

CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY – (13th July 2022)

PUBLIC QUESTIONS

No.	Question from:	Question to:	Accepted / Rejected & Reason	Question
1.	Ely Cycling Campaign	Mayor Dr Nik Johnson	Accepted	<p>The Forward Plan item #36 shows that this 13 July meeting make a decision to approve an Active Travel (Cambridgeshire) proposal that includes ‘To include the A10/A142 BP Roundabout footbridge, Ely’. The meeting papers do not include any information on this crossing. In particular, Appendix 1 Active Travel Measures – Cambridgeshire for item 2.4 has no mention of this crossing.</p> <p>East Cambridgeshire District Council conducted a public survey in 2020 (East Cambridgeshire Cycling & Walking Routes Strategy). The place most often reported be not safe for crossing roads was BP/Witchford Roundabout Ely. There were 67 mentions out of a total of 135.</p> <p>Cambridgeshire Highways assessed this crossing in its 2016 Transport Strategy for East Cambridgeshire (recommendation E2). This assessment included a defined route for the cycle/pedestrian crossing and a costing.</p> <p>The 2009 Ely Modelling Study identified and tested various transport measures. This project included a significant amount of research into traffic. A crossing for cyclists and pedestrians near the BP Garage roundabout was recommended -Highway Measure H1.</p> <p>Our question is Please would the officers present an update to the ‘A10/A142 BP Roundabout footbridge, Ely’, which includes the status of plans, including the timeline.</p>
	Response from:	Response to:		Response
	Mayor Dr Nik Johnson	Ely Cycling Campaign		
No.	Question from:	Question to:	Accepted / Rejected & Reason	Question
2	Rosalind Lund, Arbury	Chair of the Committe		Agenda 2.6 Appendix 1 shows 15 schemes being considered by the GCP following consultation on Cambridge Network Hierarchy Review in Summer 2022 including a modal filter for Arbury Road (east end).

	Road East Residents Association (ARERA)	e		Does this decision on funding affect this scheme and when can we expect work on this to start?
	Response from:	Response to:		Response
No. 3	Question From	Question to:	Accepted / Rejected & Reasn	Question
	Residents of Needingworth Road	Mayor	Accepted	<p>Democratic Services has received 9 questions from members of the public regarding the A141 St Ives improvements report (agenda item 2.8). The questions are broadly similar in scope, relating to issues specifically concerning Needingworth Road, St Ives.</p> <p>Residents highlight key concerns to be:</p> <ul style="list-style-type: none"> • Rat running • The need for a 20mph speed limit • The need for speed reduction/control measures • The proposed 'no right turn' on to St Audrey's Lane • A desire for a 'no right turn' on to Needingworth Road from St Audrey's Lane • Funding commitments for the proposed schemes • HGVs using Needingworth road including the associated noise, vibration and safety impacts. <p>Residents draw attention to the importance of lessening the impact of traffic volumes on an already deteriorating road surface and the essential provision of safe access, especially for children, to schools and facilities located along Needingworth Road such as the mosque, church and nursery.</p> <p>Residents also stress the importance of encouraging active travel, reducing interruptions to the flow of traffic on main routes and the bypass, caused by rat running, and improving the environment in terms of noise, air quality and safety for residents by reducing high volumes of often slow-moving traffic during the morning rush hour.</p> <p>The full text of the questions are published on the Committee pages.</p>

