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**Public Questions and Responses GCP Executive Board meeting 20 March
2019**

**PAGES
1 - 4**

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No	Questioner	Question	Answer
Questions for Agenda Item 8: Bus, Cycling and Walking Improvements			
	<p>Lilian Rundblad, Chair Histon Road Area Residents Association (HRARA)</p>	<p>The Greater Cambridge Partnership supported and part-funded the Smart Cambridge project. It sought to collect and analyse air quality monitoring data from across the city using innovative sensing stations developed with the University of Cambridge Chemistry Department. The “Smart City” data collection platform already exists and measurements could be made publicly available.</p> <p>HRARA supports the proposal that monitors be placed at two or three locations along Milton Road to compare results before, during and after the construction phase. HRARA supports this proposal because an objective of the Milton Road Project is to improve air quality, and the air quality of Milton Road affects the surrounding roads including Histon Road.</p> <p>HRARA further observes that, similarly, one of the objectives of the Histon Road project is to improve air quality and air quality of Histon Road. This affects the surrounding roads including Milton Road. It would make sense for monitors to be placed at two or three locations along Histon Road to compare results before, during and after the construction phase. This will complement the Milton Road Project and impact directly upon it.</p> <p>HRARA requests that in recognising the objective to improve air quality is an aim of the Milton Road Project and the air quality of Milton Road and Histon Road are directly linked, the Greater Cambridge Partnership directs the Milton Road Project Manager to implement the proposal that monitors be placed at two or three locations along Milton Road and further directs the Histon Road Project Manager similarly effect plans for air quality monitoring for Histon Road before, during and after the construction phase and ensure budget for this purpose.</p> <p>Furthermore, could the data be displayed and made easily available to the public?</p>	<p>The project manager is exploring options for assessing and displaying air quality measurements on Milton Road as per an undertaking given at the recent Joint Assembly meeting. We will extend this commitment to cover the Histon Road scheme.</p> <p>The Smart Cambridge Project Team has provided some examples of how these measurements can be integrated into a roadside display and we are working with them to develop a viable proposition.</p>

20th March 2019 Greater Cambridge Partnership Executive Board – Public Questions

8b	Maureen Mace	<p>I would like to thank the officers for listening to the residents who travel on foot and by cycle in the area and for making their journeys much safer.</p> <p>However, I am unclear about what actually happens near the crossings. For example, there is a designated cycle route from Ramsden Square to Kendal Way. This means cyclists would either have to go the wrong way along the cycle path or proceed down the pavement to get to the crossing opposite Kendal Way. Also at this crossing, many children from East Chesterton cross here to go to school at the North Academy via Woodhead Drive, again they will be against the flow.</p> <p>Will there be two way cycling at this and similar points where there are crossings along the road and if so will the cycleway be wider to accommodate this?</p>	<p>The scheme looks to provide a one way segregated cycle path on either side of the road. Along some parts of Milton Road where a crossing is very close to a side road (typically less than 10 – 15 metres), it will be beneficial to offer a very short two way section of cycle lane, to facilitate cycle movements from the side road to the crossing.</p> <p>The current plans do not include such a feature in the vicinity of the crossing near to Kendal Way but officers will explore this as part of the detailed design.</p> <p>It is not planned to implement a two way cycle lane for the longer section between Woodhead Drive and Ramsden Square.</p>
<p>Question for Agenda Item 10: Cambridge Biomedical Campus Transport Needs Review</p>			
10a	Jim Chisholm	<p>In 2011 there was a report to the Cambridge Area Joint Committee about an area wide parking plan for South Cambridge. Little progress been made.</p> <p>A telling phrase in that report is: <i>“Over time the Park and Ride sites have become increasingly important as a means of accessing the hospital, which is now impacting on its key role of facilitating access to the city centre”</i></p> <p>Today’s reports on the CBC seem to have forgotten that key role of P&R, and suggest spending tens of millions on expanding P&R as free facilities for the CBC. Is that not a conflict with possible ‘Workplace Charging’?</p> <p>The real solution is the Cambridge South station rendering such P&R facilities as redundant and unsustainable, but interim solutions are available.</p> <p>Sustainable solutions such ‘turn up and go’ buses to serve the CBC could be provided. These are being trialled from Papworth, but hardly turn up and go.</p>	<p>The study is clear that Park and Ride does have a role to play in trips to and from the Campus, reflecting the poly-centric nature of Greater Cambridge. It is part of a wider package of measures required to manage traffic around the site.</p> <p>I would entirely concur with the assessment of Cambridge South Station, it is transformational in terms of accessing the site, albeit a wider package of measures is still required. The report makes that clear and provides a real sense of urgency to deliver the project.</p> <p>I also agree with the importance placed upon improving local bus services, but do not concur that significantly improving bus provision is an easy win. Transformational enhancements to local bus services require significant revenue support and a tangible reduction in general traffic. Both are significant undertakings.</p>

