

Draft Notes: Cambridge South East Transport Study (formerly A1307) Local Liaison Forum

Date: Wednesday 6th June 2018

Time: 18.00

Venue: Linton Village College Main Hall

Present - GCP Officers

Andrew Munro

Michaela Headland

Lesley Hoyle

Peter Blake

Apologies:

Neville Silverstone

Pauline Joslin

Lynda Warth

Ian Bates

Representation From:

Babraham Parish Council

Balsham Parish Council

Cambridge Past, Present and Future

Cambridgeshire County Council

Cambridge University Hospitals

Castle Camps Parish Council

Federation of Cambridge Residents' Associations

Friends of Roman Road and Fleam Dike

Fulbourn Forum for Community Action

Granta School

Great Shelford Parish Council

Haverhill Town Council

Hildersham Parish Council

Horseheath Parish Council
Linton Village College
Little Abington Parish Council
Little Linton Farms
Mott Macdonald
Queen Edith's Community Forum
Sawston Parish Council
Shudy Camps Parish Council
South Cambridgeshire District Council
Stapleford Parish Council
St Edmundsbury Borough Council
Suffolk County Council
Trumpington Residents Association
West Wickham Parish Council
Withersfield Parish Council

The meeting started at 6.05pm

The Chair welcomed everyone to the meeting and summarises that this LLF meeting will be used to gather feedback on the results of the public consultation. These will then be presented to the GCP Joint Assembly and after that the GCP Board.

The Chair and Vice Chair introduced GCP officers in attendance together with WSP and Mott McDonald consultants.

Questions were welcomed at any point in the proceedings. The Chair handed over the meeting to Andrew Munro, Project Manager (GCP).

Andrew thanked everyone for attending the meeting. He explained that the Board Papers were published on Tuesday 5th June which was later than would have been desired due to the GCP response to the Combined Authority Transport Statement.

He proceeded to present a summary of the outcomes of the consultation and next steps, the presentation can be found at:

https://www.greatercambridge.org.uk/transport/transport-projects/cambridge_south_east_study/cambridge-se-transport-study-local-liaison-forum220518/

Additional points summarised:

- There were 1785 responses from the consultation, GCP is happy with the level of response.
- Approximately 1400 respondents gave their location to the survey.
- Proposed Phase 1 comprises of 17 interventions to encourage bus, cycling and road safety along A1307.
- A strong level of support for the proposal principles was shown in the consultation results. There is relatively high levels of no opinion, perhaps because of the large geographical spread of the route which means not all proposals are relevant to all respondents.
- For Phase 2, strategy 1 was most strongly supported.
- GCP will take the consultation responses into account and comments made will feed into the detailed proposals.
- The GCP Board will be asked to approve the development of a detailed proposal to Phase 1.
- The GCP Executive Board in May 2018 agreed, at request, to a temporary pause of Phase 2 pending further discussions and agreement on alignment with the Mayors Interim Transport Strategy. A decision on progress to Phase 2 will be confirmed following the conclusion of this work.
- The proposed stages of planned implementation were talked through.

The Chair summarised the stages of the project and invited questions and comments, mentioning that leveraging local knowledge is important to the success of the project.

Questions on Phase 1

Q – What detail will be available for GCP Board?

A - Dean Road crossroads – there will be safety improvements for the right turn. Accident data has been analysed, identifying a possible roundabout here for access to A1307. Consultation feedback showed that the issue with Dean Road is one of visibility. Proposals include cutting back trees, improving visibility and implementing speed management and speed cameras with a view to monitoring to ascertain if further action is required.

Linton High Street – right turn ban to make is easier for buses to navigate through the village. Consultants will be asked to design alternatives to this.

There will be further cost evaluations for the proposals for the Farm Shop on Haverhill Road, Linton Greenway and Hildersham.

The Chair asked GCP to keep local Cllrs throughout the development of the proposals.

Q – Linton and Horseheath speed reduction – Why does the proposed speed reduction finish at Horseheath? Could there be reconsideration to extend the zone through Horseheath?

A – The police need to support speed limit reductions and are not in favour of reducing speed to lower than the natural speed of the route and prefer to control speed using speed cameras. This section is a dual carriageway where drivers tend to overtake and this is reflected in the higher accident rate, hence the focus on the stretch of road.

Comment – Concern was raised that speed cameras will not work to improve speed and safety.

Q – What is the time scale for the Linton Greenway route formalisation?

A – 2020/1 is the timescale for Linton to Addenbrookes due to the work required with Highways England for bridge alterations and obtaining land agreements. Where sections of the route could be delivered quicker GCP would look to do so.

Q – Where were consultation leaflets distributed? Castle Camps did not receive them.

