



4. Questions from Members of the Public (with answers)

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Questions for Agenda Item 6: Cambourne to Cambridge Better Public Transport Project			
	Questioner	Question	Answer
6a	Mal Schofield	<p>The Arup Report includes a Summary Position Paper. My question to the Board, once again, challenges the lack of an agreed integrated strategic overview covering the present and future transportation network. Please see Figure 4 Illustrative CAM concept (attached).</p> <p>Over 10 existing and permanent infrastructure elements are excluded. Additions already determined, include the new notion of "Metro Hubs".</p> <p>All Consultancy inputs should consistently reflect both what exists and what might well be added as critical components of a comprehensive infrastructure. It is the network that will deliver the meaningful modal shift towards alternatives to the car.</p> <p>Question. Have Arup delivered</p> <ol style="list-style-type: none"> 1. a useful and value for money insight 2. fully discharged their role and professional responsibilities as a "critical and intelligent friend"? 	<p>Arup were commissioned by the Combined Authority (CA), and a summary report was published and presented to the CA Board in October. Since its publication, the GCP has pursued an extended position paper, included as Appendix 2 to the Executive Board report, in order to share more detail with stakeholders.</p> <p>It would be for the CA, as the commissioning authority, to comment on the performance of Arup.</p>
6b	Carolyn Postgate	<p>Does the Board have the courage to draw back from making a terrible, costly and destructive mistake?</p> <p>Despite the vast amount of money, time and energy already spent promoting a predetermined off-road route, defined as the Specific Route Alignment, the case has not been made for the sacrifice of Madingley Hill, Coton</p>	<p>The Executive Board is not taking a decision on the route today. It is noting the work to date following the pause requested by the CA and agreeing to undertake further work, including a consultation, on the section out to Cambourne.</p> <p>The Cambourne to Cambridge paper, together with the City Access paper later in the agenda, outline proposals for an integrated public transport strategy for Greater Cambridge.</p>

		<p>and the West Fields for an unproven “greater good”.</p> <p>It will not fulfil any of the stated Project Objectives (see Agenda Public Reports Pack page 23, 7.3):</p> <p>It will not “achieve improved accessibility to support the economic growth of Greater Cambridge” since it does not link seamlessly to major places of employment.</p> <p>It will not “deliver a sustainable transport network/system that connects people between Cambourne and Cambridge along the A428/A1303” since there is no detailed plan for integration with a future transport network.</p> <p>It will not “contribute to enhanced quality of life, relieving congestion and improving air quality within the surrounding areas along the corridor and within Cambridge City Centre” since there is no guarantee that electric buses will work or that bus journeys will be affordable.</p> <p>Does the Board instead have the vision to create a public transport scheme directly linking Greater Cambridge’s new satellite settlements to their places of employment via a four-ways Girton interchange?</p>	<p>The Greater Cambridge Partnership Board will not agree a final route until autumn 2019. Until then, the GCP will continue to work with stakeholders as plans develop.</p>
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6c	Sara Godward	<p>The Matt McDonald report says that the proposed route is no nearer to properties than the existing bus route, which is factually incorrect, but it is anyway disingenuous to compare the impact of a slow-moving bus entering the village 3 times a day with a bus at high speed 9 times an hour. My young daughter wanted to come along today with her school friends but I have dissuaded her because I thought it would add to her distress. She has asked me to ask you why you are proposing a route so close to her bedroom that she will be able to touch the fence from her window. She is worried about the noise and the safety of buses travelling at high speed so close to her bedroom and wants to know if this is something you would be happy to inflict on your own children or other children you care about. The public has lost trust in the GCP because of the repeated gross misrepresentation of factual information, which includes a claim in a presentation last week that the off-road route is less detrimental to residential property than the on-road route.</p> <p>Why is the negative impact of potential routes on businesses considered in the report, and not the negative impact on residents?</p>	<p>The Executive Board is not taking a decision on the route today. It is noting the work to date following the pause requested by the CA and agreeing to undertake further work, including a consultation, on the section out to Cambourne.</p> <p>Each option has been assessed using a standard national transport appraisal approach. This approach considers both transport effectiveness, engineering and implementation costs, potential environmental effects and the overall economic/public benefits.</p> <p>Detailed plans for environmental design measures will be developed and taken forward with input from the local community.</p> <p>Any final route will need to undergo a full Environmental Impact Assessment which will need to demonstrate the overall impact of any scheme on the environment.</p> <p>Our project team continues to welcome views and contributions from stakeholders throughout development of plans for Phase 1 of the route.</p>
6d	Jane Renwick	<p>The off-road route from Madingley Roundabout to Grange Road is predicted to take 12 minutes. For passengers travelling onwards to the biomedical campus, the officers are suggesting a change to the U bus from Grange Road onwards to the biomedical campus. The U bus takes no less than 30 minutes (as per timetable) in peak hours from Grange Road to the biomedical campus, but, in reality it takes 35 to 40 minutes.</p>	<p>Significant existing unreliability exists for buses and general traffic using Madingley Hill. The Cambourne to Cambridge scheme seeks to address this by providing quicker, more reliable journeys through enhanced infrastructure.</p> <p>As well as schemes designed to improve travel into and out of Cambridge, the GCP is looking to significantly improve travel within the city. The GCP's City Access project is designed to reduce congestion in the city centre, improve public transport,</p>

