

# A428-A1303/Western Orbital Local Liaison Forum

14<sup>th</sup> June 2016



The Greater Cambridge City Deal  
working in partnership:



# Terms of Reference



# Membership

- All County, District and City Councillors from wards directly affected by the proposals & within the geographical scope of the scheme options.
- One representative of local Parish Councils within the geographic scope of the scheme options.
- The LLF may co-opt additional members from other organisations if considered appropriate.

# Purpose

- To influence and inform the delivery of the project, through offering advice and putting forward suggestions to the Project Board.
- A conduit through which local concerns relevant to the project are voiced.
- A means to capture local knowledge.
- A means for Officers to inform the public on project progress.

# Functions

- Functions for the duration of the project: its design, delivery and review stages.
- To exchange information and views.
- Express collective positions via resolutions.
- To request additional information, evidence and investigations.
- The minutes form an agenda item at the next Project Board.
  
- To try to ensure transparency of process.

# Voting rights

- One vote for each District, City and County Councillor present.
- One vote per Parish Council present.

# Issues in scope

- The A428 and Western Orbital corridor only.
- New bus, cycle and pedestrian infrastructure.
- Bus priority measures.
- Potential traffic management solutions.
- New Park and Ride and Park and Cycle sites.
- New and enhanced M11 junctions.
- Measures to ensure the protection of the character and environment of the corridors.
- Measures to mitigate the impact of the proposals on local communities.

# Notes of last meeting

7th March 2016

Resolutions passed:

- The Forum will be structured around a topic or issue within the project scope.
- Residents' Associations cannot be members of the Forum.
- Cllr Helen Bradbury was elected Chair.
- Cllr Edward Byam-Cook was elected Vice-Chair.
- Members of the Executive Board and Joint Assembly cannot run for Chair or Vice-Chair.
- The Chair and Vice-Chair will be rotated after three meetings, starting June.



# Today's meeting format

- Big agenda
- Aim to adopt a collective position, via resolutions, on as many key issues as possible before decisions are taken by City Deal.
- A snapshot of opinion now.
- Do not expect in-depth debates.
- 20 minutes per topic.
- Ruthless on timing.
- Contributions from the public welcome, but only when invited by the Chair.
- Respect and order please!

# Resolution 1 (agenda item 4)

*The Forum believes that the steps the City Deal has taken in relation to the western bus corridor lack strategic overview. The Forum requests that, before any additional road infrastructure is decided upon, demand management options are explored and their impacts assessed. Such demand management options should include residents' parking, employers' car parking levy, and congestion charging.*

# Officer Response

- Officers argue against this resolution as currently worded.
- The project work is based on a range of strategic considerations including the outputs from the Cambridge Strategic Regional Transport model and is taken forward using Department for Transport approved methods. At this time no specific additional demand management measures have been agreed so it is not pertinent to the high level option selection undertaken.
- At the next stage of development of the recommended option further modelling and assessment will take place including, depending on the outcomes of the City Centre Access Study, the impact of measures such as WPPL and other demand control restrictions.

Suggested alternative wording as follows:

- *The Forum recognises that the current stage of option development is in line with expected progress. However given the close interaction between City Deal schemes the Forum requests that, before any additional road infrastructure is finally decided upon, any agreed demand management impacts in Cambridge are assessed. Such demand management options should include those adopted after consultation regarding the City Centre Access proposals.*

## Resolution 2 (agenda item 5)

*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 final decision should be taken on either scheme until this has been done, and a full business case that includes bus operational impacts and viability is completed.*

# Officer Response

- All options currently being considered include improved bus services (frequency and journey times) between the new settlements and these employment hubs.
- A full business case will be required for both schemes before a decision is taken on whether to fund them, and operators will be involved before this decision is made on a technical consultative basis.
- For the purposes of the outline business case, operators have not been directly consulted. Assumptions about bus operation, revenue and costs have been made in such a way as to be consistent across the options being considered, which is deemed to be sufficient for this stage of the assessment.

# Resolution 3 (agenda item 6)

*In view of widespread criticism of previous consultations run by City Deal, the Forum proposes that planners consult with its members, before any future consultation documents are issued, in order to ensure more positive engagement. In particular, the Forum requests that particular care is taken to ensure the accuracy of all factual information, including maps, in consultation documents.*

# Officer Response

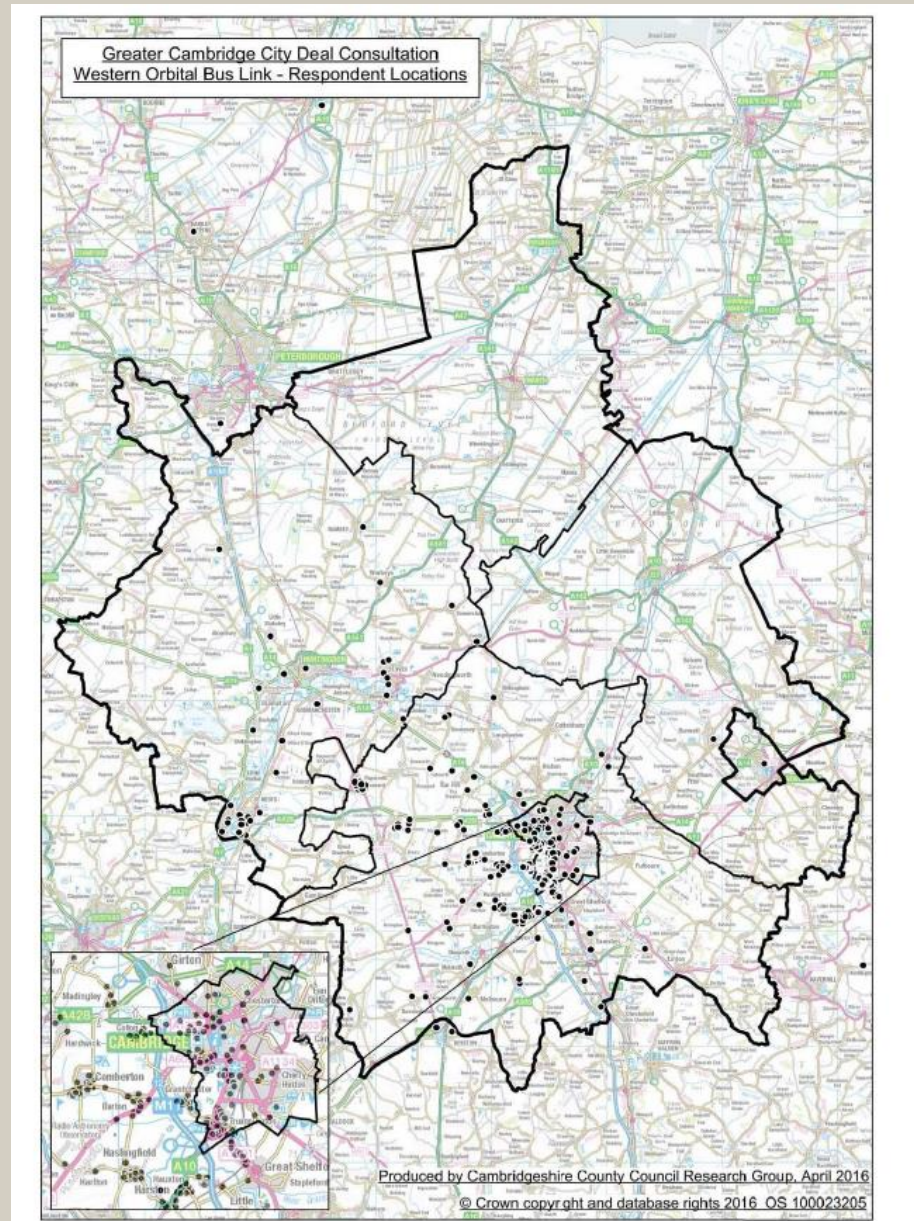
- Specific concerns regarding procedural issues have been dealt with by letter and email to complainant parties.
- Officers seek the Forum's endorsement of the approach taken to consultation previously given the relative stage of project development.
- Consultation information must be presented in an appropriate and accessible manner. Design by committee is not possible.
- Officers do agree however to consult with the Forum on the overall approach to next consultation including preview of elements of material.
  - Suggested alternative wording as follows:
- *The Forum accepts that consultation on high level concepts represents challenges in terms of presenting issues and options. Moving forward, following its establishment, the Forum should be given the opportunity to comment on the approach to future consultations on more detailed proposals including the presentation of information.*

