

University of Cambridge

West Cambridge Community Group

Minutes of the Meeting

10 March 2016 in the Hauser Forum Seminar Room on the West Cambridge site.

Attendees:

Harvey Bibby, Lansdowne Road resident (Chair)
Hester Wells, Cambridge Cycling Campaign
Matthew Danish, Cambridge Cycling Campaign
Eddie Powell, Clerk Maxwell Road Residents Association
Jon Elphick, Clerk Maxwell Road Residents' Association
Henry Day, Conduit Head Road
Morcom Lunt, Federation of Residents' Association
Dai Davies, North Newnham Residents Association
Penny Heath, North Newnham Residents Association
Ian Sutcliffe, Madingley Road Residents Association
Angela Chadwyck-Healey, Madingley Road Residents Association
Edward Byam Cook, Madingley Parish Council
Sian Reid, Newnham Ward
Lucy Nethsingha, Newnham Ward
Crispin Philo, University Accommodation Service - West Cambridge Apartments
Simon Cornish, University Sport Centre
Will Hudson, West Cambridge Safety Committee
Tom Ridgman, Westnet & IFM
John Evans, Cambridge City Council

Heather Topel, University
Biky Wan, University
Greg Callaghan, Peter Brett Associates (consultant)
John Hopkins, Peter Brett Associates (consultant)
Jim Strike, AECOM (consultant)

Apologies:

Nicky Blanning, University Accommodation Service - West Cambridge Apartments
Sue Davis, University Childcare Services
Ian Dyer, Cambridgeshire County Council
Mike Salter, Cambridgeshire County Council

1. WELCOME AND INTRODUCTIONS

Harvey Bibby welcomed the group and introductions were made.

2. MINUTES OF THE LAST MEETING

No comments were made to the minutes of the last meeting.

3. WEST CAMBRIDGE DEVELOPMENT UPDATE

Heather Topel thanked the group for attending this meeting which was the second in two weeks in the run up to the submission of the new outline planning application. For the benefit of those who were not present at last week's meeting, Heather highlighted that the changes to the masterplan that were discussed last week included creating more usable open space; re-providing car parking with multi-storey car parking at strategic locations on the site; moving the energy centre to the west of the site away from Madingley Road and residential neighbours; and creating a stronger sense of place. The priority projects for the first phase of development are the Cavendish III which received government funding of £75m in the Autumn and a fundraising campaign will be underway, and the re-integration of the Engineering department on the West Cambridge site. There will also be a commercial address established on the West Cambridge site and the

delivery of the car parking lots on two sites: at the west of the site for commercial users and on the north east site where the Park and Cycle is. In the future, an alternative location for the Vet School will be found which will enable new central gardens and green space for the site. The presentation material from that meeting is on the website and shows detail of the landscape regarding the boundary treatment and open spaces. All of this work is targeting a new outline planning application to be submitted at the end of April.

4. TRANSPORT – EMERGING STRATEGY AND DISCUSSION

Greg Callaghan introduced the context of the emerging transport strategy. He said that all comments would be welcome from residents as the emerging strategy has yet to be discussed in detail with officers so residents are getting the first view of the proposals [The detailed points raised are on the presentation slides].

Discussions so far have involved the County Council and Highways England. The team has been undertaking traffic counts to support their work along with fresh traffic surveys to check the base was right, as well as drawing from useful data sources on the current trips.

An 'adaptive phased' approach to the transport strategy is being proposed for the West Cambridge development. With the uncertainty about the transport solutions in Cambridge at the moment presented by the City Deal and Local Plan discussions, the development is proposing this adaptive phased approach to pragmatically handle the transport matters. The team will look at the first phase and as we move to future phases will revise at each stage. A financial cap will be agreed to be made available to mitigate the development for transport as and when allowing it to respond to other transport deliverables when they occur.

The development proposals and therefore related number of car parking spaces have been set up. In the first phase of development the car parking spaces will be below what the original consented plan was and for the full development build out there will be a c.30% increase in car parking spaces.

Greg Callaghan set out the emerging transport strategy with an overview on the car parking provision; travel demand management; travel planning measures particularly for the academic staff and students supported by the University's Travel Plan Manager [see slides].

