

Dyer Ian

From: Sian Reid [REDACTED]
Sent: 25 September 2008 11:56
To: Sarah Dyer; [REDACTED]; Andy BLACKHURST; Ben Bradnack; Chris Howell; Clare Blair; Colin Rosenstiel; Kevin Blencowe; Lewis Herbert; Lucy Walker; Marian Holness; Robert Dryden; Salah AlBander; Reid Alexander Cllr; Kent Anne Cllr; Ballard Martin Cllr; Harrison Nichola Cllr; [REDACTED]; [REDACTED] cllr_mike_dixon [REDACTED]
Cc: Huw.Nicholas@atkinsglobal.com; Simon Payne; Fuller Georgina; Hughes Graham; Dyer Ian
Subject: Re: CB1 - County Transport Response

I hope at the meeting today the County will also demonstrate to us that the transport interchange meets the needs of the city, rather than just offer a critique of the Ashwell proposal and its traffic generation. The needs for an effective interchange are paramount as spelt out in the SADF - will you bring a copy of that?

Will read the papers now!

Sian

----- Original Message -----

From: "Sarah Dyer" <Sarah.Dyer@cambridge.gov.uk>
To: <arb1000@cam.ac.uk>; "Andy BLACKHURST" <Andy.BLACKHURST@cambridge.gov.uk>; "Ben Bradnack" <Ben.Bradnack@cambridge.gov.uk>; "Chris Howell" <Chris.Howell@cambridge.gov.uk>; "Clare Blair" <Clare.Blair@cambridge.gov.uk>; "Colin Rosenstiel" <Colin.Rosenstiel@cambridge.gov.uk>; "Kevin Blencowe" <Kevin.Blencowe@cambridge.gov.uk>; "Lewis Herbert" <Lewis.Herbert@cambridge.gov.uk>; "Lucy Walker" <Lucy.Walker@cambridge.gov.uk>; "Marian Holness" <Marian.Holness@cambridge.gov.uk>; "Robert Dryden" <Robert.Dryden@cambridge.gov.uk>; "Salah AlBander" <Salah.AlBander@cambridge.gov.uk>; "Alexander REID" <alexander.reid@cambridgeshire.gov.uk>; <anne.kent@cambridgeshire.gov.uk>; "Charles Martin BALLARD" <martin.ballard@cambridgeshire.gov.uk>; <nichola.harrison@cambridgeshire.gov.uk>; <chlsmart@cix.co.uk>; <[REDACTED]>; <castleindependent@gmail.com>; <sheilastuart17@gmail.com>; <cllr_mike_dixon@hotmail.com>
Cc: <Huw.Nicholas@atkinsglobal.com>; "Simon Payne" <Simon.Payne@cambridge.gov.uk>; "Fuller Georgina" <Georgina.Fuller@cambridgeshire.gov.uk>; <Graham.Hughes@cambridgeshire.gov.uk>; "Dyer Ian" <Ian.Dyer@cambridgeshire.gov.uk>
Sent: Thursday, September 25, 2008 11:45 AM
Subject: CB1 - County Transport Response

Dear Councillor

Please find attached a copy of the County Council's transport team response to CB1 which will be the subject of the presentation this afternoon (2 pm onwards, The Rampart Room, Shire Hall).

Copies of the Response will be available at the meeting.

A copy of this document will be put onto the City Councils web page shortly. The link for the relevant page is:

<http://www.cambridge.gov.uk/ccm/content/development-control/major-applications.en>

If you have any queries please do not hesitate to contact me.

SAD

Sarah Dyer
Development Control Manager
Cambridge City Council

Dyer Ian

From: Dyer Ian
Sent: 25 September 2008 11:47
To: 'Sarah Dyer'
Subject: RE: CB1 - County Transport Response

Thank you for the copy of the document.

Mr Hughes has requested that I attend at 13.30, and support him, so I will see you there.

Ian

-----Original Message-----

From: Sarah Dyer [mailto:Sarah.Dyer@cambridge.gov.uk]
Sent: 25 September 2008 11:45
To: arb1000@cam.ac.uk; Andy BLACKHURST; Ben Bradnack; Chris Howell; Clare Blair; Colin Rosenstiel; Kevin Blencowe; Lewis Herbert; Lucy Walker; Marian Holness; Robert Dryden; Salah AlBander; Reid Alexander Cllr; Kent Anne Cllr; Ballard Martin Cllr; Harrison Nichola Cllr; chlsmart@cix.co.uk; sianreid@dsl.pipex.com; castleindependent@gmail.com; sheilastuart17@gmail.com; cllr_mike_dixon@hotmail.com
Cc: Huw.Nicholas@atkinsglobal.com; Simon Payne; Fuller Georgina; Hughes Graham; Dyer Ian
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SAD

Sarah Dyer
Development Control Manager
Cambridge City Council

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Mobile Phone 07827 233698

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Dyer Ian

From: Sarah Dyer [Sarah.Dyer@cambridge.gov.uk]
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To: [REDACTED] Andy BLACKHURST; Ben Bradnack; Chris Howell; Clare Blair; Colin Rosenstiel; Kevin Blencowe; Lewis Herbert; Lucy Walker; Marian Holness; Robert Dryden; Salah AlBander; Reid Alexander Cllr; Kent Anne Cllr; Ballard Martin Cllr; Harrison Nichola Cllr; c [REDACTED] s [REDACTED]; castleindependent@gmail.com; s [REDACTED] n; cllr_mike_dixon [REDACTED]
Cc: Huw.Nicholas@atkinsglobal.com; Simon Payne; Fuller Georgina; Hughes Graham; Dyer Ian
Subject: CB1 - County Transport Response



Transport
mments final 25.09

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Project:	Cambridge Station Area Redevelopment	To:	Cambridgeshire County Council
Subject:	Evaluation of Revised Transport Assessment	From:	Huw Nicholas
Date:	24 th of September 2008	cc:	-

1. Introduction

Atkins have been commissioned to provide technical advice and co-ordination of the County Council's transportation consultation response to the revised planning documents for the redevelopment of Cambridge station area, known as CB1. This includes an evaluation of the revised Transport Assessment; provision of comments on the revised master plan; and coordination of comments and input from Highways Development Control and other CCC transportation officers.

The Transport Assessment and master plan have been revised following the County Council's first consultation response that was provided to Cambridge City Council and subsequent meetings with the applicant (Ashwell) and their transportation consultants (Mott MacDonald).

This Technical Note represents Cambridgeshire County Councils response to the CB1 revised planning application with regards to transportation and highways.

2. Trip Generation Methodology

The County Council's previous consultation response raised a number of queries with regards to the trip generation figures. Following discussions with the applicants transport consultant these issues have been resolved to the satisfaction of the County Council. The trip distribution, assignment and model split assumptions are accepted.

2.1 Baseline Trip Generation

The revised baseline trip generation is provided in Table 2.1 below.

Table 2.1 – Application Area Baseline Trip Generation by Mode

Mode	AM Peak		PM Peak		Daily (24hrs)		
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Total
Vehicular <i>inc. Servicing Vehicles</i>	313	48	85	277	1675	1537	3212
Cyclist	413	39	87	341	1686	1459	3145
Pedestrian	173	17	37	143	709	613	1322
Public Transport	277	26	58	229	1133	979	2112
TOTAL	1176	130	267	990	5203	4588	9791

Table 2.1 shows that currently across a typical day, land uses within the CB1 development site generate a total of 9,791 person trips. Of these, 3,212 (33% of total trips) are vehicular trips.

2.2 Proposed Trip Generation

2.2.1 Multi-Modal Trip Generation

The revised TA has been amended to take account of the County Council's previous comments regarding trip generation for the proposed development. These changes are reflected in Table 2.2 below and are accepted by the County Council. The total person trip generation for the CB1 development proposal is 27,371.

Table 2.2 – CB1 Trip Total Trip Generation by Mode

Mode	AM Peak		PM Peak		Daily (24hrs)		
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Total
Vehicular	296	147	132	255	1874	1778	3652
HGV/Servicing Vehicles	4	1	0	0	41	56	97
Cyclist	917	369	377	797	4816	4383	9199
Pedestrian	529	701	509	545	4397	4269	8666
Public Transport	705	178	216	602	3057	2700	5757
TOTAL	2451	1396	1234	2199	14185	13186	27371

2.2.2 Net-Change in Trip Generation

The net-change in person trips by mode as a result of the CB1 proposal is set out below in Table 2.3. The CB1 development will result in an additional 3,645 person trips in the AM peak, 2,173 in the PM peak and 17,580 in a typical day (24hr period) a 79% increase in total person trips. The most significant increases are for the more sustainable modes, with a 455% increase in pedestrian trips. This significant increase in pedestrian movements is accounted for to a large extent by internal trips to CB1 with, for example, office staff using the leisure and retail facilities.

There is only a modest increase in vehicular traffic (16%) and this is largely due to the restricted opportunities for car parking within the CB1 development, particularly for the non-residential elements of the scheme, and is accounted for mainly by increased servicing and residential related trips.

Table 2.3 – CB1 Net-Change in Trip Generation by Mode

Mode	AM Peak		PM Peak		Daily (24hrs)			% Daily Change
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Total	
Vehicular	-13	100	47	-22	240	297	537	+16
Cyclist	504	330	290	456	3130	2924	6054	+93
Pedestrian	356	684	472	402	3688	3656	7344	+455
Public Transport	428	152	158	373	1924	1721	3645	+73
TOTAL	1275	1266	967	1209	8982	8598	17580	+79

3. VISSIM Validation

A VISSIM micro-simulation model has been produced by the applicants transport consultants to accompany the Transport Assessment and it covers the transport study area. The model has been produced to cover the AM and PM peak periods for both existing scenario and the 'with development' (including committed development and rail passenger growth) scenarios. The main purpose of producing a VISSIM model in support of the application is to:

- Test with greater accuracy the operational capacity of the Tenison Road junction;
- Examine the interaction of vehicular traffic and pedestrians/cyclists within the station square; and,
- Provide a reasonable visual representation of how the local highway network will operate with CB1 (including committed developments and rail passenger growth).

With regards to the second bullet point, this has now been superseded by the inclusion of a fully operational Northern Access Road and the cessation of vehicular access to the Multi-Storey Car Park through the square. The model has been amended to reflect this factor.

A full validation has been undertaken on both the existing and the 'With Development' scenarios to provide the confidence that the model is robust for the purpose for which it has been produced. This validation process has now been completed to our satisfaction and therefore the model provides a reasonably robust visualisation of the CB1 master plan.

The VISSIM modelling confirms that the CB1 proposal and master plan are able to be accommodated within the transportation and highway network, subject to the securing of appropriate mitigation measures to promote more sustainable travel and reduce through traffic in the Tenison Road area.

4. Development Impacts

The following section provides analysis of the assessment of the impact of the development proposals on the transportation network. There is a relatively minor increase in vehicular traffic as a result of the CB1 development during the peak hours (Table 2.3 refers) as a result of the restricted car parking provision for the commercial uses, the significant quantum of student accommodation, and the nature of the majority of the housing being for Addenbrooke's Key Workers.

4.1 Highway Network

4.1.1 Hills Road Corridor

An assessment has been undertaken of the Hills Road corridor using TRANSYT, from its junction with Cherry Hinton Road through to its junction with Regent Street/Gonville Place (Catholic Church junction), and all junctions in between. The purpose of this assessment is to examine how the corridor operates as one system. The results of this assessment show that with a fully occupied CB1, along with committed developments, the overall the corridor would operate within acceptable limits.

Whilst the overall operation of the corridor is considered to be within acceptable limits this does not remove the requirement for the applicant to implement measures to further reduce the quantum of private vehicular trips associated with CB1.

4.1.2 Hills Road/Brooklands Ave/Bus-Only Road

The TA contains proposals to significantly alter the physical layout and operation of the junction of Hills Road with Brooklands Avenue. The changes to the layout are to provide additional operational capacity and also a new fourth arm to the station area. This fourth arm is a bus-only link into and out of CB1 linking the transport interchange with Hills Road and provides a new route for services to/from the south avoiding the need to negotiate the Hills Road/Station Road junction. This will provide reduced journey times and increased reliability for buses.

An analysis of the operation of this junction has been undertaken using LinSig. This analysis shows that in 2017, with committed developments and a fully occupied CB1, the revised junction would operate slightly over its theoretical capacity. The junction's level of operation in 2017 is not significantly worse than is currently experienced on a typical day, without CB1. Whilst the operation of the junction will have a minor dis-benefit for the private motor car, it does offer significant benefits for buses which is desirable and consistent with national and local policy guidance.

The physical layout of the junction has been subject to a Stage 1 Safety Audit by CCC. This has highlighted a number of minor issues that will need to be resolved in order to deliver an acceptable junction arrangement. However, there are no fundamental problems with the principle of the layout this junction as the issues raised can all be dealt with at detailed design stage and can be overcome by the applicant. Therefore, the County Council raises no objection to the layout the revised junction.

4.1.3 Hills Road/Station Road

The TA contains a proposal to alter the configuration of the junction of Station Road with Hills Road. The proposal is to relocate the war memorial to the west side of Hills Road and to provide an additional controlled pedestrian crossing, which will be of significant benefit in terms of safety and providing greater permeability and accessibility to and from CB1/Cambridge station. Capacity analysis of this junction shows that it operates within its theoretical capacity, in a similar manner to current conditions.

4.1.4 Station Road/Tenison Road

The TA contains a proposal to undertake amendments to the layout of this junction, predominantly on the Tenison Road arm. The proposed changes are to introduce a 'raised table' as a speed restricting feature to achieve 20mph along Station Road, and to increase the size of the existing pedestrian refuge and decrease the kerb radii on the eastern side to accommodate more pedestrians. The gradient of the change of surface to/from the table on Station Road should be slightly graduated to ensure as smooth a ride for bus passengers as possible, whilst retaining the visual and physical change in the characteristics of the road. Therefore, subject to detailed design the proposed changes to the junction layout are considered acceptable.

As a result of the introduction of the Northern Access Road this junction will experience an increase in movements from vehicles accessing/departing the multi-storey car park/taxi rank/Kiss & Ride from Station Road. However, there will be a slight decrease in movements from vehicles that currently access the car park and station (drop-off/taxi rank) from the Tenison Road area.

An assessment of the operation of the revised junction within the TA shows that in the AM Peak the Tenison Road arm of the junction would be significantly over its theoretical operating capacity and results in lengthy queuing along Tenison Road greater than is currently experienced. However, we consider that these results do not provide a true representation of the actual likely impacts. The reason for this is due to the limitations of the PICADY model - the effect of reducing the speed of traffic on Tenison Road to 20mph cannot be taken into account. It was for this purpose that the VISSIM model was produced.

The validated VISSIM model still shows that queuing will occur along the Tenison Road junction during both the AM and PM peak periods, but that these queues would be shorter in both distance and duration than is predicted in the PICADY model. However, the maximum queue length still extends approximately 20m beyond the traffic signals at the junction of Tension Road and Devonshire Road, and also causes queuing on Devonshire Road as a result of traffic not being able to always discharge on the green phase. This peak within the peak only lasts for a maximum of approximately 15 minutes and builds and recedes very rapidly.

Analysis of both the VISSIM model and traffic data contained within the TA and local knowledge the majority of the problems that are currently and likely to occur with CB1 are a result of vehicles trying to avoid the Catholic Road junction and Hills Road. Removal or dissuasion of this movement will significantly reduce the attractiveness of these routes to through traffic and result in reduced queue lengths.

4.1.5 Northern Access Road

A new priority junction (Northern Access Road) is proposed onto Tenison Road approximately where the current vehicular access to the Focus DIY Store is located. The proposed layout of this junction is acceptable, subject to detailed design.

The operation of the proposed junction of the Northern Access Road with Tension Road has been tested using PICADY. This shows that with a fully occupied CB1 and committed development in 2017 the junction (NAR arm) operates at acceptable capacity limits in the PM Peak, but during the AM peak it operates within its capacity limits.

4.2 Pedestrian & Cycle Network

Car parking spaces within the CB1 development have been limited to the number that currently exists across the site. This means that there will be greater numbers of people walking and cycling to the CB1 development, particularly during the peak periods. There will be an increased demand for pedestrian and cycle movements from all directions towards the station area, but in particular through the Tenison Road/Devonshire Road area with the strong desire line of the students travelling to/from the ARU East Road site.

The CB1 master plan puts forward a network of pedestrian and cycle routes to cater for numerous pedestrian and cycle movements that currently exist and those that are anticipated. The movement network provides a number of route choices, both on and off-road, across and within the site to spread the demand and to ensure a high level of permeability catering for the needs of all abilities of cyclists, and those that currently do not cycle. This also includes upgraded cycle access to the station area and the cycling parking facility from the Cater Cycle Bridge – see Section 9.

As part of the CB1 development the operation of Station Road is to be enhanced by removing the on-street parking, widening of the footways to accommodate the additional demand, and to provide traffic calming features to reduce the overall speed to 20mph. The removal of the on-street car parking will significantly reduce delay to traffic, particularly buses, and also provide a more direct and safer direct, on-road access for cyclists. Previously the on-street parking presented a hazard to cyclists through opening doors and other vehicles, particularly buses, trying to squeeze through the reduced width. The inclusion of the traffic calming features, such as the raised table, a change of materials towards the Station Square will all assist in physically reducing speeds along this road. This will create a safer environment for pedestrians allowing them to cross more freely Station Road, particularly close to the station building where a lot of movements are anticipated.

Cycle access from the south is provided via a new Toucan crossing on the northern ramp of the Hills Road Bridge and connects to a cycle route down from the bridge into the CB1 development. A Toucan crossing is also on the northern and eastern arms of the revised 4-arm junction

4.3 Public Transport Network

In the previous consultation response concern was raised by County officers about the available capacity on public transport to accommodate the anticipated increase in demand that is expected from both the CB1 development and other sites, such as the Cambridge Southern Fringe. The concern was in relation to both bus and rail capacity.

4.3.1 Buses

Table 2.3 in section 2.2.2 of this report shows that there will be substantial passenger growth on the bus network as a result of the CB1 proposal. Previously the County Council has raised a concern about the ability of the existing and planned expanded bus network, including CGB, to accommodate the growth in demand.

Discussions have been held with Stagecoach, the main provider of bus services within Cambridge City, about how they would respond to an increase in demand as a result of the CB1 development. Representatives for Stagecoach have confirmed that as demand increases they will expand their service capacity, and possibly choice, to meet this demand. However, Stagecoach has indicated that in the first few months of any expanded or new service, revenue support may be required in order to meet the growing demand prior to that service becoming commercially viable.

Surveys of bus loading in the station area shows that during the AM Peak buses that are departing the station experience high loading, whilst in the PM peak services arriving at the station experience high loading. However, the demand for bus travel associated with CB1 is counter to this pattern with there being high arrivals in the station area during the AM peak and high departure during the PM peak. Survey data has shown that there is some spare capacity on existing services that can accommodate the profile of demand generated by CB1.

4.3.2 Rail

The Rail Utilisation Strategies (RUS) that cover Cambridge Station (Greater Anglia and East Coast Mainline) predict that there will be approximately a 19% growth in passenger numbers during the period 2007 to 2017. This growth takes account of the house-building targets for Cambridgeshire. Currently services to/from Cambridge experience regular over-crowding and are operating over their capacity. In response to the current and predicted growth a strategy to increase capacity both at Cambridge station itself and the rolling stock. These include:

- Introducing 12 car trains on London routes;
- Extending platforms at stations to accommodate 12 car trains;
- Provision of an island platform for London services at Cambridge Station; and,
- A new station at Chesterton.

The increased demand from/to the rail station has also been factored into the design of the transport interchange and movement network, and has been tested within the VISSIM model.

5. Interface with CGB

The Cambridgeshire Guided Busway Team have confirmed that they are satisfied with the layout of the transport interchange, particularly with regards to the provision of the extended 'city-bound' stop for use by the majority of services that call at the City Centre. The CGB Team still wish their other previous comments to stand, but do not offer any objection to the outline planning application.

6. Northern Access Road

Previously the master plan had shown that access to the multi-storey car park and private vehicle aspect of the transport interchange (Taxi Rank, Kiss & Ride, disabled parking) was through the station square from Station Road. This resulted in a conflict of movements with the strong pedestrian desire lines along Station Road to and from the station building. The Transport Assessment has been revised to take account of the provision of the Northern Access Road, linking the multi-storey car park and station square from Tenison Road.

The revision of the planning application to provide the Northern Access Road is welcomed. In order to maximise the benefits of the enhanced station square the NAR should be delivered as early as is practically possible or any other interim arrangement that avoids the traffic accessing the revised station square.

7. Transport Interchange

7.1 Taxi Rank/Kiss & Ride

The layout of the taxi rank and Kiss & Ride arrangements within the station square has been revised as a result of discussions regarding the provision of a 'north/south' cycle route/corridor through the station square and the provision of the Northern Access Road. The layout of the station square is to be the subject of a detailed planning application in the near future and as such more detailed comments will be made at that time.

However, the applicant has put forward two options for the detailed layout of the station square and in particular the taxi rank and Kiss & Ride. Option 1 is acceptable in principle. Option 2 presents an improved layout for taxi drop-off, but the County Council is concerned that this is sufficient space to accommodate all manoeuvres at busy times. This will need to be demonstrated at the detailed stage. However, the County Council considers that the northern servicing within the station square is neither safe nor practical in both options – see Section 7.3.2.

7.2 Bus Interchange

Since the last consultation response provided by the County Council, discussions have taken place between the Council and the applicant regarding the issues it raised regarding the layout and number of stops. These issues have been resolved to the satisfaction of the County Council in the revised TA and as such the principle of the bus interchange, layout and stop numbers is accepted. However, the County Council does not consider that the allocation of stops within the TA are correct and the most efficient, but this is a matter of detail that can be dealt with at the implementation stage in conjunction with Bus Operating Companies.

To ensure that there is an adequate number of bus stops to serve the current and future level of bus services we have undertaken a bus stop accumulation study. This examines the arrival pattern, load/unloading period, and then departure of all services current and future proposed (CGB and TIF). This study revealed that there even during the AM and PM peak periods when service provision would be at its most intense there is sufficient capacity to accommodate the demand for buses. Management of loading of buses, particularly those heading for the City Centre, would ensure that buses do not dwell too long while loading blocking use by other services; manage bunching of services; and spread passenger loads.

The design of the bus interchange has not only been informed by the technical work associated with the development of the CB1 master plan and development concept, but has also been informed by two other bus studies undertaken by Steers Davis Gleave for the County Council. These studies have reinforced the conclusions that 12 bus bays (plus some flexibility for more stops in the future) is adequate to accommodate the greatly expanded bus service provision, both

in terms of routes and frequency, that is being planned for. The studies, along with discussion with the Bus Operating Companies, have confirmed that the linear through style arrangement of stops is what is required at Cambridge rail station to best manage the volume of passengers and services.

7.3 Rail Replacement and Servicing Vehicles

7.3.1 Rail Replacement Bus

The master plan for CB1, in particular the bus interchange and station square, has been designed to accommodate up to 16 rail replacement buses for the times when such a quantity is required. This has been done in consultation with the Network Rail and National Express and the strategy has been accepted by both parties, and is endorsed by the County Council.

7.3.2 Servicing Vehicles

Individual units and blocks will have their own servicing incorporated within their own plots and finalised when the detailed design of each building/plot is undertaken, in particular the County Council had concerns about how the H-Blocks and those within the station building would be serviced. The principle of servicing the H-Blocks has been resolved to the satisfaction of the County Council.

However, the County Council has serious concerns over the proposal to service the station building from the northern service area even during the night. The area is located on a strong and multiple pedestrian and cyclist desire line and conflicts with the taxi rank and Kiss & Ride facility. This servicing area will be difficult to manage during the day and during the night visibility of pedestrians will be further reduced presenting a serious safety problem. The management of servicing at the southern location is preferable for all station building uses and should take place outside of the peak hours, preferably after the evening peak. Late evening/night time deliveries may have an impact upon residential amenity and as such the implications of this strategy should be explored by Environmental Health officers of the City Council.

8. Management Strategy – Transportation

8.1 Access Rights over Station Square

It is noted within the Draft Management Plan for CB1 that the station square will remain within private ownership for maintenance and management purposes and will not be adopted public highway. However, the station square has elements within it that require vehicular access, albeit on a restricted basis through the use of a rising bollard. In particular, the County Council wants to secure the right for all public transport vehicles (buses) to pass through the station square to access the bus interchange. The County Council is concerned that access may be restricted in the future to certain Bus Operating Companies and requires this risk be removed through the Management Strategy or s106.

8.2 Student Arrival/Departure Traffic Management Plan

For the majority of the year the students occupying the accommodation blocks throughout the CB1 development, either ARU term time students or non-term time students, will generate very few vehicular trips. However, at the start and end of each term there will be a high demand for vehicular access to these blocks for picking up/dropping off of students and possessions. Given the nature and location of some of the student blocks, for example the H-Blocks, this may interfere with the operation of the transport interchange and the general highway network.

In order to manage these peak periods of demand the applicant should prepare a traffic management plan for student arrival and departure periods. Initial discussions have been held

between the applicant and the County Council's Network Manager about the structure and operation of such a plan. From these discussions it was clear that there are a number of options that could be put in place to manage arrivals and departures successfully, whilst not impacting upon the operation of the interchange or general highway network.

The applicant should, in consultation with the County and City Council, prepare a Student Arrival and Departure Traffic Management Plan and that this should form part of the Management Strategy/s106 Agreement for CB1.

9. Carter Cycle Bridge

Since the first consultation response the options for a direct cycle/pedestrian link from the Carter Cycle Bridge to the station area have been discussed between the County, City, applicant and Cambridge Cycle Campaign. These discussions and subsequent analysis have ruled out options 1 and 4. Of the two options that remain the County Council considers that option 2 provides the greatest benefit for pedestrians and cyclists as it offers greater lane width and a more direct access.

However, both options 2 and option 3 are deliverable and would operate satisfactorily for pedestrians and cyclists using the access and those continuing to use the Carter Cycle Bridge. On this basis the County Council does not object to the planning application as in principle it considers that a link to the Carter Bridge can be delivered. However, the County Council would wish to reserve its position with regards to the detail until such time as a detailed planning application for the link is submitted for planning permission.

10. Mitigation Measures/S106 Requirements

Whilst the development proposal has sought to minimise the vehicular trip generation of the site, particularly during the peak periods, in order to achieve as sustainable a development as practically possible, measures are still required to better accommodate the additional pedestrian, cycle and bus trips the development gives rise to. In addition, planning policy nationally and locally requires developments to maximise the use of sustainable modes further, particularly given the high level of accessibility this location enjoys.

10.1 SCATP

The site falls within the boundary of the Southern Corridor Area Transport Plan. Table 2.3 shows that the CB1 development is predicted to result in a net increase in daily person trips over the current operation. Therefore, the CB1 development is required to make an appropriate contribution towards the SCATP schemes.

10.2 Cambridgeshire Guided Busway – Capital Contribution

The Cambridgeshire Guided Busway (Southern Section) starts/finishes at Cambridge station, to the south of the station building and links directly into the bus interchange. This infrastructure will provide direct access to CB1 and the train station from the south and also provides direct access to Addenbrookes. The CGB provides excellent links to the development and also Addenbrooke's, a particular benefit for those occupying the Key Worker housing within CB1 for the hospitals staff.

The direct link to the CGB system is key transportation benefit for the site and as such a contribution towards the capital cost of such a facility should be secured.

10.3 Bus Revenue Support

The revised TA seeks to demonstrate that there is sufficient capacity on the existing bus network to accommodate the demand created by CB1. However, there is concern that whilst across a typical day the average loading from CB1 is less than capacity this may not be the case during the peak periods. Therefore, it is recommended that a contribution should be sought towards revenue support for bus services that might require expansion as a result of increased demand from CB1.

The revenue support should be used to provide additional capacity prior to the occupation of each phase of development to ensure sufficient capacity is available for the new occupants.

10.4 Framework Travel Plan

Section 8 of the Transport Assessment - *'Promoting Smarter Choices via Travel Plans'* provides an overarching framework for the individual Travel Plans to follow. It is clear in its intention to just be providing a framework - based on the fact that the new development and details of operational needs / travel patterns of employees are unknown at this stage. It states that when details of the occupiers are clear, a Travel Plan Framework will then be developed for each detailed application. This does seem the most appropriate way forward to ensure they are tailored to the individual occupiers and so they take ownership of their TP.

It is not clear from the Framework Travel Plan if the measures and management of travel planning will extend to the residential elements of the scheme. The residential areas should be included within the Framework Travel Plan.

This section therefore stays quite theoretical, providing many examples of possible measures for the Travel Plans (which are all good suggestions), but with no firm commitments to them. The exception to this is Ashwell's proposal to make spaces available within the development to enable the 'StreetCar' car club scheme to be extended to the station area. It is therefore difficult to assess what the Travel Plans will really achieve. It simply provides a good basis for what should be important aspects of the individual Travel Plans.

A more detailed Travel Plan Framework that includes more commitment to certain measures and short, medium and long term targets along with a monitoring and review strategy is required to be secured as an item within the s106. In particular, within the management of the CB1 development a Travel Plan Co-ordinator should be appointed to drive forward the Travel Plan.

10.5 Car Club

The Framework Travel Plan sets out that space will be provided within the development for Car Clubs and that Ashwell has held initial discussions with Streetcar for the provision of such spaces. There is a concern that in the early years/phases of the development that there will not be sufficient use or resident population to provide the scheme from an early stage. Consideration should be given, in discussion with Streetcar, to the provision of early years revenue support.

10.6 Tenison Road Area Management and Improvement Scheme

Section 4.1.4 and 4.2 have highlighted that there is likely to be an increase in cycle movements along Tenison Road and the surrounding streets, along with an increase in the amount of queuing during the peak periods.

In order to mitigate the vehicular impact, discourage through traffic and to create a more pleasant and safe environment for pedestrians, cyclists and residents a contribution towards a scheme to provide traffic management measures should be secured as part of the s106.

11. Conclusions & Conditions

11.1 Conclusion

Since the issuing of the County Council's first consultation response on the CB1 planning application the applicant has worked closely with the County Council and City Council on resolving the objections and areas of deficiency within the Transport Assessment. The revised TA has resolved these issues and for the most part the transportation impacts of the development and the shape/form of the movement network have been set out to the satisfaction of the County Council.

The provision of the Northern Access Route from an early stage is a huge benefit in achieving the aim of the Station Area Development Framework to reduce the conflict between modes outside the station building.

The Highway Authority does not offer an objection to the revised outline planning application for the redevelopment of Cambridge Station Area (CB1) subject to the securing of appropriate mitigation measures and conditions set out in section 11.2 of this report.

11.2 Conditions

The County Council requests that the following conditions be attached to any planning permission.

1. Prior to the commencement of development, a site wide Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority. The CEMP shall accord with and give effect to the principles for such a Statement proposed in the Environmental Statement submitted with the application and shall include the consideration of the following aspects of construction:
 - a) Site wide construction and phasing programme.
 - b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
 - c) Construction hours.
 - d) Delivery times for construction purposes.
 - f) Soil Management Strategy
 - g) Noise method, monitoring and recording statements in accordance with the provisions of BS 5228 (1997).
 - h) Maximum noise mitigation levels for construction equipment, plant and vehicles.
 - i) Vibration method, monitoring and recording statements in accordance with the provisions of BS 5228 (1997).
 - j) Maximum vibration levels.
 - k) Dust management and wheel washing measures.
 - l) Site lighting.
 - m) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
 - n) Screening and hoarding details.
 - o) Access and protection arrangements around the site for pedestrians, cyclists and other road users.

- p) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
 - q) External safety and information signing and notices.
 - r) Liaison, consultation and publicity arrangements including dedicated points of contact.
 - s) Consideration of sensitive receptors.
 - t) Prior notice and agreement procedures for works outside agreed limits.
 - u) Complaints procedures, including complaints response procedures.
 - v) Membership of the Considerate Contractors Scheme.
2. All reserved matters applications shall include a detailed Construction Method Statement for the development parcel that is being sought for approval. The details shall be accompanied by a statement that demonstrates how the proposal accords with the approved Construction Environmental Management Plan. In addition the CMS shall also provide a specific construction programme and a plan identifying: the contractor site storage area/compound; screening and hoarding locations; access arrangements for vehicles, plant and personnel; building material, plant and equipment storage areas; contractor parking arrangements for construction and personnel vehicles; and the location of contractor offices. Thereafter the development shall be undertaken in accordance with the agreed details unless otherwise agreed in writing by the local planning authority, in consultation with Cambridgeshire County Council as Highway and Transport Authority.
3. Prior to the commencement of development a detailed scheme for changes to the Carter Cycle Bridge shall be submitted to and approved by the local planning authority in writing, in consultation with Cambridgeshire County Council as Highway and Transport Authority and owner of the Carter Cycle Bridge. The works to the cycle bridge shall be implemented in accordance with the approved details in advance of the use of the multi storey car park or the occupation of any other part of the development or in accordance with a timetable agreed in writing by the City Council.
4. Prior to commencement of development a detailed scheme for alterations of the junction of Station Road with Hills Road shall be submitted to and approved by the local planning authority in writing, in consultation with Cambridgeshire County Council as Highway and Transport Authority. The works to the junction shall be implemented in accordance with the approved details in advance of the use of the multi storey car park or the occupation of any other part of the development or in accordance with a timetable agreed in writing by the City Council.
5. Prior to commencement of development a detailed scheme for alterations of the junction of Tenison Road with Station Road shall be submitted to and approved by the local planning authority in writing. The works to the junction shall be implemented in accordance with the approved details in advance of the use of the multi storey car park or the occupation of any other part of the development or in accordance with a timetable agreed in writing by the City Council.

6. Prior to commencement of development a detailed scheme for alterations of the junction of Hills Road with Brooklands Avenue and creation of a fourth arm to the junction shall be submitted to and approved by the local planning authority in writing, in consultation with Cambridgeshire County Council as Highway and Transport Authority. The works to the junction shall be implemented in accordance with the approved details in advance of the use of the multi storey car park or the occupation of any other part of the development or in accordance with a timetable agreed in writing by the City Council.
7. Prior to commencement of development a detailed scheme for alterations of the junction of the proposed Northern Access Road with Tenison Road shall be submitted to and approved by the local planning authority in writing, in consultation with Cambridgeshire County Council as Highway and Transport Authority. The works to the junction shall be implemented in accordance with the approved details in advance of the occupation of any development on Blocks C1, C2, D1, F1, F2, G1 and G2 or in accordance with a timetable agreed in writing by the City Council.
8. Prior to commencement of development a detailed scheme for alterations of the junction of the proposed Southern Access Road with Station Road shall be submitted to and approved by the local planning authority in writing, in consultation with Cambridgeshire County Council as Highway and Transport Authority. The works to the junction shall be implemented in accordance with the approved details in advance of the occupation of any development on Blocks I1, I2, K1, K2, L1, L2, L3, L4, M1 and M2 or in accordance with a timetable agreed in writing by the City Council.
9. Prior to the commencement of development a detailed scheme for the temporary Northern Access Road, including the junction onto Station Road and details of taxi queuing, shall be submitted to and approved in writing by Cambridge City Council, in consultation with Cambridgeshire County Council as Highway and Transport Authority. The temporary Northern Access Road shall be implemented in accordance with the approved details in advance of the use of the multi-storey car park. The temporary Northern Access Road shall not be closed or obstructed until such time as the Northern Access Road is in place and provides a complete link between Tenison Road and the station square/multi-storey car park.
10. On completion and opening of the Multi-Storey Car Park the temporary car park shall cease operation and be closed.
11. Prior to or concurrently with the submission of the first of the reserved matters application(s) relating to student accommodation, a Student Departure and Arrival Traffic Management Strategy shall be submitted to and approved in writing by the local planning authority, in consultation with Cambridgeshire County Council as Highway and Transport Authority. Thereafter the approved Student Departure and Arrival Traffic Management Strategy shall be applicable to all student accommodation within the application site boundary and shall be operational upon first occupation of any block of student accommodation. Arrivals and departures of all occupiers of the student accommodation shall be carried out in accordance with the approved Student Departure and Arrival Traffic Management Strategy, unless otherwise agreed in writing by the local planning authority, in consultation with Cambridgeshire County Council as Highway and Transport Authority.

12. The detailed design of the bus interchange shall be the subject of a reserved matters submission. The design shall layout, arrangement and allocation of bus stops, bus shelters, information systems and waiting facilities.
13. Prior to the commencement of development a detailed scheme for the temporary bus interchange facilities shall be submitted to and approved in writing by Cambridge City Council, in consultation with Cambridgeshire County Council as Highway and Transport Authority. The temporary bus interchange shall be implemented in accordance with the approved details in advance of the cessation of use of the existing bus stops. The temporary bus interchange shall not be closed or obstructed until such time as the permanent bus interchange is operational.

Dyer Ian

From: Sarah Dyer [Sarah.Dyer@cambridge.gov.uk]
Sent: 25 September 2008 11:45
To: [REDACTED]; Andy BLACKHURST; Ben Bradnack; Chris Howell; Clare Blair; Colin Rosenstiel; Kevin Blencowe; Lewis Herbert; Lucy Walker; Marian Holness; Robert Dryden; Salah AlBander; Reid Alexander Cllr; Kent Anne Cllr; Ballard Martin Cllr; Harrison Nichola Cllr; [REDACTED] sianreid@castleindependent@gmail.com; sheilastuart17@gmail.com; cllr_mike_dixon@[REDACTED]
Cc: Huw.Nicholas@atkinsglobal.com; Simon Payne; Fuller Georgina; Hughes Graham; Dyer Ian
Subject: CB1 - County Transport Response

Dear Councillor

Please find attached a copy of the County Council's transport team response to CB1 which will be the subject of the presentation this afternoon (2 pm onwards, The Rampart Room, Shire Hall).

Copies of the Response will be available at the meeting.

A copy of this document will be put onto the City Councils web page shortly. The link for the relevant page is:

<http://www.cambridge.gov.uk/ccm/content/development-control/major-applications.en>

If you have any queries please do not hesitate to contact me.

SAD

Sarah Dyer
Development Control Manager
Cambridge City Council

Phone: 01223 457153
Mobile Phone 07827 233698

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Dyer Ian

From: Sarah Dyer [Sarah.Dyer@cambridge.gov.uk]
Sent: 24 September 2008 12:48
To: Clare Rankin; David Bradford
Cc: Huw.Nicholas@atkinsglobal.com; Dyer Ian
Subject: CB1 Northern Route of CGB

A plan is on the way to show the following:

Re-alignment of G1 and G2 to allow for a 5 metre pedestrian /cycle route, a 7.5 metre carriageway and a minimum 0.5 metre verge to either side of the buildings.

Are you happy?

S

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Dyer Ian

From: Dyer Ian
Sent: 22 September 2008 12:25
To: 'Sarah Dyer'
Subject: RE: CB1 Committee

I have block booked that day so that it is kept clear for the Committee meeting, however I should point out that I am unlikely to be available at the committee before 09.30, and will need to leave by 16.30 as I have childcare commitments.

Ian A. Dyer
Lead Engineer (Development Control)
City and South

-----Original Message-----

From: Sarah Dyer [mailto:Sarah.Dyer@cambridge.gov.uk]
Sent: 22 September 2008 11:57
To: Huw.Nicholas@atkinsglobal.com; David Roberts; Eithne Flanagan; Glen Richardson; John Preston; Jonathan Brookes; Penelope Hird; Hughes Graham; Dyer Ian
Cc: Simon Payne
Subject: CB1 Committee

The CB1 Committee will be taking place on Wednesday 15 October 2008 at a venue to be arranged.

I would be grateful if you would make yourself available on that day if at all possible. I suspect that the Chair will want to deal with the report issue by issue and therefore your attendance may not be needed all day but until nearer the time I will not know how it will be managed for certain.

Thanks

SAD

Sarah Dyer
Development Control Manager
Cambridge City Council

Phone: 01223 457153
Mobile Phone 07827 233698

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Dyer Ian

From: Sarah Dyer [Sarah.Dyer@cambridge.gov.uk]
Sent: 01 September 2008 12:08
To: Andrew.Rawlings@mottmac.com
Cc: dFord@ashwellplc.com; Rdowle@ashwellplc.com; Huw.Nicholas@atkinsglobal.com; Barry Louth; David Bradford; Dyer Ian; Finney Jon; [REDACTED]
Subject: CGB Northern Route and Cycle/Footpath

My colleagues have discussed the above in the light of your comments last week. Huw's response sums up our final view:

Sarah,

I've had the opportunity to consider the point raised by Ashwells and discussed this with Barry this morning.

My conclusion is that a 5m ped/cycle route is required between the G buildings, along with 7.5m carriageway and a 0.5m verge (to avoid buses striking the building). This would require either one building moving 2m (potentially only at ground level) or both buildings moving 1m each.

Whilst I accept the point that the width of the CGB to the south is not 5m, this is because physical constraints. This route would potentially attract a high number of pedestrians and this is the point where both movements will converge.

Regards
Huw

Sarah Dyer
Principal Development Control Manager
Cambridge City Council

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Dyer Ian

From: Nicholas, Huw A [Huw.Nicholas@atkinsglobal.com]
Sent: 01 September 2008 11:25
To: Sarah Dyer
Cc: Barry Louth; Dyer Ian; Clare Rankin; David Bradford
Subject: RE: FW: Northern Extension of CGB

Sarah,

I've had the opportunity to consider the point raised by Ashwells and discussed this with Barry this morning.

My conclusion is that a 5m ped/cycle route is required between the G buildings, along with 7.5m carriageway and a 0.5m verge (to avoid buses striking the building). This would require either one building moving 2m (potentially only at ground level) or both buildings moving 1m each.

Whilst I accept the point that the width of the CGB to the south is not 5m, this is because physical constraints. This route would potentially attract a high number of pedestrians and this is the point where both movements will converge.

Regards
Huw

-----Original Message-----

From: Sarah Dyer [mailto:Sarah.Dyer@cambridge.gov.uk]
Sent: 29 August 2008 09:03
To: Nicholas, Huw A; Clare Rankin; David Bradford
Cc: Barry Louth; Dyer Ian
Subject: Fwd: FW: Northern Extension of CGB

Please see attached.

Ashwell are not providing the full width that we have requested for the cycle/footpath because they consider it to be inconsistent with other parts of the CGB route.

Comments please.

Huw - I have advised Andrew that I have not had comments from County.

SAD

Sarah Dyer
Development Control Manager
Cambridge City Council

Phone: 01223 457153
Mobile Phone 07827 233698

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Dyer Ian

From: Fuller Georgina
Sent: 29 August 2008 13:56
To: Whelan Joseph; Clarke Stuart; Finney Jon; Dyer Ian; Smith Brian
Cc: Davey Lisa; Currie Nicola
Subject: CB1 Transport Officers Briefing for Members

Joseph, Stuart, Jon, Ian, Brian,

The CB1 Transport Officers Briefing for Members (given by Graham Hughes and Huw Nicholas) will be taking place 2pm - 5pm on Thursday 25th September in the Rampart Room, Bailey Rooms, Shire Hall. I will send out calendar invites shortly.

Kind regards,

George

Georgina Fuller

Executive Assistant to Graham Hughes
Director of Sustainable Infrastructure

Executive Assistant to Pat Harding
Director of Customer Services

Environment and Community Services
Cambridgeshire County Council

ET 1021

Castle Court

Cambridge

CB3 0AP

Tel: 01223 717498

Fax: 01223 718458

Email: georgina.fuller@cambridgeshire.gov.uk

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Dyer Ian

From: Nicholas, Huw A [Huw.Nicholas@atkinsglobal.com]
Sent: 29 August 2008 09:54
To: Sarah Dyer; Clare Rankin; David Bradford
Cc: Barry Louth; Dyer Ian
Subject: RE: FW: Northern Extension of CGB

Sarah,

I will take a look at this and discuss with Ian and CGB about why its not consistent and respond early next week.

Jeremy has passed all the County's comments to Andrew for them to deal with. Can you advise on the timescale now for planning committee so they know how long they have to amend the VISSIM model please?

Thanks
Huw

Huw Nicholas
Managing Consultant
Transport Planning and Management

Atkins Limited
Euston Tower
286 Euston Road
London
NW1 3AT

Tel: London 020 7121 2505
Tel: Cambridge 01223 814044
Mobile: 07713 652306
huw.nicholas@atkinsglobal.com
www.atkinsglobal.com

From: Sarah Dyer [mailto:Sarah.Dyer@cambridge.gov.uk]
Sent: Fri 29/08/2008 09:02
To: Nicholas, Huw A; Clare Rankin; David Bradford
Cc: Barry Louth; Dyer Ian
Subject: Fwd: FW: Northern Extension of CGB

Please see attached.

Ashwell are not providing the full width that we have requested for the cycle/footpath because they consider it to be inconsistent with other parts of the CGB route.

Comments please.

Huw - I have advised Andrew that I have not had comments from County.

SAD

Sarah Dyer
Development Control Manager
Cambridge City Council

Phone: 01223 457153

17/11/2008

Mobile Phone 07827 233698

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Dyer Ian

From: Sarah Dyer [Sarah.Dyer@cambridge.gov.uk]
Sent: 29 August 2008 09:03
To: Huw.Nicholas@atkinsglobal.com; Clare Rankin; David Bradford
Cc: Barry Louth; Dyer Ian
Subject: Fwd: FW: Northern Extension of CGB



FW: Northern
Extension of CGB



ATT172797.txt

Please see attached.

Ashwell are not providing the full width that we have requested for the cycle/footpath because they consider it to be inconsistent with other parts of the CGB route.

Comments please.

Huw - I have advised Andrew that I have not had comments from County.

SAD

Sarah Dyer
Development Control Manager
Cambridge City Council

Phone: 01223 457153
Mobile Phone 07827 233698

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Dyer Ian

From: Rawlings, Andrew M [Andrew.Rawlings@mottmac.com]
Sent: 28 August 2008 14:55
To: Sarah Dyer
Cc: Anna Dyson; Mike Derbyshire; Derek Ford; Sven Topel; Rod Dowle
Subject: FW: Northern Extension of CGB

Sarah

Further to our meeting yesterday, we propose to amend the parameter plans and increase the width between blocks G1 and G2 from 9.8m to 11.0m, accommodating a 3.0m wide cycleway, a 7.5m wide carriageway and 0.5m wide verge. The 3.0m wide cycleway is consistent with the proposed width of the cycleway adjacent to the Guideway south of the railway station.

Please could you confirm that the above is acceptable. We are planning to finalise the changes to the parameter plans this week.

With regard to the 'Outstanding issues August 2008', we have not received any comments on the verification of the VISSIM model. Please could you send us the comments from the Highway Authority so that we can address these issues.

Regards

Andrew

-----Original Message-----

From: Sarah Dyer [mailto:Sarah.Dyer@cambridge.gov.uk]
Sent: 26 August 2008 17:00
To: Derek Ford; Rod Dowle; MDerbyshire@savills.com
Cc: Huw.Nicholas@atkinsglobal.com; Clare Rankin
Subject: Northern Extension of CGB

In the light of comments from officers and the Cycling Campaign I have been doing some investigation of the space requirements for the CGB/cycle way/footway extension between Blocks G1 and G2.

A minimum gap between the buildings of 13.5m (7.5m carriageway; 5m ped/cycle; 0.5m back of footway margin either side) will be required. The gap shown on the base plan for all of the Parameter Plans needs to be widened by 2.5m.

I have previously requested that any further adjustments to the plans be made in one hit as opposed to incrementally but can you add this to the list of changes that may be forthcoming.

SAD

Sarah Dyer
Principal Development Control Manager
Cambridge City Council

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Dyer Ian

From: Preston Richard
Sent: 28 August 2008 14:59
To: Dyer Ian; Reynolds Sue
Subject: Re: CB1 presentation

This message has been archived.

I hope to attend

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Dyer Ian

From: Rawlings, Andrew M [Andrew.Rawlings@mottmac.com]
Sent: 27 August 2008 15:33
To: Dyer Ian
Cc: Russell, Lee W
Subject: RE: CB1

Ian

Drawing attached as requested.

Regards

Andrew

-----Original Message-----

From: Dyer Ian [mailto:Ian.Dyer@cambridgeshire.gov.uk]
Sent: 27 August 2008 15:29
To: Rawlings, Andrew M
Subject: RE: CB1

Hello Andy,

My colleagues in Capital Projects need copies of the Hills
Road/Brooklands Avenue/Busway junction, preferably in electronic form.

Would it be possible to get a copy for them?

Ian

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Dyer Ian

From: Dyer Ian
Sent: 27 August 2008 15:29
To: 'Rawlings, Andrew M'
Subject: RE: CB1

Hello Andy,

My colleagues in Capital Projects need copies of the Hills Road/Brooklands Avenue/Busway junction, preferably in electronic form.

Would it be possible to get a copy for them?

Ian

Dyer Ian

From: Dyer Ian
Sent: 27 August 2008 15:25
To: Davies Mike (E&T)
Subject: RE: CB1

Hello Mike,

At present we don't have electronic copies as Ashwells insist on putting in paper copies of applications.

My contact at Mott Macdonald is on holiday at the moment, but I am getting two copies of the TA appendices, which you may be able to use.

Ian

-----Original Message-----

From: Davies Mike (E&T)
Sent: 27 August 2008 14:01
To: Dyer Ian
Subject: CB1

Ian

Please could you send me an electronic copy of the plan showing Brookland Ave/Hills Rd junction from the CB1 information.

Could you also advise the contact from Mott Macdonald as I may need to attempt to get a CAD version of the file.

Thanks

Mike

Dyer Ian

From: Davies Mike (E&T)
Sent: 27 August 2008 14:01
To: Dyer Ian
Subject: CB1

Ian

Please could you send me an electronic copy of the plan showing Brookland Ave/Hills Rd junction from the CB1 information.

Could you also advise the contact from Mott Macdonald as I may need to attempt to get a CAD version of the file.

Thanks

Mike

Dyer Ian

From: Sarah Dyer [Sarah.Dyer@cambridge.gov.uk]
Sent: 26 August 2008 16:55
To: Huw.Nicholas@atkinsglobal.com
Cc: Dyer Ian; Finney Jon
Subject: RE: Cb1 northern CGB route

Ian has confirmed that 7.5 m is appropriate.

SAD

Sarah Dyer
Principal Development Control Manager
Cambridge City Council
>>> "Nicholas, Huw A" <Huw.Nicholas@atkinsglobal.com> 08/26/08 4:47 PM >>>
Sarah,

Without undertaking the detailed design of the northern extension of the CGB it is not possible to say at what point it would become guided/unguided at the edge of the station area. However, it would be sensible at this stage to assume that it would be unguided.

Therefore, for a bus-only road an appropriate width may be 7.5m of carriageway, but Ian/Jon can confirm this

I have measured a number of scaled drawings in the TA at the width between G1 and G2 appears to about 11m. This would allow for a 7.5m carriageway and leave 3.5m for the ped/cycle route with no margin between building and back of footway. From Clare/David's emails this is unlikely to be sufficient space a minimum gap between the buildings of 13.5m (7.5m carriageway; 5m ped/cycle; 0.5m back of footway margin either side) would be required. This is a requirement of the gap to be widened by 2.5m.

Regards

Huw Nicholas

Managing Consultant - Development & Regeneration
ATKINS Transport Planning

Euston Tower, 286 Euston Road, London NW1 3AT
Tel: +44 (0) 20 7121 2505 (London)
Tel: +44 (0) 1223 814044 (Cambridge)
Mob: 07713 652 306
E-mail: huw.nicholas@atkinsglobal.com
www.atkinsglobal.com

-----Original Message-----

From: Sarah Dyer [mailto:Sarah.Dyer@cambridge.gov.uk]
Sent: 26 August 2008 13:30
To: Nicholas, Huw A
Cc: Clare Rankin; David Bradford
Subject: Fwd: Cb1 northern CGB route

FYI Comments from Clare.

It would be helpful to me if you could let me know what would be needed for a combined CGB and cycle/footpath route and whether blocks G1 and G2 need to be reconfigured.

Thanks

SAD

Sarah Dyer
Principal Development Control Manager
Cambridge City Council

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Dyer Ian

From: Nicholas, Huw A [Huw.Nicholas@atkinsglobal.com]
Sent: 26 August 2008 16:46
To: Sarah Dyer
Cc: Dyer Ian; Finney Jon
Subject: RE: Cb1 northern CGB route

Sarah,

Without undertaking the detailed design of the northern extension of the CGB it is not possible to say at what point it would become guided/unguided at the edge of the station area. However, it would be sensible at this stage to assume that it would be unguided.

Therefore, for a bus-only road an appropriate width may be 7.5m of carriageway, but Ian/Jon can confirm this

I have measured a number of scaled drawings in the TA at the width between G1 and G2 appears to about 11m. This would allow for a 7.5m carriageway and leave 3.5m for the ped/cycle route with no margin between building and back of footway. From Clare/David's emails this is unlikely to be sufficient space a minimum gap between the buildings of 13.5m (7.5m carriageway; 5m ped/cycle; 0.5m back of footway margin either side) would be required. This is a requirement of the gap to be widened by 2.5m.

Regards

Huw Nicholas

Managing Consultant - Development & Regeneration
ATKINS Transport Planning

Euston Tower, 286 Euston Road, London NW1 3AT
Tel: +44 (0) 20 7121 2505 (London)
Tel: +44 (0) 1223 814044 (Cambridge)
Mob: 07713 652 306
E-mail: huw.nicholas@atkinsglobal.com
www.atkinsglobal.com

-----Original Message-----

From: Sarah Dyer [mailto:Sarah.Dyer@cambridge.gov.uk]
Sent: 26 August 2008 13:30
To: Nicholas, Huw A
Cc: Clare Rankin; David Bradford
Subject: Fwd: Cb1 northern CGB route

FYI Comments from Clare.

It would be helpful to me if you could let me know what would be needed for a combined CGB and cycle/footpath route and whether blocks G1 and G2 need to be reconfigured.

Thanks

SAD

Sarah Dyer
Principal Development Control Manager
Cambridge City Council

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Dyer Ian

From: Hughes Graham
Sent: 26 August 2008 10:07
To: Dyer Ian
Subject: Re: CB1 Presentation

This message has been archived.

Yes

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Dyer Ian

From: Reynolds Sue
Sent: 26 August 2008 09:59
To: Dyer Ian
Cc: Preston Richard
Subject: RE: CB1 presentation

Yes - where is it to be?

Sue

-----Original Message-----

From: Dyer Ian
Sent: 26 August 2008 09:53
To: Reynolds Sue
Cc: Preston Richard
Subject: CB1 presentation

Hello Sue,

Ashwells are preparing a presentation of their latest scheme for members and officers of the County Council on 17th September 17.00-19.00. Would you like to attend?

Similarly, for Richard.

Ian

Dyer Ian

From: Dyer Ian
Sent: 26 August 2008 09:51
To: Hughes Graham
Subject: Accepted: Ashwells presentation on the CB1 development

Dyer Ian

From: Dyer Ian
Sent: 21 August 2008 13:10
To: Sarah Dyer (E-mail)
Subject: FW: Presentation from Ashwells on CB1

-----Original Message-----

From: Fuller Georgina
Sent: 21 August 2008 09:50
To: Whelan Joseph; Clarke Stuart; Finney Jon; Dyer Ian; Joyce Patrick; Smith Brian; Nicholas Huw
Cc: Davey Lisa
Subject: Presentation from Ashwells on CB1

Presentation from Ashwells on CB1

7 - 9 people from Ashwells are due to give a presentation on CB1 to County Council Officers and Members.

It was looking likely that Ashwells would be giving a presentation on CB1 on Monday 8th September: 11am - 1pm and I previously asked you to note this date and time in your diaries.

This presentation will definitely not be taking place on Monday 8th September due to the main speaker from Ashwells no longer being available for this slot. He needs to lead the presentation so Ashwells are currently considering dates and times w/c 15th September.

I will let you know as soon as Ashwells have confirmed a date and time.

Many thanks,

Kind regards,

George

Georgina Fuller

Executive Assistant to Graham Hughes
Director of Sustainable Infrastructure

Executive Assistant to Pat Harding
Director of Customer Services

Environment and Community Services
Cambridgeshire County Council
ET 1021
Castle Court
Cambridge
CB3 0AP
Tel: 01223 717498
Fax: 01223 718458
Email: georgina.fuller@cambridgeshire.gov.uk

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Dyer Ian

From: Nicholas, Huw A [Huw.Nicholas@atkinsglobal.com]
Sent: 21 August 2008 10:46
To: Sarah Dyer; Fuller Georgina
Cc: Melanie Jones; Simon Payne; Dyer Ian; Finney Jon
Subject: RE: CB1 and Transport Presentation

Sarah/George,

I've put this in my diary.

Regards
Huw

-----Original Message-----

From: Sarah Dyer [mailto:Sarah.Dyer@cambridge.gov.uk]
Sent: 21 August 2008 08:38
To: Georgina.Fuller@cambridgeshire.gov.uk
Cc: Nicholas, Huw A; Melanie Jones; Simon Payne;
Ian.Dyer@cambridgeshire.gov.uk; Jon.Finney@cambridgeshire.gov.uk
Subject: Re: CB1 and Transport Presentation

As usual I have not had a great deal of feedback from Members but the best date looks to be 10/09 3 pm to 6 pm.

I have copied Huw in so that he is aware. If this date is OK for Huw and Graham then I suggest we go with it. The slight concern I have is that Councillor Sian Reid is currently on holiday and does not get back until next week. She may be concerned that this has been arranged in her absence (Simon do you have a view on this issue?)

As soon as you are able to confirm the date/time I will try to book the Council Chamber as planned.

With regard to the Ashwell briefing for County Members, I understand this is to be put back a week so will not now take place on 08/09/08. Do you have the alternative date/time yet?

SAD

Sarah Dyer
Principal Development Control Manager
Cambridge City Council
>>> "Fuller Georgina" <Georgina.Fuller@cambridgeshire.gov.uk> 08/20/08
>>> 5:17 PM >>>
Sarah,

Have you decided which of the following slots is the most convenient for this presentation:

Tues 9th September	5pm - 8pm
Weds 10th Sept	3pm - 6pm
Friday 12th Sept	9am - 12pm
Thurs 25th Sept	9am - 12pm

Kind regards,

George

Georgina Fuller
Executive Assistant to Graham Hughes
Director of Sustainable Infrastructure

Executive Assistant to Pat Harding

Director of Customer Services

Environment and Community Services
Cambridgeshire County Council
ET 1021
Castle Court
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Dyer Ian

From: Fuller Georgina
Sent: 21 August 2008 09:50
To: Whelan Joseph; Clarke Stuart; Finney Jon; Dyer Ian; Joyce Patrick; Smith Brian; Nicholas Huw
Cc: Davey Lisa
Subject: Presentation from Ashwells on CB1

Presentation from Ashwells on CB1

7 - 9 people from Ashwells are due to give a presentation on CB1 to County Council Officers and Members.

It was looking likely that Ashwells would be giving a presentation on CB1 on Monday 8th September: 11am - 1pm and I previously asked you to note this date and time in your diaries.

This presentation will definitely not be taking place on Monday 8th September due to the main speaker from Ashwells no longer being available for this slot. He needs to lead the presentation so Ashwells are currently considering dates and times w/c 15th September.

I will let you know as soon as Ashwells have confirmed a date and time.

Many thanks,

Kind regards,

George

Georgina Fuller

Executive Assistant to Graham Hughes
Director of Sustainable Infrastructure

Executive Assistant to Pat Harding
Director of Customer Services

Environment and Community Services
Cambridgeshire County Council
ET 1021
Castle Court
Cambridge
CB3 0AP
Tel: 01223 717498
Fax: 01223 718458
Email: georgina.fuller@cambridgeshire.gov.uk

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Dyer Ian

From: Sarah Dyer [Sarah.Dyer@cambridge.gov.uk]
Sent: 21 August 2008 08:38
To: Fuller Georgina
Cc: Huw.Nicholas@atkinsglobal.com; Melanie Jones; Simon Payne; Dyer Ian; Finney Jon
Subject: Re: CB1 and Transport Presentation

As usual I have not had a great deal of feedback from Members but the best date looks to be 10/09 3 pm to 6 pm.

I have copied Huw in so that he is aware. If this date is OK for Huw and Graham then I suggest we go with it. The slight concern I have is that Councillor Sian Reid is currently on holiday and does not get back until next week. She may be concerned that this has been arranged in her absence (Simon do you have a view on this issue?)

As soon as you are able to confirm the date/time I will try to book the Council Chamber as planned.

With regard to the Ashwell briefing for County Members, I understand this is to be put back a week so will not now take place on 08/09/08. Do you have the alternative date/time yet?

SAD

Sarah Dyer
Principal Development Control Manager
Cambridge City Council
>>> "Fuller Georgina" <Georgina.Fuller@cambridgeshire.gov.uk> 08/20/08 5:17 PM >>>
Sarah,

Have you decided which of the following slots is the most convenient for this presentation:

Tues 9th September	5pm - 8pm
Weds 10th Sept	3pm - 6pm
Friday 12th Sept	9am - 12pm
Thurs 25th Sept	9am - 12pm

Kind regards,

George

Georgina Fuller
Executive Assistant to Graham Hughes
Director of Sustainable Infrastructure

Executive Assistant to Pat Harding
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Dyer Ian

From: Sarah Dyer [Sarah.Dyer@cambridge.gov.uk]
Sent: 21 August 2008 07:38
To: Huw.Nicholas@atkinsglobal.com; Barry Louth
Cc: Hughes Graham; Dyer Ian
Subject: Re: Car Parking Note in CB1

Thanks Huw, your note is very helpful and sets out the position very clearly.

I have mentioned to Mike Derbyshire and Derek Ford that there is an issue about car parking numbers but did not go into any depth. The immediate reaction was that it would be impossible to renegotiate numbers with Network Rail.

Are you happy that I send your note over to Ashwell? Would you prefer to deal with this matter direct with Andrew, who I understand is off on leave shortly?

Thanks for your help. Unfortunately I am not in the office on Friday.

SAD

Sarah Dyer
Principal Development Control Manager
Cambridge City Council
>>> "Nicholas, Huw A" <Huw.Nicholas@atkinsglobal.com> 08/20/08 2:05 PM >>>
Sarah,

Please find attached a note about the parking in CB1. The crux of the matter is that they seem to be adding up existing parking for a variety of uses under the banner of long stay and then putting that as general long stay in the MSCP.

<<CB1 Technical Note 2 - 19AUG2008.doc>>

Any questions please give me a call. I'm in Cambridge Friday and can coem and discuss with you if you wish.

Regards

Huw Nicholas

Managing Consultant - Development & Regeneration
ATKINS Transport Planning

Euston Tower, 286 Euston Road, London NW1 3AT
Tel: +44 (0) 20 7121 2505 (London)
Tel: +44 (0) 1223 814044 (Cambridge)
Mob: 07713 652 306
E-mail: huw.nicholas@atkinsglobal.com
www.atkinsglobal.com

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Dyer Ian

From: Sarah Dyer [Sarah.Dyer@cambridge.gov.uk]
Sent: 18 August 2008 09:46
To: [REDACTED] Andy BLACKHURST; Ben Bradnack; Chris Howell; Clare Blair; Colin Rosenstiel; Kevin Blencowe; Lewis Herbert; Lucy Walker; Marian Holness; Robert Dryden; Salah AlBander; Kent Anne Cllr; Harrison Nichola Cllr; [REDACTED]; sianreid@[REDACTED]; castleindependent@gmail.com; [REDACTED]; cllr_mike_dixon@[REDACTED]
Cc: Huw.Nicholas@atkinsglobal.com; Melanie Jones; Simon Payne; Fuller Georgina; Hughes Graham
Subject: CB1 - Transport Officer Briefing

Dear Councillor

Further to my email last week, I would be grateful if you would advise me which of the following dates would be most convenient for you to attend the Transport Officer Briefing. This meeting will most likely be held at The Guildhall.

9th Sept 5-8 pm

10th Sept 3-6 pm

12th Sept 10-1 pm. (Least convenient for Simon Payne)

Sept 25th 9-12 pm

I would be grateful if you would come back to me by 12 Noon tomorrow (Tuesday) please. I will give priority to Members of Planning Committee but will run with the majority 'vote' if I can.

I have sent a copy of this email to Members of Planning Committee, Ward Members and to those Members who have contacted me direct to date.

SAD

Sarah Dyer
Development Control Manager
Cambridge City Council

Phone: 01223 457153
Mobile Phone 07827 233698

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Dyer Ian

From: Sarah Dyer [Sarah.Dyer@cambridge.gov.uk]
Sent: 13 August 2008 09:59
To: Dyer Ian; Finney Jon
Subject: Fwd: CB1 - Transport Assessment



CB1 - Transport
Assessment

FYI

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Dyer Ian

From: Sarah Dyer [Sarah.Dyer@cambridge.gov.uk]
Sent: 13 August 2008 09:59
To: [REDACTED] Andy BLACKHURST; Ben Bradnack; Clare Blair; Kevin Blencowe; Lewis Herbert; Lucy Walker; Marian Holness; Robert Dryden; Salah AlBander; Kent Anne Cllr; Harrison Nichola Cllr; [REDACTED]; sianreid [REDACTED]; castleindependent@gmail.com; [REDACTED]; cllr_mike_dixon [REDACTED]
Cc: Simon Payne; Hughes Graham
Subject: CB1 - Transport Assessment

Dear Councillor

I thought you would be interested to know that we are in the process of organising a Briefing for Members by the County Council on the Transport Implications of CB1. I have not yet had the County's formal comments but I am aware that there is some more work that it is needed before a final comment can be provided.

Ashwell are making a presentation to County Members on 8 September 2008 to reflect that made to City Members on 18 July 2008. It is anticipated that the Briefing will take place shortly after that date. I will circulate suggested dates for the Briefing as soon as I receive them from the County.

Please do not hesitate to contact me if you have any queries in the meantime.

SAD

Sarah Dyer
Development Control Manager
Cambridge City Council

Phone: 01223 457153
Mobile Phone 07827 233698

Dyer Ian

From: Fuller Georgina
Sent: 11 August 2008 12:01
To: Finney Jon; Dyer Ian; Joyce Patrick
Subject: Ashwells presentation to CCC on CB1 (general)

Jon, Ian, Patrick,

Ashwells are giving a presentation to CCC on CB1 (general) on Monday 8th September 11am - 1pm.

7 - 9 people from Ashwells will be coming to the Council to give this presentation.

Please note this date / time in your diaries.

Many thanks,

Kind regards,

George

Georgina Fuller

Executive Assistant to Graham Hughes
Director of Sustainable Infrastructure

Executive Assistant to Pat Harding
Director of Customer Services

Environment and Community Services
Cambridgeshire County Council
ET 1021
Castle Court
Cambridge
CB3 0AP
Tel: 01223 717498
Fax: 01223 718458
Email: georgina.fuller@cambridgeshire.gov.uk

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Dyer Ian

From: Ling Richard
Sent: 06 August 2008 12:40
To: Dyer Ian; 'Nicholas, Huw A'
Subject: RE: CB1

Huw/Ian,

If there is link delay on Station Road I think this is a sensible solution. We would need to ensure that that is keeps back far enough from the signals that it doesn't affect the capacity.

Richard

-----Original Message-----

From: Dyer Ian
Sent: 06 August 2008 11:44
To: 'Nicholas, Huw A'
Cc: Ling Richard
Subject: RE: CB1

I think it would need more than 3 metres, more like 4.5 at the point where the signal island is.

The speed cushions would still be needed, as an adjacent bus lane is likely to enhance the car drivers sense of room, rather than restrict it.

The table at Tension is to manage all vehicle speed, including those vehicles (principally buses) that are going straight through the junction. Remove the cushions and the table and there are, in effect, no effective speed reducing measures on that stretch of Station Road.

The ramp delineates the shared surface as a whole. A staged introduction of shared surface would be an anathema. An alternative feature may be possible, but it must be remembered that, as a shared surface area, all traffic from that point onwards needs to be moving a pedestrian pace, and that needs to be achieved at the boundary, not the bollards.

Ian

-----Original Message-----

From: Nicholas, Huw A [mailto:Huw.Nicholas@atkinsglobal.com]
Sent: 05 August 2008 16:26
To: Dyer Ian; Ling Richard
Cc: Finney Jon
Subject: FW: CB1

Ian/Richard,

What are your thoughts on having a signal and bus lane on Station Road basically before you reach the boundary of Kett House - point 1. I think it is a sensible idea, but would need some land (up to 3m possibly) from about current entrance to Laing site to the edge of Kett House. The only issue (apart from being late in the day) is that vehicles turning into the main car park for the offices would have to cross two lanes of traffic.

Ian - I assume the raised table is to physically slow speeds to 20mph. Could the table be removed? With regards to the ramp we could just ask for a surface change and do away with the more immediate level change - something more gradual?

Cheers
Huw

-----Original Message-----

From: Curtis Ashley [mailto:Ashley.Curtis@cambridgeshire.gov.uk]
Sent: 05 August 2008 15:39
To: Nicholas, Huw A
Cc: Smith Jeremy; Hughes Graham
Subject: RE: CB1

Huw

Thanks for sight of these. Jeremy gave me a copy of the plans and TA to have a look through as well.

I'll constrain comments to this development and TIF only and consequently my three comments relate in the main to the proposed layout of Station Road:-

1) Whilst the TIF proposals were being formulated last year you maybe aware that there was an assumption that some form of westbound bus priority on Station Road would come forward as part of the cb1 development. With hindsight this was probably not a sensible assumption and clear proposals should have been incorporated into the TIF package. With car traffic having to turn down Tenison Rd the length where bus priority would deliver benefits is confined to the length of Station Rd between Tenison Rd and Hills Road. It strikes me that a more sensible proposition than the "advisory" cycle lanes which Ashwells propose between buildings J4 and J2 would be provision of an outbound nearside 3m wide bus lane over this length. To keep the layout proposed at the Hills Rd/Station Rd junction (which looks sensible) some westbound signals could be provided at the location where Ashwells propose speed cushions to the west of J4. These signals would hold other traffic to enable buses to get the front of the signals at Hills Rd/Station rd junction. Provision of a bus lane would negate the need for speed cushions on Station Rd as the all vehicle lanes would be adjacent to each other and the road would feel narrower (i.e. the same effect they are trying to achieve with the advisory cycle lanes. Rail replacement buses could utilise the bus lane for parking when they were needed (which is generally at weekends). I'm assuming that at this stage it is too late to seek additional width for the Station rd corridor from Ashwells but if this were possible a strip of upto 1.2m on the south side could be safeguarded and would allow us to include future cycle provision alongside bus priority in station road.

2) I would also question the purpose of the raised table junction at Station Rd/Tenison Rd. Apart from not being very PT friendly its purpose is not clear - all cars will be slowing to turn left into Tenison Rd anyway so why do you need a table to slow them down ?

3) I also note that Ashwells propose a ramp at the entrance to the shared surface just before the rising bollards. Again the purpose of this ramp is questioned. Its not PT friendly and vehicles will need to slow almost to a stop for the rising bollards which themselves form a clear separator/differentiator without the need for a ramp.

One final minor point just in case it gets missed in the proofing, section 4.1.2, 2nd para, end of first sentence I think this should be junction of Hills Road with Brooklands Ave.

Hope you find these useful, any questions on the above give me a shout, I'm around all week.

Ashley

-----Original Message-----

From: Nicholas, Huw A [mailto:Huw.Nicholas@atkinsglobal.com]
Sent: 05 August 2008 09:44
To: Curtis Ashley
Cc: Smith Jeremy
Subject: RE: CB1

Ashley,

This is the working draft of the comments as they stand so far.

It would be good to know what ideas/plans are emerging from TIF for the station area that may affect what we have been working on.

Thanks
Huw

-----Original Message-----

From: Curtis Ashley [mailto:Ashley.Curtis@cambridgeshire.gov.uk]
Sent: 05 August 2008 09:39
To: Nicholas, Huw A
Cc: Smith Jeremy
Subject: CB1

Huw

Please ensure that I have sight of what the County will be saying in good time this week please so that we can ensure that any aspects of TIF are not compromised and that we capitalise on any opportunities.

Ashley

-----Original Message-----

From: Smith Jeremy
Sent: 04 August 2008 15:41
To: 'Huw Nicholas (E-mail)'
Cc: Wilkinson Richard; Adams Linda; Hague Wendy; Curtis Ashley
Subject: RE: Contact details for Huw Nicholas

Huw

For info; would be useful if you contacted Wendy - maybe not by phone...
Jeremy

-----Original Message-----

From: Hague Wendy
Sent: 04 August 2008 13:35
To: Adams Linda; Smith Jeremy
Cc: Wilkinson Richard
Subject: FW: Contact details for Huw Nicholas
Importance: High

Linda/Jeremy

cb1; revised proposals

As you can see, Graham wishes to cast an eye over the draft submission as before.

Pl could you advise Huw. Our phones will be working from the 8th!

I have looked at Graham's diary.

Apart from Wednesday, he's on leave.

There is a meeting of the cb1 Steering Group on Wednesday afternoon.

Thanks,
Wendy

-----Original Message-----

From: Hughes Graham
Sent: 04 August 2008 10:31
To: Hague Wendy
Subject: Re: Contact details for Huw Nicholas

Yes please. Just me

Graham

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-----Original Message-----

From: Hague Wendy
To: Hughes Graham
Sent: Mon Aug 04 10:20:20 2008
Subject: FW: Contact details for Huw Nicholas

Morning Graham

cbl:

Joseph asked us to coordinate the response on the revised proposals for cbl before he went on leave

Huw will be submitting comments on transport matters.

The deadline for the City is 11/8.

Linda believes we should receive these on Friday.

You had asked for a sight of the transport comments and the draft corporate response for the original set of proposals.

Would you and Brian wish to see the draft response on the revisions before we submit to the City?

Wendy

-----Original Message-----

From: Clarke Stuart
Sent: 01 August 2008 14:29
To: Hague Wendy
Subject: RE: Contact details for Huw Nicholas

Wendy,

We don't seem to have a work mobile number for him.

I would try phoning his office to get one for you, but I have to dash off to a meeting now.

Stuart

-----Original Message-----

From: Hague Wendy
Sent: 01 August 2008 14:26
To: Clarke Stuart
Subject: RE: Contact details for Huw Nicholas

Thank you..do we have a mobile number
Wendy

From: Clarke Stuart
Sent: 01 August 2008 14:14
To: Miller Mark
Cc: Hague Wendy
Subject: FW: Contact details for Huw Nicholas

Mark,

I understand that you are trying to contact Huw Nicholas. His contact details are as below.

Regards,

Stuart

Stuart Clarke
New Communities Team

Cambridgeshire County Council
Environment & Community Services
Box 1507, Room C013 Castle Court
Castle Hill
Cambridge CB3 0AP

Tel: 01223 717768

-----Original Message-----

From: Adams Linda
Sent: 01 August 2008 14:12
To: Clarke Stuart
Subject: FW:

Huw Nicholas
Managing Consultant - Development & Regeneration
Atkins Transport Planning
Euston Tower, 286 Euston Road, London NW1 3AT
Tel: +44 (0) 20 7121 2505 (London)
Tel: +44 (0) 1223 814044 (Cambridge)
E-mail: huw.nicholas@atkinsglobal.com

Joseph Whelan
Head of New Communities
Box RES1507
Cambridgeshire County Council
Shire Hall
Cambridge
CB3 0AP

Tel: 01223 718390
Fax: 01223 718177

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Dyer Ian

From: Dyer Ian
Sent: 06 August 2008 11:55
To: Sarah Dyer (E-mail)
Cc: 'Huw.Nicholas@atkinsglobal.com'
Subject: FW: CB1 - VISSIM and Bus Capacity

One issue solved, there is only storage for ten taxis.

Ian

-----Original Message-----

From: Rawlings, Andrew M [mailto:Andrew.Rawlings@mottmac.com]
Sent: 06 August 2008 10:25
To: Nicholas, Huw A
Cc: Dyer Ian; sarah.dyer@cambridge.gov.uk; Zhu, Jie; Shaw, Mark J; Finney Jon
Subject: RE: CB1 - VISSIM and Bus Capacity

Huw

We have tracked this layout for a large car.

If you have any questions please contact me.

Regards

Andrew

From: Nicholas, Huw A [mailto:]
Sent: 05 August 2008 12:08
To: Zhu, Jie; Rawlings, Andrew M
Cc: Dyer Ian; sarah.dyer@cambridge.gov.uk
Subject: RE: CB1 - VISSIM and Bus Capacity

Thanks.

Our main concern with option two is that we are not certain that all the manouvers can be accommodated. Probably a matter for the detail stage, but need to just be sure now.

Huw

From: Zhu, Jie [mailto:Jie.Zhu@mottmac.com]
Sent: 05 August 2008 12:04
To: Nicholas, Huw A; Rawlings, Andrew M
Cc: Dyer Ian; sarah.dyer@cambridge.gov.uk
Subject: RE: CB1 - VISSIM and Bus Capacity

Hi Huw,

Andrew is on presentation of CB1 for the whole day. I will remind Andrew on this when he comes back.

Kind Regards,

17/11/2008

Jie

From: Nicholas, Huw A [mailto:Huw.Nicholas@atkinsglobal.com]
Sent: 05 August 2008 11:57
To: Rawlings, Andrew M
Cc: Dyer Ian; Zhu, Jie; sarah.dyer@cambridge.gov.uk
Subject: RE: CB1 - VISSIM and Bus Capacity

Andrew,

I've received and "Option 2" of the Station Square that has been drawn up by Robert Myers and the layout of the taxi rank and kiss&ride is different to that contained within the revised TA. Is there a technical drawing that Ian and I can have a look at please?

I know we are not making detailed comments at this stage on the layout of the station square, but we just need at this stage to review to see if there are any fundamental issues.

Thanks.
Huw

From: Zhu, Jie [mailto:Jie.Zhu@mottmac.com]
Sent: 05 August 2008 11:00
To: Nicholas, Huw A
Cc: Rawlings, Andrew M; Dreher, Frank M; Bose, Saikat
Subject: RE: CB1 - VISSIM and Bus Capacity

Hi Huw,

Thanks for your email and call just now. Please see the attachment for Bus Capacity Peak Time Periods Calculation.

My Colleagues from Birmingham should release the final DS CB1 VISSIM model to Matt Hall through courier today and I take his address as:

Matt Hall
Atkins plc
Broad oak
Southgate PK, Bakewell Rd, Orton Southgate, Peterborough, PE2 6YS

If you have any more queries, please do not hesitate to contact me.

Kind Regards,

Jie

From: Rawlings, Andrew M
Sent: 05 August 2008 10:04
To: Zhu, Jie
Subject: FW: CB1 - VISSIM and Bus Capacity
Importance: High

From: Nicholas, Huw A [mailto:Huw.Nicholas@atkinsglobal.com]
Sent: 04 August 2008 17:24
To: Rawlings, Andrew M
Subject: CB1 - VISSIM and Bus Capacity
Importance: High

Andrew,

I am in the final process of providing the County Council's transport consultation response to CB1. Whilst I can advise CCC that all the issues and matters have been addressed and resolved satisfactorily there are still a few outstanding issues that their absence means that I am going to have to advise a refusal on lack of info. These are;

- No With Development VISSIM model that we can use to ratify the master plan with and the impact upon the Tenison Road junction. I've been informed by our modellers that the VISSIM would show that the AM Peak queuing on Tenison Road would not be as bad as PICADY shows it as that programme cannot account for reduced speeds to 20mph on Station Road.

- Impact on bus capacity. Your assessment (4.4.3 iii) covers a typical daily capacity and the demand from CB1, but what is needed is to look at the peak hour (AM & PM) demand in particular as this is where the most pressure will come on available capacity. TA is showing an approximate additional 600 trips in the AM peak and 550 in the PM.

If you can get at least the second item to me before the end Thursday I can tick that issue off the list and let CCC know its in hand. Also provide the With Dev VISSIM so we can try to get as far as possible with it by the end of Thursday too.

Thanks

Huw Nicholas

Managing Consultant - Development & Regeneration
ATKINS Transport Planning

Euston Tower, 286 Euston Road, London NW1 3AT
Tel: +44 (0) 20 7121 2505 (London)
Tel: +44 (0) 1223 814044 (Cambridge)
Mob: 07713 652 306
E-mail: huw.nicholas@atkinsglobal.com
www.atkinsglobal.com

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Huw Nicholas

Managing Consultant - Development & Regeneration
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Euston Tower, 286 Euston Road, London NW1 3AT
Tel: +44 (0) 20 7121 2505 (London)
Tel: +44 (0) 1223 814044 (Cambridge)
Mob: 07713 652 306
E-mail: huw.nicholas@atkinsglobal.com
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Dyer Ian

From: Dyer Ian
Sent: 06 August 2008 11:44
To: 'Nicholas, Huw A'
Cc: Ling Richard
Subject: RE: CB1

I think it would need more than 3 metres, more like 4.5 at the point where the signal island is.

The speed cushions would still be needed, as an adjacent bus lane is likely to enhance the car drivers sense of room, rather than restrict it.

The table at Tension is to manage all vehicle speed, including those vehicles (principally buses) that are going straight through the junction. Remove the cushions and the table and there are, in effect, no effective speed reducing measures on that stretch of Station Road.

The ramp delineates the shared surface as a whole. A staged introduction of shared surface would be an anathema. An alternative feature may be possible, but it must be remembered that, as a shared surface area, all traffic from that point onwards needs to be moving a pedestrian pace, and that needs to be achieved at the boundary, not the bollards.

Ian

-----Original Message-----

From: Nicholas, Huw A [mailto:Huw.Nicholas@atkinsglobal.com]
Sent: 05 August 2008 16:26
To: Dyer Ian; Ling Richard
Cc: Finney Jon
Subject: FW: CB1

Ian/Richard,

What are your thoughts on having a signal and bus lane on Station Road basically before you reach the boundary of Kett House - point 1. I think it is a sensible idea, but would need some land (up to 3m possibly) from about current entrance to Laing site to the edge of Kett House. The only issue (apart from being late in the day) is that vehicles turning into the main car park for the offices would have to cross two lanes of traffic.

Ian - I assume the raised table is to physically slow speeds to 20mph. Could the table be removed? With regards to the ramp we could just ask for a surface change and do away with the more immediate level change - something more gradual?

Cheers
Huw

-----Original Message-----

From: Curtis Ashley [mailto:Ashley.Curtis@cambridgeshire.gov.uk]
Sent: 05 August 2008 15:39
To: Nicholas, Huw A
Cc: Smith Jeremy; Hughes Graham
Subject: RE: CB1

Huw

Thanks for sight of these. Jeremy gave me a copy of the plans and TA to have a look through as well.

I'll constrain comments to this development and TIF only and

consequently my three comments relate in the main to the proposed layout of Station Road:-

1) Whilst the TIF proposals were being formulated last year you maybe aware that there was an assumption that some form of westbound bus priority on Station Road would come forward as part of the cb1 development. With hindsight this was probably not a sensible assumption and clear proposals should have been incorporated into the TIF package. With car traffic having to turn down Tenison Rd the length where bus priority would deliver benefits is confined to the length of Station Rd between Tenison Rd and Hills Road. It strikes me that a more sensible proposition than the "advisory" cycle lanes which Ashwells propose between buildings J4 and J2 would be provision of an outbound nearside 3m wide bus lane over this length. To keep the layout proposed at the Hills Rd/Station Rd junction (which looks sensible) some westbound signals could be provided at the location where Ashwells propose speed cushions to the west of J4. These signals would hold other traffic to enable buses to get the front of the signals at Hills Rd/Station rd junction. Provision of a bus lane would negate the need for speed cushions on Station Rd as the all vehicle lanes would be adjacent to each other and the road would feel narrower (i.e. the same effect they are trying to achieve with the advisory cycle lanes. Rail replacement buses could utilise the bus lane for parking when they were needed (which is generally at weekends). I'm assuming that at this stage it is too late to seek additional width for the Station rd corridor from Ashwells but if this were possible a strip of upto 1.2m on the south side could be safeguarded and would allow us to include future cycle provision alongside bus priority in station road.

2) I would also question the purpose of the raised table junction at Station Rd/Tenison Rd. Apart from not being very PT friendly its purpose is not clear - all cars will be slowing to turn left into Tenison Rd anyway so why do you need a table to slow them down ?

3) I also note that Ashwells propose a ramp at the entrance to the shared surface just before the rising bollards. Again the purpose of this ramp is questioned. Its not PT friendly and vehicles will need to slow almost to a stop for the rising bollards which themselves form a clear separator/differentiator without the need for a ramp.

One final minor point just in case it gets missed in the proofing, section 4.1.2, 2nd para, end of first sentence I think this should be junction of Hills Road with Brooklands Ave.

Hope you find these useful, any questions on the above give me a shout, I'm around all week.

Ashley

-----Original Message-----

From: Nicholas, Huw A [mailto:Huw.Nicholas@atkinsglobal.com]
Sent: 05 August 2008 09:44
To: Curtis Ashley
Cc: Smith Jeremy
Subject: RE: CB1

Ashley,

This is the working draft of the comments as they stand so far.

It would be good to know what ideas/plans are emerging from TIF for the station area that may affect what we have been working on.

Thanks
Huw

-----Original Message-----

From: Curtis Ashley [mailto:Ashley.Curtis@cambridgeshire.gov.uk]

Sent: 05 August 2008 09:39
To: Nicholas, Huw A
Cc: Smith Jeremy
Subject: CB1

Huw

Please ensure that I have sight of what the County will be saying in good time this week please so that we can ensure that any aspects of TIF are not compromised and that we capitalise on any opportunities.

Ashley

-----Original Message-----

From: Smith Jeremy
Sent: 04 August 2008 15:41
To: 'Huw Nicholas (E-mail)'
Cc: Wilkinson Richard; Adams Linda; Hague Wendy; Curtis Ashley
Subject: RE: Contact details for Huw Nicholas

Huw

For info; would be useful if you contacted Wendy - maybe not by phone...
Jeremy

-----Original Message-----

From: Hague Wendy
Sent: 04 August 2008 13:35
To: Adams Linda; Smith Jeremy
Cc: Wilkinson Richard
Subject: FW: Contact details for Huw Nicholas
Importance: High

Linda/Jeremy

cb1; revised proposals

As you can see, Graham wishes to cast an eye over the draft submission as before.

Pl could you advise Huw. Our phones will be working from the 8th!

I have looked at Graham's diary.

Apart from Wednesday, he's on leave.

There is a meeting of the cb1 Steering Group on Wednesday afternoon.

Thanks,

Wendy

-----Original Message-----

From: Hughes Graham
Sent: 04 August 2008 10:31
To: Hague Wendy
Subject: Re: Contact details for Huw Nicholas

Yes please. Just me

Graham

Message sent from a CCC BlackBerry mobile device

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-----Original Message-----

From: Hague Wendy
To: Hughes Graham
Sent: Mon Aug 04 10:20:20 2008
Subject: FW: Contact details for Huw Nicholas

Morning Graham

cb1:

Joseph asked us to coordinate the response on the revised proposals for cb1 before he went on leave

Huw will be submitting comments on transport matters.

The deadline for the City is 11/8.

Linda believes we should receive these on Friday.

You had asked for a sight of the transport comments and the draft corporate response for the original set of proposals.

Would you and Brian wish to see the draft response on the revisions before we submit to the City?

Wendy

-----Original Message-----

From: Clarke Stuart

Sent: 01 August 2008 14:29

To: Hague Wendy

Subject: RE: Contact details for Huw Nicholas

Wendy,

We don't seem to have a work mobile number for him.

I would try phoning his office to get one for you, but I have to dash off to a meeting now.

Stuart

-----Original Message-----

From: Hague Wendy

Sent: 01 August 2008 14:26

To: Clarke Stuart

Subject: RE: Contact details for Huw Nicholas

Thank you..do we have a mobile number

Wendy

From: Clarke Stuart

Sent: 01 August 2008 14:14

To: Miller Mark

Cc: Hague Wendy

Subject: FW: Contact details for Huw Nicholas

Mark,

I understand that you are trying to contact Huw Nicholas. His contact details are as below.

Regards,

Stuart

Stuart Clarke

New Communities Team

Cambridgeshire County Council
Environment & Community Services
Box 1507, Room C013 Castle Court
Castle Hill
Cambridge CB3 0AP

Tel: 01223 717768

-----Original Message-----

From: Adams Linda

Sent: 01 August 2008 14:12

To: Clarke Stuart

Subject: FW:

Huw Nicholas
Managing Consultant - Development & Regeneration
Atkins Transport Planning
Euston Tower, 286 Euston Road, London NW1 3AT
Tel: +44 (0) 20 7121 2505 (London)
Tel: +44 (0) 1223 814044 (Cambridge)
E-mail: huw.nicholas@atkinsglobal.com

Joseph Whelan
Head of New Communities
Box RES1507
Cambridgeshire County Council
Shire Hall
Cambridge
CB3 0AP

Tel: 01223 718390
Fax: 01223 718177

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Dyer Ian

From: Dyer Ian
Sent: 06 August 2008 11:35
To: 'Nicholas, Huw A'
Subject: RE: CB1

In the first sentence, surely that would be Brooklands Avenue/Hills Road, rather than Hills/Station?

-----Original Message-----

From: Nicholas, Huw A [mailto:Huw.Nicholas@atkinsglobal.com]
Sent: 05 August 2008 16:28
To: Ling Richard; Dyer Ian
Cc: Parsons Sue; Haslock Andrea
Subject: RE: CB1

sorry - here is the text.

START

The TA contains proposals to significantly alter the physical layout and operation of the junction of Hills Road with Station Road. The changes to the layout are to provide additional operational capacity and also a new fourth arm. This fourth arm is a bus-only link into and out of CB1 linking the transport interchange with Hills Road and provides a new route for services to/from the south avoiding the need to negotiate the Hills Road/Station Road junction. This will provide reduced journey times and increased reliability for buses.

An analysis of the operation of this junction has been undertaken using LinSig. This analysis shows that in 2017, with committed developments and a fully occupied CB1, the revised junction would operate slightly over its theoretical capacity. The junction's level of operation in 2017 is not significantly worse than is currently experienced on a typical day, without CB1. Whilst the operation of the junction will have a minor dis-benefit for the private motor car it does offer significant benefits for buses.

The physical layout of the junction has been subject to a Stage 1 Safety Audit by CCC. This has highlighted a number of minor issues that will need to be resolved in order to deliver an acceptable junction arrangement. However, there are no fundamental problems with the principle of the layout this junction as the issues raised can all be dealt with at detailed design stage and can be overcome by the applicant. Therefore, the County Council raises no objection to the layout the revised junction.

FINISH

-----Original Message-----

From: Nicholas, Huw A
Sent: 05 August 2008 15:26
To: 'Ling Richard'; Dyer Ian
Cc: 'sue.parsons@cambridgeshire.gov.uk'; 'Haslock Andrea'
Subject: RE: CB1

All,

Here is some draft text for the comments on the Hills Road/Brooklands Ave junction for you to look at. Any comments and changes welcome as soon as possible.

Thanks
Huw

-----Original Message-----

From: Haslock Andrea [mailto:Andrea.Haslock@cambridgeshire.gov.uk]
Sent: 05 August 2008 15:11

To: Nicholas, Huw A
Subject: CB1

Huw

As discussed

Andrea

<<1230 stage 1 Hills Road Brooklands Ave.doc>> <<1230 stage 1 Hills Road Brooklands Ave comments.doc>> The information in this email is confidential and may be legally privileged. It is intended solely for the addressee. If you receive this email by mistake please notify the sender and delete it immediately. Opinions expressed are those of the individual and do not necessarily represent the opinion of Cambridgeshire County Council. All sent and received email from Cambridgeshire County Council is automatically scanned for the presence of computer viruses and security issues

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Cc: Dyer Ian; sarah.dyer@cambridge.gov.uk
Subject: RE: CB1 - VISSIM and Bus Capacity

Thanks.

Our main concern with option two is that we are not certain that all the manouvers can be accommodated. Probably a matter for the detail stage, but need to just be sure now.

Huw

From: Zhu, Jie [mailto:Jie.Zhu@mottmac.com]
Sent: 05 August 2008 12:04
To: Nicholas, Huw A; Rawlings, Andrew M
Cc: Dyer Ian; sarah.dyer@cambridge.gov.uk
Subject: RE: CB1 - VISSIM and Bus Capacity

Hi Huw,

Andrew is on presentation of CB1 for the whole day. I will remind Andrew on this when he comes back.

Kind Regards,

Jie

From: Nicholas, Huw A [mailto:Huw.Nicholas@atkinsglobal.com]
Sent: 05 August 2008 11:57
To: Rawlings, Andrew M
Cc: Dyer Ian; Zhu, Jie; sarah.dyer@cambridge.gov.uk
Subject: RE: CB1 - VISSIM and Bus Capacity

Andrew,

17/11/2008

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Sent: 05 August 2008 11:00
To: Nicholas, Huw A
Cc: Rawlings, Andrew M; Dreher, Frank M; Bose, Saikat
Subject: RE: CB1 - VISSIM and Bus Capacity

Hi Huw,

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Matt Hall
Atkins plc
Broad Oak
Southgate PK, Bakewell Rd, Orton Southgate, Peterborough, PE2 6YS

If you have any more queries, please do not hesitate to contact me.

Kind Regards,

Jie

From: Rawlings, Andrew M
Sent: 05 August 2008 10:04
To: Zhu, Jie
Subject: FW: CB1 - VISSIM and Bus Capacity
Importance: High

From: Nicholas, Huw A [mailto:Huw.Nicholas@atkinsglobal.com]
Sent: 04 August 2008 17:24
To: Rawlings, Andrew M
Subject: CB1 - VISSIM and Bus Capacity
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Andrew,

I am in the final process of providing the County Council's transport consultation response to CB1. Whilst I can advise CCC that all the issues and matters have been addressed and resolved satisfactorily there are still

a few outstanding issues that their absence means that I am going to have to advise a refusal on lack of info. These are;

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If you can get at least the second item to me before the end Thursday I can tick that issue off the list and let CCC know its in hand. Also provide the With Dev VISSIM so we can try to get as far as possible with it by the end of Thursday too.

Thanks

Huw Nicholas

Managing Consultant - Development & Regeneration

ATKINS Transport Planning

Euston Tower, 286 Euston Road, London NW1 3AT

Tel: +44 (0) 20 7121 2505 (London)

Tel: +44 (0) 1223 814044 (Cambridge)

Mob: 07713 652 306

E-mail: huw.nicholas@atkinsglobal.com

www.atkinsglobal.com

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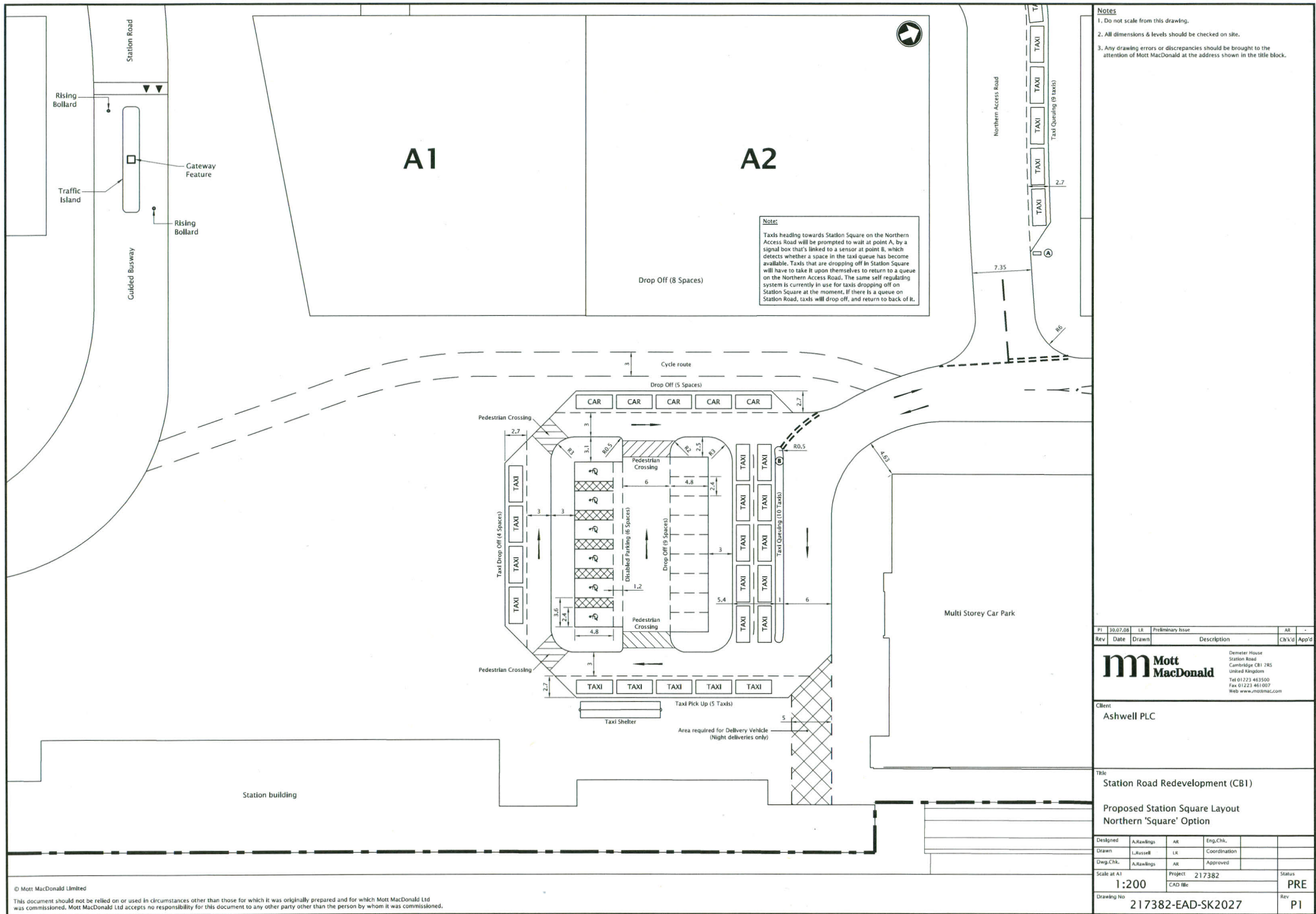
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Dyer Ian

From: Nicholas, Huw A [Huw.Nicholas@atkinsglobal.com]
Sent: 05 August 2008 16:26
To: Dyer Ian; Ling Richard
Cc: Finney Jon
Subject: FW: CB1

Ian/Richard,

What are your thoughts on having a signal and bus lane on Station Road basically before you reach the boundary of Kett House - point 1. I think it is a sensible idea, but would need some land (up to 3m possibly) from about current entrance to Laing site to the edge of Kett House. The only issue (apart from being late in the day) is that vehicles turning into the main car park for the offices would have to cross two lanes of traffic.

Ian - I assume the raised table is to physically slow speeds to 20mph. Could the table be removed? With regards to the ramp we could just ask for a surface change and do away with the more immediate level change - something more gradual?

Cheers
Huw

-----Original Message-----

From: Curtis Ashley [mailto:Ashley.Curtis@cambridgeshire.gov.uk]
Sent: 05 August 2008 15:39
To: Nicholas, Huw A
Cc: Smith Jeremy; Hughes Graham
Subject: RE: CB1

Huw

Thanks for sight of these. Jeremy gave me a copy of the plans and TA to have a look through as well.

I'll constrain comments to this development and TIF only and consequently my three comments relate in the main to the proposed layout of Station Road:-

1) Whilst the TIF proposals were being formulated last year you maybe aware that there was an assumption that some form of westbound bus priority on Station Road would come forward as part of the cb1 development. With hindsight this was probably not a sensible assumption and clear proposals should have been incorporated into the TIF package. With car traffic having to turn down Tenison Rd the length where bus priority would deliver benefits is confined to the length of Station Rd between Tenison Rd and Hills Road. It strikes me that a more sensible proposition than the "advisory" cycle lanes which Ashwells propose between buildings J4 and J2 would be provision of an outbound nearside 3m wide bus lane over this length. To keep the layout proposed at the Hills Rd/Station Rd junction (which looks sensible) some westbound signals could be provided at the location where Ashwells propose speed cushions to the west of J4. These signals would hold other traffic to enable buses to get the front of the signals at Hills Rd/Station rd junction. Provision of a bus lane would negate the need for speed cushions on Station Rd as the all vehicle lanes would be adjacent to each other and the road would feel narrower (i.e. the same effect they are trying to achieve with the advisory cycle lanes. Rail replacement buses could utilise the bus lane for parking when they were needed (which is generally at weekends). I'm assuming that at this stage it is too late to seek additional width for the Station rd corridor from Ashwells but if this were possible a strip of upto 1.2m on the south side could be safeguarded and would allow us to include future cycle provision alongside bus priority in station road.

2) I would also question the purpose of the raised table junction at Station Rd/Tenison Rd. Apart from not being very PT friendly its purpose is not clear - all cars will be slowing to turn left into Tenison Rd anyway so why do you need a table to slow them down ?

3) I also note that Ashwells propose a ramp at the entrance to the shared surface just before the rising bollards. Again the purpose of this ramp is questioned. Its not PT friendly and vehicles will need to slow almost to a stop for the rising bollards which themselves form a clear separator/differentiator without the need for a ramp.

One final minor point just in case it gets missed in the proofing, section 4.1.2, 2nd para, end of first sentence I think this should be junction of Hills Road with Brooklands Ave.

Hope you find these useful, any questions on the above give me a shout, I'm around all week.

Ashley

-----Original Message-----

From: Nicholas, Huw A [mailto:Huw.Nicholas@atkinsglobal.com]
Sent: 05 August 2008 09:44
To: Curtis Ashley
Cc: Smith Jeremy
Subject: RE: CB1

Ashley,

This is the working draft of the comments as they stand so far.

It would be good to know what ideas/plans are emerging from TIF for the station area that may affect what we have been working on.

Thanks
Huw

-----Original Message-----

From: Curtis Ashley [mailto:Ashley.Curtis@cambridgeshire.gov.uk]
Sent: 05 August 2008 09:39
To: Nicholas, Huw A
Cc: Smith Jeremy
Subject: CB1

Huw

Please ensure that I have sight of what the County will be saying in good time this week please so that we can ensure that any aspects of TIF are not compromised and that we capitalise on any opportunities.

Ashley

-----Original Message-----

From: Smith Jeremy
Sent: 04 August 2008 15:41
To: 'Huw Nicholas (E-mail)'
Cc: Wilkinson Richard; Adams Linda; Hague Wendy; Curtis Ashley
Subject: RE: Contact details for Huw Nicholas

Huw

For info; would be useful if you contacted Wendy - maybe not by phone...
Jeremy

-----Original Message-----

From: Hague Wendy
Sent: 04 August 2008 13:35
To: Adams Linda; Smith Jeremy

Cc: Wilkinson Richard
Subject: FW: Contact details for Huw Nicholas
Importance: High

Linda/Jeremy
cbl; revised proposals
As you can see, Graham wishes to cast an eye over the draft submission as before.
Pl could you advise Huw. Our phones will be working from the 8th!
I have looked at Graham's diary.
Apart from Wednesday, he's on leave.
There is a meeting of the cbl Steering Group on Wednesday afternoon.
Thanks,
Wendy

-----Original Message-----
From: Hughes Graham
Sent: 04 August 2008 10:31
To: Hague Wendy
Subject: Re: Contact details for Huw Nicholas

Yes please. Just me

Graham

Message sent from a CCC BlackBerry mobile device

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-----Original Message-----
From: Hague Wendy
To: Hughes Graham
Sent: Mon Aug 04 10:20:20 2008
Subject: FW: Contact details for Huw Nicholas

Morning Graham
cbl:
Joseph asked us to coordinate the response on the revised proposals for cbl before he went on leave
Huw will be submitting comments on transport matters.
The deadline for the City is 11/8.
Linda believes we should receive these on Friday.
You had asked for a sight of the transport comments and the draft corporate response for the original set of proposals.
Would you and Brian wish to see the draft response on the revisions before we submit to the City?
Wendy

-----Original Message-----
From: Clarke Stuart
Sent: 01 August 2008 14:29
To: Hague Wendy
Subject: RE: Contact details for Huw Nicholas

Wendy,

We don't seem to have a work mobile number for him.

I would try phoning his office to get one for you, but I have to dash off to a meeting now.

Stuart

-----Original Message-----

From: Hague Wendy
Sent: 01 August 2008 14:26
To: Clarke Stuart
Subject: RE: Contact details for Huw Nicholas

Thank you..do we have a mobile number
Wendy

From: Clarke Stuart
Sent: 01 August 2008 14:14
To: Miller Mark
Cc: Hague Wendy
Subject: FW: Contact details for Huw Nicholas

Mark,

I understand that you are trying to contact Huw Nicholas. His contact details are as below.

Regards,

Stuart

Stuart Clarke
New Communities Team

Cambridgeshire County Council
Environment & Community Services
Box 1507, Room C013 Castle Court
Castle Hill
Cambridge CB3 0AP

Tel: 01223 717768

-----Original Message-----

From: Adams Linda
Sent: 01 August 2008 14:12
To: Clarke Stuart
Subject: FW:

Huw Nicholas
Managing Consultant - Development & Regeneration
Atkins Transport Planning
Euston Tower, 286 Euston Road, London NW1 3AT
Tel: +44 (0) 20 7121 2505 (London)
Tel: +44 (0) 1223 814044 (Cambridge)
E-mail: huw.nicholas@atkinsglobal.com

Joseph Whelan
Head of New Communities
Box RES1507
Cambridgeshire County Council
Shire Hall
Cambridge
CB3 0AP

Tel: 01223 718390
Fax: 01223 718177

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Dyer Ian

From: Nicholas, Huw A [Huw.Nicholas@atkinsglobal.com]
Sent: 05 August 2008 16:28
To: Ling Richard; Dyer Ian
Cc: Parsons Sue; Haslock Andrea
Subject: RE: CB1

sorry - here is the text.

START

The TA contains proposals to significantly alter the physical layout and operation of the junction of Hills Road with Station Road. The changes to the layout are to provide additional operational capacity and also a new fourth arm. This fourth arm is a bus-only link into and out of CB1 linking the transport interchange with Hills Road and provides a new route for services to/from the south avoiding the need to negotiate the Hills Road/Station Road junction. This will provide reduced journey times and increased reliability for buses.

An analysis of the operation of this junction has been undertaken using LinSig. This analysis shows that in 2017, with committed developments and a fully occupied CB1, the revised junction would operate slightly over its theoretical capacity. The junction's level of operation in 2017 is not significantly worse than is currently experienced on a typical day, without CB1. Whilst the operation of the junction will have a minor dis-benefit for the private motor car it does offer significant benefits for buses.

The physical layout of the junction has been subject to a Stage 1 Safety Audit by CCC. This has highlighted a number of minor issues that will need to be resolved in order to deliver an acceptable junction arrangement. However, there are no fundamental problems with the principle of the layout this junction as the issues raised can all be dealt with at detailed design stage and can be overcome by the applicant. Therefore, the County Council raises no objection to the layout the revised junction.

FINISH

-----Original Message-----

From: Nicholas, Huw A
Sent: 05 August 2008 15:26
To: 'Ling Richard'; Dyer Ian
Cc: 'sue.parsons@cambridgeshire.gov.uk'; 'Haslock Andrea'
Subject: RE: CB1

All,

Here is some draft text for the comments on the Hills Road/Brooklands Ave junction for you to look at. Any comments and changes welcome as soon as possible.

Thanks
Huw

-----Original Message-----

From: Haslock Andrea [mailto:Andrea.Haslock@cambridgeshire.gov.uk]
Sent: 05 August 2008 15:11
To: Nicholas, Huw A
Subject: CB1

Huw

As discussed

Andrea

<<1230 stage 1 Hills Road Brooklands Ave.doc>> <<1230 stage 1 Hills Road Brooklands Ave comments.doc>> The information in this email is confidential and may be legally privileged. It is intended solely for the addressee. If you receive this email by mistake please notify the sender and delete it immediately. Opinions expressed are those of the individual and do not necessarily represent the opinion of Cambridgeshire County Council. All sent and received email from Cambridgeshire County Council is automatically scanned for the presence of computer viruses and security issues

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Subject: RE: CB1 - VISSIM and Bus Capacity

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Huw Nicholas

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Dyer Ian

From: Zhu, Jie [Jie.Zhu@mottmac.com]
Sent: 05 August 2008 12:04
To: Nicholas, Huw A; Rawlings, Andrew M
Cc: Dyer Ian; sarah.dyer@cambridge.gov.uk
Subject: RE: CB1 - VISSIM and Bus Capacity

Hi Huw,

Andrew is on presentation of CB1 for the whole day. I will remind Andrew on this when he comes back.

Kind Regards,

Jie

From: Nicholas, Huw A [mailto:Huw.Nicholas@atkinsglobal.com]
Sent: 05 August 2008 11:57
To: Rawlings, Andrew M
Cc: Dyer Ian; Zhu, Jie; sarah.dyer@cambridge.gov.uk
Subject: RE: CB1 - VISSIM and Bus Capacity

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I know we are not making detailed comments at this stage on the layout of the station square, but we just need at this stage to review to see if there are any fundamental issues.

Thanks.
Huw

From: Zhu, Jie [mailto:Jie.Zhu@mottmac.com]
Sent: 05 August 2008 11:00
To: Nicholas, Huw A
Cc: Rawlings, Andrew M; Dreher, Frank M; Bose, Saikat
Subject: RE: CB1 - VISSIM and Bus Capacity

Hi Huw,

Thanks for your email and call just now. Please see the attachment for Bus Capacity Peak Time Periods Calculation.

My Colleagues from Birmingham should release the final DS CB1 VISSIM model to Matt Hall through courier today and I take his address as:

Matt Hall
Atkins plc
Broad Oak
Southgate PK, Bakewell Rd, Orton Southgate, Peterborough, PE2 6YS

If you have any more queries, please do not hesitate to contact me.

Kind Regards,

17/11/2008

Jie

From: Rawlings, Andrew M
Sent: 05 August 2008 10:04
To: Zhu, Jie
Subject: FW: CB1 - VISSIM and Bus Capacity
Importance: High

From: Nicholas, Huw A [mailto:Huw.Nicholas@atkinsglobal.com]
Sent: 04 August 2008 17:24
To: Rawlings, Andrew M
Subject: CB1 - VISSIM and Bus Capacity
Importance: High

Andrew,

I am in the final process of providing the County Council's transport consultation response to CB1. Whilst I can advise CCC that all the issues and matters have been addressed and resolved satisfactorily there are still a few outstanding issues that their absence means that I am going to have to advise a refusal on lack of info. These are;

- No With Development VISSIM model that we can use to ratify the master plan with and the impact upon the Tenison Road junction. I've been informed by our modellers that the VISSIM would show that the AM Peak queuing on Tenison Road would not be as bad as PICADY shows it as that programme cannot account for reduced speeds to 20mph on Station Road.

- Impact on bus capacity. Your assessment (4.4.3 iii) covers a typical daily capacity and the demand from CB1, but what is needed is to look at the peak hour (AM & PM) demand in particular as this is where the most pressure will come on available capacity. TA is showing an approximate additional 600 trips in the AM peak and 550 in the PM.

If you can get at least the second item to me before the end Thursday I can tick that issue off the list and let CCC know it's in hand. Also provide the With Dev VISSIM so we can try to get as far as possible with it by the end of Thursday too.

Thanks

Huw Nicholas

Managing Consultant - Development & Regeneration
ATKINS Transport Planning

Euston Tower, 286 Euston Road, London NW1 3AT
Tel: +44 (0) 20 7121 2505 (London)
Tel: +44 (0) 1223 814044 (Cambridge)
Mob: 07713 652 306
E-mail: huw.nicholas@atkinsglobal.com
www.atkinsglobal.com

17/11/2008

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Dyer Ian

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Sent: 05 August 2008 11:57
To: Rawlings, Andrew M
Cc: Dyer Ian; Zhu, Jie; sarah.dyer@cambridge.gov.uk
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Broad Oak
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Huw Nicholas

Managing Consultant - Development & Regeneration
ATKINS Transport Planning

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Tel: +44 (0) 20 7121 2505 (London)

Tel: +44 (0) 1223 814044 (Cambridge)

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Dyer Ian

From: Dyer Ian

Sent: 05 August 2008 11:57

To: 'Nicholas, Huw A'; Sarah Dyer (E-mail)

Subject: CB1 - Revised Station Square layout

Option 1 seems to be similar to the options previously proposed and is acceptable in principle apart from the northern delivery facility, which I still cannot see as being safe or practicable.

Option 2 is a better layout from the point of view of taxi drop off and pick-up, but the figures for vehicle numbers to be accommodated just don't seem achievable physically on that layout whilst maintaining vehicle manoeuvring.

Ian

Dyer Ian

Subject: FW: CB1 - Revised Transport Assessment

-----Original Message-----

From: Nicholas, Huw A [mailto:Huw.Nicholas@atkinsglobal.com]

Sent: 05 August 2008 10:21

To: Dyer Ian

Subject: RE: CB1 - Revised Transport Assessment

This message has been archived.

Thanks.

I'll call in about an hour to give you chance to have a scan through, and make a cup of tea.

Cheers

Huw

From: Dyer Ian [mailto:Ian.Dyer@cambridgeshire.gov.uk]

Sent: 05 August 2008 10:20

To: Nicholas, Huw A

Subject: RE: CB1 - Revised Transport Assessment

Not at work, but feel free to call.

Ian

-----Original Me

Dyer Ian

From: Nicholas, Huw A [Huw.Nicholas@atkinsglobal.com]

Sent: 05 August 2008 10:16

To: Dyer Ian

Subject: RE: CB1 - Revised Transport Assessment

Hi Ian,

Hope your feeling better?!

Not sure if your back in work, but would it be ok to give you a call this afternoon to discuss the CB1? Attached is a working draft of it so far. Yellow are areas that still need to be confirmed and red are areas where I think we still need to object - mainly the VISSIM hasn't been provided for validation.

Thanks

Huw

From: Dyer Ian [mailto:Ian.Dyer@cambridgeshire.gov.uk]

Sent: 28 July 2008 08:44

To: Nicholas, Huw A

Subject: RE: CB1 - Revised Transport Assessment

Sorry Huw, I am on an extended period of sick leave after an operation.

If you need a chat call me on 01353 669044. This is my home number and not for distribution.

Cheers,

Ian

-----Original Message-----

From: Nicholas, Huw A [mailto:Huw.Nicholas@atkinsglobal.com]

Sent: 25 July 2008 15:59

To: Dyer Ian; Ling Richard

Subject: CB1 - Revised Transport Assessment

Gent,

As you may know I've been asked by CCC/Ashwells to continue working on the CB1 application in a similar capacity to that before I left for Atkins. I've just received a revised copy of the TA and I've sent the VISSIM model to Matt Hall in our Peterborough office for him to validate it - Richard he might be in touch with you shortly to discuss the signals.

I was wondering if either of you are free next Wednesday to just catch up on where things have got to with the junction capacity and design for the four-arm junction and that with Hills Road/Station Road.

Plus need to have a chat about the option for Carter Bridge too.

Regards

Huw Nicholas

17/11/2008

Managing Consultant - Development & Regeneration

ATKINS Transport Planning

Euston Tower, 286 Euston Road, London NW1 3AT

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Project:	Cambridge Station Area Redevelopment	To:	Cambridgeshire County Council
Subject:	Evaluation of Revised Transport Assessment	From:	Huw Nicholas
Date:		cc:	

1. Introduction

Atkins Development and Regeneration have been commissioned by to provide technical advice and to co-ordinate the County Councils transportation input into its consultation response on the revised planning documents for the redevelopment of Cambridge station area known as CB1. This includes an evaluation of the revised Transport Assessment; provide comments on the revised master plan; and, to co-ordinate the comments and input from Highways Development Control and other CCC transportation officers.

The Transport Assessment and master plan have been revised following the County Council's first consultation response that was provided to Cambridge City Council and subsequent meetings with the applicant (Ashwells) and their transportation consultants (Mott MacDonald).

In addition to this technical note, Atkins Policy and Plans have been commissioned separately by Cambridgeshire County Council to undertake an evaluation and validation of a VISSIM micro-simulation model that supports the Transport Assessment. This report summarises the findings of that exercise and the report in full is included as an appendices (Appendix B).

This Technical Note represents Cambridgeshire County Councils response to the CB1 revised planning application with regards to transport and highways.

2. Trip Generation Methodology

The County Council's previous consultation response raised a number of queries with regards to the trip generation figures. Following discussions with the applicants transport consultant these issues have been resolved to the satisfaction of the County Council. **As set out the County Council's consultation response the trip distribution, assignment and model split assumptions are accepted.**

2.1 Baseline Trip Generation

The revised baseline trip generation is provided in Table 2.1 below.

Table 2.1 – Application Area Baseline Trip Generation by Mode

Mode	AM Peak		PM Peak		Daily (24hrs)	
	Arrival	Departure	Arrival	Departure	Arrival	Departure
Vehicular <i>inc. Servicing Vehicles</i>	313	48	85	277	1675	1537
Cyclist	413	39	87	341	96	1459
Pedestrian	173	17	37	143	709	613
Public Transport	277	26	58	229	1133	979
TOTAL	1176	130	267	990	3613	4588

2.2 Proposed Trip Generation

2.2.1 Multi-Modal Trip Generation

The revised TA has been amended to take account of the County Council's previous comments regarding trip generation for the proposed development. These changes are reflected in Table 2.2. below and are accepted by the County Council. The total person trip generation for the CB1 development proposal is 27,371.

Table 2.2 – CB1 Trip Total Trip Generation by Mode

Mode	AM Peak		PM Peak		Daily (24hrs)	
	Arrival	Departure	Arrival	Departure	Arrival	Departure
Vehicular	296	147	132	255	1874	1778
HGV/Servicing Vehicles	4	1	0	0	41	56
Cyclist	917	369	377	797	4816	4383
Pedestrian	529	701	509	545	4397	4269
Public Transport	705	178	216	602	3057	2700
TOTAL	2451	1396	1234	2199	14185	13186

2.2.2 Net-Change in Trip Generation

The net-change in person trips by mode as a result of the CB1 proposal is set out below in Table 2.3. The CB1 development will result in an additional 3645 person trips in the AM peak, 2173 in the PM peak and 19170 in a typical day (24hr period). The most significant increases are for the more sustainable modes. There is modest increase in vehicular traffic and this is accounted for by the restricted opportunities for car parking within the CB1 development, particularly for the non-residential elements of the.

Table 2.3 – CB1 Net-Change in Trip Generation by Mode

Mode	AM Peak		PM Peak		Daily (24hrs)	
	Arrival	Departure	Arrival	Departure	Arrival	Departure
Vehicular	-13	100	47	-22	240	297
Cyclist	504	330	290	456	4720	2924
Pedestrian	356	684	472	402	3688	3656
Public Transport	428	152	158	373	1924	1721
TOTAL	1275	1266	967	1209	10572	8598

3. VISSIM Validation

A VISSIM micro-simulation model has been produced to in order to test the development proposal and the master plan. The model examines and tests the movement network and how it operates particularly from the point of view of the pedestrian and cyclist. The model also provides a visual representation of how the highway network will operate, but the main assessment of junction and link capacity has been undertaken using specialist highway software, apart from the operation of the Tenison Road/Station Road junction – see section 4.1.4.

Two VISSIM models have been produced and have been subjected to a comprehensive validation process by Atkins lead VISSIM consultant.

- Baseline assessment of current highway and movement network – AM & PM Peaks; and,
- With Development scenario (inc. committed development and growth in rail patronage).

Atkins' VISSIM consultants have undertaken a validation of the baseline model and have raised a number of issues that require addressing in order for the validation to be completed. The baseline report is provided as Appendix B.

At the time of writing Atkins have not been provided with the 'With Development' model and are therefore unable to comment on its robustness. However, before we can undertake the validation exercise the baseline model is required to be agreed as robust and the assessment of the movement network set out in the master plan.

The County Council requires the points within the validation report to be addressed within the baseline model and any necessary changes to the 'with development' model to be made before being issued to the County Council.

4. Development Impacts

The following section provides analysis of the assessment of the impact of the development proposals on the transportation network. There is a small increase in vehicular traffic as a result of the CB1 development during the peak hours (Table XX refers) as a result of the restricted car parking provision for the commercial uses, the significant quantum of student accommodation, and the nature of the majority of the housing being for Addenbrookes Key Workers.

4.1 Highway Network

4.1.1 Hills Road Corridor

An assessment has been undertaken of the Hills Road corridor using TRANSYT, from its junction with Cherry Hinton Road through to its junction with Regent Street/Gonville Place (Catholic Church junction), and all junctions in between. The purpose of this assessment is to examine how the corridor operates as one system. The results of this assessment show that with a fully occupied CB1, along with committed developments, that overall the corridor would operate within acceptable limits. However, on certain section the operation is marginally worse than existing during both the AM and PM peaks, with others operating more efficiently.

Whilst the overall operation of the corridor is considered to be within an acceptable limits this does not remove the requirement for the applicant to implement measures to further reduce the quantum of private vehicular trips associated with CB1.

4.1.2 Hills Road/Brooklands Ave/Bus-Only Road

The physical layout of the junction has been subject to a Stage 1 Safety Audit by CCC. This has shown a number of issues that need to be resolved in order to deliver an acceptable junction arrangement. However, the County Council's Highway Development Control Engineer considers

that these issues are matters to be considered at the detailed design stage and can be overcome by the applicant.

The TA contains proposals to significantly alter the physical layout and operation of the junction of Hills Road with Station Road. The changes to the layout are to provide additional operational capacity and also a new fourth arm. This fourth arm is a bus-only link into and out of CB1 linking the transport interchange with Hills Road and provides a new route for services to/from the south avoiding the need to negotiate the Hills Road/Station Road junction.

An analysis of the operation of this junction has been undertaken using the LinSig. This analysis shows that in 2017, with committed developments and a fully occupied CB1, the revised junction would operate slightly over its theoretical capacity. The junction's level of operation in 2017 is not significantly worse than is currently experienced on a typical day, without CB1, and is considered acceptable.

The future junction arrangement does provide significant benefits for buses both in terms of reducing journey times and increasing reliability and as such the junction layout is acceptable, subject to detailed design.

4.1.3 Hills Road/Station Road

The TA contains a proposal to alter the configuration of the junction Station Road with Hills Road. The proposal is to relocate the war memorial to the west side of Hills Road and to provide an additional controlled pedestrian crossing.

Capacity analysis of this junction shows that it operates well with acceptable limits on all arms in both the Am and PM peak periods with a full occupied CB1 and committed developments.

4.1.4 Station Road/Tenison Road

The TA contains a proposal to undertake amend the layout of this junction, predominantly on the Tenison Road arm. The proposed changes are to introduce a 'raised table' as a speed restricting feature to achieve 20mph along Station Road, and to increase the size of the existing pedestrian refuge and decrease the kerb radii on the eastern side to accommodate more pedestrians. Subject to detailed design the proposed changes to the junction layout are considered acceptable.

As a result of the introduction of the Northern Access Road this junction will experience an increase in movements from vehicles accessing/departing the multi-storey car park/taxi rank/Kiss & Ride from Station Road. However, there will be a slight decrease in movements from vehicles that currently access the car park and station (drop-off/taxi rank) from the Tenison Road area.

An assessment of the operation of the revised junction and shows that in the AM Peak that the Tenison Road arm of the junction would be over the theoretical operating capacity and results in lengthy queuing along Tenison Road. However, due to the limitations of the PICADY model the effect of reducing the speed of traffic on Tenison Road to 20mph cannot be taken into account. With reduced speeds the number and length (time) for vehicles make a manoeuvre into Station Road will increase meaning the modelled queues would not materialise. The operation of this junction was to be tested within VISSIM as this has the capability of modelling the effect of reduced speeds on Station Road would have on reducing delays on the Tenison Road arm. However, in the absence of a validated 'With Development' model this junction cannot be accurately tested.

4.1.5 Northern Access Road

A new priority junction (Northern Access Road) is proposed onto Tenison Road approximately where the current vehicular access to the Focus DIY Store is located. The proposed layout of this junction is acceptable, subject to detailed design.

The operation of the proposed junction of the Northern Access Road with Tension Road has been tested using PICADY. This shows that with a full occupied CB1 and committed development that in 2017 the junction (NAR arm) operates at its acceptable capacity limits in the PM Peak, but during the AM peak it operates within its capacity limits.

4.2 Pedestrian & Cycle Network

Car parking opportunities within the CB1 development have been limited to the number that currently exists across the site. This means that there will be greater numbers of people walking and cycling to the CB1 development, particularly in during the peak periods. There will be an increased demand for pedestrian and cycle movements from all directions towards the station area, but in particular through the Tenison Road/Devonshire Road area with the strong desire line of the students travelling to/from the ARU East Road site.

The CB1 master plan puts forward a network of pedestrian and cycle routes to cater for a number of movements that currently and is anticipated to occur. The movement network provides a number of route choices, both on and off-road, across and within the site to spread the demand and to ensure a high level of permeability catering for the needs of all ability of cyclists, and those that currently do not cycle. This also includes upgraded cycle access to the station area and the cycling parking facility from the Cater Cycle Bridge – see Section 9. However, the operation of the movement network has been tested within the 'With Development' VISSIM which we have not been able to fully assessment – see Section 3.

As part of the CB1 development the operation of Station Road is to be enhanced by removing the on-street parking, widening of the footways to accommodate the additional demand, and to provide traffic calming features to reduce the overall speed to 20mph. The removal of the on-street car parking will significantly reduce delay to traffic, particularly buses, and also provide a more direct and safer direct on-road access for cyclists. Previously the on-street parking presented a hazard to cyclists through opening doors and other vehicles, particularly buses, trying to squeeze through the reduced width. The inclusion of the traffic calming features, such as the raised table, a change of materials towards the Station Square and all assist in physically reducing speeds along this road. This will create a safer environment for pedestrians allowing them to cross more freely Station Road, particularly close to the station building where a lot of movements are anticipated. However, the operation of the movement network has been tested within the 'With Development' VISSIM which we have not been able to fully assessment – see Section 3.

4.3 Public Transport Network

In the previous consultation response concern was raised by County officers about the available capacity on public transport to accommodate the anticipated increase in demand that is expected from both the CB1 development and other sites, such as the Cambridge Southern Fringe. The concern was in relation to both bus and rail capacity.

4.3.1 Buses

Table 2.3 in section 2.2.2 of this report shows that there will be substantial passenger growth on the bus network as a result of the CB1 proposal. Previously the County Council has raised a concern about the ability of the existing and planned expanded bus network, including CGB, to accommodate this demand.

Discussions have been held with Stagecoach, the main provider of bus services within Cambridge City, about how they would respond to an increase in demand as a result of the CB1 development. Representatives for Stagecoach have confirmed that as demand increases they will expand their service capacity, and possibly choice, to meet this demand. However, Stagecoach has requested that in the first few months of any expanded or new service revenue support is required in order to meet the growing demand prior to that service becoming commercially viable.

Figure 4.2 of the Revised Transport Assessment shows that there is spare capacity across a typical day that can absorb the total daily demand for buses from the CB1 development. It is not clear if future demand from committed and planned developments has been taken into consideration. This requires clarification. The main concern of the County Council is the capacity of the buses during the peak periods rather than across the whole day and at what points during the build-out of CB1 will a response from Bus Operating Companies be required to meet demand before it exceeds the supply/capacity and encourage less sustainable travel patterns. **The impact of demand from CB1 on available capacity during the peak periods is required to inform the s106/mitigation package that will be required.**

4.3.2 Rail

The Rail Utilisation Strategies (RUS) that cover Cambridge Station (Greater Anglia and East Coast Mainline) predict that there will be approximately a 19% growth in passenger numbers during the period 2007 to 2017. This growth takes account of the house-building targets for the Cambridgeshire. Currently services to/from Cambridge experience regular crowding and are operating over their capacity. In response to the current and predicted growth a strategy to increase capacity both at Cambridge station itself and the rolling stock. These include:

- Introducing 12 car trains on London routes;
- Extending platforms at stations to accommodate 12 car trains;
- Provision of an island platform for London services at Cambridge Station; and,
- A new station at Chesterton.

The increased demand from/to the rail station has also been factored into the design of the transport interchange and movement network, and has been tested within the VISSIM model.

5. Interface with CGB

The Cambridgeshire Guided Busway Team have confirmed that they are satisfied with the layout of the transport interchange, particularly with regards to the provision of the extended 'city-bound' for use by the majority of services that call at the City Centre. **The CGB Team still wish their other previous comments to stand, but do not offer any objection to the outline planning application. CHRIS POULTNEY CONFIRMING.**

6. Northern Access Road

Previously the master plan had shown that access to the multi-storey car park and private vehicle aspect of the transport interchange (Taxi Rank, Kiss & Ride, disabled parking) was through the station square from Station Road. This resulted in a conflict of movements with the strong pedestrian desire lines along Station Road to and from the station building. The Transport Assessment has been revised to take account of the provision of the Northern Access Road, linking the multi-storey car park and station square from Tenison Road.

The revision of the planning application to provide the Northern Access Road is welcomed. In order to maximise the benefits of the enhanced station square the NAR should be delivered as early as is practically possible or any other interim arrangement that avoids the traffic accessing the revised station square.

vehicular access to these blocks for picking up/dropping off of students and possessions. Given the nature of the nature and location of some of the student blocks, for example the H-Blocks, this may interfere with the operation of the transport interchange and the general highway network.

In order to manage these peak periods of demand the applicant should prepare a traffic management plan for student arrival and departure periods. Initial discussions have been held between the applicant and the County Council's Network Manager about the structure of such a plan. From these discussions it was clear that there were a number of options that could be put into place to manage arrivals and departures successfully, whilst not impacting upon the operation of the interchange or general highway network.

The applicant should, in consultation with the County and City Council, prepare a Student Arrival and Departure Traffic Management Plan and that this should form part of the Management Strategy for CB1.

9. Carter Cycle Bridge

Since the first consultation response the options for a direct cycle/pedestrian link from the Carter Cycle Bridge to the station area have been discussed between the County, City, applicant and Cambridge Cycle Campaign. These discussions and subsequent analysis have ruled out options 1 and 4. Of the two options that remain the County Council's Highway Development Control Officer consider that option 2 is more favourable as it offers greater lane width and a more direct access, but it is recognised that this has a great visual impact upon Devonshire Road.

However, both options 2 and option 3 are both deliverable and would operate satisfactorily for pedestrians and cyclists using the access and those continuing to use the Carter Cycle Bridge. On this basis the County Council does not object to the planning application as in principle it considers that a link to the Carter Bridge can be delivered. However, the County Council would wish to reserve its position with regards to the detail until such time as a detailed planning application for the link is submitted for planning permission.

10. Phasing

Need to stop access to bus interchange during phases 1-3 – possible temporary bollard will be required just before CGB/Interchange.

11. Mitigation Measures/S106 Requirements

Whilst the development proposal has sought to minimise the vehicular trip generation of the site, particularly during the peak periods, in order to achieve nil-detriment, measures are still required to accommodate the additional pedestrian, cycle and bus trips the development gives rise to. In addition, planning policy nationally and locally requires developments to maximise the use of sustainable modes further, particularly given the high level of accessibility this location enjoys.

11.1 SCATP

Table 2.3 shows that the CB1 development is predicted to result in a net increase in daily person trips of 19170. The site falls within the Southern Corridor Area Transport Plan boundary and based upon the formula contained within the document then a contribution of £7,073,730 would be generated.

7. Transport Interchange

7.1 Taxi Rank/Kiss & Ride

The layout of the taxi rank and Kiss & Ride arrangements within the station square has been revised as a result of discussions regarding the provision of a 'north/south' cycle route/corridor through the station square and the provision of the Northern Access Road. The layout of the station square is to be the subject of a detailed planning application in the near future and as such more detailed comments will be made at this time.

However, an initial review of the layout and operation of this arrangement concludes that in principal the general arrangement of this element of the transport interchange/station square is acceptable.

7.2 Bus Interchange

Since the last consultation response provided by the County Council discussions have taken place between the Council and the applicant regarding the issues it raised regarding the layout and number of stops. These issues have been resolved to the satisfaction of the County Council in the revised TA and as such the principle of the bus interchange, layout and stop numbers is accepted. However, the County Council does not consider that the allocation of stops within the TA as the correct and most efficient, but this is a matter of detail that can be dealt with at the implementation stage in conjunction with Bus Operating Companies.

7.3 Rail Replacement and Servicing Vehicles

7.3.1 Rail Replacement Bus

7.3.2 Servicing Vehicles

Individual units and blocks will have their own servicing incorporated within their own plots and finalised when the detailed design of each building/plot is undertaken, in particular the County Council had concerns about how the H-Blocks and those within the station building would be serviced. The principle of servicing the H-Blocks and station building has been resolved to the satisfaction of the County Council.

However, the County Council reserves its final position with regards to the detailed arrangements for the servicing from the Station Square until a detailed planning application has been received by the City Council.

8. Management Strategy – Transportation

8.1 Access Rights

It is noted within the Draft Management Plan for CB1 that the station square will remain within private ownership for maintenance and management purposes. However, the station square has elements within it that require vehicular access, albeit on a restricted basis through the use of a rising bollard. In particular, the County Council wants to secure the right for all public transport vehicles (buses) to pass through the station square to access the bus interchange. The County Council is concerned that access may be restricted in the future to certain operators and wants this risk removed through the management strategy or s106.

8.2 Student Arrival/Departure Traffic Management Plan

For the majority of the year the students occupying the accommodation blocks throughout the CB1 development, either ARU term time students or non-term time students, will generate very little vehicular trips. However, at the start and end of each term there will be a high demand for

11.2 Cambridgeshire Guided Busway – Capital Contribution

The Cambridgeshire Guided Busway (Southern Section) starts/finishes at Cambridge station to the south of the station building and links directly into the bus interchange. This infrastructure will provide direct access to CB1 and the train station from the south and also provides direct access to Addenbrookes. The CGB provides excellent links to the development and also Addenbrookes, a particular benefit for those occupying the Key Worker housing within CB1 for the hospitals staff.

The direct link to the CGB system is key transportation benefit for the site and as such a contribution towards the capital cost of such a facility should be secured.

11.3 Bus Revenue Support

The revised TA seeks to demonstrate that there is sufficient capacity on the existing bus network to accommodate the demand created by CB1. However, there concern that whilst across a typical day the averaging loading from CB1 is less than capacity this may not be the case during the peak periods. Therefore, a contribution should be secured towards revenue support for bus services that might require expanding as a result of increased demand from CB1.

The revenue support should be used to provide additional capacity prior to the occupation of each phase of development to ensure sufficient capacity is available for the new occupants. This figure can be refined once the information requested in section 4.3.1 has been provided.

11.4 Framework Travel Plan

11.5 Car Club

The Framework Travel Plan sets out that space will be provided within the development for Car Clubs and that Ashwell has held initial discussions with Streetcar for the provision of such spaces. There is a concern that in the early years/phases of the development

11.6 Tenison Road Area Management and Improvement Scheme

Section 4.1 and 4.2 have highlighted that there is likely to be an impact upon Tenison Road, Devonshire Road and some of the adjacent streets as a result of the CB1 development, predominantly from the additional pedestrian and cycle movements with some additional pressure from vehicular traffic. In order to mitigate this impact and to create a more pleasant and safe environment for pedestrians and cyclists within this area a contribution towards a scheme to provide measures to discourage vehicular traffic and improve cycling and pedestrian facilities should be secured as part of the s106.

12. Conclusions

Since the issuing of the County Council's first consultation response on the CB1 planning application the applicant has worked closely with the County Council and City Council on resolving the objections and areas of deficiency within the Transport Assessment. The revised TA has gone some distance to resolving these issues and for the most part the transportation impacts of the development and the shape/form of the movement network have been set out to the satisfaction of the County Council. The provision of the Northern Access Route from an early stage is a huge benefit in achieving the aim of the Station Area Development Framework to reduce conflict outside the station building.

However, a number of issues remain to be resolved and there is information outstanding that the County Council requires completing so it can make a final assessment and recommendation to the Local Planning Authority. The lack of a validated VISSIM model means that the assessment of the operation of the movement network cannot be undertaken. Specifically these are:

- Responding to the issues raised in the VISSIM Validation Report;
- Provision of a 'With Development' VISSIM model for validation; and,
- An assessment of bus capacity during the peak periods as each phase of CB1 is built up.

In addition to the outstanding information the County Council is concerned with the Station Square remaining in private ownership, particularly with regards to the ability of buses to have guaranteed access through the square. This needs to be included within the Management Plan and this secured through an appropriate mechanism such as a side legal agreement or s106.

13. Recommendations and Conditions

13.1 Recommendation

The County Council does not have sufficient information to determine the full extent of the CB1 development on the transportation and movement network. Therefore, the County Council raises an objection to the revised planning application on the basis of insufficient information. This objection can be over come through the provision of the outstanding information

13.2 Conditions

Notwithstanding the County Council's objection that has been raised to the revised planning application, the following conditions are requested to be attached to any planning permission.

1. Prior to the commencement of development the applicant is to submit a detailed scheme to the City Council for changes to the Carter Cycle Bridge and for this to be agreed in writing by the City Council, in consultation with Cambridgeshire County Council as Highway Authority.
2. Junctions:
 - 2.1. Prior to commencement of development the applicant is to submit a detailed scheme to the City Council for the alterations of the junction of **Station Road with Hills Road**. No development can be occupied until the scheme has been approved in writing by the City Council, in consultation with Cambridgeshire County Council as Highway Authority.
 - 2.2. Prior to commencement of development the applicant is to submit a detailed scheme to the City Council for the alterations of the junction of **Tenison Road with Station Road**. No development can be occupied until the scheme has been approved in writing by the City Council, in consultation with Cambridgeshire County Council as Highway Authority.
 - 2.3. Prior to commencement of development the applicant is to submit a detailed scheme to the City Council for the alterations of the junction of **Hills Road with Brooklands Avenue** and creation of a fourth arm. No development can be occupied until the scheme has been approved in writing by the City Council, in consultation with Cambridgeshire County Council as Highway Authority.
 - 2.4. Prior to commencement of development the applicant is to submit a detailed scheme to the City Council for the alterations of the junction of **Northern Access Road with Tenison Road**. No development can be occupied until the scheme has been approved in writing by the City Council, in consultation with Cambridgeshire County Council as Highway Authority.
 - 2.5. Prior to commencement of development the applicant is to submit a detailed scheme to the City Council for the alterations of the junction of the road serving **blocks L1-4 et al with Station Road**. No development can be occupied until the scheme has been approved in writing by the City Council, in consultation with Cambridgeshire County Council as Highway Authority.

- 2.6. Prior to commencement of development the applicant is to submit a detailed scheme to the City Council for the alterations of the junction of **Southern Access Road with Station Road**. No development can be occupied until the scheme has been approved in writing by the City Council, in consultation with Cambridgeshire County Council as Highway Authority.
3. Prior to the commencement of development a detailed scheme for the temporary Northern Access Road, including the junction onto Station Road and details of taxi queuing, shall be submitted to and approved in writing by Cambridge City Council, in consultation with Cambridgeshire County Council as Highway Authority. The multi-storey car park shall not be occupied until this link has been constructed.
 4. Prior to the occupation of Phase 1 (excluding E1) the applicant should construct the bus-only road from the newly created junction with Hills Road and Brooklands Avenue to connect with Station Road.
 5. Within XX months of the construction of the station
 6. Multi-Storey Car Park inc. temporary
 7. Prior to the occupation of any student accommodation a Student Departure and Arrival Traffic Management Strategy should be submitted to and approved in writing by the City Council, in consultation with Cambridgeshire County Council as Highway Authority.
 8. Prior to commencement of development a detailed design for the bus interchange should be submitted to and approved in writing by the City Council, in consultation with Cambridgeshire County Council as Highway Authority. The design should include details of the layout and arrangement of stops, bus shelters, information systems, and waiting facilities.
 9. Prior to the commencement of development a Construction Traffic Management Plan should be submitted to and approved in writing by the City Council, in consultation with Cambridgeshire County Council as Highway Authority.
 10. Prior to commencement of development details of the temporary bus interchange facilities should be submitted to and approved in writing by the City Council, in consultation with Cambridgeshire County Council as Highway Authority.

Dyer Ian

Subject: FW: CB1 - Revised Transport Assessment

-----Original Message-----

From: Dyer Ian

Sent: 28 July 2008 08:44

To: 'Nicholas, Huw A'

Subject: RE: CB1 - Revised Transport Assessment

Sorry Huw, I am on an extended period of sick leave after an operation.

If you need a chat call me on . This is my home number and not for distribution.

Cheers,
Ian

-----Original Message-----

From: Nicholas, Huw A [mailto:Huw.Nicholas@atkinsglobal.com]

Sent: 25 July 2008 15:59

To: Dyer Ian; Ling Richard

Subject: CB1 - Revised Transport Assessment

Gent,

As you may know I've been asked by CCC/Ashwells to continue working on the CB1 application in a similar capacity to that before I left for Atkins. I've just received a revised copy of the TA and I've sent the VISSIM model to Matt Hall in our Peterborough office for him to validate it - Richard he might be in touch with you shortly to discuss the signals.

I was wondering if either of you are free next Wednesday to just catch up on where things have got to with the junction capacity and design for the four-arm junction and that with Hills Road/Station Road.

Plus need to have a chat about the option for Carter Bridge too.

Regards

Huw Nicholas

Managing Consultant - Development & Regeneration

ATKINS Transport Planning

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Tel: +44 (0) 20 7121 2505 (London)

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17/11/2008

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Consider the environment. Please don't print this e-mail unless you really need to.

Dyer Ian

From: Nicholas, Huw A [Huw.Nicholas@atkinsglobal.com]
Sent: 25 July 2008 15:59
To: Dyer Ian; Ling Richard
Subject: CB1 - Revised Transport Assessment

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I was wondering if either of you are free next Wednesday to just catch up on where things have got to with the junction capacity and design for the four-arm junction and that with Hills Road/Station Road.

Plus need to have a chat about the option for Carter Bridge too.

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Huw Nicholas

Managing Consultant - Development & Regeneration
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http://www.atkinsglobal.com/terms_and_conditions/index.aspx.

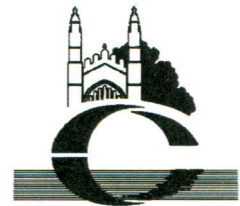


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In case of enquiry contact Sarah Dyer
Direct Dial 01223 457153
Fax 01223 457109
E-mail: sarah.dyer@cambridge.gov.uk
E-mail for consultation responses:
consult.cb1@cambridge.gov.uk



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Owner/Occupier

!DATE!

Our Ref 08/0266/OUT

Dear Sir/Madam

Cambridge Station Area Redevelopment

(Amended description of development – original floorspace/numbers in brackets)

"The comprehensive redevelopment of the Station Road area, comprising up to 331 residential units (inclusive of 40% affordable homes), 1,250 student units; 53,413 (53560) sq m of Class B1a (Office) floorspace; 5,255 sq m of Classes A1 /A3/A4 and/or A5 (retail) floorspace; a 6,420 (6658) sq.m polyclinic; 86 sq.m of D1 (art workshop) floorspace; 1,753 sq m of D1 and/or D2 (gym, nursery, student/community facilities) floorspace; use of block G2 (854 sq.m) as either residential student or doctors surgery, and a 6,581 (7466) sq.m hotel; along with a new transport interchange and station square, including 28 (30) taxi bays and 9 bus stops (2 of which are double stops providing 11 bays in total), a new multi storey cycle and car park including accommodation for c. 2,812 (2750) cycle spaces, 52 (50) motorcycle spaces and 653 (652) car parking spaces; highway works including improvements to the existing Hills Road / Brooklands Avenue junction and the Hills Road / Station Road junction and other highway improvements, along with an improved pedestrian / cyclist connection with the Carter Bridge; and works to create new and improved private and public spaces".

Revised Planning Application

I have received revisions to the above planning application, which you may wish to comment on.

You can view the revised plans and new supporting information for this application at the following locations or online at the applicant's website (from Friday 18 July 2008).

Environment & Planning Reception, 2nd Floor, Guildhall.

Monday – Thursday 9.00am – 5.00pm, and Friday 9.00am – 4.30pm.

Simon Payne, Director of Environment and Planning, Cambridge City Council,
The Guildhall, Cambridge, Cambridgeshire, CB2 3QJ,
Telephone 01223 457200/1.



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Milton Road Library, Ascham Road, Cambridge, CB4 2BD.

Monday – Friday 9.00am – 7.00pm, Saturday 9.00am – 6.00pm and Sunday 12:00pm – 4:00pm.

City Homes (South) Office, 89 Cherry Hinton Road.

Monday, Tuesday & Thursday, 9 am - 5pm; Wednesday 10 am - 5 pm & Friday 9 am - 4.30 pm.

Please note that due to the refurbishment of the Central Library in Lion Yard, copies of all planning applications will be held at Milton Road Library. This service starts on Monday 29th January 2007 until further notice.

The website link is:

www.cb1forcambridge.co.uk

The key changes to the application are as follows:

- Provision of a vehicular traffic access (Northern Access Road) to serve the multi storey car park and Station Square off Tenison Road.
- Identification of proposed locations for student housing and affordable/private housing.
- Clarification of location of shops, restaurants and other retail uses.
- Alterations to blocks D1, F1 and F2 in their relationship with Ravensworth Gardens.
- Changes to the footprints of other buildings on the plans e.g. re-alignment of Block A1 to Station Road.
- Updated Transport Assessment.
- Further details of the potential scale and massing of block I2.
- Further information on the sustainable credentials of the development.
- Clarification of extent of informal open space.
- Further information on management of open space, student accommodation etc.
- Amended Environmental Statement to take account of revisions to the scheme

If you would like to check the progress of an application and make your comments online please go to: <http://www.cambridge.gov.uk/planning> and click on Public Access. You can also submit your comments to me direct via the following email address:

consult.cb1@cambridge.gov.uk

Please send me your written comments by **Tuesday 12 August 2008**. It may not be possible to take late comments into consideration in determining the application. All comments will be placed on the public file and will be included in the case officer's report. Please ensure your full postal address is included. