

Cambridge South East Transport Study (CSE TS)

Update from Tony Orgee, Chair, CSE TS Local Liaison Forum

The A1307 Local Liaison Forum (LLF) was set up in January 2017, the name later being changed to the Cambridge South East Transport Study (CSETS) Local Liaison Forum to reflect better that the work was not confined to a narrow A1307 corridor.

Over time there has been consultation on a number of relatively small scale but locally important improvements (interventions) along the A1307 and on developing a public transport strategy for movement between the A11 and the Cambridge Biomedical Campus.

The February - April 2018 consultation included the delivery of about 22,000 12-page leaflets to residents in villages along or near to the A1307, setting out a range of 17 possible local improvements and three possible public transport strategies.

The local improvements constitute Phase 1 of the overall project and developing a public transport strategy Phase 2.

The outcomes of the February – April 2018 consultation were discussed at Local Liaison Forum meetings, and subsequently at meetings of the Greater Cambridge Partnership (GCP) Executive Board where decisions were made.

At the GCP Executive Board meeting on **4 July 2018** the Board approved *'the implementation of Phase 1 Quick Wins and the development of other Phase 1 options for delivery from summer 2018.'*

The local improvements are projected to cost about £14 million. The first one completed is at the entrance to Dalehead Foods, and extra cycle racks at the Babraham Road Park and Ride site and improvements to the traffic lights at the entrance to Linton Village College will be implemented very shortly.

The improvement of most concern to Sawston residents is likely to be at the Babraham Crossroads since many Sawston residents access the A1307 at these crossroads which have a poor accident record.

As Chair of the LLF I have emphasized to the Executive Board the importance of involving local councillors and residents at an early stage of drawing up each detailed improvement.

All the local improvements are scheduled to be completed by March 2021.

At its **11 November 2018 meeting**, the GCP Executive Board **agreed** *'to the adoption of Strategy 1, the off-road strategy, as the preferred strategy for the A1307 corridor and requested that officers developed detailed proposals for delivery of the scheme including detailed route alignment, park and ride and review of environmental impact'*.

There is expected to be a consultation on this further work in early Autumn this year, and the outcomes reported to the Executive Board in late 2019 /early 2020.

Extracts from the minutes of the two relevant Executive Board meetings are set out below.

The GCP Transport Director presented the report which set out the results of the public consultation on the Cambridge South East Transport Study and sought approval for the implementation of Phase 1 Quick Wins and the development of other Phase 1 options for delivery from summer 2018.

Tony Orgee, Chair of the Cambridge South East Transport Study LLF, was invited to address the Assembly. He provided an update following the 6th June meeting of the LLF:

- There was more support for the proposed interventions than there was opposition. There had been no comments opposing the principle of any of the interventions.
- There was concern that closure of the central reservation at the Dean Road crossroads would lead to HGVs diverting to unsuitable roads through local villages in order to access the A1307 towards Cambridge. There were similar views about having no right turn (except for buses) out of Linton High Street with roads that might be used for rat-running such as the Back Road for example, considered completely unsuitable to deal with increased traffic. The LLF therefore welcomed that the Dean Road crossroads proposal would be given further consideration and that the Linton High Street no right turn proposal would be re-evaluated.
- The LLF wanted further consideration to be given to speed limits along the A1307 and there was much support for a single speed limit outside villages.
- It was felt that further work would be necessary in relation to safety at the Babraham crossroads and in cycleway access to Granta Park. The consultation included cycleways and a greenway that went close to Granta Park, but with gaps of hundreds of yards to the actual site entrance. The LLF felt that it was important that local councillors and stakeholders should also be involved in the further work on these matters.
- There was a plea for landscaping to be an integral feature of designs and for ecological matters to be given appropriate consideration.
- There were particularly adverse comments about the greenway, focussed on a small section of the cycleway between Wandlebury and the roundabout entrance to the Babraham Research Campus. It was felt that this narrow section of cycleway immediately next to the A1307, a 60mph road, did not meet the principles of a greenway and was dangerous for cyclists.
- The LLF was pleased to see progress and that some interventions could be implemented this financial year. The LLF strongly requested that local councillors and stakeholders were actively involved in working up the details of the interventions.
- A representative of the Trumpington Residents Association made a statement at the LLF meeting that was strongly critical of the delay in making decisions on the strategies in the consultation.
- The view of the LLF was that all possible developments in the area should be included in consultation material. This comment was made in relation to the Agritech Hub, which had been included in consultation material but had since been refused planning permission. [**Note** A decision on the Agritech Park planning application had not been made when this consultation began.]

The Executive Board acknowledged the important role the LLF had played regarding this study. The Transport Director confirmed that the issues raised by the LLF were reflected in the report presented to the Executive Board

The Executive Board:

- 1) **NOTED** the results of the public consultation.
- 2) **APPROVED** the implementation of Phase 1 Quick Wins and the development of other Phase 1 options for delivery from summer 2018.

The Chairperson of the South East Transport Study Local Liaison Forum (LLF), Tony Orgee, was invited to speak. He made the following points:

- The LLF had met on 12 September 2018 and had looked at the outcome of the public consultation, which was in line with the views of the LLF.
- The LLF broadly supported the adoption of Strategy 1 as the way forward.
- There was some support for not ruling out light rail.
- If Strategy 1 could not be taken forward then the LLF would support Strategy 2 or 3 going forward.
- Ecological enhancement should be an integral part of the process.
- Work on minor interventions along the A1307 was also discussed at the meeting and useful discussions with the consultants had taken place. The importance of involving local people, local councillors and parish councils was emphasised.
- The Executive Board was informed that representatives from local villages were regular attendees at the LLF meetings; the development of the proposals kept in mind the need for the scheme to benefit the villages around it.

The Executive Board Chairperson thanked Tony Orgee for chairing an effective LLF which had played a major role in developing the options.

The Executive Board:

- a) **NOTED** the outcome of the public consultation and final consultation report.
- b) **AGREED** the adoption of Strategy 1, the off-road strategy, as the preferred strategy for the A1307 corridor and requested that officers developed detailed proposals for delivery of the scheme including detailed route alignment, park and ride and review of environmental impact.
- c) **REQUESTED** that officers drew up landscaping and ecological design proposals which could add enhancements to the area, maximising the potential of the off-road option including considering the possibility of a linear park alongside the development of the off-line solution.
- d) **NOTED** the updated programme for the project.