Greg Callaghan talked through the existing highway and improvements that had been made along Madingley Road that related to the original consented plan; all of which had been provided for in advance of when the consented development trigger had required.

The emerging Madingley Road access strategy looks at opening up a new access point at the west of the site which would lead to Ada Lovelace Road and would have a dedicated right turn into the site and left out only; this would intercept as a proportion of cars as early as possible travelling in from the west. We are also looking at improvements to the High Cross junction including the possibility of preventing right turn into High Cross (except buses). At Madingley Rise/JJ Thomson there is a temporary crossing and possibly changes to the signalisation. We have also drawn up a crossing at Clerk Maxwell Road which is being tested.

Greg Callaghan outlined that additional safety measures using accident data are also being investigated where there are vehicle/cyclist/pedestrian collisions, particularly at the interfaces between: Madingley Road/Cambridge Road; Madingley Road/Storey's Way; Madingley Road/Grange Road. These will be considered in light of City Deal proposals.

The West Cambridge transport plan will be delivered within the context of the strategic highways and there will be announcements on the A14 (Huntingdon to Cambridge) and impact on M11 which Highways England are looking at. Additionally the City Deal is still at consultation and we will respect and react to City Deal; however the West Cambridge strategy is not reliant on it but it won't prejudice the site.

John Hopkins outlined the strategic proposals outside the West Cambridge Development and how they are looking to cover the growth in this area. The transport strategy will be consistent with this. There is a desire to minimise car journeys and promote public transport routes and pedestrian and cycle access. Currently the improvements will be made to public transport that will link homes to employment space and the railway station. The West Cambridge site relies on existing services and making them more frequent and potentially widening the service. The Uni 4 will link to the railway station. The City 4 runs east to west and we will look to improve the frequency of the service to this site. The orbital services were designed as part of the North West Cambridge site proposals to link to the north of the city and will look to improve the rolling stock in the first instance with minibuses and then buses, as it is extended as a true orbital, connecting to the new Cambridge

North railway station. We would also start discussions to the Guided Bus to link the service and promote an alternative route to intercept at a Park & Ride then run on the road.

John Hopkins said that the group had used information from the Consultative Cycling Forum last year to be informed about infrastructure gaps and opportunities for cyclists and pedestrians. On road safety, the west to east movement for cyclists and throttling down of Madingley Road creates conflict for cyclists and we will look at well trusted ways to resolve this. The north to south trips crossing Madingley Road and crossing the Coton Path and Adams Road will be looked at.

We want to encourage links to the north of the site across Madingley Road and are looking at a series of options (at grade, a tunnel and a bridge); all of which have issues and we are looking for a balance for all road users. It could be that there will be an element of phasing and strengthening these links. The toucan crossing at Madingley Rise and JJ Thomson has been delivered as part of the original West Cambridge Section 106.

The links to the east are provided by the Coton Path, which is good and we can look to make it better. Where the University owns the land, it can try to improve and provide clearer infrastructure, for instance making a well signed and direct route at the Cavendish entrance. Along Adams Road from the Coton Path, we are looking at how cycle priority could be delivered which would involve changing the road layout / car priority. We are looking to promote a route along Adams Road/ Grange Road/ Sidgwick Avenue to encourage more cyclists by improving the route. We have looked at best practice cycling streets in Holland or other ways that reintroduced uncertainty to drivers that will slow down cars and aim to reduce conflict between cars and cyclists. The junction at Adams Road and Grange Road is currently signalised and we may look at the advance stop line and providing greater cycle priority with the lights. Burrell's Walk will not accept the increase of cyclists from the West Cambridge development so we would promote the continuation of cycle journeys down the cycle street down Grange Road at Sidgwick Avenue.

Greg Callaghan concluded the presentation by welcoming views as part of the consultation process. He said that there was a funded travel plan (now submitted to the City Council for consideration) and on-going modelling work for the transport assessment. The transport strategy has not yet been shared with transport officers and stagecoach so this is a chance to share your opinions.

