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| Project Name                    | Chisholm Trail Local Liaison Forum   |
| Venue                           | Barnwell Baptist Church  |
| Date                            | Wednesday 12th July 2017   |
| Time                            | 7pm  |
| Attendees                       | Noel Kavanagh, County Councillor, Coleridge (Chair); Ian Manning, County Councillor, East Chesterton (Vice Chair); Hazel Smith, District Councillor, Milton (HS); Richard Johnson, City Councillor, Abbey (RJ); Mark England, Milton Parish (ME) Al Storer, Cam Cycle (AS)   |
| Apologies                       | None   |
| Purpose of Meeting              | Chisholm Trail Project Update for the Local Liaison Forum  |
| Welcome and Introductions       | The Vice Chair opened the meeting welcoming everyone<br>Richard Johnson representing the City Council, Hazel Smith representing South Cambridgeshire District Council and Mark England representing Milton Parish Council were introduced to the room. The Vice Chair handed over the meeting to Patrick Joyce (PJ), Project Manager for the Chisholm Trail and Abbey / Chesterton Bridge Projects   |
| Presentation by Project Manager | <p>PJ introduced himself and explained that there was no formal agenda for the evening's meeting but he had a presentation to run through to update the LLF on the current status of the project. <b>This presentation can be viewed on the Greater Cambridge Partnership website</b></p> <p><b>RECAP</b></p> <p>A map of the route of the Trail was shown broken down into Phase 1 and Phase 2 and highlighting where the new bridge and underpass will be located. PJ ran through the principles of the route and a second map was shown highlighting major trip generators and transport routes on or near the Trail. PJ displayed the key population and employment growth developments that the Trail aims to support.</p> <p><b>PHASE 1 - HEADLINES</b></p> <p>PJ confirmed that planning consent for the bridge was granted in February 2017 and he was hopeful that the remainder of the planning permission for Phase 1 will be granted on 19th July.</p> <p>1) Feb 2017 - Planning Consent given for Chesterton/Abbey bridge<br/>The Planning Permission given carries 32 Conditions (17 pre-commencement). The team are currently working through these, many are related to ecological matters. The planners also require details of the design and the proposed</p> |

construction methodology.

2) May 2017 - Cambridge North Station opened

Trail links north toward the Science Park and beyond and south via Moss Bank. There are 1000 cycle spaces at the new station.

3) July 2017 - Tender Process for Phase 1 completed

The six Eastern Highways Alliance (EHA2) contractors were invited to tender under New Engineering Contract (NEC). Of the five who returned a tender Carillion Tarmac was successful for the Early Contractor Involvement (ECI) phase. PJ explained that the contractor was selected on both price and quality. With the bid, the cost for Phase 1 and bridge is currently estimated at £5.5m. PJ explained that the Contractor has 16 weeks now to finalise the designs for the bridge, underpass and all associated works. They will look at all value engineering options and re-price. After a query from the floor, PJ gave an example of value engineering:- initially the thought was that the bridge would be launched but now believe that lifting it with a crane would be more cost effective.

Members asked what does ECI stand for and will the contractors carry out the construction work. PJ responded that over the next 16 weeks the contractor will work to provide a more accurate price for the works. The price would then be reviewed and if acceptable the contractor would continue to construction.

Members asked if there are any considerations to put bridges elsewhere. PJ stated that this was not the case.

The Chisholm Trail Phase 1 Planning Application C/5007/16/CC has been submitted to the JDCC planning committee decision is expected on 19th July and is made up of 217 documents so we are expecting many aspects will carry conditions. . PJ explained that the appointment of a contractor will greatly help in planning the discharge of conditions.

4) May 2017 - Commons Consent application made

Commons Consent is required as the Chisholm Trail crosses Coldham's Common and all significant work to Commons require approval from the Secretary of State. This has been advertised since Mid May. The presentation detailed all the work planned for Coldham's Common.

PJ informed the LLF that consent can take as little as 12 weeks however if there are objections it can take up to 26 weeks. Objections have been received and

these now has to be refuted/responded to and then submitted to the planning inspectorate who may visit and grant a decision or may go to inquiry.

PJ informed the room that the first signs of the enabling works are now visible - fencing work on Network Rail boundary, vegetation clearance and ground investigation machinery. From the ground investigations report the contractor will be able to design or redesign appropriately.

### **LOOKING AHEAD - PHASE 2 Coldhams Lane to the Main Railway Cambridge Station**

Not so many big structures; the Trail sits either within highways or on Network Rail land; there is the opportunity to take advantage of the new City Depot and Ridgeon developments; will involve another round of consultation.

A map of the Phase 2 route was shown along with some photos of points along the Trail.

Network Rail are currently unsure what they will be doing with the land close to Mill Road bridge as some of it (including one of the arches) may be required as sidings. Until this is confirmed the project team cannot confirm fully the size or exact route of the Trail at this point however there will definitely be at least one arch available. A Member asked if the team have a commitment from Network Rail that the land available will conform to the minimum width requirement of 2 metres. PJ confirmed that this would not be an issue. At this location the Trail uses a pre existing access road that Network Rail vehicles will continue to use (in very low frequency) and is therefore currently over 4m wide.

### **NEXT STEPS**

Potential opportunities to look at a new crossing over the railway. Support for this was shown at the Ridgeon consultation. PJ stressed the importance of timing ensuring the work on the trail coincides with the developments at Ridgeons and the City Depot on Mill Road.

The GCP have tasked the team with a feasibility study to look at providing an additional bridge over the railway line and advised that they will investigate all options including a do nothing option. PJ is hoping to have outcomes by the next LLF meeting.

Questions were invited from the floor.

Questions

A point was raised whether the selected design for the Abbey / Chesterton bridge involved some of the towpath being left green. PJ responded that he thinks it will be hard up to 1/2 metre from the river.

A point was raised as to whether electric heating for the ramps on the bridge have been considered? PJ responded that they will look at these following the request but he believes that they will be expensive and ineffective. PJ explained that the route will be gritted. A point was raised if there will be a safety audit and if so when this would take place. PJ responded that there always is, they are conducted throughout and at the end of a project. The resident asked if a copy could be shared at the next meeting.

*ACTION: PJ to ensure a copy of the safety audit be shown at the next meeting*

A question was asked as to whether the intention was still to build the underpass over a long weekend, possibly a Bank Holiday, closing the whole area off and doing it all in one go. PJ confirmed that this is still the plan. .

A member of Camcycle queried the feasibility of constructing the entire underpass over a Bank Holiday weekend when there are likely to be time restrictions on machine operating hours, placed by condition, in the planning approval. *ACTION: PJ to investigate as he suspects that this may indeed be a problem and special permission may need to be sought to keep to the Bank Holiday plan.*

A resident asked is there had been any thought of a bridge or underpass at the Coldham's Lane crossing. The resident felt that it is a busy and dangerous crossing already. PJ confirmed that this section was being looked at, the initial thought had been to remove the current lorry loop to provide more green light time for crossing. PJ explained that they were also investigating installing an additional crossing further down Coldhams Lane, close to Brampton Road.

PJ confirmed, following safety concerns particularly for children the route through the Beehive Centre, was being reviewed and discussions taking place with the management of the centre to look at ways of improving safety aspects.

Concerns were raised that some of the paths across the Common were being widened and she felt that this might encourage cars and motor bikes to use them more. It was stated that cars cannot access the Common and that it is prohibited to drive or ride a motorbike on the Common therefore it is an enforcement of law issue rather than a design issue.

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|  | <p>A resident asked if it will be legally possible to cycle on the Coldham's Common and Ditton Way footpaths as they are not bridleways. PJ suggested that cyclists would be given permissive rights. The resident asked that clarification that cycling is possible is provided when the paths are built rather than it being addressing afterwards.</p> |
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Meeting closed at 7.55pm