

Notes from U&C

Summary

- Spoke with Tom Parry (Highways), Helen Peason-Flett (David Locke Associates) and Ian (U&C)
- They all provided consistent responses to the questions.
- Highways will look into making Hunt's Lane one way and ban HGV traffic as part of the s106 money
- Highways will also look into if it's possible to make Duxford Road a quiet lane, which would make it access only.
- We're getting the same answers re the New Road roundabout - it's anticipated it'll be easier, not harder to get out of New Road.

Questions from Hugh re parking

The things which I think we need to get firmly on the agenda with U&C, SCDC and CCC (including Highways) are (none new, but do need 'fixing') :

Mechanism to stop overflow parking on the village - this is already happening and likely to get worse.

- Ian (U&C) - will follow up and provide some clarity on the situation.
- Helen Pearson-Flett (David Locke Associates) - She followed up after this came up during the previous community meeting in Hinxton. In the original application, there was a requirement to remove Campus car park D nearest Hinxton gravel and return it to green space. They have now revisited this and are aiming to retain it to reduce impact on the village. This has been okayed in principle, however there's no guarantee it'll go through at this stage. They know they need to introduce better management of that car park, and will be increasing monitoring provisions.
- Tam Parry (Highways) - It's a challenge for Wellcome, because they are required to minimise parking where possible. In addition, in the parking strategy they don't want to oversupply. In the travel plan, about 30% of employees currently commute via public transport, and they are looking to either maintain or increase that as the campus grows. It's always a bit of an unknown for future employees however. There's a lot of mitigation in place e.g. enterprise cars that are shared between employees/residents. He is also supportive of retaining car park D.

Importance of having a cross-country cycle and pedestrian route to Whittlesford Parkway - a vital benefit for villagers and Wellcomites alike.

- Ian (U&C): The Macdonald's roundabout will have traffic lights with pedestrian/cycling crossing which will improve safety.
- Helen Pearson-Flett (David Locke Associates): Within the section 106, they are currently looking at the feasibility of a sustainable connection between the village and Whittlesford Parkway. It's a challenging route because it's susceptible to flooding, but they are looking into it.
- Tam Parry (Highways): £750k has been put to one side for station interchange improvements at Whittlesford Parkway as part of the s106. This could be pick up and drop off, or create a cycle path. It's currently going through the feasibility stage, however even if it were to be feasible, the £750k wouldn't cover it all, you'd need a few million. This could be sought from the Cambridge Greater Partnership. Beyond the flooding mentioned above, getting across the A505 presents a challenge as the current bridge would take the cyclists straight onto the platform at present.

Way ahead if, as we clearly anticipate, cars have problems getting out of the village via New Road so that North End Road and Hunts Lane do not become high use routes to access the A1301.

- Ian (U&C): We agreed this was more of a question for Highways
- Tam Parry (Highways): The message was that with the new roundabout and reduced speed limits, it will be easier to get out of the road.

Closure of Duxford Road to vehicles other than emergency services and farm vehicles to stop it becoming the default rat run through the village - that is already the case and likely to get far worse as access into the A1301 via New Road becomes more difficult.

- Helen Pearson-Flett (David Locke Associates): This is not currently part of the consideration, but advised us to keep flagging it with Highways.
- Tam Parry (Highways): He's going to look into whether or not Duxford Road could be designated a quiet lane which would be access only. He needs to find out from his colleagues.

Feedback from Highways

Tam Parry and I discussed what had been raised during the Q&A sessions:

- Hunt's Lane becoming one way and no HGVs: There is £300k in the s106 for Highways improvements, he's going to look into whether or not some of this could be used to make this happen.
- Ford: He's going to look into whether or not Duxford Road could be designated a quiet lane which would be access only. He needs to find out from his colleagues.
- New Road Roundabout: He's not sure why it wasn't designed to include New Road, however he's confident that with the reduced speed limits and the roundabout, it'll be easier for cars to pull out into smaller gaps.
- Macdonald's Roundabout modelling: This was done in 2018 and repeated in 2023. The outcome was that signalling the roundabout will increase capacity, so that by 2036 the traffic will be back at the levels it is today i.e. a major improvement in between. There will also be new lanes.
- Macdonalds exit: It's possible this could be designed out with the new roundabout, but no guarantees.
- Transport modelling / data: There was a very detailed and comprehensive transport model done before the application (data 2018?). I was assured that this is the most detailed and expensive model that could be done and it was very unusual for a developer to do this to such a high standard. No data was modelled during 2020/2021.
- Current A505 study: The council is currently looking at this as a whole. There's provision in the section 106 agreement that the additional improvements to be made to the A505 will either be built by U&C or they will provide funding to Highways if the study shows a different solution would be more effective.