

Public question received for EAC (order received)

The first set is for the Making Connections - City Access item:

"What policy risk assessments have GCP officers made on their proposals that led to significant public protests several years ago, including but not limited to the Cambridge end of the Cambourne-Cambridge proposed busway, and congestion charging?"

"What analysis have GCP officers undertaken/commissioned on elasticities of demand regarding congestion charging? Have they read any literature on the likely reduction in traffic from different levels of charging both with light-rail-based substitutes, and bus-only substitutes available? Do they have contingency plans in place if revenues from charging are much higher or much lower than forecast?"

For the Cambridge Eastern Access

"What assessment have officers made of past historical studies and proposals for improved Eastern Access into Cambridge? (Including but not limited to the Cambridge Futures2 study, the airport proposals from the late 2000s, and other proposals stored in the Cambridgeshire Collection and County Archives).

"Do officers accept that whatever proposals they come up with for Newmarket Road, the additional number of homes and the future direction of development in East Cambridge means that road will never have the capacity to transport such an increased number of people into the city centre?"

"What direct conversations are GCP officers having with the senior management, and fans forums of Cambridge United Football Club regarding Eastern Access given the traffic congestion on match days?"

For the Local Plan:

"Re Cambridge United FC's women's team, for as long as I can remember the team has had to play its home matches outside of the city, sometimes outside of the county. What scope within the local plan is there for a new ground for the club, esp given the rising popularity of women's football and the number of women and girls taking up the sport?"

"Was the previous local plan (2006) a success? Is there a report that you can publish and publicise that highlights whether the city built the amount of social housing the plan said was needed? Did it build the overall number of homes that was planned?"

"I am concerned about the accuracy of some of your consultants' reports, in particular on leisure facilities such as swimming pools, and Cambridge's night life. I am concerned that your consultants are not sufficiently modelling for demand for such facilities that comes from outside Cambridge City and South Cambridgeshire. What is the formal process for challenging the conclusions of consultants?"

Safer Neighbourhoods

On policing & antisocial behaviour: many local residents in the East Area are reporting antisocial behaviour by noisy motorcyclists/moped late at night. After 11 pm, very clearly and persistently audible from Edward Street (near Norfolk Street).

What exactly is being done to address this?

Is the problem just being shifted around by targeting Area A, shifting it to Area B?

Public Forum

Donkey Common present on a separate document

Great Cambridge Local Plan

I realise the following does **not** relate to the 19 proposed housing sites.

Unlike those 19 possible housing, the following Local Plan issues are agreed matters of concern for the established campaign group 'Friends of St Matthew's Piece', on whose behalf I am raising them.

In the New Local Plan, how will existing Policy 23 be carried forward to strengthen protection of (a) the **northern half of St Matthew's Piece** (*not* a designated "potential development site"; cf Fig. 3.9 in the 2018 Local Plan) and (b) **the New Street allotments**? Should both areas be removed from the "Eastern Gate Opportunity Area"? If other explicit protections would be *more* effective, what are they and how would this be achieved?

In the New Local Plan, how can existing Policy 60 (on Tall Buildings) be strengthened so that it is actually *applied* per its wording (i.e., when a proposal **does** significantly exceed the surrounding built form)?

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Donkey Common Skate Plaza

Page 5

Site analysis and project discussion









Bare patches of earth from pedestrian wear and tear leaving exposed haunching and raised edging



Grass matting giving access to the current skatepark is overgrown but could be used elsewhere on the site to reinforce grass where needed



Some of the paving slabs on the main path are broken and require resetting or replacing to avoid further damage



Grass matting would benefit the table tennis areas as currently they are being worn out and turning into muddy patches



Open areas where three trees were previously positioned providing an opportunity to increase the canopy cover in Donkey Common



Existing curved detail that echoes the curve of the swimming pool roof and provides landscape feature to frame the space



The site is next to busy roads with significant background noise throughout the day



