

Venue	Barnash Room, Shirley Centre, Nuffield Road, Chesterton		
Date	15/09/14	Time	7.00pm
Attendees	Cllr Ian Manning (Chair), Cllr Catherine Smart, Cllr Maurice Leake, Alan Poley (local resident), Michael Bond (OCRA), Cllr Hazel Smith (SCDC/Milton PC), Elizabeth Nichol (Nuffield Road Allotment Society) Adrian Shepherd (CCC) (note taker),		
Apologies	Cllr Peter Sarris, Clive Brown (Old Chesterton Residents Association), John Bowles (Red Gate Software)		
Project Name	Busway & Cambridge Science Park Station Access Works		
Purpose of Meeting	Local Liaison Forum (LLF) – Cambridge Science Park Station Access Works		

		ACTION
1.0	Minutes of the last meeting	
1.1	The minutes of the previous meeting were accepted	
2.0	Scheme Update	
2.1	IM said that he had been to speak to various people at Cambridge Business Park about the scheme, including Taylor Vinters and Redgate.	
2.2	IM said that he remained in contact with the Highways Authority to seek to put in place measures on the guidance for signing of Traffic Management under Chapter 8 of the Design Manual for Roads and Bridges for those working in the Highway.	
2.3	AS updated the forum on various aspects of progress;	
2.4	BB are currently undertaking the following works: <ul style="list-style-type: none"> • The removal of the Existing Parapet wall of the subway bridge. • Installed the required piling platform for the bored piling works. • Bored piling started last week and will continue for the following month. • Site clearance near the allotment area was completed • All site clearance “muckaway” completed. • Vibration monitoring ongoing - no significant reports. • Lines have been re-blacked out on Milton Road 	
2.5	AS noted in response to a question that the works were 2- 3 weeks behind	

		ACTION
2.6	EN noted that Nuffield Road Allotment Society (NRAS) had raised concerns with Balfour Beatty directly regarding the methodology of its sub-contractor carrying out this work	
2.7	She further explained that there was a concern about the location of the drainage attenuation excavations and whether this would have an impact on the roots of trees within the allotment	
2.8	AS said that he would look into the matter and invited to NRAS for their proposals, should they wish for a meeting to discuss the works and plans for the Nuffield Road Allotment Access further.	
3.0	Cowley Road Cycle Plans	
3.1	IM introduced the item explaining that the plans presented were soon to be put to the Local Planning Committee for discharge of condition. He said that he had been in discussion with Network Rail as to the prospect of the use of their private access track for a cycle link (between Milton Rd & Chesterton Sidings) and that he was hopeful that in the fullness of time this would be realized.	
3.2	In the meantime, as a requirement towards the actual delivery of the opening of the Station in May 2016 an interim solution, as outlined in the planning consent, would be required along Cowley Road; a cycle lane that can be delivered with the current DfT grant during the ongoing building phase, which ends in March 2015. In order to achieve this AS needs to formally submit the plans as soon as possible to Local Planning Committee for discharge of condition.	
3.3	CS noted that the delivery of CCC's measures under the condition did not then exclude the provision of the "ideal solution" later on.	
3.4	AS circulated the 2 plans showing the design and explained that CCC had developed the design of the Cowley Road cycle lane.	
3.5	AS went on to explain; The planning consent of December last year set out in Condition 25 of the planning consent stating, 'The development shall not be occupied until details of the footways/ cycle ways have been submitted to and approved in writing by the Local Planning Authority and have been implemented including a route to a minimum width of 2.5 metres along Cowley Road.' This condition is one of a small number which need to go back to the full JDCC committee planned for November.	
3.6	The proposed design of a 2.5 metre wide off-road shared use cycleway/footway on the northern side of Cowley Road. The route then crosses to the southern side in the vicinity of the culvert to continue eastwards, adjacent to the first public drain, to tie in with that provided by Network Rail on their land.	
3.7	As part of this design, and to address concerns raised about possible conflicts between motorists and pedestrians/cyclists, the bend at the	

		ACTION
	eastern end of the scheme will be changed to a formal T-junction, with priority given to those travelling to and from the station.	
3.8	A road safety audit has been completed for this design and recommendations put forward in this audit included providing warning to motorists of the presence of cyclists and pedestrians, ensuring good visibility at all of the accesses on the northern side of Cowley Road and providing sections of fencing between the proposed section of shared use cycleway on the southern side of Cowley Road and the First Public Drain. These measures will be reflected in the works.	
3.9	IM provided comments on the plans; He suggested that the “give way” road markings at the private access at the western end of the route should be moved back to the edge of the Highway in order to not conflict with the route.	
3.9.1	IM asked that consideration be given to the scope to widen the route to 3 meters by a reduction of the carriageway from its present 7metre width.	
3.9.2	IM said that having only just received the plans today he would give further consideration and email AS his detailed comments	
3.9.3	HS suggested that the colour of the route might be different in order to draw attention to it and improve safety.	
3.9.4	AS, responding to a question about the crossing, confirmed that there was a pinch point at the first public drain. AS by way of answering further questions went on to explain that there were a number of constraints on what could be delivered under the terms of a Cowley Road cycle planning as consented. The planning boundary for the works had been set by the land that was available for use which was on the south western side only.	
3.9.5	IM said that he would write to the City Council as landowner to ask if further land earmarked for potential development on the north could be made available.	
3.9.6	CS said that the City Council as land owner was under an obligation to obtain best value for its development land	
3.9.7	As part of a wider discussion on the development opportunities of both Network Rail and Cambridge City Council it was noted that as part of the Area Action Plan which would shortly be put out for consultation, the potential for an improved upgraded Cowley Road and use of Network Rails access track might be suggested as necessary to bring forward development particularly in Chesterton Sidings.	
3.9.8	AS undertook to seek wider comments on the plans from CCyC and	

		ACTION
	others prior to the submission to the Local Planning Authority JDCC. IM asked that they be uploaded on to the project web page alongside the minutes in order to assist this	
3.9.9	ACTION - AS to seek further comments and upload the plans to the website	AS
4.0	Nuffield Road Allotment Access Plans	
4.1	AS explained in relation to the landscape plans tabled that the planning consent of December last year set out a condition to reprove, in a similar way to that discussed at the LLF in July for the Busway it connects to i.e. habitat to replace that lost within Chesterton Sidings.	
4.2	There was general agreement that the landscaping scheme was fine ACTION AS to provide further detail regarding the swale proposed and its direction of drainage	AS
4.3	IM commented that the shared cycle pedestrian path could be made wider and that cyclists should not have to give way to cars AS noted that the engineering detail of the plans was the same as that presented previously to the LLF in relation to the lighting and that had been agreed with NRAS and the landowner. AS reiterated that CCC need their approval in order to build the works.	
4.4	EN responded that the layout had been arrived at after representation to CCC during consultation and that NRAS concerns were the safety of access to and from Nuffield Road in addition to the security of the NRAS which had been subject to anti-social behavior.	
4.5	IM suggested that Discovery Way be realigned in order to provide further benefits to cyclists. AS said that this was beyond the scope of the project and not contemplated in the planning consent.	
4.6	HS was concerned about children crossing from the Nuffield Allotment Access heading towards the school.	AS
4.7	ACTION – AS Undertook to review the design details of the shared use pathway and its general arrangements and report at the next LLF	
5.0	Any Other Business / Date Of Next Meetings Next meeting Monday 15 th September 7.00pm, Barnash Room, Shirley Centre, Nuffield Road, Chesterton All subsequent meetings will be at the same venue on the following dates unless otherwise notified in advance. 13 th October, 10 th November, 15 th December	