

Foxton Parish Council 300120

Tim Presentation

There are currently two GCP projects on the A10. Foxton and Cambridge South West Travel Hub (CSWTH.)

The focus in this meeting is on Foxton, however there is some overlap on CSWTH.

The public consultation for Foxton was last year – however due to the general election work has been delayed.

25th June reporting now as appose to March.

The GCP as a whole focuses on cycling and public transport.

This project is focused on train and bus connectivity.

The consultation showed that it was 42% in support 42% against proposals.

The consultation showed that it was 41% and 42% for proposed location options

Feedback was very inconclusive, some feel it would lower commute times, and some believe it would add to commute times.

Foxton area were mostly against the proposed travel hub.

EIA – Environmental Impact Assessment,

Noise and air pollution,

^^ Two things that are big factors in this proposal.

The new programme completion date is between April & June.

Possible considerations can be found on Tim's PowerPoint presentation.

Questions:

Q. What are the provisions for people with disabilities and how would people cross the A10?

A. Either site would be disability compliant with DDA standards, GCP wouldn't be able to deliver a scheme that didn't comply with DDA standards. Ramps, crossing, suitable gradients, etc.

Q. What security will there be at the travel hub?

A. We have met with police architectural liaison officer, they have a level of CCTV and lighting which has to be met. There would be a discussion as to how long the site is open for. Depending on train and bus timetables. We welcome feedback.

Q. When you looked at the options around Foxton you didn't include congestion impacts. In the BCR report it explicitly didn't show the congestion cost benefit.

A. In the strategic outline business case, we didn't produce a cost benefit, which we can share. Tim to send transport analysis.

Q. How did you look at people travelling to London?

A. We have looked at current demand. At rail sites along the line, looked at their uptake of car parking spaces. The information should be online. Majority of commuters going to Cambridge, some going to London. Questioner disagreed and thinks people will be attracted to it and use it to go to London. Questioner thinks further downline, it will be mainly commuters to London using the hub. Tim: we can all look into the future, but current stats say most will go to Cambridge. *Questioner*: car park will be full of London commuters by the time Cambridge commuters get to it in the mornings. Questioner believes we are completely missing the fact that this will draw London commuters to their area. *Tim*: will share all research and samples taken. *New questioner*: every single house in Barrington in the last year was sold to somebody from London. *Questioner*: why don't we charge to use travel hub? *Tim*: because we want people to use it instead of driving into Cambridge.

Q. If we have underestimated the number of people using the car park, is there an option to add two car parks, one north and south?

A. It isn't an option that we presented for public consultation, but further down the line there is a possibility. Something that would need to go through the full process.

Q. Somebody says they were a commuter to London and says that his former colleagues would all use it. Says our numbers are wildly off and he has no idea where we got them from. Somebody else followed up saying that why not open up it up later, say 7am, so London commuters wouldn't use it. Some agreed and Tim said it could be an option. A few agreed it would be a good idea.

Q. What collaboration has there been with Network rail to improve the station?

A. We have met with them 3-4 times throughout the process, to talk about their interest in the scheme, train operating companies keen to see an improvement in the station. Effectively the conversation we had is that the travel hub site will need to have amenities for people, loos etc. The TOC have said that they would deliver amenities for food and drink

Q. What about accessing the A10? How will anyone get on the A10 with no level crossing?

A. We won't be touching the level crossing, there will be no impact. Network rail says added people crossing won't affect level crossing.

Q. What about the environmental impact?

A. Should we progress with an option, we will be required to do baselining, taking air quality measurements etc.

Q. 750 more cars?

A. Our estimation is that there isn't 750 more cars, there will be growth on the A10 anyway and we are just providing the current ones somewhere to park.

Q. How will you stop travel hub gridlocking?

A. There are two methods of modelling, junction or roundabout, and shows which one would work better. This is being done for both options.

Q. If you did have time control, you would have to plan for night shifts.

A. Going out would be fine, but getting in would be something to think about.

More talk about time controlling and London commuters.

Q. How do you want us to feedback?

A. Personally or as a group is fine. But important to feedback as these were key questions. Things that local communities and Cllrs can appreciate.

Q. I particularly like the outdoor improvements, parks etc.

Q. Nobody will use A10.

A. South option is more likely to intercept traffic from the A10.

Q. You haven't taken into account that you have to change to get to Cambridge North.

Q. I don't think anybody can dispute the transport challenge we face, but this is not the way to solve it. You have to have a car to commute to Cambridge.

Q. How do people cross the A10 to get to the station?

Bridge will cross both the road and the rail way tracks.

Q. That would be a big structure?

A. Yes, possibly up to approx. 5 metres in height, but would meet network rails standards. We accept it may not be accepted by everyone in the community.

Q. People crossing may be able to see in peoples windows?

A. Possibly, but there is a method to regulate impact for residential properties.

Thank you for coming.

Transport modelling and notes on London commute will be put on GCP website.

Tom will circulate.