

CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY – (29th April 2020)

PUBLIC QUESTIONS

No.	Question from:	Question to:	Question
1.	Camcycle	Mayor James Palmer	<p>Camcycle is a volunteer-led charity with over 1,450 members that works for more, better and safer general-purpose cycling for all ages and abilities in the Cambridge region.</p> <p>We read agenda item 2.1 with interest since it pertains directly to the current crisis. However, we were disappointed to find only minimal mention of cycling, and nothing about it being a vital means of transport for essential journeys, particularly for key workers.</p> <p>Cities as diverse as Auckland, Bogotá, Berlin, Milan, Paris and Oakland are all installing temporary infrastructure to ensure that people cycling and walking can maintain safe physical distancing while also being protected from motor traffic. Towns and cities in Cambridgeshire and Peterborough should be on this list too, as global leaders in sustainable transport.</p> <p>Most of our members live in Cambridge and South Cambridgeshire, where we have seen a sharp reduction in motor traffic and consequent improvement in air quality. However, the empty car lanes have incited a corresponding increase in excessive speeding, which still leaves many people afraid to walk or cycle in spite of there being more room for them.</p> <p>We are concerned that as the months press on, many people will turn to driving in order to avoid public transport. Congestion and air pollution will worsen again, and roads will become more dangerous for cycling and walking. The consequence would be an unnecessary burden on the NHS, and it would potentially undermine the future of the CAM programme of integrated transport.</p> <p>Therefore, we ask: what steps will the Combined Authority take to reallocate space to enable and encourage cycling and walking during the pandemic period? This is vital to ensuring that key workers and others can make their essential journeys</p>

			<p>safely by sustainable means while maintaining the recommended 2m distance from others.</p> <p>We invite the mayor and members of the Combined Authority board to engage via videoconference with other city, district and county councillors as well as road safety stakeholders, including Camcycle, to discuss ideas for temporary measures to improve safety and compliance with physical distancing guidelines</p>
	Response from:	Response to:	Response
	Mayor James Palmer	Camcycle	As Highways Authority we would expect Cambridgeshire County Council to work with partners to consider the points you raise as an immediate safeguarding solution.
	Question from:	Question to:	Question
2.	Camcycle	Mayor James Palmer	The county's hierarchy of provision is supposed to prioritise walking, cycling, public transport and then private transport last, with safety for each mode paramount. Yet, the proposed options give highest priority to motor traffic flow and put people walking and cycling at risk. Why has the hierarchy of provision been inverted in the options proposed in Appendix 1?
	Response from:	Response to:	Response
	Mayor James Palmer	Camcycle	<p>The team are fully aware of the user hierarchy and the Committee paper is consistent with the Local Transport Plan. The Local Transport Plan contains a user hierarchy which is informed by both a movement and a place function which means different settings will need to prioritise road users differently.</p> <p>In the case of Coldhams Lane roundabout, which is identified as a Key Corridor, the Local Transport Plan hierarchy places cycling in third position after public transport and other motorised users.</p> <p>So although the scheme seeks to offer the maximum benefits possible to non-motorised road users, and was initiated in the first place by concerns about their safety, it would not be compliant with the Local Transport Plan user hierarchy to put non-motorised users above all other road users for this scheme.</p>
3.	Question from:	Question to:	Question

	Camcycle	Mayor James Palmer	<p>All of the proposed options in Appendix 1 are unsuitable for the coming decades and should be scrapped. New options that meet the principles of the scheme should be drawn up.</p> <p>Will the Combined Authority commit to detailed engagement with various stakeholders including local councillors, the officers at the county cycling team, Camcycle and other relevant parties?</p>
	Response from:	Response to:	Response
	Mayor James Palmer	Camcycle	<p>The designs presented in Appendix 1 are only draft and as indicated more work will be completed prior to the consultation.</p> <p>The Committee paper states consultation to be completed by mid-2020. Stakeholder events and public consultation are still planned to be undertaken. With respect to the current Covid-19 position we are currently looking at options to consult once further design and investigations is completed to finalise the proposals so that consultation can be started.</p>
4.	Question from:	Question to:	Question
	Camcycle	Mayor James Palmer	<p>If additional funding is needed in order to redesign this dangerous junction properly, then why haven't additional funds through the GCP or Section 106 agreements been pursued?</p>
	Response from:	Response to:	Response
	Mayor James Palmer	Camcycle	<p>Additional funding has been sought already for the project. As the paper states we have already sourced funding from Section 106 in addition to the current funding the Combined Authority are providing.</p>
5.	Question from:	Question to:	Question
	Alison Hoare	Mayor James Palmer	<p>I am writing to request that you reconsider the current proposals for the roundabout on Coldhams Lane, which I understand are to be considered by the Combined Authority this coming week.</p> <p>Cambridge is faced with a significant traffic problem, and this will only be resolved by encouraging people to walk, cycle and use public transport. This will ensure that the city can improve road safety, as well as reduce its carbon emissions - as it has committed to do; and also improve air quality - which is critical for people's health</p>

			<p>(as we have become all too aware in the current crisis).</p> <p>In light of this, what is needed is a design that provides safe cycling routes - i.e. separate cycling lanes. In addition, the design must ensure reduced speeds for incoming and exiting traffic. This would also align with the innovative 'Dutch style' roundabout that is being built nearby</p> <p>Finding ways to encourage and facilitate cycling and walking must be at the forefront of all decisions related to Cambridge's infrastructure. At the moment, with the drastic reduction in road traffic, everyone has been given a glimpse of what Cambridge could be like if congestion was adequately addressed.</p> <p>I trust that you will consider options to achieve this when you meet this week.</p>
	Response from:	Response to:	Response
	Mayor James Palmer	Alison Hoare	I believe this has been covered under the response to items 2, 3 and 4