A – In terms of the hard-copy consultation brochure, due to cost and time constraints, door-to-door delivery has been limited to the most directly affected areas. In this instance we have delivered 22,000 brochures to homes and businesses all along the route and, beyond this, undertaken significant promotion to raise awareness of the consultation and sign-post people to relevant information.

As well as promoting via direct e-mail the consultation was also advertised in local media channels, using on-street advertising, 28,000 flyers promoting the consultation have been inserted in two editions of the Cambridge News and a half page advert placed in the Haverhill Echo. We have also boosted social media posts in relevant areas and, with more people now responding online, this is proving a cost effective method of promotion.

The Chair commented that he would have expected Castle Camps and Little Linton to have received consultation leaflets and this appears not to have been the case.

Comment – Cambridgeshire is a growth region and as residents we should welcome this growth. Please bear in mind that there are a significant number of children with complex special needs who come onto Linton for their schooling. Where possible it would be in their best interests minimise the impact on their journey to and from school and pupils also require an unhindered journey to Addenbrooke's. Please liaise with the Special Needs Transport Dept.

Q – Linton Greenway – Is there a landscape architect on board?

A – There will be limited opportunity for landscaping along the vast majority of the route. This is unavoidable as GCP is committed to following existing guidance from the Department of Transport regarding separation from the carriageway. There are also constraints along the route such as the Park and Ride site and the golf course. GCP wants to deliver a high quality route and where there are sections off-road there will be the opportunity for sensitive treatment.

Q – Is there scope in the program to link to the Biomedical Campus in the quick wins?

A – Yes where possible, such as improving cycle links to the campus, but ongoing discussions are required. It is possible there will be more ideas to include in the final Phase 1 proposal e.g. Granta Park has raised concerns regarding access to A11. We are also in discussion with the cycling team to see if we can incorporate some of their proposals as the scheme develops. It is hoped there will be more information for the Board meeting in July.

The Chair asked that people take the time to look at the Board papers.

Q – How do you count 1875 responses? Does a response from an organisation representing a group of people have more weight than the response from an individual?

A – There were 1875 responses on paper or online plus 120 written responses. A response from a stakeholder (representing a group) will have more weight.

Q – Can the ecological impact of the scheme come higher up the agenda? There appears to be very little reference shown in the independent review.

A - A lot of work is being undertaken to this end. There is an ecological survey taking place for Phase 1 and the project would look to mitigate ecological impact.

Chair comment – On the report you are able to see each response from stakeholder bodies in a separate section.

Q – How does the consultation response weighting work? Would it have made sense for the South Area Committee to respond to have the same level of status as a parish council?

Chair response – If the South Area Committee want to make a response, they should do so.

Q – What is the strategy for the dual carriageway between Haverhill to A11? Is speed data from the road safety cameras available?

A – No decision has been made at this stage.

Comment from Peter Blake (GCP) – We do not have a view on this as we do not believe a case has been made. If more information becomes available and it is in the interest of Greater Cambridge it will be pursued further.

Q – Has removal of the dual carriageway sections been considered?

A – Yes but is not deemed safe.

Comment – Please can we put emphasis on the value of life and look to reduce deaths on the road.

A – The scheme is addressing all the accident hot spots along the route.

Comment - We regret the delay in this much needed project, particularly Phase 2. We regret that the Combined Authority is seeking a pause. We note the complete lack of consultation to produce the Mayors Transport Statement. We note that the interim strategy is guidance only. We note that the local transport plan is uncertain. We urge that GCP rely on the local transport plan having regard for the CAM, and proceed with this project forthwith.

Comment – There is concern that there is some contradictory information regarding the speed limit and not all information was shared at the start of the consultation such as housing and population growth in Haverhill.

Comment - When looking at highway safety please consider maintenance levels of grass verges for visibility and therefore safety.

Comment – There is concerns that there isn't clarity about the Greenway route, that it may be less flat and have poor lighting.

Comment – More needs to be done to separate the cycle paths from the roads or slow down the traffic.

A – Guidance recommendations of minimal segregation will be implemented where possible.

Comment – Simple techniques could be employed such as sud drainage.

A – Yes we will look to do our best.

Comment – Suggest that GCP needs to consider the safety of cycling with a child along a cycle route. If not, then it's not safe.

Comment – Please think carefully about crossing from a cyclist safety perspective along the A1307.

A – We are looking to provide a signalised crossing.

Comment – Please address the formatting of the Board papers online.

A – Yes, we will take a look at upload another copy if required.

Next Steps

The Joint Assembly takes place 14th June

Feedback from the Joint Assembly and LLF will be incorporated into the Board report.

The Chair proposed that when attend the Joint Assembly, the LLF should ask that that local residents, councils and stakeholders are fully involved in developing the detailed proposals with as much involvement as possible.

Comment – A PA system would help people clearly hear the meeting contributions.

The Chair thanked everyone for their involvement.

Meeting closed 7.30pm.