# Western Orbital Consultation Results





# Respondent Locations



# Travel Habits

Figure 5: Respondent frequency of travel between Junctions 11 and 13 on the M11

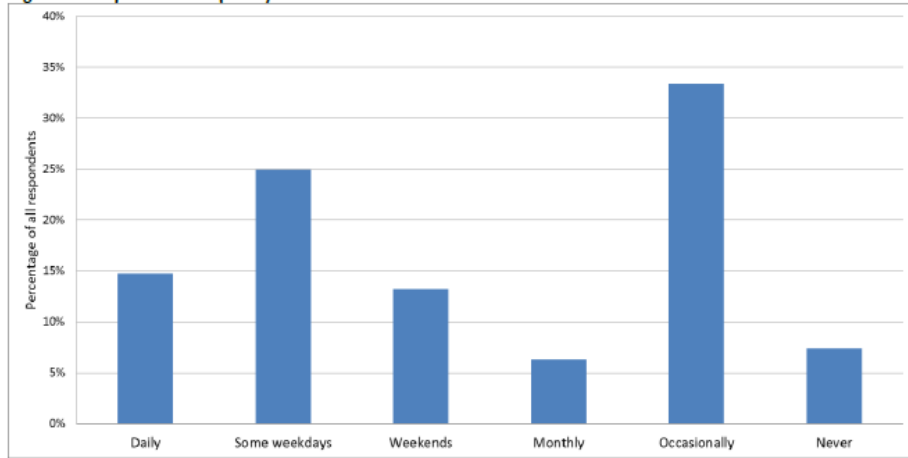


Figure 6: Respondent time of travel

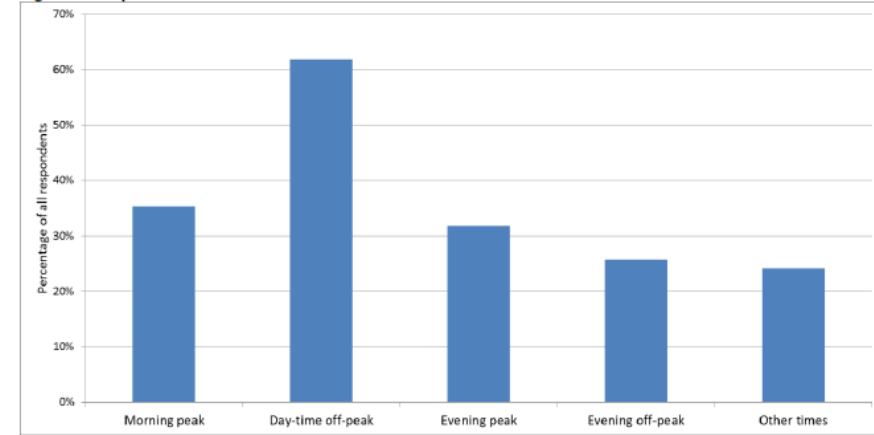


Figure 7: Respondent method of travel

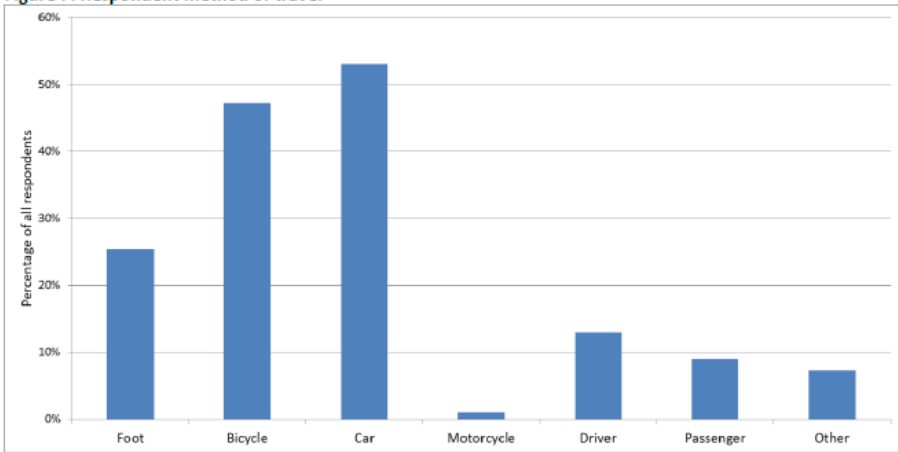
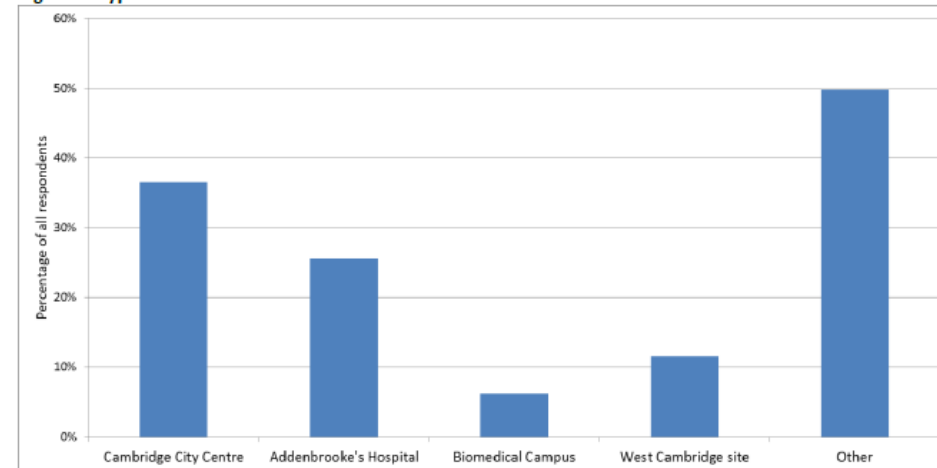
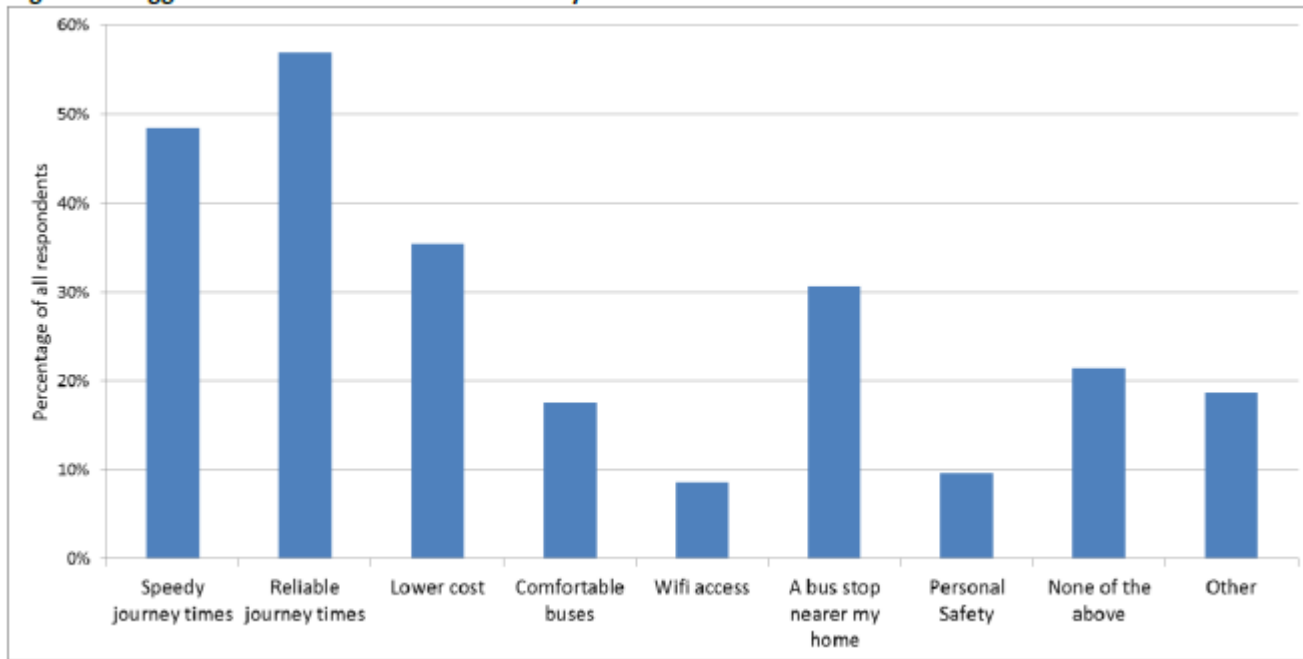


