

Notes: Cambridge South East Transport Study (formerly A1307) Local Liaison Forum

Date: Wednesday 12th September 2018

Time: 18.00

Venue: Sawston Village College, New Road, Sawston CB22 3BP

Present - GCP Officers

Andrew Munro

Michaela Headland

Lesley Hoyle

Present – Mott MacDonald

Ed Ducker

Oliver Daffarn

Apologies:

Amanda Taylor

Peter Brunning

Neville Silverstone

Representation From:

Babraham Parish Council

British Horse Society

Cambridge Past, Present and Future

Cambridge University Hospitals

Federation of Cambridge Residents Associations

Great Abington Parish Council

Great Shelford Parish Council

Horseheath Parish Council

Pampisford Parish Council

Perse School

Queen Edith Community Forum

Sawston Parish Council
Shudy Camps Parish Council
South Cambridgeshire District Council
Stapleford Parish Council
The Magog Trust
Trumpington Residents Association
University of Cambridge
West Wickham Parish Council
Withersfield Parish Council

The meeting commenced at 18.05

The chair welcomed everyone, summarised the background to the LLF, and explained that the purpose of the meeting was to review the project recommendations ahead of the GCP Board meeting.

Andrew Munro, Project Manager gave a presentation which can be found at:

<https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/other/CSETS%20presentation%201%202012.9.18.pdf>

Additional points raised:

- There have been 2 fatal accidents on A1307 in the past 2 months. The project team will look to address the investigation findings where possible in the project development.
- The Mayoral Statement had delayed Board approval of Stage 2 but the Combined Authority now fully supports the scheme, subject to park and ride proposals reflecting ambitions by the CA for CAM.
- The public consultation that took place early 2018 clearly showed that for Phase 2 the strongest support was for Strategy 1 which exceeded more than 50% of responses.
- Going forward the recommendation to the GCP Executive Board is to pursue Strategy 1 as the best fit for long term transport objectives.
- GCP is now working together with the Combined Authority to do more environment study work.
- Development of Phase 2 will involve more environment assessment work, and development of precise route and P&R locations.

Questions:

Q – Is the period for the cost ratio in line with what the government wants to see?

A – Yes, we follow government guidance.

Q – A new housing development has just been agreed in Sawston. Will this be considered in the plans?

A – Yes

Q – How does this project link to the GCP Travel Hub project?

A – This scheme includes proposals for a Travel Hub in Linton and the Linton Greenway. Other Travel Hub proposals such as Sawston will also be taken into account and form part of the future work. Going forward it is important that local members keep Project Officers apprised of future developments.

Q – When will Phase 1 smaller works will be completed?

A – It is anticipated by 2021.

Q – Will A505 work be incorporated into the project?

A – Yes, the team is aware of this.

Q – Will plans for the CAM slow down the project? Concern was expressed about the Mayor wanting temporary park and ride installations.

A – The intention is to deliver the scheme as quickly as possible so that it can be used ahead of CAM being complete. Each Park and Ride will be evaluated individually. GCP is unable to comment on what “temporary” will mean for Park and Ride sites, but there will be a central surfaced area.

The LLF Chair commented that there is the need to encourage people to change their transport/travel habit, make the modal shift. Any feedback about the recommendations for Stage 2 of the scheme would be welcome and would be passed on to the Joint Assembly and Executive Board.

Q – Is it possible to consider the business case for a light rail?

A – Studies show that because Cambridge is a small city, light rail will not be value for money. It is believed that light rail will be further reviewed in the business case for CAM.

Comment – Trumpington residents support Strategy 1.

Comment – Please keep the consideration of light rail alive, so it could potentially work with the proposed Oxford to Cambridge link, with GCP and the Combined Authority working together to look at the bigger transport picture.

Q – Where will the additional finance for the project come from?

A – A cost of £140m is in line with the higher cost option (c£140m) agreed by the GCP Board in the March 2018 Budget Setting Report.

Comment – Concern was expressed that the scheme as it stands will not discourage the public from using cars.

Chair comment – The original focus for the project was just the A1307, however as a result of LLF input the scope was broadened with Phase 1 being A1307 focused and Phase 2 a wider remit.

Q – To what extent have Haverhill residents been involved in traffic modelling discussions?

A – Modelling has considered growth in Haverhill and Suffolk. In terms of the proposed road link by the Haverhill Chamber of Commerce, GCP has provided some funding for further modelling, but the project is not supported by GCP which exists to promote sustainable modes.

Comment – If GCP worked with Suffolk regarding long term strategic transport planning, potentially more finance could be available.

The Project Manager showed a presentation slide demonstrating the vision for an integrated transport proposal for Cambridge, including roads, rail and cycling. The Combined Authority has transport ambitions for Cambridgeshire.