		<p>Passengers disembarking from the off-road C2C bus will have to change buses and may be waiting up to 12 minutes. This mode of transport can therefore be expected to take an average of 12+30+6 =48 minutes, just from Madingley roundabout to the biomedical campus. This falls woefully short of the 30 minutes discussed in the joint assembly as the journey time needed to encourage a modal shift.</p> <p>Given that the GCP is aiming for a journey time of 30 minutes from Cambourne to the biomedical campus, can the GCP explain how the off road solution from Madingley roundabout to Grange Road is going to achieve this?</p>	<p>cycling and walking, and significantly improve air quality in Cambridge.</p> <p>The Executive Board is today reviewing options for improving public transport and managing demand for road space. In our Big Conversation, held last year, congestion on the road and the cost, reliability and access to public transport were identified as the biggest challenges people faced</p> <p>Together, infrastructure schemes like Cambourne to Cambridge and development of the City Access package will deliver the improvements necessary to significantly enhance local public transport services, including better journey times and greater reliability.</p>
6e	Marilyn Treacy	<p>The Historic England reports states “To conclude, we consider that all three potential routes and their sub-options are likely to cause harm to heritage significance, either to the American Military Cemetery or to the significance of the village of Coton.” These conclusions have been misrepresented in the item 6 papers for this meeting and in recent GCP presentations, implying in many places that the on road solutions are more damaging than the off-road solution when in fact all three are harmful to the environment. It seems that no segregated route via Madingley Mulch will be acceptable.</p> <p>We therefore have to ask “What evidence is there that a “northern” alignment (via the Girton Interchange) for an off-road route is not</p>	<p>A summary Arup report, as commissioned by the Combined Authority was published and presented to the CA Board in October. Since its publication, the GCP has pursued an extended position paper, included as Appendix 2 to the Executive Board report, in order to share more detail with stakeholders.</p>

		feasible?" We are told that this evidence is in the full Arup report. Could the GCP please tell us the date when this Arup report was completed and published and provide us with a copy?	
6f	Allan Treacy	I refer to the Mott Macdonald Cambourne to Cambridge Better Public Transport Project Interim Report dated November 2018. Figure 12 on page 45 shows the "monetised benefit for full segregated option Cambourne to Cambridge versus full on-road option." The benefit for the off-road option is shown to be £680 million compared to £140 million for the on-road option. Will the GCP please instruct Mott Macdonald to publish, in full, the assumptions and data underlying these calculations?	Yes. This information is available online at Cambourne to Cambridge section of the GCP website; http://www.greatercambridge.org.uk/cambournetocambridge
6g	Roger Tomlinson	As I understand it, there is a legal requirement that when the scheme for a Cambourne to Cambridge Busway is put out to statutory consultation under government regulations, it is necessary for there to be an alternative low cost option that meets the objectives. This was confirmed to the Local Liaison Forum by the previous Transport Director Chris Tunstall in December 2017, who also confirmed that the LLF Technical Group would be involved in developing the low cost option, then presumed to be on-road. It appears that to meet the Mayor of the Combined Authority's requirement for a	There is no 'legal requirement' to consult on a 'low cost option' as part of the statutory consents process The business case assessment is based on guidance issued by the DfT. Guidance recommends that in reaching a final option, a lower cost alternative is also assessed. The project group is working on the optimised on-road option as the low cost option. The LLF technical group was involved in workshops on the optimised and on road options held in February/March. The project group would be happy to continue those discussions with the technical group.

