

Cambridge South East Transport Meeting

Date: Wednesday 20 January 2021; Time: 18:00

The meeting was held via Zoom Webinar

A recording of the meeting can be watched on [YouTube](#).

The presentations can be downloaded from the [project's LLF page](#).

1. Welcome and Introductions

Tony Orgee welcomed all attendees to the Cambridge South East Transport Local Liaison Forum Meeting.

Panellists for this evening's forum meeting included:

Tony Orgee (chair of the LLF)
Andrew Munro (Greater Cambridge Partnership)
Martin Meehan (Greater Cambridge Partnership)
Oliver Daffarn (Mott MacDonald)
Anna Newey (Mott MacDonald)
Jane Osayimwen (Greater Cambridge Partnership)
Michael Payne (Mott MacDonald)
Sarah Bearpark (Mott MacDonald)
Alasdair McWilliams (Greater Cambridge Partnership)
Michaela Headland (Greater Cambridge Partnership)

2. Phase 1 scheme status update (Cambridge to A11 schemes)

Scheme 1 – Granham's Road junction

Q. Will the field edge be re-instated? It is currently used by pedestrians and equestrians, will there still be space?

A. The works will be on highway land and new hedging will be put at the highway edge. The field is owned by CCC, however rented to a farm owner. We shall check and get back to you, however at present we believe that the existing path will be replicated

Q. When will groundwork start and how long will it last – what about diversions?

A. We are expecting to start work in April 2021 and the duration will be approximately 10 – 12 weeks and so looking for completion in July. Diversions in the meantime will mean a temporary closure of Granham's Road and some localised restrictions for the lighting scheme. Further details will be communicated once a construction programme has been agreed.

Scheme 3, Section 1 - Linton Greenway – Addenbrooke's – Babraham Road Park and Ride

Q. There was a lot of feedback to say use the Addenbrooke's side of the road or the service road so it wouldn't be so narrow – can you explain why this hasn't happened? The proposal was to have a crossing near where Worts' Causeway comes out.

A. The crossing is currently on the north/south alignment across Worts' Causeway. We're not proposing to upgrade the side of the road due to budget and focus of scheme is the crossing of NMUs from Red Cross Lane to Nightingale Avenue. We have moved the crossing as close as we can to the junction, we planned to ban right turns out of Red Cross Lane, but we need to allow space for those turning right to see signals in the meantime. The design is currently under review at this location.

Q. Why can't we just go straight across from Red Cross Lane to Nightingale Avenue?

A. We tried to push the crossing as close as we can to the junction, we planned to ban right turns out of Red Cross Lane but in the meantime we need to allow space for those turning right to see traffic signals. The design is currently under review at this location.

Q. Am I right in concluding that the entrance to Nightingale Avenue is stopped to cars? If so, how is that compatible with the temporary nature and how compliant is it with the feedback that access would remain for service road users?

A. Correct, it is stopped for cars. Access to Nightingale Avenue would be via Worts' Causeway. We are not aware of the specific need to keep this open. These comments are taken on board - we will have another meeting on site with yourself and resident associations. The design is currently under review at this location.

Q. I notice that existing parking has been removed from Red Cross Lane – where will these vehicles now park?

A. The parking issue has been considered and will be evaluated as part of the current design review we are undertaking following feedback on this aspect of the scheme

Q. There is an access issue with regards to the lighting columns at the roundabout for cyclists – what has been done about this?

A. We are widening the path as much as we can and moving the lighting column but the placement still has to conform to the standards so we are limited with how much we can move it.

Q. What is a 'potential modal filter'?

A. It is a term for an obstruction for motorised traffic but with space for pedestrians and cyclists.

Q. The issue of the Audi garage was raised, and they had encroached on highways land - is this still the case? Is the hedge definitely going to be retained?

A. We will be working with highways to discuss a new boundary with the Aldi garage. Yes, the hedgerow will be retained - the pathway itself retains the hedgerow.

