

## Cambridge South East Transport Local Liaison Forum Meeting

Tuesday 5 June 2019, 6.45-8.45pm, Homerton College, Hills Rd, Cambridge CB2 8PH

**Speakers:** Oli Daffarn & Mark Mathews (Mott MacDonald), Andrew Munro (GCP)

### 1. Welcome and Introductions.

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

Speakers for this evening's forum meeting include Oli Daffarn & Mark Mathews (consultants from Mott MacDonald) and Andrew Munro (Project Manager, Greater Cambridge Partnership).

Presentations can be viewed on the [project's Local Liaison Forum page](#)

### 2. Phase 1

[Presentation by Oli Daffarn and Mark Matthews of Mott MacDonald.](#)

- Questions

1. **Q:** The 17 schemes were publicised in leaflets on a wide scale 15 months ago and were basically supported. What contact have you had with local groups to working on these schemes?

**A:** As proposals have been worked up we have met with local groups and parish councils to discuss details and will continue to do so.

2. **Q:** Regarding the Dean Road junction – will the vehicles coming in the opposite direction be able to turn right to Cambridge as well as left to Haverhill?

**A:** Yes, it is only the southern arm of Dean Road that is affected.

3. **Q:** From John Burns, district town councillor of West Suffolk– we've had no contact from you at this end of the A1307. You mentioned the Linton Village College (VC) lights, which are always a bone of contention; we don't know the results of a software update on the system. People on social media said they noticed nothing. With all these in Haverhill, more housing being built and a research park was supposed to generate 2,000 local jobs, now there are no more than 200 new jobs and people will be travelling along the A1307 to Cambridge for work. What are the plans to accommodate for this extra traffic?

**A:** The signals were not expected to be transformative, only a few % increase was expected. We did include the growth in our model's extensive growth forecasts, apparently more is happening – there is a limit to what we can do but we can take into account predicted traffic growth. The Combined Authority is now the strategic transport authority for highways – they were approached by the A1307 strategy group (led by Haverhill commercial group) for funding.

4. **Q:** If we're going to ban traffic turning right at Dean Road crossroads, what are the plans for traffic flow?

**A:** We are still working out the details of that, we originally planned to close both gaps but after consulting decided not to, after looking at accident data. It's the Bartlow gap we're proposing to close and implement a roundabout to U-turn at, or to come out on Bartlow Road.

5. **Q:** From Isobel of Little Abington. Regarding the Hildersham road crossing, will there be a speed limit?

**A:** The speed limit will be reduced to 40mph from 50mph subject to the statutory process associated with the Traffic Regulation Order required to make this change.

6. **Q:** From John Batchelor, district councillor for Linton ward. Could you tell us where we are at the right turn ban at Linton?

**A:** We are not progressing with that anymore, but we need to talk to the parish council about the signals.

7. **Q:** What are the implications of the governmental assignment of the A1307 in budget terms? It has changed its categorisation by the government, and then the government didn't want to spend the money. How does that fit in with everything else going on?

**A:** There wasn't wide support for a dual carriageway to Haverhill. The Mayor prefers a future metro system, not a new dual carriageway. Government said it would assist in getting central government funds, but the CPCA turned down funding for preparing a business case for dualling.

8. **Q:** Genevieve Dalton lives in Little Abington. We are talking about reducing cars, what about HGVS? There are more plans for additional warehouses, with a risk of more on the A1307 so please don't overlook this. Who is GCP accountable to?

**A:** We are accountable to constituents and follow a democratic process. Hence the existence of our joint assembly and executive board, and the only voting members are from the partner authorities.

9. **Q:** Sawston Village Council representative. I question whether the improvements to the A1307 will help or hinder what's happening on the flow of traffic from A1307 to A505?

**A:** We went through a process with LLFs and consultations. We held a public consultation and workshop in 2017 to eventually arrive at 17 interventions that we have planned. Most people would agree the problem with the A1307 is safety. That's why most of the focus is on tackling the accident cluster areas. And we are making it more attractive to take sustainable transport. The City Deal is for funding sustainable travel alternatives.

10. **Q:** Link to A11 bottleneck on the A505 – will you increase capacity on A1307 or will it make it worse? Has any modelling been done on this?

**A:** Phase 1 interventions are about safety, public transport enhancements and improvements for active modes. They generally are not intended to provide increased capacity (and indeed at some points reduce capacity). Both Phase 1 schemes subject to planning have a Transport Statement prepared to support the planning application. A Junctions Assessment Report is being produced to consider the scheme-wide implications of the proposals. Regarding Phase 2 modelling is ongoing and will form part of the overall assessment and business case.

11. **Q:** I have a Linton Greenway question. I think it's a great idea to improve safety and sustainable transport, which is currently lacking. When will we see those plans or be consulted? Any more info on road widening?