		<p>segregated scheme that is capable of operating as, or converting to, the “Metro”, that it is necessary for the low cost option also to be segregated, and therefore also off-road. The report from Transport Director Peter Blake appears to be exclusively about the officers’ preferred off-road high-cost route. Note that the LLF has not been involved in the so-called “optimised” on-road option, for which many of the proposals were rejected at the public workshops.</p> <p>Please explain what route the officers are working on as the low cost option for the statutory consultation?</p>	
6h	Stephen Coates	<p>Why has the GCP chosen a route through the West Fields when</p> <p>(a) there were better alternatives that did not harm this very sensitive area of greenbelt (b) when the main route is through the West Cambridge Site (c) when James Palmer’s metro scheme will involve a tunnel from the West Cambridge Site making this route redundant (d) when both the High Court in 2008 and LDA Design have said this area of greenbelt is critical for the historic city (e) when this route does not as you claim “go around the West Fields” but causes significant damage to its most important and sensitive section - the fields either side of Bin Brook behind the Rugby Club (f) when this route creates potential flood risk for Gough Way which has already flooded</p>	<p>The Executive Board is not taking a decision on the route today. It is noting the work to date following the pause requested by the CA and agreeing to undertake further work, including a consultation, on the section out to Cambourne.</p> <p>Each option has been assessed using a standard national transport appraisal approach. This approach considers both transport effectiveness, engineering and implementation costs, potential environmental effects and the overall economic/public benefits.</p> <p>Detailed plans for environmental design measures will be developed and taken forward with input from the local community.</p> <p>Any final route will need to undergo a full Environmental Impact Assessment which will need to demonstrate the overall impact of any scheme on the environment.</p> <p>A Strategic Business Case for the Cambridgeshire Autonomous</p>

		<p>numerous times with existing arrangements?</p>	<p>Metro will be presented to the CPCA Board in early 2019. As proposals are developed, the GCP will continue to collaborate with CPCA to align plans and routing proposals.</p> <p>The reasons for the Specific Route Alignment (SRA) are set out in the report. These reasons are based on a range of transport and environmental criteria.</p> <p>Early design work has been carried out looking at the flood levels and issues. Work to date indicates that this would not require a significant engineering requirement, and can be achieved with relatively moderate design and mitigation measures.</p> <p>As part of the consent process undertaken, and subject to a GCP Executive Board decision in Oct 2019, a Flood Risk Assessment (FRA) is required to support the planning process and to be considered in the Environmental Impact Assessment, which is scrutinised for consent by the Environment Agency and the Local Authority responsible for drainage.</p>
6i	<p>James Littlewood, Cambridge Past, Present and Future</p>	<p>1. Following a presentation by officers and their consultant at the recent LLF it seems that has been a significant breakdown in trust between the community and GCP officers (as represented by most of the LLF and community groups such as Cambridge PPF and the National Trust). This relationship seems to becoming increasingly acrimonious and could potentially last for several years with likely legal challenges and fights through the planning system. The breakdown is due to officer's preference for the off-road route leading to some bias in their reports, to the extent that the community no longer believes much of what they are being told. This is not healthy for the community and I</p>	<p>1) The work undertaken as part of the project planning will continue to be compliant with standards set out in the governments Transport Assessment Guidance and the GCP uses specialist consultants to provide objective professional advice using these accepted standards and criteria. All information collected by the project on the range of impacts will continue to be published and made available for independent scrutiny.</p> <p>Consultants appointed by the Cambridgeshire and Peterborough Combined Authority have reviewed the Cambourne to Cambridge scheme and considered the work to date robust.</p> <p>The Executive Board takes advice from the GCP Assembly</p>

	<p>would also be concerned, as politicians, as to the information you are receiving. At the last LLF it was recommended to establish an expert panel that is independent of the community, officers and politicians in order to restore trust in the system. The community could have faith that what they are being told is correct – and if it is not correct, then as politicians you can act accordingly. A panel might only need to consist of 2-3 people (transport economist/transport planner/environment&heritage) and need only review the evidence and reports produced by officers and their consultants. In other words, they need not attend meetings and get involved in any discussions, although that might also be helpful. Will the Exec Board consider establishing an independent expert panel for this scheme?</p> <p>2. At the LLF, Mott Macdonald made much of the response of Historic England to the two options. However, now having now seen the responses of both Historic and Natural England it is clear that the landscape between Coton and Madingley Hill is significantly important and that any scheme through it will be damaging. These responses add further weight to the argument that an alternative scheme via the Girton Interchange could avoid this harm. At the LLF we requested to see the evidence base showing why such an alternative had been ruled out and we are still waiting to see this. Please will the GCP Board keep the option of this alternative on the table at this stage in order to avoid harm to one of Cambridge’s most important landscape areas?</p>	<p>which offers robust overview and scrutiny of the work undertaken.</p> <p>The business case itself would, if agreed, form part of the background to any statutory consents procedure, which would require examination in public and determination by an independent inspector, appointed by the Secretary of State of Transport.</p> <p>2) Work by both the GCP and Cambridgeshire and Peterborough Combined Authority has identified that a route via Girton would be less direct, have high environmental impacts and would have a strong dependency on external factors around an upgrade of the Girton interchange by Highways England. The GCP has written to Highways England and had a number of meetings regarding the future of Girton Interchange. We understand that improvements to this junction are unlikely to be a priority for the National Network over their next strategy period.</p> <p>Following the LLF and GCP Joint Assembly on 15, we have asked our consultants to revisit the previous review of the Girton interchange routing and we will provide that information in due course.</p>
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Questions for Agenda Item 8: Histon Road			
	Questioner	Question	Answer
8a	Lilian Rundblad, Vice Chair Histon Road Local Liaison Forum, Chair HRARA	The Histon Road Area Resident’s Association requests the Greater Cambridge Partnership Executive Board to ask the GCP project team to prepare a revised road scheme based on a two-lane carriageway with bypass Bus Stops and enlarged space for walking and cycling between Kings Hedges Road and Carisbrooke Road to be presented to the GCP Executive Board on 6 December 2018.	<p>The project objectives set out the requirement to provide bus priority measures on Histon Road which are achieved by including the proposed length of bus lane.</p> <p>The inclusion of this bus lane was supported in the last consultation.</p>
8b	Lilian Rundblad, Vice Chair Histon Road Local Liaison Forum, Chair HRARA	<p>Warwick Road / Histon Road Junction – Cycling Safety for Schoolchildren</p> <p>The new design for Gilbert Road/Histon Road/Warwick Road Junction was well received at the HRLLF meeting and the work of the Officers agreed. However, on my question regarding off-road cycle lane for the schoolchildren on Warwick Road from Histon Road to the Mayfield School reception area, the answer was “it is outside the scope”.</p> <p>The representatives for Mayfield School are positive to the off-road cycle lane. There are already designs in the present Histon Road Final Scheme which are “outside the scope”.</p> <p>Histon Road Area Residents’ Association HRARA requests the Greater Cambridge Partnership Executive Board to direct the officers to incorporate into the present scheme for the Gilbert Road/Histon Road/Warwick Road Junction, an extension of the off-road</p>	<p>The request is beyond the scope of the Histon Road project.</p> <p>Officers will explore other possible avenues of delivery and report back to the Residents’ Association.</p>

