

Questions to Greater Cambridge Partnership Executive Board

- 22 November 2017

Questions under Agenda Item 7: Western Orbital

Question 7a from Janet Lockwood

I agree with the need to persuade as many people as possible to use public transport rather than private car to Cambridge destinations.

Please would the Board consider changing its basic plan from bus to the more sustainable train where-ever possible? - that is, away from Park and Ride sites near the City to rail stations further out?

It is clear from the Assembly vote that opinion is completely divided over Recommendation 1.

Before preparing a Full Outline business case for 2000 new Park and Ride spaces near junction 11 for which there is no site without significant harm - please would the Board investigate other options, particularly rail which I think is a late starter in these studies?

Question 7b from Jane Ward, Chair of Hauxton Parish Council

I am most concerned that there has been insufficient modelling of the traffic flow along the A10 from Foxton through Harston to junction 11 of the M11. In particular has a survey been done of the peak time A10 traffic through Harston to the junction 11 roundabout? Has modelling been done to show the effects on the A10 when the new Hauxton Meadows exit opens? Have the possible impacts on this traffic by a new P&R been assessed?

I believe all these will have a severely detrimental impact on the flow of traffic along the A10 through Harston, plus, there is a great chance that commuters living in Barrington and Haslingfield may also decide to make use of this P&R rather than the Maddingley P&R attracting even more traffic along the A10.

Please would the Board not rush into making a hasty decision and consider all the above points?

Question 7c from Sunanda Bilur

My name is Sunanda and working in Addenbrookes hospital.

My question: is there any direct transportation from Cambourne to Biomedical Campus (Addenbrooke's or Rosie Hospital)?

Please note that Papworth is going to move to Biomedical Campus.

So many people from Cambourne and surrounding village people will work in the hospital and have their appointments.

Direct Bus facility will be more beneficial to all.

So, everyone no need to take the car.

Please consider the request and do the needful.

Questions under Agenda Item 9: Quarterly Progress Report

Question 9a from Edward Leigh

Park & Ride parking charges

The Economy & Environment Committee received a report from officers in February 2017 that set out clearly why forfeiting £1.2m/year of income is inadvisable.

The £0.53m/year with which the Board could decide to compensate the County Council will not create any new bus services; it will not extend services that currently end too early; it will not increase the frequency of any services; and it will not make bus services more affordable. So, I ask the Board:

1. Where is the analysis showing that removing the P7 R parking charge is a more cost effective use of public funds than, say, subsidising extensions to P&R and rural bus services?
2. Where is the social impact analysis – in particular recognising that P&R competes with rural bus services, on which our poorest and least able citizens depend?
3. By how much is peak-time traffic forecast to reduce as a result of this intervention, (at one and two sigma confidence levels)?
4. For how many years is GCP proposing to subsidise parking at more than £0.5m/year? Why is this not stated in the background paper?
5. Will the Board confirm whether overnight parking will still be charged at £10/night?

How confident is the Board that this decision will withstand judicial review?

Question 9b from Dr Ashley Easter

I am a former resident of Cambridge, now living in Royston, and I cycle between the two frequently as well as to my place of work in Melbourn (AstraZeneca, in future at Addenbrooke's). This last June on the A10 near Melbourn (where there is no cycleway) I was struck by a car, luckily escaping with only moderate injuries.

After the accident, whilst using the excellent cycleway from Melbourn to reach my Physio in Cambridge, it struck me that despite the hard work by a number of councillors, volunteers and local bodies, as well as detailed plans being in place, commitment for the final stretch was still uncertain.

Please can the Greater Cambridge Partnership do everything in their power to complete the Cambridgeshire part of the A10 cycleway scheme, extending the existing cycleway from Melbourn to Royston, before anyone is more seriously hurt?

Question 9c from Sambor Czarnawski-Iliev

Hello all! I am Sambor, a Year 9 student from Melbourn Village College. Last May I got involved with the A10 cycling campaign, and began a survey which was completed by 62 students, to find out how much support there is for cycling to school.

The results were pleasing, as you can see on the sheet we've given out. The survey also showed that the lack of a safe route for cyclists along the A10 between Royston and Melbourn hindered quite a few students from being able to cycle to school. I am here to ask for your support in funding that path. I would be delighted in also giving you a first-hand tour of the route.

The College itself has dozens of students from Royston. This number has been increasing at an ever-faster rate over the last few years, and with the planned housing developments, it's bound to keep increasing. Most of the ones I know will be glad to use such a path.

My whole family travels by bike, virtually all the time, virtually everywhere. A path like this will open up a much-needed link between Hertfordshire and Cambridgeshire.

Question 9d from Cllr Susan van de Ven

With a modest investment, the final link in the Cambridge-Royston cycle scheme could be quickly completed within the GCP Tranche 1 timeframe. The two-mile Melbourn-Royston link needs a path in Cambridgeshire and a bridge in Hertfordshire.

This is a shovel-ready project that would deliver significant economic benefits, and make a substantial contribution to reducing reliance on the private car for travel to key areas of employment in Cambridge and along the A10 corridor from Royston. It will maximise the benefits of the investments in this route already made by GCP. Because it has the potential to be delivered within the existing GCP funding period, it can demonstrate real progress on innovative, economically led schemes to Government.

Today, I am here to ask for your support just for the path in Cambridgeshire. This has been costed at £1 million. While Cambridgeshire County Council has no funding to offer, the GCP is ideally placed to make this happen.

You will want to know what's happening on the Hertfordshire side for bridge funding. Following the LEP's indication of support on a collaborative basis, Herts County and Royston Town Councils, local businesses including AstraZeneca, and many small private donations are coming together to create a funding package.

That this overall effort has persisted for so long is really down to commuters who want to leave their cars at home. As the owner of Melbourn Science Park said to the GCP Board last year, this sustainable transport link will not only alleviate pressures on Science Park parking, but will allow the creation of more jobs.

So, today we are asking the Board to get fully behind the project, by proposing that the GCP commit the necessary funds to complete the Cambridgeshire portion of the scheme.

Question 9e from Dr Michael Prior-Jones

The Quarterly Report notes that the Shepreth to Melbourn section of the A10 Cambridge-Royston cycle route opened in March, and came in slightly under budget. I would like to thank the board for funding this part of the route, and ask them to seriously consider funding the proposed path from the south end of Melbourn to the A505. This would be as part of a package with a bridge over the A505 to Royston, with funding from several other agencies and private businesses. The total cost of the project is estimated at £2.5m.

I work at a firm on the Melbourn Science Park. I have around 25 colleagues living in Royston, who make the two mile journey to work by car because it is not safe to cross the A505 - and there are plenty more working in the other businesses on the park. Our business is expanding and we are creating more jobs in Melbourn. The high cost of housing in Cambridge and South Cambs means that even young professionals on good salaries are struggling to buy homes in Cambridgeshire. More of our staff are choosing to live in Royston, where housing is fractionally cheaper, and the lack of safe routes to walk or cycle to work means that we are generating a lot of short-journey commute traffic and demand for car parking on our site.

It reflects poorly on the structure of our local government institutions that the county boundary causes so many issues with the funding. I would urge the board to support this proposed scheme, and find ways to resolve the issues over the border with Hertfordshire, because it will help us create jobs, retain staff, and produce a better quality of life and health for both our staff and the wider community.