

A1307, Three Campuses to Cambridge Local Liaison Forum			
Venue	Linton Village Hall, Coles Lane, Linton CB21 4JS		
Date	20 February 2017	Time	18:30 – 21:00
Attendees	Tony Orgee (Chair, Sawston), John Batchelor (Vice-chair, Linton), Enid Bald (Linton PC), B Ward (Linton PC), David Plank (Trumpington Residents' Association), Sam Davies (Queen Edith's Community Forum), Amanda Taylor (Queen Edith's), Henry Batchelor (Linton), Joseph Baily (Bartlow PM), Stuart Miller (Horseheath PC), Zoe O'Connell (Trumpington), Genevieve Dalton (Little Abington PC), Robert Attwood (Babraham PC), David Bard (Sawston), Trevor Hall (West Wickham PC), Roger Hickford (Linton), Nigel Pett (Stapleford), Kevin Cuffley (Sawston), Paula Cuthbertson (WSP PB), Philip Clark (WSP PB), Natasha Hincks (CCC), Andrew Munro (CCC), Michaela Headland (CCC, note taker)		
Apologies			

1.	Introduction
2.	Ratification of Chair and Vice chair Cllr Tony Orgee and Cllr John Batchelor had been selected as chair and vice chair of the Local Liaison Forum. No objections were received. Cllr Tony Orgee was ratified as chair. Cllr John Batchelor was ratified as vice chair.
3.	Co-option The following groups were co-opted onto the A1307 LLF: • Queen Edith's Community Forum • Trumpington Residents' Association
4.	Terms of Reference The terms of reference state: 1. Membership <i>1.1 All County, District, City, Town and designated Parish Councillors from Divisions/Wards within or adjacent to the A1307 are invited to send a representative/s to join the LLF. A list of designated Parishes may be found in Appendix 1.</i> <i>1.2 Membership is limited to a maximum of two representatives per Town/Parish Council and one per organisation.</i>

	<i>1.3 The LLF may co-opt additional members from other Parish Councils, Residents' Associations, organisations or interest groups, as considered appropriate, to facilitate its remit.</i> The Terms of Reference will be amended to include Queen Edith's Community Forum and Trumpington Residents' Association as members
5.	City Deal Overview and Vision A presentation was given by Natasha Hincks about the aims of the Greater Cambridge City Deal. The City Deal Overview and Vision presentation (Pdf, 3MB) can be downloaded from the City Deal website.
6.	Progress Update and summary of options A presentation was given by Andrew Munro followed by a discussion and question session. The Project update and summary of options presentation can be downloaded from the City Deal website. Key points of the discussion and question session (this also includes follow up answers, which were not provided at the meeting): <u>Whole route:</u> • <i>Clarification is required on the remit of the A1307 Strategy Board, which has been convened by the Haverhill Chamber of Commerce to separately pursue the dualling of the A1307. Why is dualling considered but not rail?</i> • <i>Other options such as light rail along the old railway line need to be looked at again.</i> – This is beyond the scope and timescales of the current A1307 study which has a budget of £39m towards sustainable transport improvements as part of Tranche 1 investment. Longer term larger scale schemes such as light rail or heavy rail links from Haverhill to Cambridge would require additional funding and additional time. • <i>The existing rail corridor should be protected to prevent further loss to development.</i> • <i>Improvements to the junction by the Acorn garage in Great Abington need to be factored in.</i> – This is in response to a question relating to new development in Great Abington. The development would be required to address any issues associated with junction capacity and safety as a direct result of increased vehicle trips at this location within a Transport Assessment that would be produced as part of the planning process. • <i>Challenge over whether there should be eastbound bus lanes in addition to westbound bus lanes, particularly immediately west of Linton.</i> • <i>The wider area, including the A1301 and A505 corridors need to be included in proposals.</i> – This goes beyond the current scope of A1307 corridor study. However the proposed A11 Park and Ride site would potentially be of benefit to users of the A505 and A1301. As part of the next stage of work the CSRM2 model is being used to assess various

City Deal schemes with a common foundation case being used across all schemes to provide a joined up approach.