		<p>cycle lanes on Warwick Road to the Mayfield School reception area on Carisbrooke Road.</p>	
<p>8c</p>	<p>Lilian Rundblad, Vice Chair Histon Road Local Liaison Forum, Chair HRARA</p>	<p>Carisbrooke Road Junction and Signalized Pedestrian Crossing The design for the above area was shortly discussed at the HRLLF on November 26th and raised safety questions from the forum as details were difficult to envisage from the drawings:</p> <ol style="list-style-type: none"> 1. The inbound Bus-lane and car-lane ends in the middle of the road junction, just in front of the new signalized pedestrian crossing; 2. No landscaping has been designed for the outbound floating bus stop in the same area as the pedestrian crossing, although it includes loss of trees and greenery; 3. The new road to the planned residential housing area “Squash Court Road” and the cycle and pedestrian lanes from the Darwin Green development were not included in the design, the road connects to Histon Road just north of the Carisbrooke Road junction. 4. In the supplement to the GCP Executive Board meeting 6th December, point 5.15 is stated: “length of inbound bus lane extending from Blackhall Road to a point 40m south of Carisbrooke Road” thus the bus lane will run through the new pedestrian crossing towards Borrowdale bus stop. In 5.11” requires 	<p>The termination point of the bus lane has been designed to allow the merging point to take place in advance of the pedestrian crossing. This arrangement is subject to full safety audit, comments from this audit will be considered by the design team.</p> <p>The landscape proposals for Histon Road were well received at the LLF workshop on 8th October. Following approval of these concepts the project team would look to develop the landscape designs. This will include landscaping along the length of Histon Road as well as the specific landscaping areas that are identified in the appendix to the Board Report.</p>

		<p>the proposed bus lane to be shortened slightly”.</p> <p>5. Consider mitigation at the Roseford Road Junction to reduce rat runs.</p> <p>The Histon Road Area Residents’ Association HRRRA requests The Greater Cambridge Partnership Executive Board to direct the officers</p> <ul style="list-style-type: none"> a. to shorten the length of the bus lane and the car lane to be merged well before the new pedestrian crossing and the Carisbrooke Road Junction/Squash Court Road exit, b. in cooperation with the landscape designer, prepare a design for the floating bus stop area and the new pedestrian crossing by Carisbrooke Road in consultation with the residents as replacement for the loss of trees and greens. 	
8d	<p>Anna Crutchley from Benson Area Residents Association (BenRA)</p>	<p>Parking on Histon Road The south end of Histon Road is a residential area where c. 100 houses front onto the street. The proposed removal of parking will create significant problems for local residents, who will be required to compete for spaces on Canterbury and its neighbouring streets. So far, BenRA has not been given any answers, as to how the logistical problems the removal of parking will be solved. For example:</p> <ul style="list-style-type: none"> a Carers Some residents on Histon Road have twice daily 	<p>Given the proposed removal of Residents Parking and Pay and Display parking along the southern end of Histon Road, the project team have considered the issue of short term parking along this section. The feedback gathered from consultation has informed the proposal.</p> <p>Q1 It is proposed to retain pay and display parking bays near to Cranwell Court. The parking bay opposite the ATS garage will be converted to pay and display, and pay and display bays will be created in Lindon Close. This provision should provide the ability for short term parking within an approximate 2-3 minute walk from all properties located in this section of Histon Road.</p>