Figure 8: Typical destination of travel



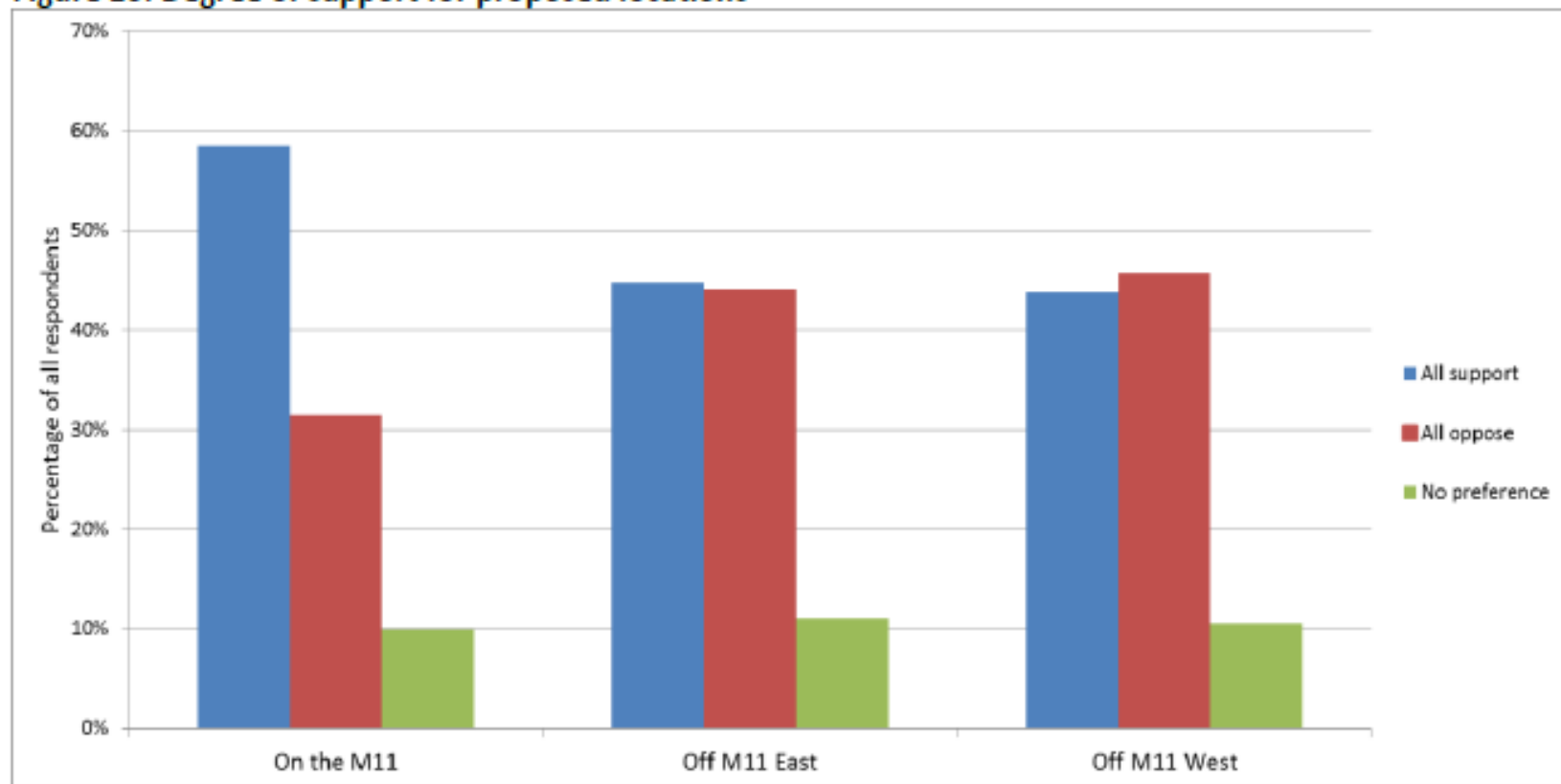
# Modal Shift potential?