- *Tidal-flow bus lanes in the centre of the road should be considered.* – The scheme already includes sections of central reserve busway on A1307 approaches to the Hinton Way roundabout and a Hamburger roundabout with buses running in the centre of the island. Elsewhere it was considered that a central tidal flow option was operationally inappropriate or unlikely to be of significant benefit. The congestion and journey time issues were more prevalent in the westbound direction than in the eastbound direction. Therefore on-highway options have focussed on westbound provision of additional bus lanes. This should help journey time reliability in both directions when coupled with possible eastbound use of Worts Causeway by buses in the evening peak hour.
- *Aspects such as nature, noise and aesthetics need to be taken into account.* – By focussing the works within the extents of available public highways where possible, the scheme has been designed to minimise environmental impact on known constraints such as areas of flood risk, designated ecology, scheduled monuments and listed buildings. Once a single option is decided, a screening and scoping process will then be undertaken to set out the parameters for further Environmental Impact Assessment in accordance with the EIA Regulations 2015.
- *Is the raw data of the A1307 traffic modelling in the public domain and if so, can it be shared?* – The data is currently being reviewed and summarised by WSP. Some of the traffic flow peak hour turning movement data has been used within the WSP report. However, the full ANPR survey was not available at the time of the modelling and analysis presented in the main report. Some sites have also been re-surveyed since the report was produced following consistency checks on the data. The data report is due to be published by the end of March 2017.
- *Have the GB1 and GB2 housing sites in the Local plan (c450 dwellings) been included in the traffic modelling?* – These sites were included in the CSRM1 modelling undertaken to inform the preferred options report.
- *More details are required, including environmental impact, to allow a meaningful consultation in the summer.* – A further Environmental Risk Assessment will be undertaken on the preferred options package prior to the next round of public consultation. However a confirmed single option is required before a full EIA can be undertaken. The decision on a single option will be dependent on the outcome of the Executive Board and the next round of public consultation.
- *Officers were challenged about the inclusion of wider growth figures from over the border in Suffolk and Essex in the modelling work.*

Haverhill to Linton

- *More details are required on what road safety improvements are being proposed.* – The scheme consists of speed management measures, changes to the Dean Road Crossroads and a speed limit review. Further speed surveys are required to inform the speed limit review to

see if a reduced speed limit is likely to be a workable solution. This will also inform the specific design of measures in this area. We are working closely with the road safety team at CCC and Police officers, seeking to achieve a scheme which promotes driver compliance with the speed limit and is self-enforcing.

Linton Village

- *High Street improvements: Officers and WSP to talk to Linton Parish Council to get more local knowledge.* – Engagement with Linton Parish council and other parishes along the route forms part of the ongoing consultation process led by the Local Liaison Forum that includes representation from the respective Councils.
- *Bus lane on A1307: there are capacity problems at the High Street junction and members were unsure if the bus lane would fit into the highways boundary and if it provides benefits.* – The bus lane would enable buses to bypass the queues on approach to the High Street junction, improving bus journey time reliability. A review of space available within the highway boundary suggests that there is sufficient space to accommodate a westbound bus lane on approach. The scheme design will need further refinement going forward and more detailed assessment in terms of site levels.
- *Residents were concerned with the practicalities of making alterations within Linton High Street that is already narrow. High vehicles reported to have clipped buildings, existing traffic calming measures reported to be ineffective.* – This project seeks to make improvements to the High Street to create a more efficient layout with dedicated parking spaces, and increasing the width of footways where possible to reduce the ad-hoc on street parking that creates obstructions to traffic. Examples were provided of similar schemes.

Linton Village College junction:

- *Clarification as to why a roundabout at the school entrance was assessed when councillors had previously been informed that a roundabout was not possible at this location.* – This was tested as a base-line comparator to assess the benefits of improvements to the existing traffic signals.
- *The roundabout option may be more resilient to traffic growth, what traffic growth assumptions have been made?* – Signal improvements are shown to offer similar benefits to a roundabout. Further modelling will also be undertaken using the new CSRM2 model when it becomes available and background growth assumptions can be updated to include any additional consented schemes which are beyond the Local Plan growth scenario currently modelled.
- *Can improvements be taken forward earlier through other sources than City Deal funding?* – Further work is required to refine the design to determine the actual cost for implementation that is linked to the City Deal funded scheme; however; alternative funding opportunities may be possible, such as S106 contributions from local development, identified to accelerate implementation of individual elements of the scheme.

- *A member of the public suggested that a new housing development proposed within Linton would increase pressure on the A1307 junction with Bartlow Road. Can junction improvements be provided here to make this safer?* – A new development would require a Transport Assessment to be undertaken to identify what mitigation and highway improvements are required to support such growth.

Linton to Granta Park & Babraham

- *Improvements to the A11 bridge for cyclists need to provide for equestrians as well.* – The current scheme design has focussed on the needs of commuters and those travelling for educational purposes in accordance with City Deal objectives for supporting economic growth. Whilst the option to install a new fully compliant bridge is being considered, it may be more attractive for equestrians to use the existing underpass to the south where the River Granta passes under the A11. This is also an option considered within the report and is identified within the Linton Greenways study. This would require edge protection and a new bridleway to be dedicated over A11 highway verge/third party land. Due to headroom restrictions equestrians would need to dismount but the underpass has a wide path alongside the river. This route is also a more tranquil route for equestrian users with less exposure to traffic noise.

A11 Park & Ride

- *A Park & Ride at Four Went Ways won't reduce traffic volume or the amount of HGVs on the A1307 east of the A11.* – The Highway capacity of the A1307 is under more pressure to the west of A11, with 18000-20000 vehicles travelling along this section per day on average. The proposed location at the A11 junction offers the potential to intercept trips on wider routes such as A11, A505 and possibly A1301 as well as traffic originating along A1307 east of A11.
- *Concerns were raised about the possible locations of the new P&R and the close proximity to Babraham.* – This is one of two preferred options being considered, but no decisions have yet been made. As set out within the report there are pros and cons of both options. The location close to Babraham village was considered to be on the desire line to Cambridge and easier to access as A1307 users from the east could easily turn left into the site, causing minimal delay to P&R users and other traffic. A location to the east of A11 would be away from the desire line to Cambridge. Locations to the north of A1307 were discounted to avoid creating a new desire line crossing A1307 in the interests of highway safety, but a great deal more work is still to be undertaken on these options.
- *Have talks with landowners started about the possible location of the new P&R?* – CCC is actively seeking to engage with landowners and has commissioned a Land Referencing specialist
- *A Park & Ride near Haverhill would be favoured by many attendees of the Forum in preference to the A11.* – There are already good opportunities for residents of Haverhill to access bus services on the

X13, 13, 13A and 13B routes to Cambridge. The viability of these services is likely to be further strengthened by housing growth in Haverhill and bus priority measures on A1307 which would improve reliability of journey times, helping to attract mode shift.

- *Have Essex County Council and local planning authorities in Essex such as Braintree been consulted on the proposals?* – Subject to Executive Board approval, public consultation is planned for later this year. Representatives of Essex CC and Suffolk CC have been invited to attend the project team meetings, and there has been engagement with West Suffolk too.

Babraham to Addenbrooke's/Cambridge Biomedical Campus

- *Concerns were raised over the environmental impact of the bus lane and what disruption the construction could cause.* – There are on-highway and off-highway bus links being considered. An Environmental Risk Assessment of these options will be undertaken prior to public consultation. At this stage, high level risks have been considered and the off-highway options would have less impact during construction but the on-highway options would have less land take and a CEMP (Construction Environmental Management Plan) would be put in place to manage construction works within acceptable limits if these options go forward.
- *A comment was received that the Cambridge Biomedical Campus (CBC) do not want the off-Highway bus route.* – The off-highway option received public support as well as the on-highway option, so both have been looked into and developed as part of the optioneering process. Further consultation and engagement including with CBC partners and affected landowners will be undertaken.
- *The new Nine Wells cycleway will provide a link to the Campus, so no need for cycle routes along the off-highway bus route.* – The Nine Wells cycleway will be helpful for cyclists accessing the campus. However the off-highway bus link option would be routed partially alongside an existing public footpath, so it makes sense to include upgrading the surfacing of the footpath to all weather use and widening to facilitate cycle access if an off-highway option is taken forward. The longer off-highway route also offers direct connectivity with the park and ride site at Babraham Road via an existing signalised junction offering safe crossing of A1307 and a pleasant cycle route predominantly segregated from traffic.
- *The growth figure assumptions were challenged* – officers to check the future employee numbers at CBC.
- *The changed Haverhill Road junction needs to include provisions for all users to cross the road and access the cycleway on the other side.* – The staggered layout proposed should offer a safer crossing within the ghost island. The detail of whether a raised island can be included here to offer increased protection to NMUs (non-Motorised Users) will be looked at as the scheme develops. A road safety audit will also be undertaken.

	• <i>A member of the public asked why public money was being used to solve a problem caused by the Gog Farm Shop.</i> – The junction is a crossroads which also includes the A1307 junction with Haverhill Road and is classified as an accident cluster site by the road safety team as there have been 6 or more accidents in the vicinity of the junction in the last five years. • <i>More detail is required for improvements to the Addenbrooke's roundabout.</i> – This junction is currently beyond the scope of the A1307 study but is expected to be looked at by other study work. The consensus at the meeting was that: • A more holistic approach needs to be taken for the whole route to include the wider area. Further technical and environmental work should be undertaken, including consideration of a longer term strategy. A vote took place with the following results: LLF Members: 13 in favour / 2 against / 1 abstain Other LLF attendees: 10 in favour / 2 against
7.	Date of next meeting The date of the next meeting will be published via e-mail, online and on social media.
8.	Any other Business • The presentations will be published on the Local Liaison Forum web page. • The acoustics at the meeting were not ideal and it was difficult for some attendees to hear what was said. A microphone will be provided for the next meeting.