Q. What is the tan colour at the Audi garage entrances - why isn't the NMU path continuous? Why can we only see half of the entrances? Can more detail be shown to show people can flow without conflict? It's a very sharp turn and traffic poles may be obstructive.

A. The tan colour is to show continuous cycle path and priority for cycling and is just colour left over from engineer drawings. The entrances you are referring to are where Scheme 3 section 1 finishes and section 2 starts. We can send you more detailed drawings and the lighting pole positions.

Q. Really keen to know about signage to help people to find their way. People need support from Babraham Park and Ride and from Red Cross Lane to the biomedical campus.

A. We haven't included specific signage for the biomedical campus. We shall remove old irrelevant signage on the roundabout.

Q. GB2 development contains a cross-site bridleway which links to the existing bridleway behind the Park and Ride - what are you providing for equestrians to get across to this?

A. Currently a toucan crossing – we have allowed for the active travel route to include equestrian use.

Q. Is there a new toucan crossing on the west side to access the houses but there's no footpath connection between the existing path and toucan crossing - the current footpath is only 1m and is in terrible condition. Can it be upgraded and connected to the toucan crossing? A lot of people use Nine Wells to access the Biomedical Campus and they have to use a path that's not fit for purpose - it is heavily used.

A. The shared cycleway is on the east side which is where all the improvements are being made. There are no proposals to provide the link or resurface the path. This is something we can take away and see if funds allow for these improvements.

Scheme 2, section 2 - Linton Greenway – Babraham Rd Park and Ride – Babraham Research Campus

Q. When you come down from the north to Hinton Way - there is speed limit reduction - it could do with that being moved further up to reduce the traffic speed onto the roundabout.

A. There may be limits in terms of what we can do in terms of the scope of this project with regards to speed limit. We will review and report back at the next meeting.

Q. Can we assume that ALL the road from 4-Wentways to Cambridge will have a 50mph limit (as it should have had for years)?

A. Yes, the 50mph will be in place from 4 Wentways until it reduces to 40mph on approach to Hinton Way roundabout.

3. Haverhill Road/A1307 junction realignment and Wandlebury Crossings update

Q. Very pleased to see no vegetation to be removed - is there any information on the redundant land - stringent measures would have to be taken to prohibit car parking in this area.

A. When we last discussed this, we proposed to seed the area with grass. The land will remain highways land and we would look to agree the details before planning submission.

Q. What is the difference between "amenity grass" and "grass"??

A. Amenity grass contains hard wearing grass and is pretty standard in high (pedestrian) traffic areas. We use the term to distinguish it from species rich grass which is better for biodiversity but not as durable.

Q. What are the timescales?

A. The next step for this scheme is to prepare and submit the planning application. Once approved, we can develop and finalise the detailed design before preparing the construction pack for the Contractor. We expect to be on site either late 2021 or early 2022.

Q. There's definitely a blind spot at the turning at the bottom of the hill - can you confirm you have looked at this?

A. Yes, we are planning to make some adjustments to the verge which should improve visibility.

Q. How far does the deviation go down Haverhill?

A. It ties in with the existing road before the carpark.

Q. Haverhill Road is quite narrow with lots of access roads and the car park – it is currently at 60mph speed limit, can we have the 50mph limit extended?

A. It will be extended into Haverhill Road but unsure where to - we will confirm if it can be extended all the way down the hill.

Q. The path alongside Haverhill Road is an NMU / Active Travel route available to pedestrians, cyclists and equestrians. It is very well used by the local equestrian community. Would support improvements to the path which work for all users and would very much support reduced speed limit.

A. We are looking at improving the path from Stapleford up to the A1307 along Haverhill

4. Babraham Road P&R Expansion

Q. The carpark goes into the corner where we are also working on the cycleway - we have opportunity to make the Active Travel crossing correct

A. Agreed

Q. Can you let us know the timings? There are problems currently with existing pedestrian and cycle traffic. We need widening of the pedestrian and cycle routes before or at same time as the Park and Ride extension.