Figure 9: Suggested incentives to travel more by bus



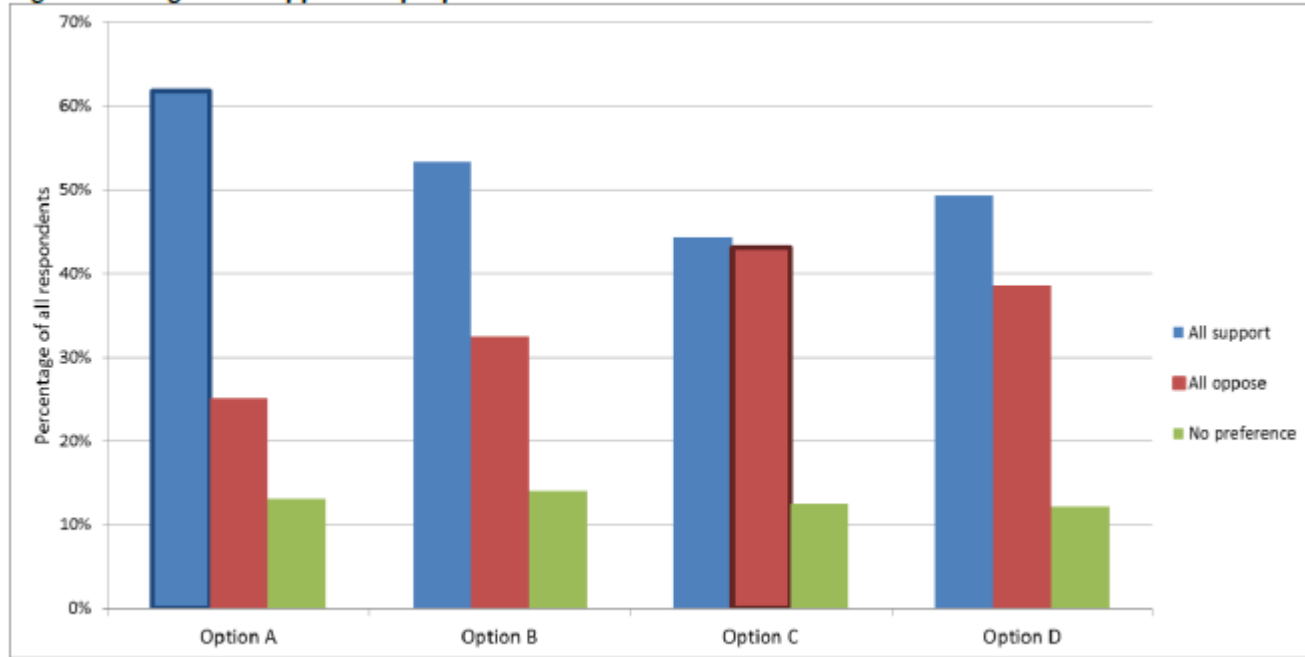
# Location of bus link

Figure 10: Degree of support for proposed locations



# All schemes

Figure 11: Degree of support for proposed schemes



Option A = P&R at Trumpington

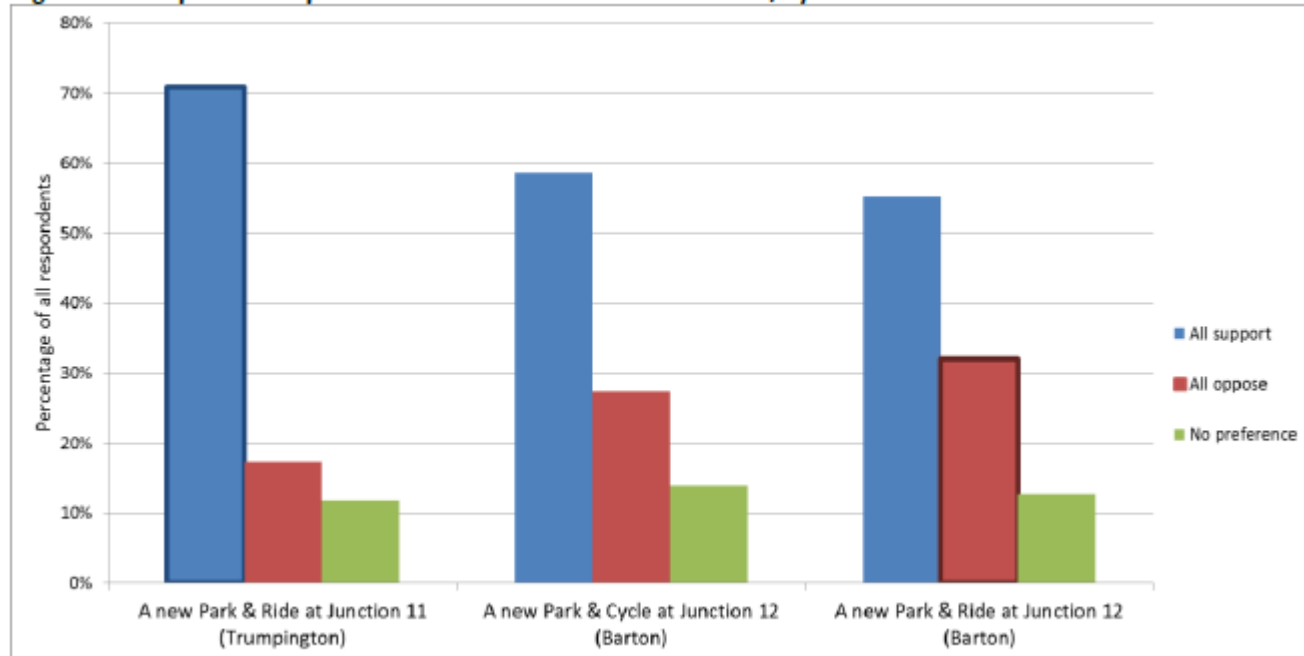
Option B = P&R at Trumpington + cycle and ride at J12 + cycle improvements Barton Road

Option C = P&R at Trumpington + Park & Ride at J12

Option D = P&R at Trumpington + Park & Ride at J12 + cycle improvements on Barton Road

# P&R location support

Figure 16: Respondents' preferred location for new Park & Ride/Cycle site



# Other key concerns

- Poor cycling infrastructure along corridor.
- Pedestrian improvements needed.
- Environmental impact on areas next to M11 corridor e.g. Coton, Grantchester.
- Quality of bus services.
- Long term financial viability of orbital route.
- P&R hours limitations.
- Girton interchange.
- Separate off road cycleways.
- Lack of co-ordination with A428 scheme.
- P&R sites at wrong location e.g. Trumpington site too close to Cambridge.

# Resolution 4 (Agenda item 7)

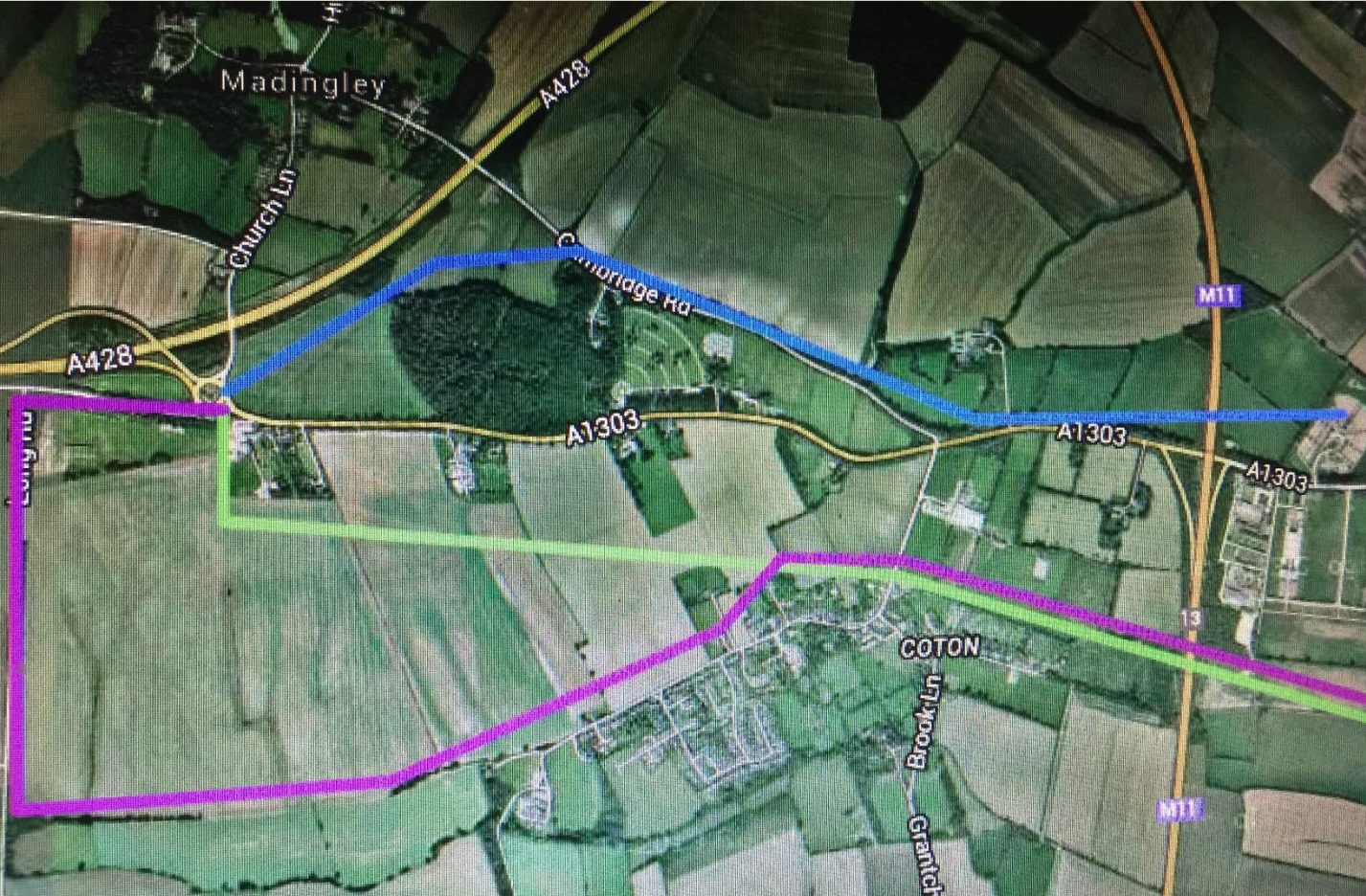
*The Forum considers that insufficient evidence has been provided on the projected usage and commercial viability of the Western Orbital to justify the expense and environmental damage of an off-road solution. More evidence is requested.*