20th March 2019 Greater Cambridge Partnership Executive Board – Public Questions

		<p>We need more buses on the A10, A1301, & A1307. Have these been costed? They could be supported not only by CBC, but also other big employers.</p> <p>That should create a win-win for operators and passengers. Many drive just a few miles to a P&R yet have a nearby bus stop. Make the buses frequent and reliable and the customers will come! That would free P&R for more appropriate use.</p> <p>This does need also needs, easy to achieve, ‘inbound flow control’ on radials, such that buses by-pass queues of private car traffic.</p> <p>Why have we not done these ‘easy wins’ of traffic regulation and better buses already?</p> <p>Can the GCP publish a matrix of car trips to CBC & P&R sites showing trips easily captured by an improved bus service?</p>	<p>The Choices for Better Journeys engagement exercise, which runs till the end of the month, considers in detail the options available to significantly improve local public transport services. I would encourage Jim and the wider Greater Cambridge community to let us know their views on the alternatives.</p>
10b	Sam Davies	<p>The findings of the <i>Cambridge Biomedical Campus Transport Needs Review</i> should not have come as a surprise to members of this Board, the Joint Assembly or indeed any elected members in the Greater Cambridge area. It certainly came as no surprise to residents, myself included, who have been lobbying vigorously on the need for urgent action for over a decade.</p> <p>As you know, what the <i>Review</i> describes is a network, already operating at almost full capacity, which faces the prospect of 30-40% traffic growth in the next five years, and then a similar further increase to 2031, leading to a forecast of 67,500 daily trips to the Campus by the end of that period. This prospect was rightly described by members of the Joint Assembly as “scary,” a view shared by the staff, patients and visitors who need to access the Campus, and by local residents concerned at the impact on their quality of life.</p> <p>Given this context, I have two questions for Board this afternoon.</p>	<p>The Greater Cambridge Partnership undertook the Cambridge Biomedical Campus Transport Needs Review to paint a picture of the transport and travel issues associated with the campus both now and into the future.</p> <p>The study also sought to produce recommendations on how to tackle the transport issues associated with the site. The report confirmed the need to deliver the GCP’s current infrastructure programme and the Cambridge South Station. In addition a wide-ranging package of further measures are proposed that GCP / Campus Partners / Local Authorities and others should consider delivering to address local traffic and travel issues.</p> <p>The Board report recommendations seek to deliver an action plan to address the points raised by the questioner – this will focus upon short and medium term improvements recommended by the study. The Board will also seek to receive</p>

20th March 2019 Greater Cambridge Partnership Executive Board – Public Questions

	<p>The first concerns the 47 short-term interventions identified in the <i>Review</i>. Given the multiple stakeholders on the Campus, how does the GCP propose to convert these suggested interventions into distinct funded actions, with identified accountability and appropriate monitoring processes, delivered within an acceptable timeframe?</p> <p>The second concerns the longer-term prognosis. The <i>Review</i> emphasises the critical game-changing importance of Cambridge South Station. Can the Board explain what the GCP’s fall-back plan for maintaining access to the Campus is if Cambridge South Station does not open in 2023 as forecast in the <i>Review</i>, but instead at a later date, consistent with Network Rail’s estimate of 2025 or the Combined Authority’s recently published press release suggesting opening in 2027?</p>	<p>a further report on the action plan development at a future meeting.</p> <p>The opening date for the Cambridge South Station in the report is 2024 in line with Network Rail delivery timetable.</p> <p>Transformational enhancements to local bus services require significant revenue support and a tangible reduction in general traffic. Both are significant undertakings.</p> <p>The Choices for Better Journey’s engagement exercise, which runs till the end of the month, considers in detail the options available to significantly improve local public transport services. I would encourage Jim and the wider Greater Cambridge community to let us know their view on the alternatives.</p>
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