

University of Cambridge

West Cambridge Community Group

Minutes of the Meeting

25 February 2015 in the Seminar Rooms at the Hauser Forum, 3 Charles Babbage Road, West Cambridge site.

Attendees:

Alan Quick, Cambridgeshire Campaign for Better Transport
Hugh Purser, Clerk Maxwell Road Residents Association
Peter Lachmann, Conduit Head Road resident
David Cairns, Coton Parish
Morcom Lunt, Federation of Residents' Association
Harvey Bibby, Lansdowne Road resident
Edward Byam Cook, Madingley Parish
Peter Haylor, Merton Hall Farmhouse (Faith Centre)
Lucy Nethsingha, Newnham Ward
Humphy Gleave, North Newnham Residents Association
Sue Davis, University Childcare Services - Nursery
Will Hudson, West Cambridge Safety Committee
Tom Ridgman, WestNet – Institute of Manufacturing
John Evans, Cambridge City Council

Amanda Holden, University
Heather Topel, University
Biky Wan, University
Jonathan Rose, Aecom (Consultant)
Gorana Banic, Aecom (Consultant)
Jim Strike, Aecom (Consultant)
Greg Callaghan, Peter Brett Associates (Consultant)
John Hopkins, Peter Brett Associates (Consultant)

Apologies

Jane Paterson-Todd, Cambridge Ahead
Eddie Powell, Clerk Maxwell Road Residents Association
Sian Reid, Newnham Ward
Julie Smith, Newnham Ward
Paul Milliner, University
Jeremy Sanders, West Cambridge Operations Committee
Nicky Blanning, University Accommodation Service - West Cambridge Apartments

1. WELCOME, INTRODUCTIONS AND APOLOGIES

Heather Topel acted as Chair for the meeting and asked the group that if anyone wished to volunteer to Chair the group to contact Biky Wan.

Introductions were made and apologies were presented

Regarding the Group's membership, Hugh Purser asked if a representative from the West Cambridge Apartments had been sought to attend the group. Biky Wan explained that the University Accommodation

Service who runs the apartments was on the membership list as well as a custodian resident. Nicky Blanning had sent her apologies for this evening's meeting.

2. MINUTES OF THE LAST MEETING

There were no points raised on the minutes of the last meeting.

3. WEST CAMBRIDGE MASTERPLAN UPDATE AND TRANSPORT PROPOSALS WITH OPPORTUNITIES FOR DISCUSSION

Heather Topel introduced the University's consultations, Jonathan Rose from Aecom Masterplanning, and Greg Callaghan from Peter Brett Associates.

Jonathan Rose gave a presentation of the emerging West Cambridge masterplan.

Greg Callaghan gave a presentation on the emerging transport principles. He welcomed the group's input and ideas to take forward to his discussions with the Highways Authorities.

Greg Callaghan outlined that the strategic scene for Cambridge's transport proposals includes the A14 Public Inquiry as well as the City Deal with proposed priority bus lane, orbital link routes from the South to the new train station, a Park and Ride facility near Bourne and city centre cycling infrastructure improvements.

Greg Callaghan outlined that the transport strategy that was coming forward was to reduce car usage with the emphasis on incentivising people not to use cars, improve significantly the bus services, create a sense of space that people will enjoy cycling to, and to create behaviour change. The transport strategy would therefore rely on a public transport strategy and car parking strategy to manage the development site well.

Q: The masterplan shown indicates that the existing car parking will be replaced with buildings (Tom Ridgman)

A: Parking will be retained at semi-basement levels which seeks to create precincts and improve the public realm to create more sociable environments. (Jonathan Rose)

Q: Have you looked at how demographics and affordability will impact on the travel incentives / strategy? i.e. older academics who can afford to live in Cambridge and younger people who cannot afford to live in Cambridge and how that affects their travel plans (Tom Ridgman)

A: The University has data on the commuter journeys made by staff on the West Cambridge site. The mapping shows the public transport options that can be used by staff (Greg Callaghan). The University has a car parking policy that states that staff members who live in CB1 and CB2 will not get a car parking place (Amanda Holden). This is not enforced (Lucy Nethsingha).

Q: The University and Planners must understand that to discourage car usage, the journey needs to become intolerable and increase the degree of discomfort to bring about a change in behaviour, i.e. going 2-3 times further (Peter Lachmann).

A: A key part of the strategy is to develop public transport and cycling and walking routes to encourage journeys that do not rely on the highways (Greg Callaghan).

Q: Will the slides be made available? (Will Hudson).

A: Yes, through the dedicated project website (Heather Topel).

Q: You alluded that the Uni 4 Bus might disappear? It has been a success in moving people around through and around the city. (Will Hudson)

A: Connectivity is fundamental to the West Cambridge. The Uni 4 bus service has received criticism for its journey time and reliability of service. Through the transport strategy, options will be investigated to improve the reliability and frequency of the service. These options could include enhancing the service that has been committed through the North West Cambridge Development transport commitments to take the Uni 4 bus service from the area to the train station and also to Addenbrookes; and there is also an option to send the

bus down an orbital route down the M11 which will provide an additional service. These are some suggestions that could be proposed for the transport strategy. More research and information from the bus operator, Stagecoach, is required to consider further (Greg Callaghan).