# Officer Response

- Officers would argue that the resolution does not reflect the stage of project development. In fact the Western Orbital consultation did include environmental constraint information although any detailed proposals would include more.
- Commercial viability is only considered at the highest level at this stage, but any option recommendation will need to have a business case. If an option is selected for more detailed development that will include greater analysis of operational issues.
  - Suggested alternative wording as follows:
- *The Forum, in line with the approved approach to project development, will expect that any decision on an option for the Western Orbital will be based on a business case assessment including commercial and environmental impacts.*

# Off-road proposals for Madingley Hill



# Key points

- From our analysis of road space availability and Atkins' conclusions, it is clear that an additional lane dedicated to bus traffic is feasible on the A1303 between Madingley Mulch Roundabout and the M11.
- This would achieve essentially the same as any off-road busway (one or two lane) at a fraction of the cost and environmental/local impact.
- If located centrally, it could be used for any of:
  - In-bound only
  - Tidal (inbound in the morning rush-hour, outbound in the evening)
  - Signal-controlled two-way

# Key points

- Do we need 2-way bus flow? Delays at evening peak amount to 20 seconds (Atkins) – how can that justify an outbound bus lane?
- Objections to an off-road busway:
  - Expensive
  - Environmentally damaging
  - Overwhelming opposition from local communities (Coton, Madingley, etc)

# Resolution 5 (Agenda item 8)

*The Forum notes overwhelming public opposition to off-road busway proposals either side of Madingley Hill (Area 1 North & Area 1 South). 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). Should the City Deal Board select one of the off-road options, the Forum would strongly object on the grounds that an on-road dedicated bus lane, on this stretch of the road, amply satisfies the aims of the scheme in terms of speed and reliability. It would therefore consider the expense, environmental damage and negative impact on the neighbouring villages, of that selected off-road alternative not to be justified.*

# Officer Response

- Officers would consider that this resolution is reasonable on the basis that if the Board selects the 'on road' option, by definition they would have accepted that this option meets the scheme objectives.

# Resolution 6 (Agenda item 9)

*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.*



# Officer Response

- Officers are happy to agree this resolution
- The Forum should note that the specific alignment of any route through West Cambridge would not be developed until after a recommended option is adopted
- Officers are happy to continue to update the Forum on the progress of any discussions on an alignment
- The Forum should note that in principle the Cambridge to Cambourne project would seek to achieve a level of bus priority through the West Cambridge development that would be consistent with the approach taken throughout the corridor



# Remodelling the M11 bridge, Jn13

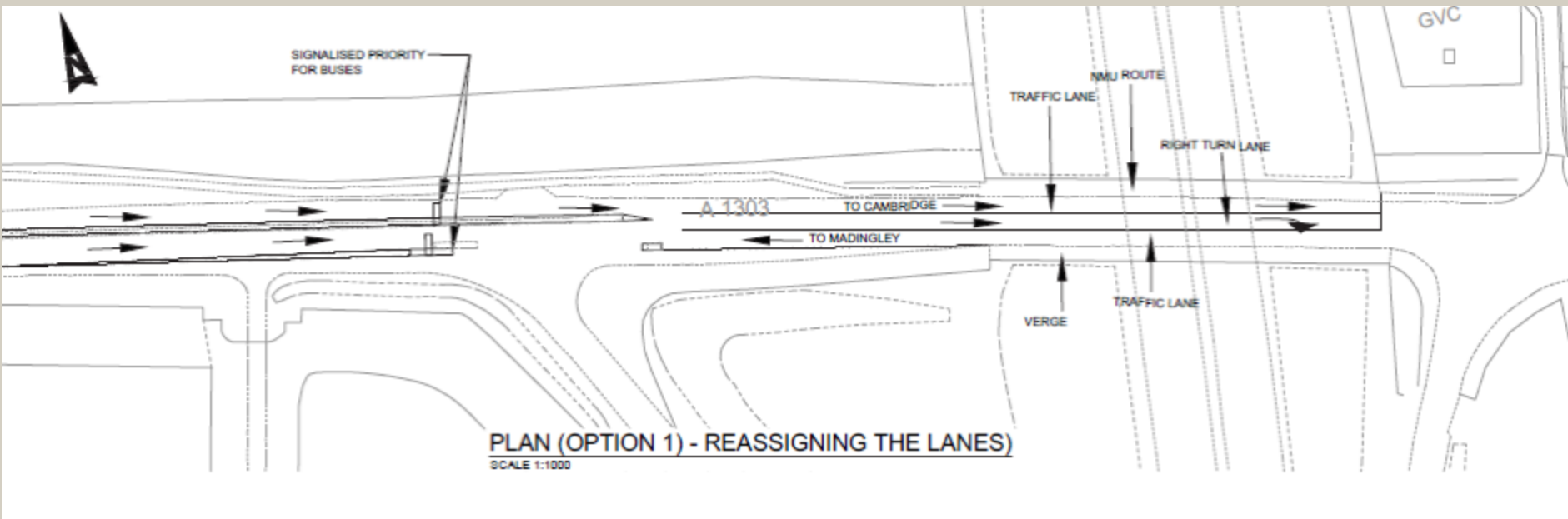
Study undertaken looking at 5 options

- Option 1 - Reassigning the Lanes
- Option 2 - Widening the Carriageway by Reducing the Verges
- Option 3 - Widening the Bridge to the North
- Option 4 - Widening the Bridge to the South
- Option 5 - Constructing a New Bridge Adjacent to the Existing Bridge