	Response From	Response To		Response:
				A full written response will be provided and published.
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4	Lynda Warth, on behalf of the British Horse Society			<p>The Committee is being asked to approve a number of projects to improve cycling safety through the use of cycle lanes, some of which are protected by flexible traffic posts.</p> <p>The recent changes to the Highway Code and the Road User Hierarchy both identify equestrians as equally vulnerable road users as cyclists. The Highway Code states that cyclists 'should not pass a horse on their left'.</p> <p>The simple and cost-effective solution is the use of inclusive signage on cycle provision to enable equestrians to share the safe space which these schemes are delivering. Please can the Committee endorse this as policy for Cambridgeshire and Peterborough to provide equal protection for those groups identified by the Road User Hierarchy as being equally vulnerable road users?</p> <p>Furthermore, At item 52 there is reference to: To consider proposals for the development of Active Travel Schemes in Cambridgeshire and make recommendations to the Combined Authority Board. To include the A10/A142 BP Roundabout footbridge, Ely.</p> <p>East Cambridgeshire District Council undertook an Ely Modelling Project in 2009 that identified a general crossing along the line of St John's Road, which is a byway (PRoW 76/39).</p> <p>There is need and huge opportunity for better NMU network provision in this area and any safe crossing of the A10 needs to take into account all vulnerable road users including equestrians – particularly if it has the potential to link to a byway.</p> <p>Please can the Committee require that all stakeholders are given the opportunity to engage with this project prior to decisions being made.</p>
	Response from:	Response to:		Response
	Mayor	Lynda Warth		The County Council are currently working on an active travel strategy that will be a child document to the Local Transport and Connectivity Plan. Due consideration will be given within this policy to emerging national

				<p>policies (such as LTN 1-20) and the road user hierarchy. The final document will ensure consistency between partner organisations in the application of the policy. Your feedback will be fed into the project team.</p> <p>Specifically in relation to the A10/A142 BP roundabout footbridge in Ely, as stated previously, the Combined Authority remains committed to the development and implementation of the A10/A142 BP roundabout footbridge in Ely. As the scheme is developed due consideration will be given to all modes, with the final scheme design adhering to national and local policy</p>
5.	Question from:	Question to:	Accepted / Rejected & Reason	Question:
	CamCycle	Mayor		<p>The Combined Authority states that it is passionately committed to listening to the views and expertise of the region. Yet we are allowed to ask only one question at this meeting despite the numerous agenda items on which our organisation can offer such guidance.</p> <p>The Combined Authority is clearly in need of this expertise as there is still no stakeholder group for active travel and the long-promised yet ill-defined role of cycling tsar or active travel advocate has still not been filled. The CA recently missed out on £6 million in Active Travel Funding for schemes across Cambridgeshire and Peterborough and the new draft Local Transport and Connectivity Plan is a disappointing rehash that will fail to meet Department for Transport guidance and will likely cost our region even more active travel investment.</p> <p>As for the issues at this meeting:</p> <ul style="list-style-type: none"> • How can the CA make a decision on the active travel crossing of the A10/A142 Ely BP garage roundabout when there is insufficient information in these papers, in particular about the impacts of active travel journeys and safety for this project? • Why does the East Anglian Alternative Fuels Strategy fail to adequately tackle the issue of decarbonisation through reduction in motor-vehicle miles, a key target from the LCTP? There are no details in this strategy about the disincentivisation of driving to encourage modal shift. The stated targets for modal shift will not be achieved if realistic strategies that actually reduce driving are not developed. The board is asked to approve this going to consultation, but what precisely will this consultation be about and how will it be run? This item is really lacking in the

				<p>detail that can give confidence of a successful public engagement on the subject.</p> <ul style="list-style-type: none"> • Throughout this agenda we see a lack of real engagement with the issues of climate change and the need to decarbonise and reduce driving. For example, the Environmental and Climate Change Implications for Kings Dyke Levelling Crossing Closure states only that there will be 'landscaping'. What analysis has been done to determine the true climate change impacts of construction and changed journeys from this project? What guidelines does the Combined Authority have for determining the impact of projects on climate change and decarbonisation? • We are pleased to see that the Combined Authority is looking to progress more Active Travel tranche 2 schemes with the additional funding needed and we urge the board to support this. However it further highlights the loss of the £6 million from the Department for Transport and what could have been achieved with that extra funding. • How will the board and the Mayor ensure that the Combined Authority is successful with their Active Travel tranche 4 bid? What can Camcycle and our partner organisations including Peterborough Cycle Forum, Ely Cycling Campaign and Hunts Walking & Cycling Group do to support this application?
	Response from	Response to:		Response:
	Mayor	CamCycle		A full written response will be provided and published.