**A:** As soon as we have some details we'll be coming to Linton Parish Council to set up meetings. We recently met with Babraham Parish Council to discuss proposals there. We have received more detailed reports from Mott MacDonald. As soon as we have more to talk about we can finalise and fine tune the proposals.

**12. Q:** What's the timescale to be approached?

**A:** The approximate timescale to be approached will be within the next few months.

**13. Q:** What concerns me are the cycle paths, near Linton Greenway. Has any money been put aside for maintenance?

**A:** We recognise the amount of money from local authorities for maintenance is limited. As such we are in dialogue with CCC Maintenance team to ensure that what new assets are proposed are suitable for maintenance

**14. Q:** With the traffic lights installed near Linton Village College (VC), is traffic moving better now?

**A:** Although a cheap fix we do believe it's helped but one problem is parents parking in the loops. We are working with Traffic Signal Engineers to see if there are any minor modifications which can be made to fine tune these issues. Data shows there has been an improvement in the efficiency of the signals, we didn't expect a huge improvement. Reached 3-5 percent improvement which is a small improvement, but not ideal.

**15. Q:** About the Linton Greenway – Bartlow is just outside Linton – a road leads to where the new lights are. Could there be a pedestrian and cyclist path? It is a landlocked area.

**A:** We are going to look and see if we can fund it or secure funding. We are actively looking but no decision has been reached at present.

**16. Q:** Is it really true police don't support speed reductions?

**A:** The police believe the road speed limit should match their environmental setting. Just putting up a sign is not necessarily enough and it can bring speed limits into disrepute.

**Summary:** Similar discussion to what was said last October (2018) – as these schemes are worked up, it's important that Mott MacDonald work with local groups and consult them before putting strategies in place. We must continue a dialogue to get the best of interventions and schemes.

### **3. Phase 2 Proposals for Public Consultation.**

[Presentation by Andrew Munro \(Project Manager, Greater Cambridge Partnership\).](#)

#### **Questions:**

**1. Q:** With the slide about different P&R sites, how would it not cause congestion at the roundabout?

**A:** People who use the P&R are likely to be already traveling by car; and they will now be getting on the bus.

**2. Q:** Could you clarify the process and timescale for the previous LLF consultation – the board is asked to make decision on A, B or C?

**A:** This is a draft recommendation. There was a limited amount of time between workshops and we are now dealing with new ideas that came out of that workshop. We expect recommendations to the Executive Board to include new questions or suggestions.

**3. Q:** Wasn't site C most favoured? It doesn't mention an additional site.

**A:** Site C is not preferred by GCP. The questionnaire at the LLF workshop suggested that those completing it favoured Site C, but this did not represent all views at the workshop.

**4. Q:** Brownfield was a suggestion, the area with the hotel, gas station and grass. Could you tell us more about this and why it wasn't chosen?

**A:** This site is not big enough without acquiring development land and relocating the existing services and hotel. This is not cost effective and may not be deliverable.

**5. Q:** Stapleford and Great Shelford – most people voted for this route besides going through the beautiful land of the green belt. Was the old railway route considered and why wasn't this a viable option? There would have to be a cutting to the environmental damage. It would have a 7 minute connectivity as opposed to lengthy transport. This will impede movement around the village.

**A:** Yes, we've agreed to have another look at a railway route, it was looked at previously but it was concluded there was no feasible route past Gt Shelford Station.

**6. Q:** When you look at plans for Four Wentways the level of HGV traffic is growing on the A1307, and putting warehouses in Haverhill is not an ideal concept. A better place would be Four Wentways.

**A:** We aren't the planning authority, it is for them to decide on best locations for new development.

**7. Q:** I wondered about where the P&R is at Four Wentways, does it tell you where they are coming from? It is from Haverhill?

**A:** About half coming on from the A11, then lower down about half going onto the A11, also a large percent to the A505.

**8. Q:** With the CAM concept – this will cost £4 billion pounds, is this correct?

**A:** For the full project yes. You need a large number of people to justify Light Rail – outside of Cambridge the population density is too low to justify the cost it is not viable for a city the size of Cambridge.

**9. Q:** How does Site C accommodate Babraham?

**A:** All sites have pros and cons, Site C doesn't serve Granta Park or Babraham Research Park well. Its location is good for the A1307 but not the A11. We've tried to cover a range of options. Site C does not lie within the green belt. Including a site not in green belt seemed sensible, but we've received a diverse range of views on this proposal.

**10. Q:** With bus pricing and the P&R, if you undercut or overcharge you may cause less people to take the bus. How will the pricing decisions be made?

**A:** At the moment we've taken into account pricing models, we are also discussing exactly how these services will be provided.

**11. Q:** What will it take to get consideration of the natural environment higher up the decision making process?

**A:** We recognize that environmental mitigation, and we are committed to biodiversity net gain. We have constituted an environmental working group; their role is to work across major GCP projects to make the environment high up on our agenda, and scheduling it in during the planning stages, not at the end as an afterthought.