

Cambridge South East Transport Meeting

Wednesday 26 January

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 include:

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)
Peter Stanhope (Greater Cambridge Partnership)
Richard Bailey (Greater Cambridge Partnership)

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

Scheme 3, Section 4 – Linton Greenway (Newmarket Road to Dalehead Foods)

Q. I will be very interested to hear details of the review of the route options of Bourn Bridge Road, which is narrow and an appalling surface, compared to the Pampisford Road option which is more direct and so faster, but also wider. Bourn Bridge Road would go right through the village which would be an advantage to people living there who would use it, but would like to see what details were considered. Both Abington parish councils felt that Pampisford Road was the better option as the other route is too narrow through the village with more hazards, as well as the turn onto the high street. People living in the village would use it but it isn't ideal for people passing through as part of a journey. Can the info be made publicly available?

A. There would be improvements to surfacing as a part of the Bourn Bridge Road route, the assessment assumes this will be incorporated into the scheme. In terms of safety and comfort, speed limit was taken into consideration - with Pampisford Road being a straighter and wider alignment, speed reduction was considered and accepted by the Police. We will share the information publicly.

Q. Bourn Bridge Road - is a 50mph speed limit and very narrow with no pavement - will you be building a pavement along the road?

A. It is part of the measures to review how to provide segregation with a lower speed limit. We're looking at funding at the moment, we want to make a plan by the end of March for moving forwards, we are looking at the stakeholder feedback and reviewing this against the funding available and will be speaking with the Parish Councils going forward.

Q. At our last meeting a lot of safety points were raised with regards to the Abington's cycle route, have these been fully considered? A good option for Bourn Bridge Road would be a modal filter which would remove the safety issue and would be a cheap option.

A. This is part of the section where we are looking at how to best provide segregation for that route. It is currently under consideration with review of the funding.

Q. What is a modal filter?

A. It is a road design that restricts certain types of vehicle from getting through, for example bollards.

Q. Will you be looking to protect the verges on Bourn Bridge Road?

A. Yes, maintaining the hedgerows has been a key consideration to date.

Q. How would the Bourn Bridge Road be lit? We don't want excess light pollution, but it is a very dark road and is hazardous. Pampisford Road is already lit.

A. To date the proposals haven't been for any lighting but minor illumination through stud lighting rather than street lighting. Lighting has been considered under the comfort element.

Q. We felt strongly that Pampisford Road should be used rather than Bourn Bridge Road. If we could take the route along Pampisford it could solve the other issue of rat running also. There won't be the possibility of doing much engineering on the route through the village [Bourn Bridge Road], using Pampisford Road route would not stop people using the route through the village as it will still be there, and will just need an extra bit of connectivity at Linton Road - then we can have both routes.

A. We are happy to share our findings to date and discuss these with the Parish Councils in due course.

Scheme 9 – Hildersham Crossroads

Q. Looks like an excellent suggestion - do you still need agreement from the landowner?

A. There is quite a land difference between the A1307 and existing land so what you can see in green shading is where land will be regraded which will have to happen off highway, however we are not looking to purchase the land but we do need agreement - conversations are going in the right direction with the landowner.

Q. Why is the crossing set so far away from the A1307? Can I assume that both the signals will have a green man crossing at the same time?

A. Yes, there will be an all green phase across. The set back is for larger vehicles. There is potential to push it closer but it is currently set back to assist those larger vehicles turning left and having the

space to stop at the stop line without blocking / swinging to the other side of the road. We can look at pushing it closer to the junction during detailed design.

Q. What about the beech trees, will they be affected?

A. We do not impact on the large established trees just off the map, we do impact on the saplings on the southside of the A1307 but this will be offset by providing a new hedgerow and tree combination.

Q. On Pampisford Road on the lighting pole on the right side, it is right in the middle of the path so reduces space quite a lot - is there anything to do to mitigate that especially for larger vehicles such as trailers, cargo bikes, tandems etc?

