

**CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY – 27<sup>th</sup> March 2019**

**PUBLIC QUESTIONS**

No.	Question from:	Question to:	Question
1.	Councillor Graham Wilson	Mayor James Palmer	<p>I am Graham Wilson, a Godmanchester Town Cllr and the County Cllr for Godmanchester.</p> <p>My question concerns agenda item 4.6 - Huntingdon Third River Crossing.</p> <p>A road to serve the development at Wyton Airfield across the Ouse Valley from the A141 to the A14/A1198 junction was considered during the preparation of the Huntingdon and Godmanchester Market Town Transport Strategy. However it was rejected, primarily due to the environmental damage it would cause. Instead a note was added in the document saying "Wyton Airfield Access - Further measures (to be determined by additional study work) to identify the most sustainable way to provide for the anticipated transport demand from the development of Wyton Airfield, and mitigate impacts on St Ives, Huntingdon and surrounding villages."</p> <p>Please can you confirm that the feasibility study you are proposing will consider a full range of options encompassing the wider strategic transport network, not just alternative routes for a road across the river valley between Godmanchester and Hemingford Abbots, and that comprehensive stakeholder engagement will be undertaken on the specification and during the feasibility study?</p>
	Response from:	Response to:	Response
	Mayor James Palmer	Councillor Graham Wilson	<p>The Combined Authority has recently commissioned several transport studies, some of which directly impact on the study area. It is anticipated that the study on the extension of the M11 to the A47 will report a direct impact on the transport area should investment in that proposal come forwards. In addition, the Combined Authority wishes to commission this study so that all parties are able to have a full understanding of any scheme's wider impacts, and that this are able to inform future planning decisions beyond the 2036 Local Plan in a way that hitherto has not been possible. A stakeholder engagement plan is requested as part of the</p>

			commission of the study.
	<b>Question from:</b>	<b>Question to:</b>	
2.	Councillor Mrs Flanagan	Mayor James Palmer	Is the Combined Authority aware of the high landscape value of the Great Ouse Valley between Huntingdon and St Ives? And will the scope of the transport study include evaluation of the environmental impact and sustainability of a Third River Crossing in this area?
	<b>Response from:</b>	<b>Response to:</b>	<b>Response</b>
	Mayor James Palmer	Councillor Mrs Flanagan	Yes, the feasibility study will look at environmental concerns. Further environmental impact studies will be needed if the project progresses.
	<b>Question from:</b>	<b>Question to:</b>	
3.	John Thackray	Mayor James Palmer	<p>My name is John Thackray and I represent both the Great Ouse Valley Trust and Godmanchester in Bloom</p> <p>The Great Ouse Valley is a landscape of national importance because of its biodiversity and its exceptional landscape quality. As the towns and villages on either side of the valley become more urbanised the Great Ouse Valley has even greater significance as a place of beauty and tranquillity and for physical and mental health.</p> <p>Cambridgeshire has less “natural” landscape than almost any other English county. The value of this unspoilt environment to the identity of the district is vital. One of the key factors that attracts tourism and encourages hi tech industries to move their workforces to the area is the exceptional quality of life offered. The Great Ouse Valley is a major factor in the economic success of Cambridgeshire. It must continue to provide a unique green counterpoint to the new urbanisation.</p> <p>A road across the Ouse Valley was considered during the preparation of the Huntingdon and Godmanchester Market Town Transport Strategy but was rejected, primarily because of the great concern about the environmental damage that would result.</p>

			Will the Authority agree that the starting point of a feasibility study should be the exceptional value of the Great Ouse Valley landscape to the health and wellbeing of the people and the economic success of the county and will the Authority agree that the need for a third river crossing should not be presumed until the full range of transport options in relation to the new developments are considered and that full stakeholder consultation is carried out at an early stage?
	<b>Response from:</b>	<b>Response to:</b>	<b>Response</b>
	Mayor James Palmer	John Thackray	The need for a third river crossing will not be presumed, and the feasibility study and further studies, if required, will consider a range of options. Environmental constraints will be addressed in early stages. A stakeholder engagement plan is required as part of the commission of the study.
	<b>Question from:</b>	<b>Question to:</b>	<b>Question</b>
4.	Mal Schofield	Mayor James Palmer	<p><b>Agenda I Item 4.2 Cambridge Autonomous Metro Update</b></p> <p>"3.4. The strategic case for the CAM is founded upon the following key points:</p> <p>(a) Without a transformational transport intervention, to accelerate the delivery of more housing that is affordable, the Cambridge economy will go into decline from 2031</p> <p>(b) Current and emerging transport policies point to the requirement for high quality transport corridors to provide the required transport capacity and connectivity to support growth</p> <p>(c) The historic, highly constrained nature of the city centre landscape mean that an at-grade solution will not deliver the capacity, connectivity or reliability required to support growth (d) That the CAM supports the concept of the 30-minute city; the Combined Authority's commitment to connecting homes to jobs</p> <p><b>3.5. In summary, there is not another transport solution that can achieve the connectivity and overcome the constraints."</b></p>

Cambridge is already the core of a Travel to Work area of 450,000 Jobs compared with Milton Keynes - 250,000 and Peterborough 200,000 close to Bristol (500,000) and bigger than Oxford (370,000). **There is a serious and disturbing lack of modal shift data between census (2011,2021)\*** that would help support the critical proposition highlighted above.

**Question**

**Could the Authority please set aside funds to update the 2011 Travel to Work Census to date and support in future all growth forecasts with the relative impact upon modal shift?**

**Primary Mode of Travel**

Year/Area	Car	Bike	Bus/Train	Total
2011 Cambridge*	19,000	18,000	7,000	44,000
2011 S Cambs*	50,000	6,000	6,500	62,500
2011 Total GCP*	69,000	24,000	13,500	106,500
* QS 701 EW				
2012 Cambridgeshire	171,000	27,000	22,000	220,000
2015 Cambridgeshire	184,000	38,000	22,000	244,000

Source 2012/2015 ONS Tables 2017. LI03. ASHE Table 11.

<b>Response From:</b>	<b>Response to:</b>	<b>Response</b>
Mayor James Palmer	Mal Schofield	The Combined Authority recognises the importance of having up to date information on which to take robust decisions. It will consider this once it has been determined how it would contribute to the development of the business cases across the transport portfolio.