

**25<sup>th</sup> June 2020 Greater Cambridge Partnership Joint Assembly – Public Questions  
Listed in Order of Receipt**

No	Questioner	Question	Answer
2	Annabel Wright, Foxton Parish Clerk	<p><b>Agenda Item 16: Foxton Travel Hub</b></p> <p>The Outline Business Case states that the travel hub must be a ‘multi-modal interchange’, yet the proposal presented to the GCP Executive Board is for a 750 space car park with little consideration given to integrating with other travel modes such and bus and cycling. This does not contribute to the scheme’s objective of maximising the potential for all journeys to be undertaken by sustainable modes of transport and The Board’s stated aim to develop public transport, walking and cycling improvements in the A10 corridor.</p> <p>Counter to these aims, the number of proposed parking spaces has more than doubled in size during the project thereby seeking to encourage rather than restrict car use.</p> <p>Given the aim to increase use of sustainable transport, create a multi-modal interchange, and the significant changes to travel patterns caused by the Coronavirus pandemic, will the GCP:</p> <ul style="list-style-type: none"> <li>a) Review the long-term demand and need for car parking?</li> <li>b) Re-design the travel hub to create a fully multi-modal interchange with less emphasis on parking and more on sustainable travel modes, in line with the GCP’s objectives?and</li> <li>c) Delay making any decisions on this proposal until such work has been completed?</li> </ul>	<p>The impact of Covid-19 on future travel trends is a matter of considerable speculation. The impacts, if known, will be included in the development of the Final Business Case.</p> <p>The scheme delivers clear multi-modal benefits; cycle and pedestrian facilities including linking with the Melbourn Greenway, integrating local bus &amp; rail provision and actively exploring options for delivering a new pedestrian footbridge.</p> <p>The report also makes clearly that an ongoing dialogue with the local community is essential to maximise benefits for the Foxton area.</p>
3	Annabel Wright, Foxton Parish Clerk	<p><b>Agenda Item 16: Foxton Travel Hub</b></p> <p>Foxton Parish Council would support a fully integrated, multi-modal travel hub as part of a strategic approach that includes bypassing Foxton level crossing. Moreover, in its response to the consultation, Network Rail stated that the creation of a large parking facility and resulting increases in vehicle and pedestrian movements would increase risks associated with the level</p>	<p>The proposed construction of a level crossing bypass was originally being considered as a parallel scheme to the Foxton Travel Hub.</p> <p>Following the completion of the Strategic Outline Business Case (SOBC), the scheme to the Strategic Transport Authority, the</p>

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		<p>crossing. The Outline Business Case also recognises that the level crossing is a key cause of congestion on the A10 in the Foxton area.</p> <p>Section 2.7 of the Outline Business case clearly shows that the proposal presented to the GCP Executive Board would stand in the way of any future level crossing bypass.</p> <p>What engagement has the GCP had with the Cambridge and Peterborough Combined Authority and Network Rail to seek a strategic solution that includes the problems caused by the Foxton level crossing?</p>	<p>Cambridge and Peterborough Combined Authority (CPCA), for its consideration.</p> <p>GCP officers continue to regularly consult CPCA officers on the progression of the Level Crossing Bypass Scheme. At present, the construction of a bridge or underpass at Foxton is included in the Combined Authority’s Local Transport Plan.</p> <p>The recommended option would not preclude the development of the level crossing bypass.</p>
4	Annabel Wright, Foxton Parish Clerk	<p><b>Agenda Item 16: Foxton Travel Hub</b></p> <p>One of the scheme objectives is to “contribute to enhanced quality of life for those living and working in Greater Cambridge”. In the proposal presented to the Board, the emphasis is on improving access to employment and economic opportunities in Cambridge and offers no benefit to residents of Foxton and surrounding villages - all part of Greater Cambridge. In fact the increase air and noise pollution will have a detrimental impact on those living and working in Foxton.</p> <p>42 per cent of respondents to the 2019 consultation stated that they preferred neither the North or South option yet a ‘do nothing’ option was not included in the Outline Business Case. In addition, many respondents made specific comments on the negative impacts of the proposals.</p> <p>What account has been taken of:</p> <ul style="list-style-type: none"> <li>a) Those that supported neither option; and</li> <li>b) The negative impacts on Foxton raised by respondents to the consultation, particularly those in response to questions 2 and 4?</li> </ul>	<p>The public consultation showed that 42% of respondents preferred neither site option whilst 54% preferred one of the two proposed locations.</p> <p>It is notable that one of the recommendations of the Report, is to work with the local community and stakeholders to develop a package of local mitigation measures to address the potential concerns of stakeholders.</p> <p>There is no evidence of any air quality issues along the A10 corridor between Royston and Cambridge.</p> <p>Appraisals indicate that both Travel Hub options would result in slight adverse noise impacts. Despite this, the assessment of noise sensitive receptors showed that existing noise sources, primarily from the A10 and railway, are likely to remain as the predominate sources of noise pollution.</p>