A. Yes, there's potentially a bit more space on this side within the highway boundary. We have noted this down.

Q. There is a big problem getting the bus out of Hildersham - is there a way the bus can activate the lights?

A. We can ask CCC if Stagecoach has this ability.

Q. How is the land purchase coming along?

A. The path is located completely within Highway land - we still need to do work on private land but the plan is not to acquire land. Discussions with respect to land are proceeding well.

Scheme 3, Section 5 – Linton Greenway (Linton Village College Junction – Linton)

Q. Linton Village entrance is awful – it's very difficult to manoeuvre a tricycle - not having a proper crossing means you don't know if people are coming

A. There is guard railing causing barriers and the development of the island should help. The area is currently used for school pick up and drop off. One of the measures being considered under the funding review is the adjustment of kerbs in this area to reduce crossing widths, remove guard railing and widen central refuge for users

Q. What will be considered? How are you supposed to cross? When people are going to school it will be the same time as active travellers - it is a bit disappointing not to have ped signalled crossing here

A. People should be able to cross one lane at a time, using the island. It is a short section to cross and the crossing has good visibility

Q. We could not find a way of widening the path along the recreation ground but we did want some form of segregation, even white paint or sign posts - some sort of measure to separate peds and cycle for safety?

A. We have noted and will explore options.

Q. I completely agree about segregation, I also want to confess as a runner, I find that I try to avoid the narrow guard railing on the existing pedestrian refuge at the Linton Village College - Is it possible to relook at that junction as it would be much better for cyclists and runners?

A. Yes, we will take that away.

Q. I keep asking for rights of way network on these maps, but you don't do it - this section bisects 3 bridleways - please can we have a conversation about joining this up?

A. Yes, happy to have a conversation

Q. Welcome this extension - what are the timescales?

A. 'Next steps' will cover timescales

Scheme 14 – Linton Bus lane Update

Scheme 14 has now gone to the Executive GCP Board for its official removal as a part of this project.

Q. Very good news, what are you going to do with the million pounds saving from not constructing it?

A. A wider funding review is taking place for the CSET P1 schemes.

Scheme 15 – Bartlow Road Roundabout

Q. Thanks for saving money on bus lane - I have suggestions as to how it can be spent. Really disappointed by the hub decision - it would have been the first time we would have had bus access to Haverhill and Cambridge. As we don't have the hub, we will be travelling to Bartlow by foot and bike. I'm not sure how it will feel like at the crossing on the roundabout - it still looks like a scary proposition to cross with the traffic. Disappointed that the active travel route to Bartlow is being put to one side but I wonder if we can keep a foot in the door with blind bends - could you do anything with those with the money savings?

A. In terms of the bends – can you send some details to Martin Meehan for us to review. In terms of how it will feel - I agree it's hard to get an understanding from the drawings. It will be the same size roundabout as Babraham Research Campus - in terms of the levels, it is lower so visibility is better and the majority of the roundabout is constructed off the alignment of the existing road which will help reduce speeds.

Q. Disappointed about the loss of the hub as it's important for the villages as without it, it causes problems with parking in Linton on the High Street. The land where the hub would be is not currently being used - I can't see why it can't be changed into a hub - it would allow people to come in by other means of transport and use the hub - the High Street is ridiculously crowded. Part of GCP is surely to allow free flow of transport through the village - the current situation really effects the flow of public transport due to parked cars. It would be a very cheap scheme - please review this and talk to us.

A. The plot of land itself will remain. The scheme allows for future development of something on the land. The initial need to remove the hub was due to planning permission delays. Seeking planning permission for the hub would delay the roundabout scheme. The series of local highway improvements are being reviewed as part of the funding review. The parking interventions through the village to help the village situation.

R. The local highway improvements were close to being accepted, we resubmitted with some of your suggestions to improve the flow - includes signalling and paint. There is no-where else to park in Linton except the lanes - we don't want parking up the lanes. But more people want to go into Cambridge by bus so we need to get them off the High Street - we have had some very silly suggestions about putting parking on our green space. This bit of unused land would be the most practical and cost effective. In lockdown the High Street is great – when not in lockdown we have

cars parked on the wrong side of the road which blocks traffic and buses. Look at it in a wider context, please look at this quickly as we want to put in parking restrictions.

