p>In the past I have found information upon which the Milton Road project is based to be misleading and incomplete. Please will you supply the raw data, the assumptions upon which the analysis is based, and the complete computation of this benefit : cost analysis, relating it to earlier analyses?</p>	
For Agenda Item 13: Greenways			
13	James Littlewood of Cambridge Past, Present and Future	<p>Through correspondence with Mike Davies, we understand that proposals for Greenway “quick wins” include widening of paths, which will result in the loss of green verges. We would expect that a “greenway” project would mitigate for this loss of “green” by creating compensatory green habitats either on site or at a nearby location. This would inevitably increase the costs of the project.</p>	<p>The Quick Wins that have been identified are generally short sections of existing cycle routes that are predominantly within the highway boundary, in need of repair and resurfacing or localised widening.</p> <p>It is the intention of the Greenways project to ensure the routes are pleasant and attractive for all users and does, by utilising landscape architecture</p>

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	<p>Can the Board or relevant officers confirm whether their cost estimates for the quick wins include sufficient funding to pay for this mitigation and whether the intention is to provide such mitigation given that planning permission will not be required in most cases? If this work is NOT included in these figures, Cambridge Past, Present & Future would urge that this is done before any approval is given. In principle we support the concept of Greenways, but they should be genuinely green and we would expect them to result in net benefits of greenspace and biodiversity, not a loss.</p>	<p>resource, include mitigation and compensatory green habitats</p>
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