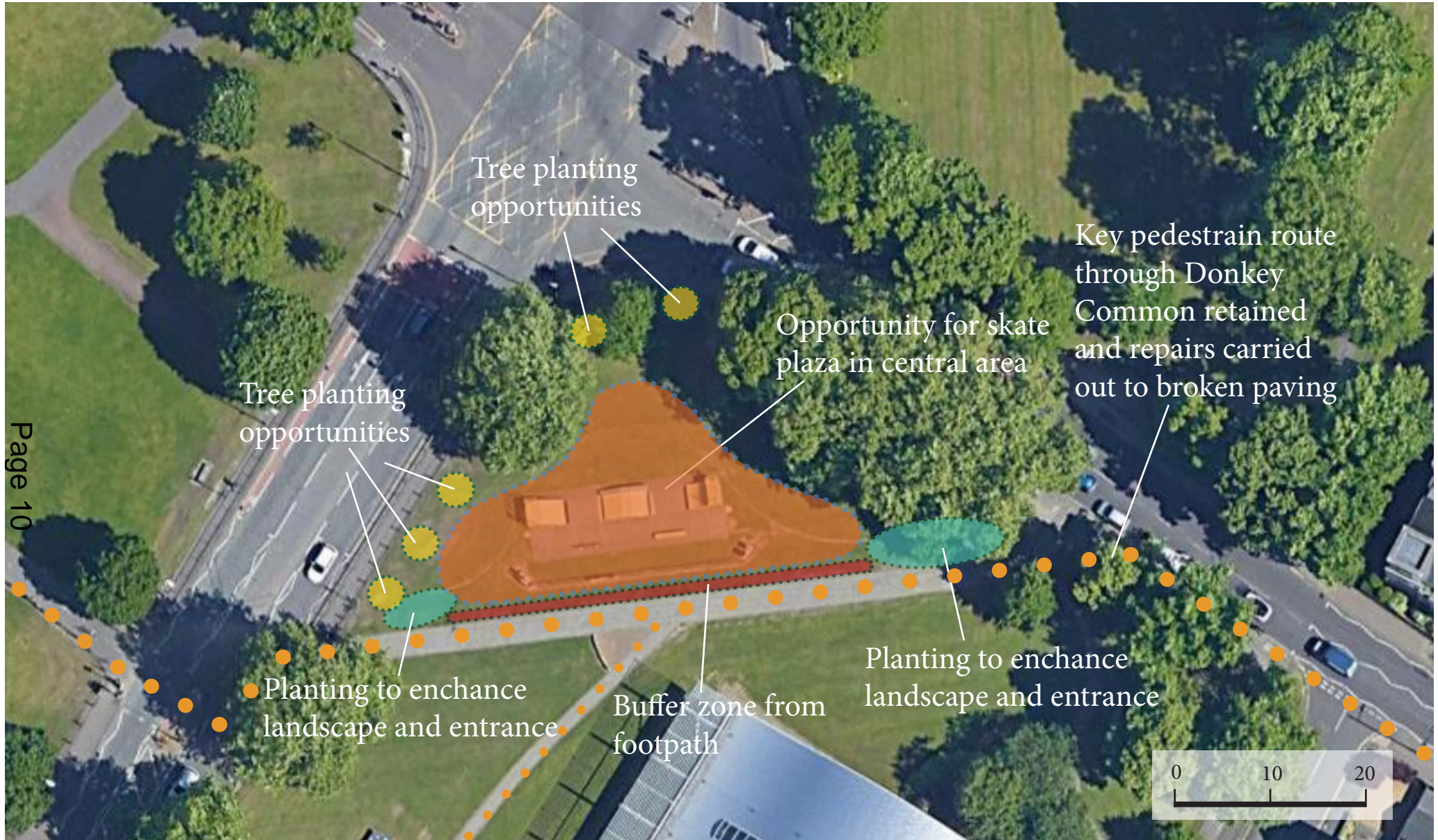
Existing ramps are unsightly and infrequently used because of poor quality ramps and rough surfacing. Simple to remove and improve.