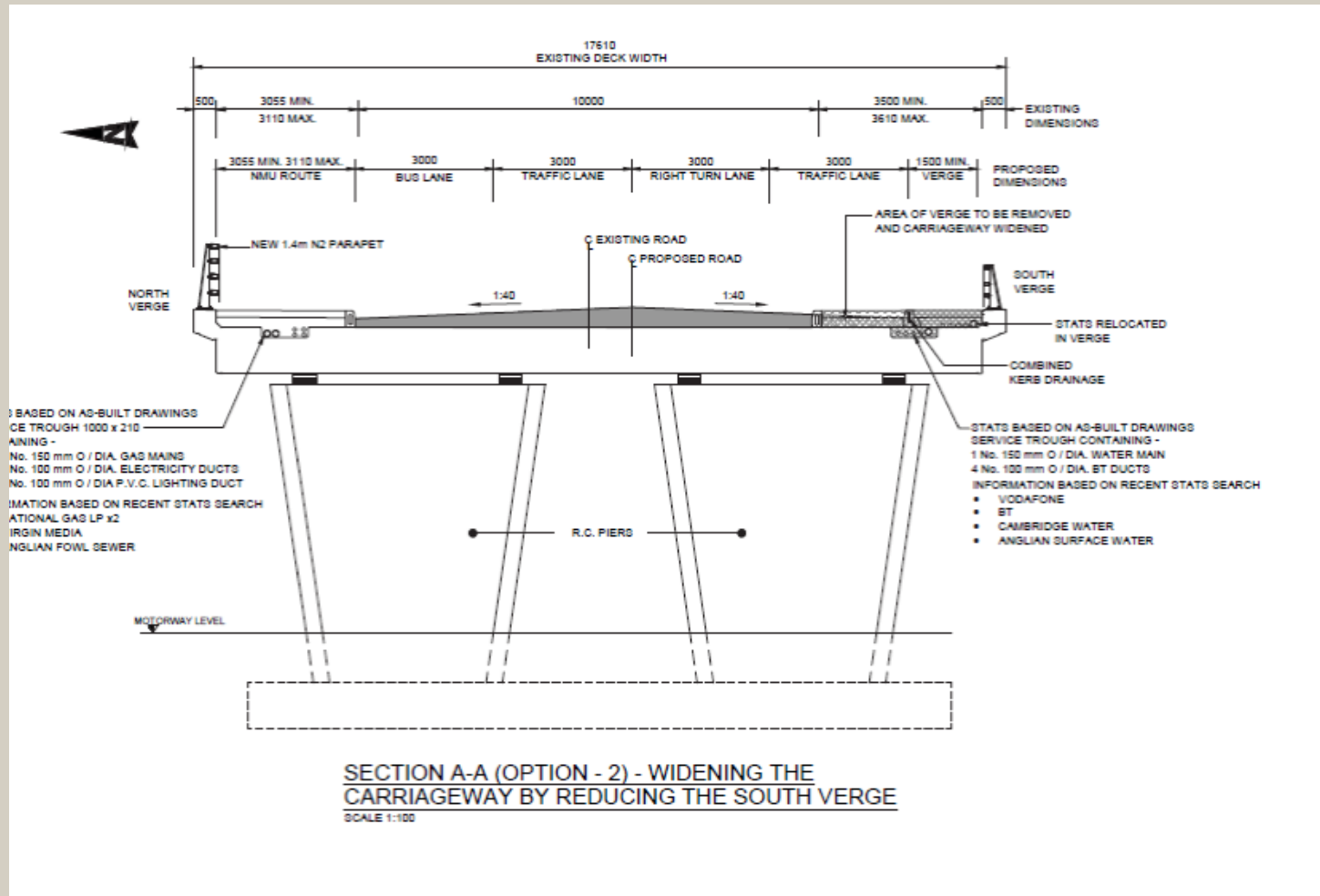
# M11 bridge, Jn13

## Option 1



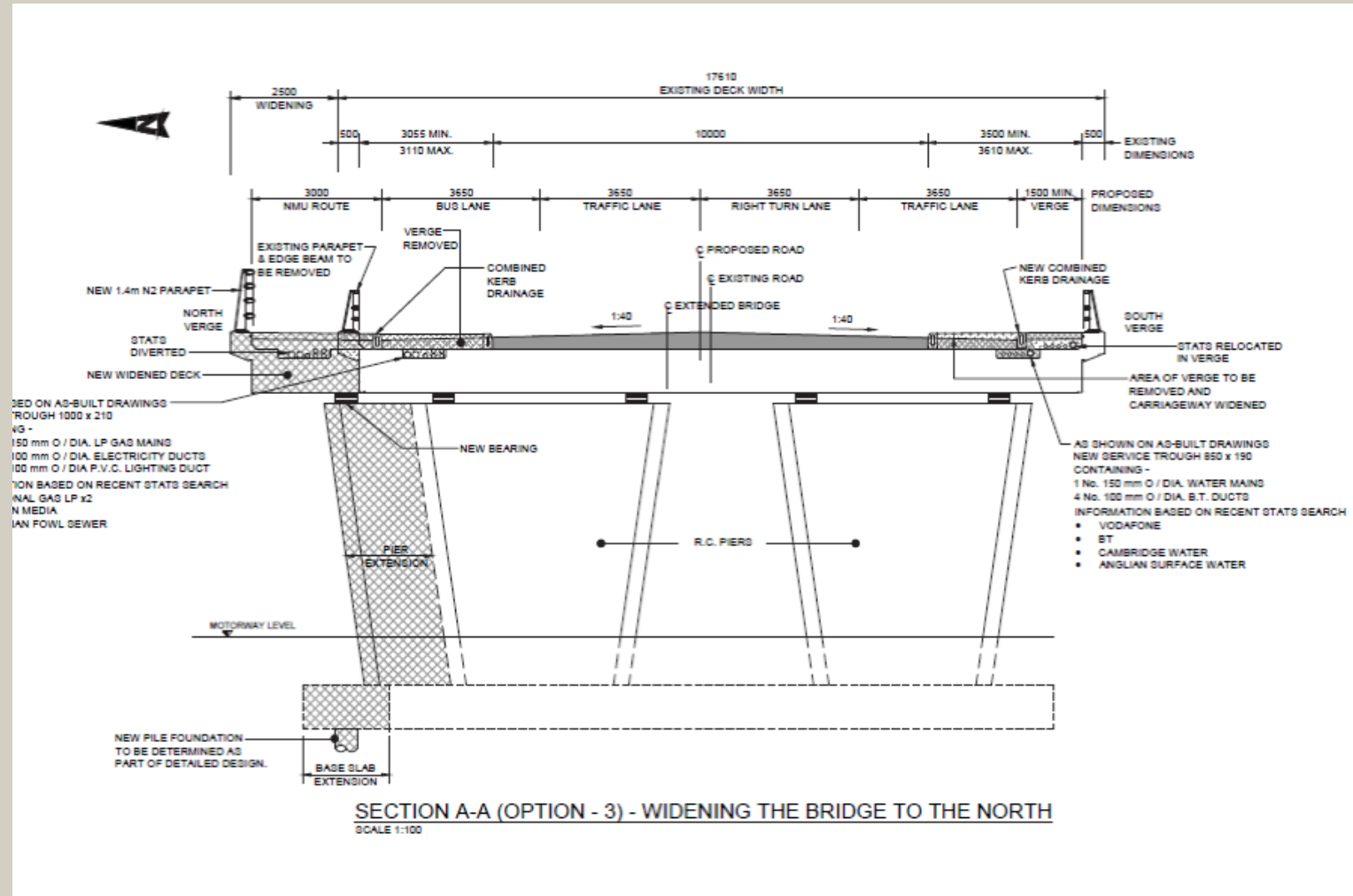
# M11 bridge, Jn13

## Option 2



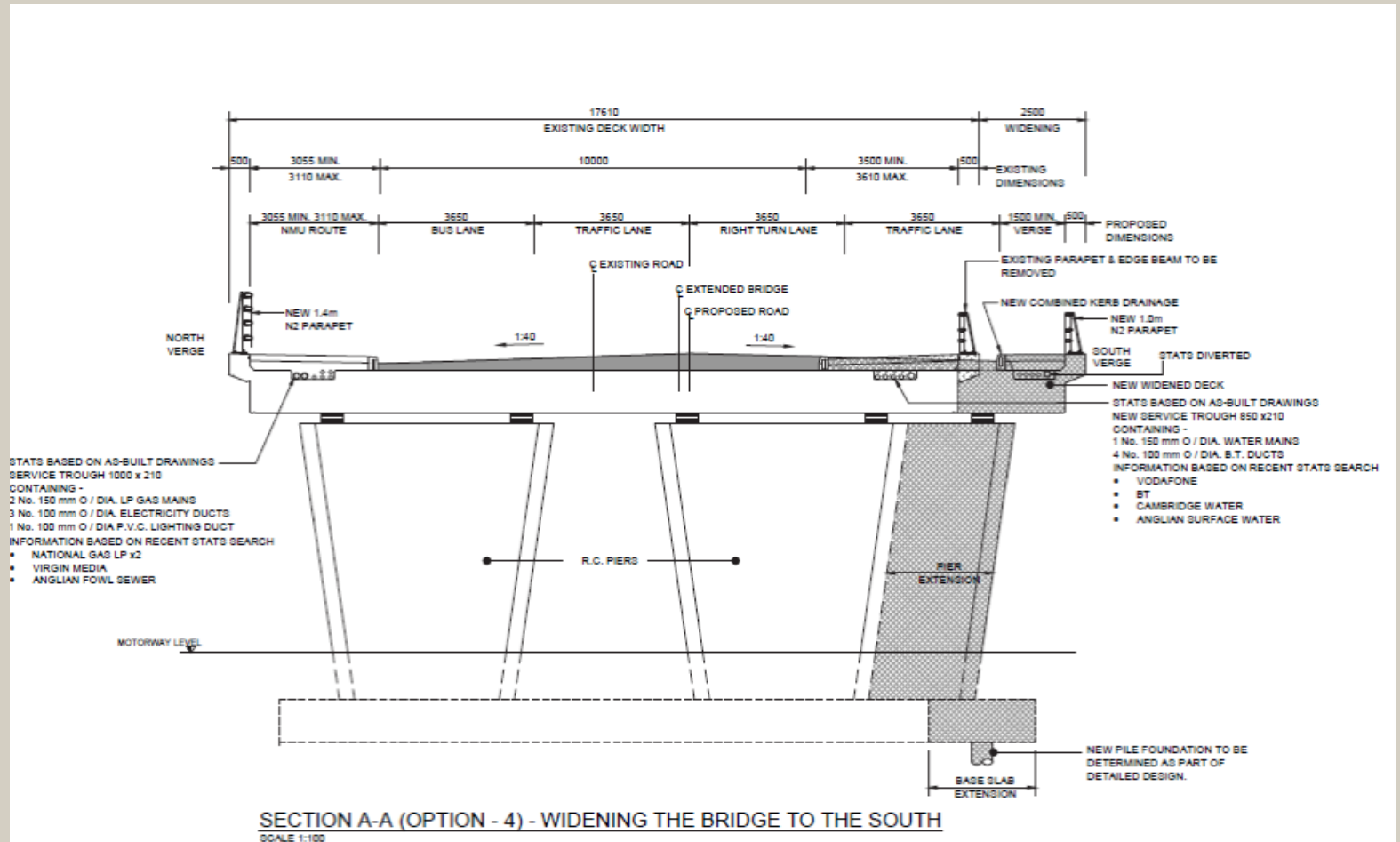
# M11 bridge, Jn13

## Option 3



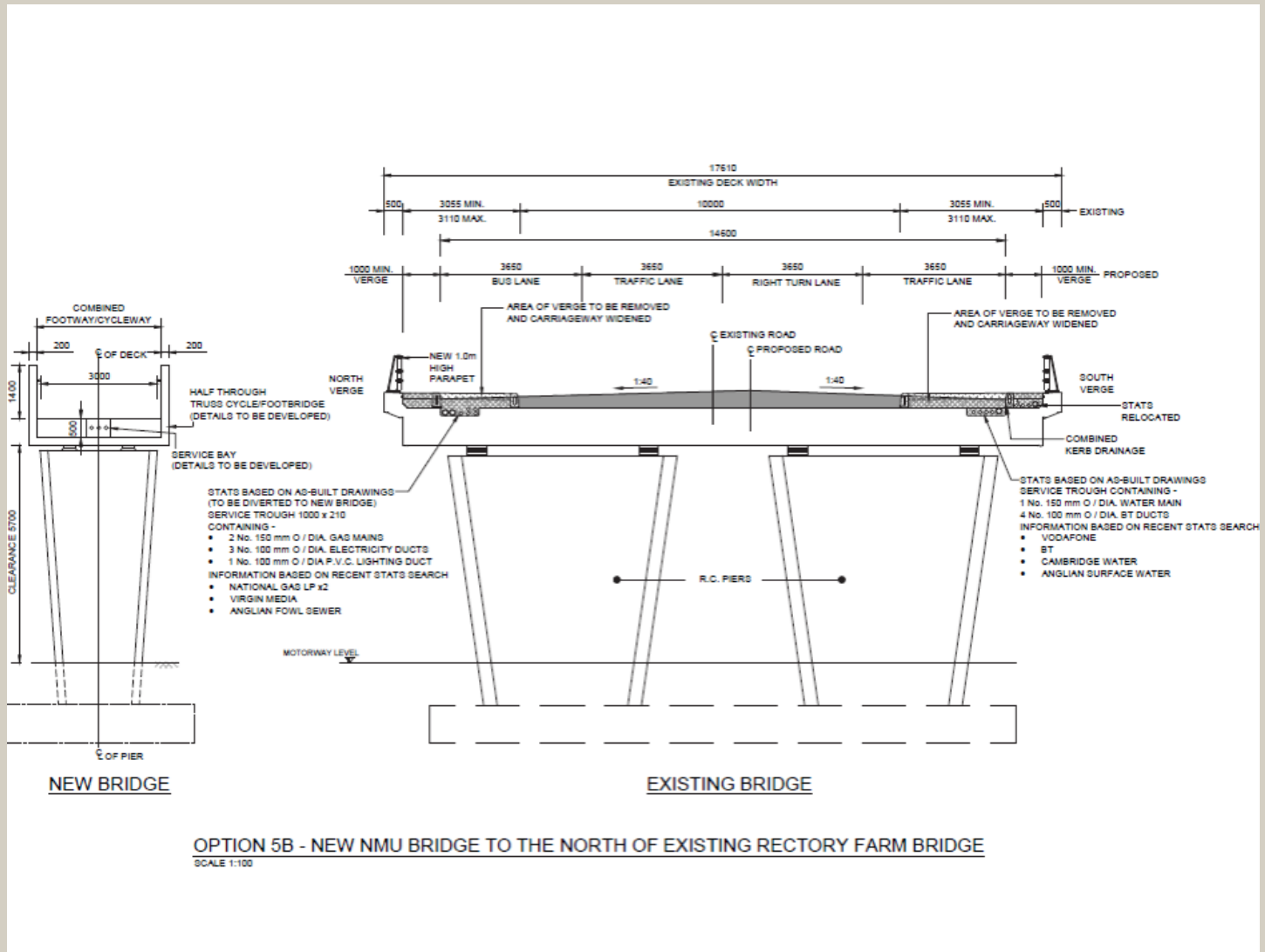
# M11 bridge, Jn13

## Option 4



# M11 bridge, Jn13

## Option 5 (b)

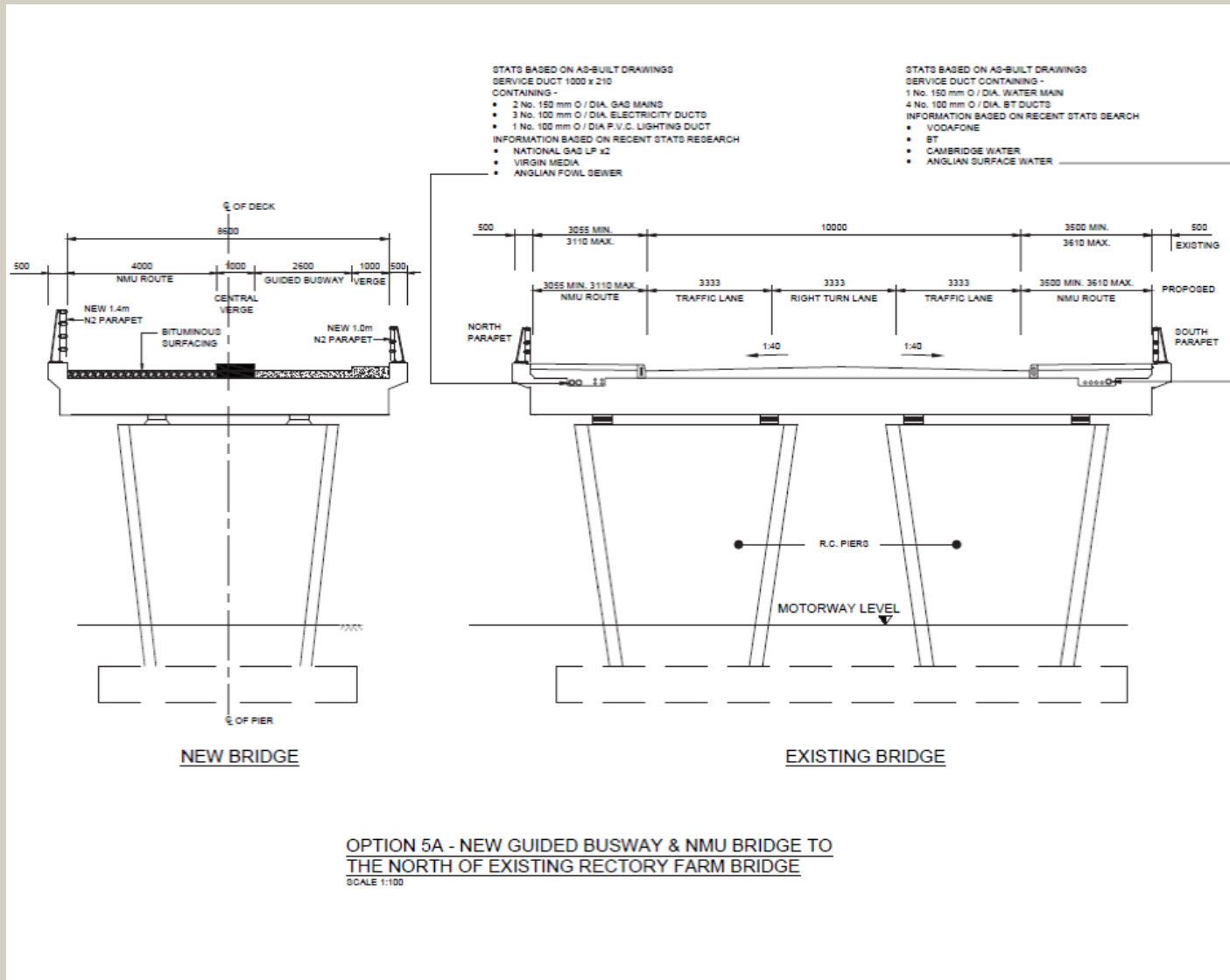


OPTION 5B - NEW NMU BRIDGE TO THE NORTH OF EXISTING RECTORY FARM BRIDGE

SCALE 1:100

# M11 bridge, Jn13

## Option 5 (a)



# M11 bridge, Jn13

## High level estimates

**Table 12-1 Cost Summary of Options Considered**

Options	Description	Cost (£)
Option 1	Reassign Lanes	£276,000
Option 2	Widening of Carriageway by Reducing Verges	£832,000
Option 3	Widening the Bridge to the North	£4,150,000
Option 4	Widening the Bridge to the South	£4,738,000
Option 5A	Constructing a New, Single Lane Bridge Adjacent to the Existing Bridge	£6,401,000
Option 5B	Constructing a New, Pedestrian and Cycle Bridge Adjacent to the Existing Bridge	£2,262,000



# Agenda Item 10

## Summary of the option assessment outcomes

- Option 1 is the least expensive option and least disruptive to road users during construction. However, this option could lead to long queues during peak times.
- Option 2, the cost and disruption to road users during construction are moderate. The key drawback of this option is that it can lead to higher risks of accidents and greater congestion due to the narrow lanes.
- Options 3, 4 and 5A will provide four standard lanes, but are relatively expensive and most disruptive to road users during the construction phase. Standard lane widths have safety and maintenance benefits
- Option 5B is relatively expensive and causes moderate disruption to road users during construction. Cyclists and pedestrians will have a safer means of crossing the M11.

# Resolution 7 (agenda item 10)

- *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 up to £50 million on a new bus-only bridge across the M11. The Forum suggests that, should the City Deal Board select an option using the existing bridge, measures should be included to ensure it better serves all traffic, as well as providing bus priority. This would deliver greater economic benefit, and would thus represent a better use of City Deal funds.*

# Officer Response

- Officers are happy to agree this resolution and ask the Forum notes the following:
- The role of J13 would be dependent on the selection of a recommended option. Option 1 Central and North could both utilise J13 so as written the resolution is out of scope so should be pre-ambled with reference to the option selection.