Q: You mentioned that building heights might be up to four storeys high, could you explain more about this? (David Cairns)

A: There are approximately 4-6 locations across the site where we think that West Cambridge will benefit from taller buildings, this is not to say that the detailed proposals when they are finalised will definitely include such tall buildings, however through the masterplanning process, the principles will be set – we believe that the variation of heights allows for an interesting silhouette for the area, assists in wayfinding through the site, and allows for a connection back to the city (Jonathan Rose). Further examples of the building types and the storey heights can be prepared for a future meeting to show the nature of the height differences (Heather Topel).

Q: How will you deliver quality of buildings? (David Cairns)

A: The University will retain a key role throughout the process of developing the architectural brief and the design teams that are selected, and they will establish and ensure quality standards (Jonathan Rose).

Q: Residents don't want a bus route going immediately south of West Cambridge (David Cairns)

A: Connections to the south would rely on sites that are not currently allocated in the local plan and will include College and University land if the sites were released from the Green Belt. (Heather Topel)

Q: If you could spend the £80m City Deal money, what would you spend it on? (David Cairns)

A: There are sections on Madingley Road that I would suggest improvements to if I could spend the £80m City Deal money in the area. In addition there would be an improvement to the area where the new guided bus might turn off. There may be offline opportunities to improve the infrastructure in sections from the A1303 to Madingley Road (key issues being the junctions at Coton and the M11) but these only take into account inbound options and there are many constraints. (Greg Callaghan).

Q: The original plans as developed are dense with no green space and the focus is on a work site which will make the area feel even more uncomfortable and bleak – is the University flexible on not increasing housing? The space will be inactive at night. (Lucy Nethsingha).

A: Housing and the social ambience is a broader topic so we shall consider that fully as a theme for a future meeting and focus on transport related questions for the this session. (Heather Topel).

Q: There has been a key change in the last 18 months with the opening of the Sports centre that has seen national events taking place there. Are you measuring the bike journeys and the increase of traffic, for instance along Adams Road? Also, are you aware that the Highways Agency recently undertook a survey on attitudes? (Hugh Purser)

A: There are annual monitoring surveys being undertaken by the University and further surveys to supplement the data for the Planning strategy. The Highways Agency are experiencing a period of change and are about to change the way they operate and we will follow up with the Highways Agency on their findings (Greg Callaghan).

Q: There is a Public Inquiry for the A14 at the moment which I would like to gather support for – this will improve the situation by separating HGVs from commuters by building a new road from Coton/Barton to send HGVs down that road, leaving the A14 for commuters. This suggestion could enable direct access from the M11 to the West Cambridge site and could also service Barton Road and the Girton Interchange. The chances of the Highways Agency accepting this is low but the Public Inquiry is now open for consultation. (Peter Lachmann).

A: We have engaged with the Highways Agency on the A14 proposals and would like more information about the M11/Girton Interchange. Changing the minds of the Highways Agency will be difficult as they will have already assessed the business case of various options; these options and even with the value-engineered

options the cost increased, but I will raise it with them and if others in the group support this suggestion then I would be interested to hear if there is broad support for the scheme. (Greg Callaghan).

Q: The Safety committee were concerned about the segregation of the cycle and pedestrians along the pathways – the city convention is to use red, however there are stainless steel and grey stone signs that are not visible. (Peter Haylor).

A: Signage is a point that has also been raised and will be considered in the detail. In addition to that the masterplan will look at how pedestrians and cyclists can be kept safe around the sense of place. (Heather Topel).

Q: Could an additional lane be added along the M11 near Trumpington and Madingley Road? (Alan Quick)

A: The Highways Agency are looking at this and we will ask for further detail (Greg Callaghan).

Q: A report in Nottingham was undertaken about workplace parking and congestion in the city (Alan Quick).

A: The University will look at the Nottingham Report and consider once the initial findings are available (Greg Callaghan).

Q: The Uni 4 bus route is not a high quality bus route, particularly on Sundays and after 6pm, but it is a useful route. (Alan Quick)

A: I agree the Uni 4 could be improved. The service was part of the original West Cambridge section 106 agreement and improvements to the service have been made as part of the North West Cambridge 106. We will need to engage with the operators and tender the service to improve it as part of this process of masterplanning the West Cambridge site.

Q: Will there be a pedestrian crossing at High Cross? (Harvey Bibby)

A: Yes, there will be a toucan crossing activated on demand. (Greg Callaghan).

Q: If you put a bridge across Madingley Road, does that work engineering wise? (Harvey Bibby)

A: We are at the early stages of looking at options and these options could include underground or bridges – further cost and severance issues need to be considered before we know what the feasible options are (Greg Callaghan).

Q: Would a speed limit of 30mph help safety between the ‘road with no name’ and Madingley Rise? (Harvey Bibby)

A: I agree that a 30 mph speed limit in that area would be a good thing and it will be 30mph after the Park and Ride. (Greg Callaghan).

Q: Are there section 106 contributions for Madingley Road cycle improvements from West Cambridge? (Harvey Bibby)

A: The authorities cannot afford to deliver this and it is likely that there may be contributions requested. There are contributions for North West Cambridge towards the Western Area Corridor Transport plan and monies could be allocated. (Greg Callaghan)

4. NEXT MEETING – TOPIC SUGGESTION AND DATE

The next meeting would be held in April. Members expressed an interest in the Social infrastructure / Community Cohesion incorporating residential of the West Cambridge site which would be the theme for discussion at the next meeting.

5. ANY OTHER BUSINESS

Greg Callaghan welcomed further transport ideas, thoughts and feedback on West Cambridge which could be submitted by email to Biky Wan.

No other business was raised.