Observations and opportunities



Map showing indicative RPA areas and subject to topographic survey and arboriculturist comment

Existing trees and root protection areas



Review of layout opportunities

Born Plaza, Barcelona

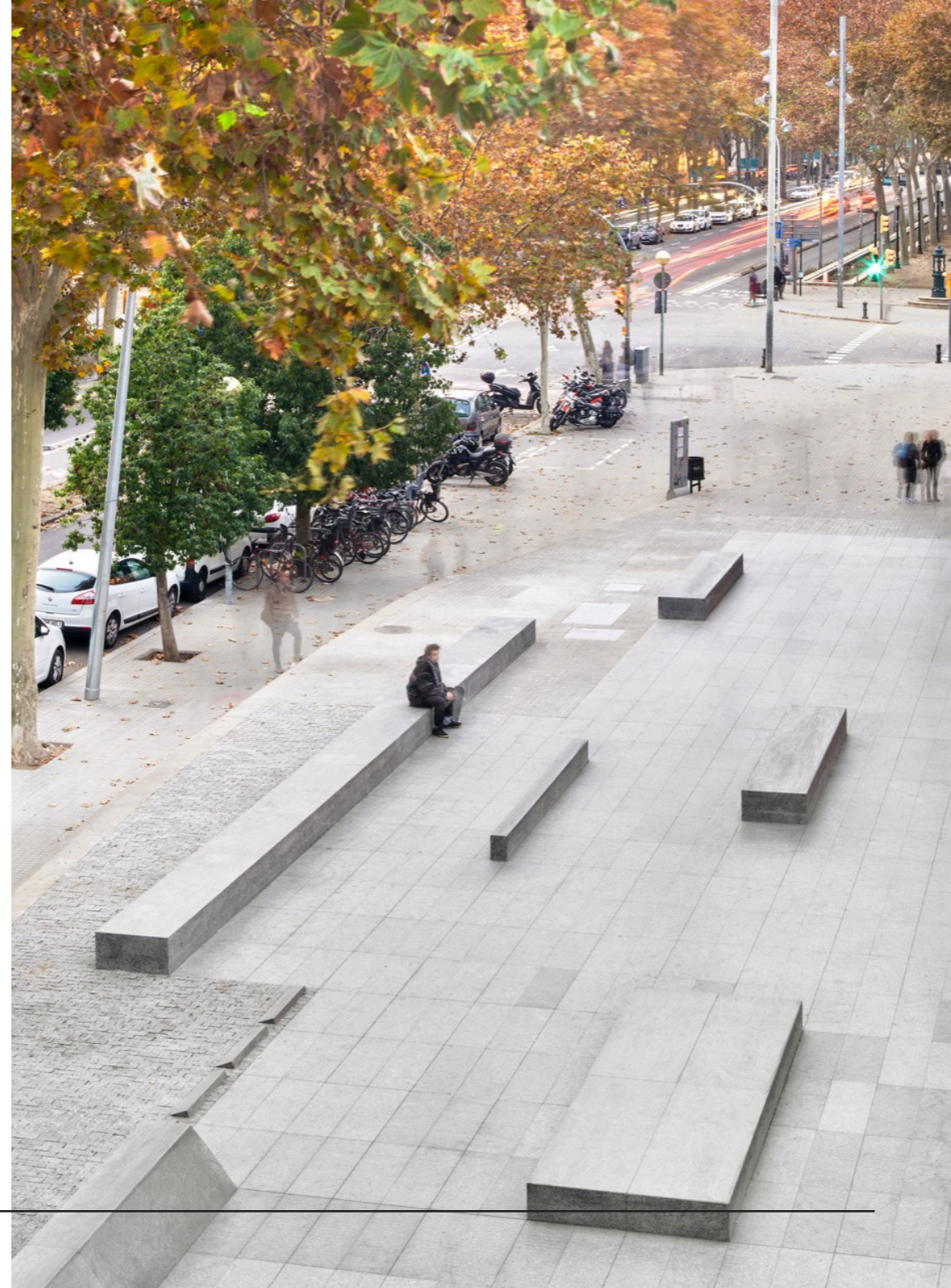
40m x 10m in size (very similar to Donkey Common)

Built next to existing significant trees

This example shows a skateable space integrated into the cityscape, using materials to create a subtle separation between passing pedestrians and skaters. A very simple and effective design that can be used by a variety of ages and abilities.



Case study



Rue Cladel Skatepark, Paris

50m x 10m in size (very similar to Donkey Common)

Built in central Paris re-purposing a street

This is another example showing a skateable space integrated into the city. Small ramps positioned in a sequence allowing a wide variety of different uses. Separation between pedestrians and skaters is done using the existing curblin. Passers by can stop and watch or just go about their business.



Case study
