

AGENDA

LOCAL LIAISON FORUM

14th JUNE 2016 at 19:00 – 21:30

COTON PARISH VILLAGE HALL

- 1 **Introductions**
- 2 **Notes of Last Meeting**
- 3 **Recap of Terms of Reference of LLF**
- 4 **Results of Western Orbital consultation**
Speaker: Tim Watkins, CCC
- 5 **Process and communication**
Speaker: Rod Cantrill, Cllr (Newnham)
- 6 **Viability of the busway and the sustainability of
Cambourne and other A428 settlements**
Speaker: Steve Jones, Chair of Coalition of 22 Parish
Councils west of Cambridge
- 7 **Tidal bus solution on Madingley Hill**
Speaker: Gabriel Fox, Vice-Chair Coton PC
- 8 **Bus priority routes through West Cambridge site**
Speaker: Markus Gehring, Cllr (Newnham), Heather Topol
(West Cambridge Project Director, University of Cambridge)
- 9 **Remodelling the M11 bridge, Jn13**
Speaker: Ashley Heller, CCC
- 10 **West Cambridge Park and Ride sites**
Speakers: Bev Edwards, Chair Barton PC & Edward By-
am-Cook, Chair Madingley PC
- 11 **Recap of draft resolutions and AOB**

In its role as representing a range of local views to the Project Board on issues relevant to the respective projects, the Chair of the LLF proposes the following draft resolutions for adoption under the relevant agenda item:

RESOLUTION 1 (Agenda item 4)

It is the view of the Forum that insufficient evidence has been provided on the projected usage and commercial viability of the Western Orbital to justify the expense and environmental damage of an off-road solution. Using the existing motorway with new bus-only slip lanes would be an immediate, inexpensive and effective alternative.

RESOLUTION 2 (Agenda item 5)

The Forum considers the consultation process both of the Cambourne to Cambridge busway and the Western Orbital to have been problematic in many respects. The Forum therefore suggests that the City Deal planners consult with its members, before the next consultation documents are issued, in order to ensure more positive engagement.

RESOLUTION 3 (Agenda item 6)

The Forum asks that the proposals for the Cambourne to Cambridge busway and Western Orbital be reviewed to clarify how they will improve the sustainability of Cambourne and new A428 settlements. No decision should be taken on either scheme until a business case involving the operator is completed.

RESOLUTION 4 (Agenda item 7)

The Forum notes that 67% of respondents to the Cambourne to Cambridge Busway consultation favoured the on-road 'Central' route using Madingley Hill. It also notes it is 'considered potentially possible to implement a tidal bus lane along the stretch of Madingley Road between the Madingley Mulch Roundabout and the M11 bridge' (Atkins, Technical Note, 1/2/16). It is the view of the Forum that a tidal bus solution on this stretch of the road satisfies the aims of the scheme in terms of speed, reliability and value for money, and thus sees little justification for the more expensive and environmentally-damaging off-road alternatives.

RESOLUTION 5 (Agenda item 8)

The Forum understands that discussions have taken place between City Deal planners and the University as regards a route through the West Cambridge site for the Cambourne to Cambridge busway. The Forum requests more information on these discussions and the routes being considered.

RESOLUTION 6 (Agenda item 9)

The Forum notes that considerable work has been undertaken to assess various options for remodelling the M11 bridge at junction 13. It also notes that one proposal for the Cambourne to Cambridge busway requires spending £50+ million on a new bus-only bridge across the M11. It is the Forum's view that improving the current bridge so that it better serves all traffic, as well as providing bus priority, would deliver greater economic benefit, and so would represent a better use of City Deal funds.

RESOLUTIONS 7 & 8 (Agenda item 10)

The Forum supports a new Park and Ride along the A428 corridor, though considers Scotland Farm to be a better location than the Madingley Mulch Roundabout.

The Forum considers the sites proposed for a new Park and Cycle west of the M11 to be excessively complicated, and potentially dangerous, for cyclists to access. Alternative sites, as proposed by Barton Parish Council, would be safer and easier to access.