A. Providing the scheme is approved, we are expecting to be on site late 2021.

Q. We've been told that the bus way will be successful at reducing traffic if this is the case why are all these extra bits needed. There's uncertainty at the moment, we don't even know if people will be going back to offices.

A. We are tackling safety issues and improving pedestrian and cycling facilities along this corridor - we have 12 radial greenways and Linton is one of them. This project is a part of the greenways but also includes a busway and addresses safety conditions. We need to bear in mind the significant growth at the biomedical centre which will increase trips. These schemes are to deal with the significant future growth rather than the situation currently. Agree that COVID has adjusted travel patterns - we are waiting for guidance from DfT and doing some research of the impact to feed into the business case for the schemes which will decide on how these schemes are advanced further.

Q. When do you think you might have details to look at Park and Ride and Hinton Way roundabout?

A. A planning application needs to be submitted for the P&R, approval of which is being sought from the GCP Board.

Q. What's the current budget for first part of the scheme? How about contingency?

A. The budget for CSET Phase 1 schemes is currently under review.

5. Phase 2 project update

Q. With regards to the Key Feedback Themes slide – what is the final comment about connectivity saying? This point is also open to interpretation, particularly when referring to active travel rather than public transport.

A. People could use the scheme for recreational purposes as part of a trip such as a circular walk. The scheme connects into existing public rights of way. A full report on the consultation is coming out in due course.

Q. So Brown route is going ahead?

A. Yes, the brown route is the route going ahead

Q. Is the GCP currently undertaking any Environmental Impact Assessments on the alternative Shelford railway alignment?

A. The EIA is done based on a fairly advanced design of the proposal in order that we can assess the impacts of those proposals. We don't have a design for the alternative route because we don't believe it is possible or desirable.

Q. There was no opportunity on the EIA consultation survey to say whether there is a better off-road route that could be consulted on or to comment on Shelford and Stapleford specific aspects.

A. The consultation in 2019 dealt with the route and people had an opportunity to comment then. There was also a question in the EIA consultation for people to raise any other comments on any aspects of the scheme. We have received a number of comments on the route are still analysing these comments.

Q. Existing bus surveys would have the option of using the new public transport routes providing they comply with environmental standards. It had been suggested that they could come off the route and link up with the villages. Is this a possibility?

A. That proposal was formally documented in [Public Transport Network Strategy \(Appendix to Outline Business Case\) and has been published on the project's web page](#). We are currently doing further technical work to develop and refine the public transport network proposals and look at the impact of the new services on the existing bus services within the scheme area. As part of that we have had initial meetings with the local bus operators. This is actively being considered further with further dialogue with bus operators intended to come up with the best possible plan for the public transport network as a holistic plan. It is the bus operators that have the final say on which services they wish to operate on a commercial basis.

Q. Where is the archaeological document available? On the GCP website?

A. The archaeological survey is still ongoing and the report will be available at a later stage, once complete.

Q. GCP are still carrying out surveys and some won't take place until the spring. So if you're finalising the design of the scheme in March it suggests you're doing that before you've finished your research. Is it possible to feed into the output of those surveys or will we have to respond to the TWAO application as a member of the public?

A. There will be the normal engagement around the GCP Executive Board meeting. We are planning some earlier engagement when we have completed the public consultation report. There are a number of strands of activity, which will come together in May/June. We have a substantial amount of ecology data. On any scheme there is always some land that we don't have access to for surveys, if that land becomes available then we will do the further surveys. We can complete the report with the available data.

Q. Great Shelford and Stapleford Parish councils have commissioned an independent report because despite consultation regarding an off-road route, we are pursuing an alternative investigation regarding the Shelford railway alignment route. We will publish and liaise with GCP on the findings of those reports and we are hoping that GCP will do as they say and reconsider the alternative for the preservation of the greenbelt.

A. We look forward to reading your report.