		<p>visits from carers. For example, one elderly resident lives alone and suffers from dementia. Time spent with her by her carer is vital, and very limited. This will be curtailed as the carer spends time looking for a parking space and then having to walk back and forth from the space to her house. This could take up to 14 minutes both at the beginning and the end of her visit, significantly reducing the time spent with her client.</p> <p>b Deliveries/passenger loading and unloading Residents and businesses will need facilities for deliveries, loading and unloading passengers, goods, visitors, taxis, builders, and so on.</p> <p>New pay and display spaces (at this stage we do not know how many) will be made available on Linden Close. These are likely to be filled by customers at Domino’s Pizza. However, there is no guarantee of enough spaces for other local businesses such as Headlines, the Beauty Den, Sam’s Nail Parlour and the curry restaurant.</p> <p>Q1. Is the Executive Board going to consider part-time parking out of peak hours?</p> <p>Q2. What provision will be made for residents’ deliveries, loading/unloading/carers/ taxis/ on Histon Road?</p> <p>Q3. Taking into consideration that the cycle lanes will be advisory, and that 2 buses or HGVs passing each other in opposite directions will have to traverse the cycle lanes in order to</p>	<p>Q2 The advisory cycle lanes in this southern section of Histon Road will have double yellow lines with additional loading/unloading restrictions for peak times. Outside peak time is legal to stop on double yellow lines for the purpose of dropping off, loading and unloading.</p> <p>Q3 Traversing of the advisory cycle lanes will only occur when HGV or Buses are passing each other. When this occurs bus/HGV drivers will need to give way to the cyclists in the cycle lane at the point of passing. In comparison the Pay and Display bays along Histon Road would cause permanent disruption to the cycle lane.</p> <p>It is therefore considered a safer and more appropriate option to provide the more permanent pay and display bays in the locations detailed above.</p>
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		<p>pass, that vehicles will traverse the cycle lanes to load/unload/drop off, and thereby already compromise cyclists' safety, what is the safety argument against having several well-separated pay and display bays with 2 hour parking restrictions along Histon Road?</p>	
8e	Matthew Danish of Camcycle	<p>The LLF has passed a resolution for pedestrian priority at side roads. We believe this is best provided by continuous footways that send an unambiguous reminder of Highway Code rules 170 and 206 to all road users. A generously-sized raised table crossing at the level of the pavement is especially important for slowing down turning motorists and cyclists, just to give pedestrians a chance. But in the proposals before you, only 1 of the 16 uncontrolled junctions will provide true pedestrian priority. The project team has offered some explanations for not providing these features at every side road. But we still believe that it is possible because we can find examples of pedestrian priority side road junction treatments in all kinds of cases around the country (and the world). Narrow and busy junctions are precisely where you need speed-reducing measures to slow down turning traffic. Would you direct the officers to include pedestrian priority measures at all uncontrolled side road junctions as they take the scheme into detailed design?</p> <p>The Victoria Road junction remains an unsatisfactory design. The popular protected cycleways are all gone. The floating bus stop has been replaced by car parking. The Histon Road crossing is pushed too far north. A loading bay</p>	<p>It is proposed that all but one of the minor side roads (Linden Close) along the length of Histon Road will include raised table treatments in order to provide improved priority for pedestrians.</p> <p>Q1 It is not recommended that raised tables or continuous footway are used at the larger side roads (Windsor Road and the Entrance to Aldi/Iceland). These roads experience a wide range of users including large delivery trucks, which make the use of raised tables less suitable.</p> <p>Q2 The scheme provides improvements for pedestrians, cyclist, and public transport users while also balancing such requirements.</p> <p>The aim is to provide 1.8m footways where possible and only deviate below this for very short lengths at pinch points.</p>

		<p>will block a cycle lane even though the shop in question has a rear loading access they could use instead. Some of these issues are more easily fixed than others, like removing the loading bay from the cycle lane, but we would like to see all these issues resolved.</p> <p>Draft work on business cases for recent road schemes has shown that the vast majority of the benefits come from walking and cycling improvements alone. Along Histon Road, the southernmost 160 metres of the proposed bus lane pinches the footway down to an intolerable 1.4m near Roseford Road. This is obviously dangerous for pedestrians. It is also dangerous for people cycling because drivers must emerge from nearly-blind driveways into the cycle lane.</p> <p>Would you direct the officers to ensure that the footways and cycle lanes are of safe and ample width, in this case by replacing the problematic southernmost third of the proposed bus lane, in order to increase the overall benefits of the scheme and fix dangerous conditions for walking and cycling?</p>	
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