



<b>A1307, Three Campuses to Cambridge Local Liaison Forum</b>			
<b>Venue</b>	<b>Sawston Village College</b>		
<b>Date</b>	<b>26 September 2017</b>	<b>Time</b>	<b>18:00 – 20:00</b>
<b>Attendees</b>	<p>Cllr Tony Orgee (Chair, Sawston), Cllr John Batchelor (Vice-chair, Linton), Cllr Richard Turner (Balsham), Cllr Kevin Cuffley (Sawston), Cllr Roger Hickford (Sawston &amp; Shelford), Cllr Henry Batchelor (Linton), Cllr David Bard (Sawston), Cllr Charles Nightingale (The Shelfords &amp; Stapleford), Enid Bald (Linton PC), Andrew Blackhurst (Trumpington RA), Robert Attwood (Babraham PC), Jane Goody (Babraham PC), Nigel Pett (Stapleford PC), Paul Malins (Shudy Camps PC), Brian Milnes (Sawston PC), Trevor Hall (West Wickham PC), Colin Poole (Haverhill TC), Wendy Blythe (FeCRA, Hills Rd RA), Neville Silverston (Babraham Road RA), Nick de Chenu (Babraham Road RA), Ros Aveling (CPPF), Rachel Northfield (Cambridge University Hospitals), James Littlewood (CPPF), Sam Davies (Queen Edith's Community Forum), Bridget Hodge (Great Shelford PC), Mike Nettleton (Great Shelford PC), Cllr Ian Bates (GCP Executive Board), Paula Cuthbertson (WSP PB), Philip Clark (WSP PB), Adrian Hames (WSP PB), Chris Tunstall (GCP), Natasha Hincks (GCP), Andrew Munro (GCP), Michaela Headland (GCP, note taker)</p>		
<b>Apologies</b>	<p>John Burns (Haverhill TC), Beatrice Ward (Linton PC), David Plank (Trumpington RA), Kathleen Foreman (The Magog Trust)</p>		

<b>1.</b>	<b>Welcome</b>
<b>2.</b>	<p><b>Co-option of new members</b></p> <p>The following groups were co-opted onto the A1307 LLF:</p> <ul style="list-style-type: none"> <li>• Save the Green Belt</li> <li>• Cambridge University Hospitals</li> <li>• Babraham Road Residents' Association</li> <li>• FECRA (Federation of Cambridge Residents' Associations)</li> <li>• Hills Road Residents' Association</li> <li>• The Magog Trust</li> </ul>

	<ul style="list-style-type: none"> <li>• Cambridge Past, Present &amp; Future</li> <li>• British Horse Society</li> </ul> <p>The <a href="#">Terms of Reference</a> have been updated accordingly.</p>
3.	<p><b>Project Update</b></p> <p>A presentation was given by Adrian Hames. The presentation can be downloaded from the <a href="#">A1307 LLF page</a>.</p>
4.	<p><b>Comments, Questions and Discussion</b></p> <p>Key points of the discussion and question session:</p> <ul style="list-style-type: none"> <li>• <b>Is the A505 study actually taking place?</b> The study is currently being looked into, depending on a decision by the GCP Executive Board, it is thought that it would run at the same time as A1307 project is being taken forward.</li> <li>• <b>Are the three strategies you are currently considering future proof?</b> All three strategies could complement other projects and other forms of transport, if they became available.</li> <li>• <b>What is the difference between the projected return on the investments and the Cost-Benefit-Ratio?</b> The Cost-Benefit-Ratio is calculated by dividing the investment return of the project by the total project cost.</li> <li>• <b>Does the traffic analysis take into account growth outside Cambridgeshire?</b> Yes, it does. The modelling takes into account growth in outside areas, such as from Uttlesford District and other areas.</li> <li>• <b>Have you considered increasing the use of the railway from Whittlesford by expanding the car park there?</b> Yes, this is currently being looked into by Abellio Greater Anglia. Local Parish Councils are meeting with Abellio Greater Anglia to discuss this.</li> <li>• <b>How did you test the three strategies against growth, which could be greater than predicted?</b> The traffic modelling has a sensitivity test and takes into account the possibility of growth exceeding current predictions.</li> <li>• <b>Could the current A1307 scheme to be split into east and west of the A11, so that the section east of the A11 could be progressed earlier?</b> Proposals for the section east of A11 are the same in all three strategies and can go forward for recommendation to the next</li> </ul>

Executive Board. Some elements of Strategy 1 can be delivered at an earlier timeline to other parts such as the Sawston busway.

- **What is the actual timeframe for implementation?**

The delivery of a busway would be at least two years longer, because of additional requirements such as the Transport and Works Act Order process.

- **The Forum asked for pie chart to summarise responses from the LLF workshop to the three proposed strategies.**

Attached

- **Have any environmental disbenefits been brought into question in the modelling, such as health, water, pollution?**

An outline environmental risk assessment has been carried out, a full environmental assessment will be carried out in the next stage.

- **What has the model been based upon? What has it taken into account and until when? What modes of transport have been included?**

The current projections are until to 2031, the model takes into account other proposed projects and assumptions, which affect the travel behaviour, such as the City Access Study, changes in population.

- **The GCP funding is in phases – how does the A1307 project relate to that budget?**

The on-highway parts of the project would come out of tranche 1 funding. For higher cost busway options more funding would need to be sought.

- **For each of the three strategies, bus time is almost the same. So the less it costs and the less impact, the better.**

The bus journey times are from a common point on the A11 to a point on Hills Road. In Strategies 1 and 2 they include transit time across the biomedical campus to Hills Road. Strategy 1 creates benefits across a wider area in terms of reduced traffic and reduced congestion, compared to the other strategies.

- **Have you considered the impact of the proposed South Cambridge station and its proximity to Shelford station?**

Not at this stage.

- **What is the total GCP budget and how do the budgets for all costs add up to this?**

The City Deal funding agreement with central government could potentially provide £500 million in three tranches, of this £100 million been secured for tranche 1. In addition to the City Deal funding other funding sources are being brought in, including developer contributions.

	<p>All projects recommended to the Board for approval to be built will have funding in place.</p> <ul style="list-style-type: none"> <li>• <b>Why aren't we having a more holistic and complete landscape approach to the three strategies, such as for the Oxford to Cambridge Express Way?</b> The A1307 proposals are just one element of transport proposals in and around Cambridge.</li> <li>• <b>Options for east of A11 seem all the same and there are still issues with the traffic forecast through Linton.</b> Options east of the A11 are the same in all strategies</li> <li>• <b>The westward bus lane in Linton is only very short, one-way in very narrow area, environmental impacts</b> It is provided where there is congestion westbound on the approach to Linton. It will require widening the road.</li> </ul> <p>The LLF will recommend to Executive Board to consider all three strategies to take forward to public consultation in the new year.</p>
5.	<b>Any other Business</b>