Chair comment – There is concern about the planned housing growth in Haverhill which appears to be progressing without the authorities considering how the residents will get to and from Cambridge.

Comment – The Cambridge Biomedical Campus welcomes Strategy 1 and offers its support to the scheme.

The Chair commented that in addition to moving people to and from Cambridge, consideration is also required for moving people between locations within Greater Cambridge.

Comment – It is felt that Stage 1 will improve the safety of A1307.

Q – Do the other scheme options remain on the table until a final option is agreed?

A – Yes, these will be assessed as lower cost alternatives.

A presentation from Mott MacDonald was delivered. This can be found at:

<https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/other/CSETS%20presentation%202%2012.9.18.pdf>

The presentation ran through 17 scheme elements which are being worked through. Questions were invited for each element.

Scheme 1 – Improve Right Turn into Grahams Road

Q – Is the right turn out of Granhams Road being addressed?

A – Yes, removing the island will help and sufficient space will be made for those turning left. There will be a central reservation lane for those travelling from Cambridge who turn right into Grahams Lane, measuring 20-30 meters.

Q – Will 30mph speed limit be extended?

A – Yes, that is the plan.

Q – Why hasn't a traffic light system been proposed?

A – The modelling data doesn't suggest that traffic signals are warranted.

Q – Do you anticipate increased traffic on Granham's Road?

A – No

Scheme 2 - Babraham P&R Additional Cycle Parking

The aim is to complete this phase during this financial year (2018/19).

Scheme 3 - Linton Greenway

Q – Has the project team engaged with residents at the Queen Edith end of the proposed Greenway?

A – Yes this was done through the consultation process and engagement will continue

Comment – It would make sense to align this scheme with the proposed CAM.

Comment – Try to keep the route and short as possible, perhaps align with the road.

Scheme 4/5 Haverhill Road/ Wandlebury Underpass

Comment – Concern was expressed as to whether or not an underpass would be used.

Q – How is the value of the scheme measured?

A – The principle argument is safety. Signals for this crossing have been ruled out because of concerns around visibility. The Police will not support a 40mph speed limit.

Q – Will there be a right turn out of shop?

A – Yes

Q – How is the proposed length of the slip road towards the Magog roundabout?

A – Survey work is being undertaken.

Scheme 6 Babraham Research Campus Roundabout

Q – Will there be signalised crossing?

A – Yes

Scheme 7 Eastbound Bus Lane near A11/ High Street, Babraham

It was commented on that accident data shows there is a safety issue in this area.

A Local Highways Initiative project proposed narrowing the eastbound dual carriageway section to one lane, GCP is proposing to use the available width for a bus lane. The road will narrow from dual carriageway to single lanes near the junction with a left turn only out of the village.

It was suggested that a filter lane could help as you pull out onto the A11 from Babraham.

Concern was raised about the dip in the A11 road approaching Babraham which means that from Babraham High Street there is a momentary time when approaching cars cannot be seen.

Scheme 8 A11 Multi-User Crossing

A slight change to route is being reviewed.

Scheme 9 Hildersham Crossroads

Q – Will the speed limit be reduced?

A – There are ongoing discussions on this so unable to say at this time.

Q – When is the work scheduled to take place?

A – 2019/20 financial year.

Scheme 10/11 Dalehead Foods Access

This comprises of one lane traffic with a dedicated slip road to Dalehead Foods to provide safer access. Work is scheduled for Autumn 2018.

Scheme 12 Linton High Street

Delivery of this scheme is scheduled for 2019/20. The RT ban is being reviewed.

Scheme 13/14 Linton Bus Improvements/ Westbound Bus Lane

This scheme is in the early stage of development.

Scheme 15 Linton Rural Hub

This scheme is looking at the best locations for a roundabout and other refinement of this option.

Comment - Concern was expressed about lack of car parking bays.

Scheme 16/17 Dean Road Crossroads/ Linton to Horseheath

This focus of this scheme is to identifying safety improvements.

Q - Will the width of the central reservation be widened?

A – This will depend on the survey results, so unable to answer at this stage.

Q - Will there a speed limit reduction?

A – The Police have stated they will not support this, but GCP is discussing average speed cameras to enforce the existing limit.

Next stages of the project were summarised:

Tranche 1 will be delivered in this financial year (2018/19)

Tranche 2 and 3 are currently under development.

The Chair closed with the following summary:

- The LLF request a list of all schemes and their projected delivery times.
- The GCP wants to access local input as much as possible on schemes.
- Any further comments should be address to the Project Manager.
- The project will continue with a series of local meetings for input.
- There will be further public consultation.

Meeting closed 20.05.