- Early technical evaluation demonstrates that it may be possible to create an extra lane on the bridge but such a lane would be sub standard.
- Such a lane may need to be accompanied by a cycle and pedestrian bridge adjacent to it.
- The J13 bridge needs to work with other bus priority measures coming into and off the bridge. This would include the stretch of road immediately to the east of the bridge.
- Any design for the A428 may need to be integrated with the Western Orbital in terms of slip roads.
- A bridge at a new location will **not** cost £50m.

# Resolution 8 (Agenda item 11)

*The Forum supports a new Park and Ride along the A428 corridor. However, should the City Deal Board select the Madingley Mulch Roundabout for a Park & Ride location, the Forum would object as it considers Scotland Farm to be a better location.*

# Officer Response continued

- Officers would request this resolution is not adopted for the following reasons:
- A P&R at Scotland Farm is not viable due to the additional cost of running buses from this location at high frequencies.
- The P&R at Scotland Farm is not at the optimal location for intercepting commuter traffic e.g Long Road and Church Lane.
- The P&R at Scotland Farm does not operate effectively with options to the south of the A428 (Options 2 South and 2 Central).
- Scotland Farm P&R has some benefits but is not optimal.

**After extensive public consultation,  
we rejected a P&R at J12**

**The increase of traffic  
would be intolerable and  
would not relieve  
congestion into the city.**

**The effect of a large car  
park on the country  
landscape would be  
catastrophic and would  
hasten the development of  
Barton as an urban  
settlement.**

## **Park and Ride**

**Better to have one further out, say at Lords Bridge or the Eversden crossroads.**

**At the moment traffic already queues from Haslingfield, Orwell and Comberton (well before Barton) at the morning peak.**

**Also, see Smarter Cambridge Transport's well-researched recent paper on Travel Hubs.**

**We also rejected the proposed  
sites for the P&C**

**Tarmac and lighting would blot the country feel of the  
village.**

**Cyclists would still have to negotiate the perilous  
crossing of the M11 slip roads.**

**Motorists leaving cars before cycling in would add to the  
local traffic congestion, in all directions.**



## **Proposed sites for the P&C**

**One of the sites proposed is a long-standing orchard;  
another is a peaceful cemetery.**