Q: Can you share the data that you are collecting as part of the transport modelling? Can you say more about the radial routes and how they will link to the North West site and western orbital to the outskirts of the city. (Ian Sutcliffe)

A: Yes, the data within the transport modelling will be part of the transport assessment that will publicly available. The radial route and relationship with the North West site will see vehicles coming off the A14 and through the North West site and into West Cambridge. This also provides some of the infrastructure for the Western Orbital route. Once infrastructure goes in on the Darwin Green development, that infrastructure provides the true orbital link to the new Cambridge North Station. With the transport strategy we have to ensure that we won't prejudice the City Deal but can support it. (Greg Callaghan).

Q: I am concerned about the conservation of the area with reference to the heritage and environmental aspects to ensure it doesn't go. Madingley Road is not a good for transport route on this point (Penny Heath). It is difficult to comment on the junction designs from these plans as part of consultation. (Lucy Nethsingha). Heritage and conservation with design should be incorporated to get the overall sense of the plans – to see the holistic design and how transport is treated in its environment. (Sian Reid).

A: The application will include detail on an environmental assessment which includes the historic assessment of the site. Landscape was subject to a separate consultation meeting last week and as the two topics are very broad we needed to separate the two. Unfortunately you were not there to see how the landscape treatment and how it will work with the character of the site, but information is on the website from that meeting. (Heather Topel). When it comes to the High Cross design for instance we will be looking at visibility for all road users (cyclists, buses). (Greg Callaghan).

Q: Can you talk about the increase in the buses? Will there be trade offs when deciding which measures are promoted and will they be made public? (Dai Davies)

A: Based on the existing data and research of the area we have assess who will be using this mode of transport and will be checking to ensure the levels of bus provision is sufficient. (John Hopkins). We will have a balanced approach and we'll be talking to the bus operators with a view to delivering a 10min frequency. Overall we hope that only 30% of journeys will be by car and the rest by public transport, walking and cycling. There will be fewer car parking spaces (per m2) but there are travel planning measures that will encourage alternative methods such as car sharing and developing a holistic approach to the transport strategy. The information will be made public about the options although there may be commercially sensitive information from the bus operators that cannot be shared (Greg Callaghan) With the delivery of homes on the North West and Darwin

Green sites, we hope more residents will be living and working locally. (John Hopkins). The demographics of Cambridge include academics, young people and poor people who are pushed out of the city as they cannot afford housing – they are being pushed further and further out and will not be able to afford to park so will park in the next village (Tom Ridgman)

Q: It would be interesting to know what the car parking arrangements will be - will there be any formal car parking charges made and will it be open to the public. (Harvey Bibby).

A: The car parking will be pooled across the site and any workplace car parking charges would be consistent with the University's estate-wide approach at the time. At the North West site, the parking is different as it is for residential, but in the local centre there will be pay and display parking. In the future the employment spaces will have car parking.

Q: Travelling from Clerk Maxwell Road to the centre, there are four danger points which could have some be improved simply for better journeys – the hedges could be cut back to improve visibility so people can see at the joining of the footpath to Adams Road; leave the short wall there as cyclists are careless; Burrell's Walk is dangerous going over the bridge, particularly the iron railings and the shrubs can be cut back to improve visibility. (Eddie Powell)

A: These conflicts are points that we recognise although many people may have different views, so we consider them in the round (Heather Topel).

Q: Thank you for the presentation but it is disappointing to see that little has changed in the masterplan during this time. It is also disappointing that there is no more residential on the site. Is the bus service being re-tendered? The City 4 bus service is a commercially run operation and getting them to drive through the site is not something that you can just expect. Sidgwick Avenue/Queens Road junction is also a nightmare – the original Section 106 agreement had stated that an alternative cycle route along the back of the Rugby Club would be provided – why has this dropped off the discussions. Grange Road is already heavily used and the pinchpoint is dangerous so it may increase the conflict meaning that increasing the capacity is dangerous (Lucy Nethsingha)

A: On buses: conversations will be had with Stagecoach, and other operators, to divert the route based on patronage and if it is not viable for them then it may need to be financially supported by the University. The University could also put on its own mini buses, although the University does not wish to be a bus operator. . The Uni 4 is currently being re-tendered and a new service will be in operation in July. (Heather Topel).

On the bike routes/ original Section 106 agreement: We are trying to promote cycle movements and choice along Grange Road. We are looking at Sidgwick Avenue and the conflict in road users: the sheer volume may see that we try and get cyclists moving earlier at this junction with advance stop lines (John Hopkins). We don't believe that advance stop lines are useful at this junction because of the road (Hester Wells). We will look at this junction and the crossing point (Greg Callaghan). A planning condition can be added that will be linked to a trigger to supply this as the patronage grows. The previous Section 106 obligation cannot be implemented as it involves St John's College land who was not signatories to the previous agreement. Planning is operating in different times and the City Council will look to ensure a deliverable improvement. (Heather Topel)

On residential and masterplan development: There is no more residential on this site. It's unfortunate that you could not attend the last meeting which was focused on the significant changes to the masterplan. (Heather Topel)

Q: I have general concerns about the capacity in the infrastructure to support this development – there are narrow areas that have big lorries or many student cyclists using the space such as the Bridge on the Cam and Burrell's Walk. I think that the separation of cyclists and pedestrians has been glossed over. Grange Road can be dual usage with hedges at junctions and new fences installed. I would like to know what the capacity of Sidgwick Avenue is to take these journeys. (Morcum Lunt).

A: We don't disagree with any of these points and are looking at the whole route and are aware of capacity issues for people, cycles and cars, which is why we would look at more than one route. We need to ensure we have the right provision. (Greg Callaghan). We can share the capacity information in future as part of the Transport Assessment (Heather Topel).

Q: It was good to read the University's response to the City Deal proposal which was to take the bus lane off Madingley Road and I support that response. Could you give any more information on the transport that relates to this site and the link to the Western Orbital? (Henry Day)

A: The Western Orbital is still out to consultation by the City Deal. We do want City Deal to penetrate the West Cambridge site and facilitate movements i.e. an interchange between the Western Orbital and Cambourne-Cambridge link as we want all the University sites to link up, but there is currently not enough detail (Greg

Callaghan). A key point is that we want to serve the area; the high population at the West Forum provides the opportunity to link up and open up to the countryside. (Heather Topel).

Q: People are moving away from Cambridge – is there any scope to open up Junction 13 of the M11 to get people out? (Will Hudson)

A: Highways England are looking at East-West connections and to facilitate links around the A428/M11 and off the A1303.. The University does not have the power to look into this and how best to operate this. An announcement is likely to be made at the end of this year/early next year, by Highways England. (Greg Callaghan).

Q: With 27000 new jobs being created across West and North West, people need to live somewhere and the main housing sites are Waterbeach, Northstowe, Cambourne – all outside of Cambridge, as well as those within at North West and NIAB; getting 20,000 people from outside of Cambridge to the site daily will be the challenge. You say 60% of people will walk or cycle to the site but there are not the homes locally for people to do this (Edward Byam Cook).

A: These numbers are not familiar to us but we can pick that up separately (Heather Topel). The transport modelling via CSRM (Cambridge Sub-Regional Model) uses the major housing sites to factor in transport movements to the site. It has its limitations and does not show the mitigation from this site and does not show how people will get to the site, for instance swapping from one mode of transport to another due to congestion. It does take into account the housing proposals and we also look at census data and other sources to look at how people get to the site and how people will travel to it and where from. The development won't rely solely on buses to transport all the employees to the site – there will be a whole transport strategy to support this and we will need to ensure that the strategy and land use to support it will be robust.

Comment: The bus service is not direct and takes forever to travel to the site; Silver Street cannot take two buses down it. Problems have been identified for cyclists and the blind spots. There is a path that is too small travelling from Histon Road to Madingley Rise – it is a dangerous cycle path with dips and holes and shared use. (Matthew Danish)

A: In future you can also use the Ridgeway through the North West Cambridge site (Heather Topel).

5. NEXT MEETING

The next meeting will be in June, which is expected to be after the submission of the outline planning application.

6. ANY OTHER BUSINESS

Harvey Bibby mentioned that Lansdowne Road with Conduit Head Road were having an individual residents' briefing on 31 March.

Heather Topel reminded people that if residents groups wanted a briefing to discuss local matters of interest then that could be provided.