

**CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY – (14th July 2021)**

**PUBLIC QUESTIONS**

<b>No.</b>	<b>Question from:</b>	<b>Question to:</b>	<b>Accepted / Rejected &amp; Reason</b>	<b>Question</b>
1.	Mrs Sarah Lambert	Mayor Dr Nik Johnson	Accepted	<p>What will the CPCA/CCC do to rectify the dangerous situation it has created by funding/designing/constructing the A10/A142 BP roundabout scheme last year, despite all three road safety audit which made it clear that this would make it harder and more dangerous for pedestrians and cyclists to cross the A10?</p> <p>Were the increased risks to vulnerable road users highlighted to Members/Cllrs of CPCA/CCC when decisions were made about the scheme through the political process? If not why not?</p> <p>How are the CPCA/CCC going to resolve the dangerous situation in the short term?</p> <p>Given that it is over a year since Local Transport Note LTN (1/20) was published, why have neither CPCA/CCC adopted this note and make it clear that all schemes need to meet this standard? It is noted that other Local Authorities have adopted this and that this guidance would prevent similar situations arising again</p>
	<b>Response from:</b>	<b>Response to:</b>		<b>Response</b>
	Mayor Dr Nik Johnson	Mrs Sarah Lambert		<p>The BP scheme was a historic developer planning obligation, which the CA/CCC supported the delivery of. Due process was followed in terms of (i) safety audit to identify all potential risks, (ii) review of how risks could be practically addressed within the parameters of the project, (iii) designers response agreed. In this case it was not possible to incorporate NMU measures, though it was recognised that capacity and NMU permeability should be revisited as part of the strategic solution work.</p> <p>There was a commitment at the 14 July Transport and Infrastructure Committee for Combined Authority and Cambridgeshire County Council officers to work collaboratively on this very location and this is underway, a report as promised will follow.</p> <p>The combined authority is challenging all its current Transport and Infrastructure schemes to meet the LTN 120 and Gearchange policy standards and in fact the Lancaster Way roundabout which followed the A10/A142 Roundabout did following consultation have additional pedestrian and cycling facility</p>

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