Q. With regards to the rural hub, in this project there's no prospect for it going ahead - for the future it will have to be a completely different project?

A. Yes, correct.

Q. What are the speed limits of the approach to the roundabout and the traffic flows?

A. 50mph on this stretch of A1307, 30mph on approach to roundabout - traffic flows approximately 7000 in each direction.

Q. Is the 7K vehicles now or for the future? That seems to be a low number.

A. The existing daily traffic flows on the A1307 is approximately 7000 in each direction.

Q. LTN (Local Transport note) 1/20 says the levels of traffic and speeds are unsuitable for most people without a controlled crossing. But you are proposing an uncontrolled crossing again - its repeating same problem as at Babraham Research Campus roundabout, where no signalised crossing was put in, there is now a Pegasus crossing.

A. It's a different context - users and modes are significantly more / also this roundabout has significant deflection which slows traffic on the way into Cambridge.

Q. Regarding the 5.5m I think you can still bring it down more. LTN 1/20 - if you do have an uncontrolled crossing it should be at the end of a flare and minimum of 10m away from joining carriageway - should be possible to push it further back

A. It is 10m away. We can talk about this offline, I can show you the swept path analysis, key point is the larger vehicles being able to manoeuvre around the roundabout.

Q. What is that box in the middle of the roundabout?

A. It is underground drainage storage.

Q. An off-road path for walking, cycling and equestrians from Bartlow would be good - would be worth reconsidering

A. Understood and noted.

Q. How are cyclists from A1307 route or Linton supposed to get round the roundabout safely?

A. We can review this.

Q. We have been comparing this roundabout with Babraham Research Campus roundabout – I would like to observe that cars have trouble staying on that line - signage has been damaged, people going off towards the south of the A1307 - that can be quite scary.

A. The research campus roundabout was an accident cluster site, but I believe this was rectified. There will be signage on approaches and markings to make it clear the roundabout is coming.

Scheme 16 – Right Turn Ban at Dean Road Crossroads (South)

Q. Dean Road is regularly used by Cyclists. Making cyclists go to the roundabout and back to use dean road is well out the way and dangerous. Can we get a cut through on the central reservation for cyclists?

A. We can consider this.

Q. A question about Dean Road junction on the north side of the A1307 - will it be left as it is?

A. There will be no changes to movements. We have proposed a small thin island to discourage u-turns and routine maintenance for visibility.

Q. Is there potential to widen the section in the middle for safety on Dean Road junction on the north side of the road?

A. We can look at this

Q. Perhaps a problem with a cycle path to turn right at Dean Road is how to stop motorbikes then turning right?

A. We'd need to consider this carefully in conjunction with CCC Policy and Regulation team to make sure that if we were to provide dropped kerbs here. It is clear that it can be done clearly and is enforceable without opening up potential for misuse by other vehicle traffic, thereby negating the safety improvement of the right-turn ban.

Scheme 17 – Average Speed Camera

Q. Speed limit reduction - was this on the dual carriageway?

A. Yes

Q. Do we have evidence that the cameras will actually solve anything? Sad as it to say remember the vast majority of serious accidents tend to be self-inflicted due to various reasons such as drink, mobile phones etc. Any plans to extend the cameras to other parts? What will happen to the static camera at top of Park Hill? Will that go as really good deterrent to slow vehicles down by the bus stop?

A. Proposal funded by GCP but promoted by County Council, as the existing spot speed camera is at the end of its life. This section and another in the county came to the top of the priority list for average speed cameras. While I agree that some accidents have been due to drink and drugs, they will also deal with excess speed on a dual carriageway designed to standard 50 years ago.

General Comments

Q. Does the funding review put any of the proposals at risk?

A. No, the intention is to look at stakeholder feedback and see if we can accommodate them in the schemes

Q. Are there any extra schemes then?

A. Intention is to progress with these schemes and encompass the improvements suggested by stakeholders into these.

3. Phase 2 project update

Q. The route for the connecting bus service hardly enters the villages of Little Abington and Great Abington. It is a half hour walk from centre of these villages to the travel hub.

A. The proposal for public transport (PT) services, is that at the moment we are assuming there will be eight services from Cambridge to the travel hub. Four of these services will continue from the travel hub onto the A1307 and to the Granta Park roundabout. Two of those would continue along Pampisford Road to continue to Linton and Haverhill. We want to make sure that there are better PT options for those people who currently use PT for the whole of their journey and discourage these people from driving to the travel hub. This is subject to further discussions with Stagecoach and the other bus operators.

Q. Has anyone spoken to the Mayor and will this route have any relationship with CAM?

A. GCP and the combined authority are working in partnership to deliver the CAM project. The GCP corridor schemes are essentially Phase 1 of CAM and are part of the CAM network. Phase 2 of CAM will be the tunnelled section to Cambridge and Phase 3 will be the regional extensions.

Q. Can we check that planting will be native and guided by the natural mix of species, not just the generic, commercial planting?

A. We are looking at the planting and designing it to achieve biodiversity net gain. We are also putting in specific habitats for protected species in areas we know those species are present or where we are looking to encourage them. It will not just be generic, commercial planting.

Q. Did you consider starting with the pink route and then going into this green route?

A. We have looked at this again following the previous meeting. Our concern with that proposal is that it is making the route longer and less attractive, and not achieving anything more than the proposed route. We have also reviewed that potential change against the independent Green Belt assessment of the route and both the brown and pink routes were given exactly the same impact on the green belt. In summary, yes, we have looked at it again but don't see any justification for adopting a route that would be longer and less attractive to customers and potentially more expensive to construct. However, we are still continuing to analyse the responses to public consultation and any further decisions will have to wait until we have completed that process.

Q. Will we get all the redacted comments not just a summary?

A. All redacted comments to the Environmental Impact Assessment will be published on the project's web pages together with the consultation analysis report.

Q. Do you really want to build this huge bridge over the water meadow and archaeological site in Babraham?

A. That is the proposal. It is not currently a water meadow but was formerly used as that. The way that archaeology is generally dealt with is that we investigate what is there and mitigate by investigating further if there is something significant. If it is really significant it would be preserved in situ. In general, this doesn't prevent more modern things being built.

Q. There are three Grubenhous on the Bartlow Road site in Linton - are they linked? How significant are they?

A. The site at Bartlow Road, Linton is 6.6km east of our site. The two share a broad contemporary dating to the Anglo-Saxon period, but given the distance, the Bartlow Road site is a different settlement. It may be of more interest to know that an Anglo-Saxon settlement is known about in the area immediately southeast of our site at Bourn Bridge – our potential grubenhous feature is likely linked as part of the same settlement complex. This will be investigated further in the post-excavation report.

Q. Are there plans for further archaeological investigations prior to building?

A. The sites in red are still to be investigated along the route and where we have found significant things there may be more trial trenching happening pre-construction. There may also be the need for more archaeological investigations to occur once compound locations have been decided.

Q. When will you have the final costing for the scheme?

A. We are looking at concluding the final costs by March/April. These will be taken to the executive board in July. We will be producing a fully updated cost estimate for the final design that reflects the changes that we've decided to make in response to consultation. The board will be given a cost estimate in July that is as up to date as it can be and will reflect the exact proposals subject to the TWA application. We are appointing an independent cost manager who will scrutinise the estimate and make sure it is adequate and sufficient.

Q. Have you got the money for Phase 2 in place or do you have to apply for it?

A. It is in place and is part of the Greater Cambridge City Deal. We went through a stage gate review at the beginning of last year which we passed. This released a further tranche of funding and so the funding is in place for this project.