## **Proposed sites for the P&C**

**Cambridge Cycling Campaign agrees.**

**Draft report of May 2016 says the area is dangerous for cyclists, especially young ones.**

**Reengineering the roundabouts should be a better investment than a Park and Ride or Park and Cycle development in the immediate area.**

## **Proposed sites for the P&C**

**If a P&C has to be built.**

**Cyclist safety concerns would remain.**

**A better site is off the large roundabout (at Coton Road) behind the spinney.  
Inconspicuous and discrete (between two roads and not conducive to further development.)**

**The old road used to go through the site.**

# Proposed sites for the P&C



## **Recommendation**

**The Cambridge Cycling Campaign draft report is new and unfinished.**

**Further work is needed, but it may be an excellent solution.**

**Its author, Jim Chisholm, has worked in transport research, including at the Government Transport Research Laboratory, for 15 years.**

# Resolution 9 (agenda item 11)

*Should a Park and Cycle site be approved at J12 by the City Deal Board, the Forum considers that the locations proposed by Barton Parish Council to be safer and easier to access.*

# Officer Response

- Officers agree that the Barton PCC options should be considered if a J12 Cycle and Ride is agreed by the Board.

# Resolution 10 (Agenda item 11)

*The Forum recognises the peak time traffic problems on the A10 South, and supports Harston and Hauxton Parish Councils in asking officers to investigate siting the new Park and Ride south of Harston instead of at Hauxton. Foxton is suggested with its train station offering a choice of travel.*



# Officer Response

- Officers would ask the Forum not to adopt the resolution on the following basis:
- Locating the Hauxton Park & Ride south of Harston at Foxton Station or a similar (unidentified) location was considered following representations made at public consultation.
- It is considered to be too far from the City Centre to run a frequent, reliable (and commercially viable) bus service between the site and the City Centre.
- It may promote trips between the M11 and Park & Ride site, routing through Hauxton and Harston and may increase traffic congestion in these areas.
- It is likely to abstract less trips from the M11 than one sited closer to the M11 at Hauxton, trips that are not abstracted may choose to continue their journey by car adding to congestion levels in the City Centre.
- It is considered that the potential for bus/rail interchange is unlikely to cause more people to access the site. It is likely that all users of the Park & Ride site and rail station will continue to drive to the site.

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The Greater Cambridge City Deal  
working in partnership:

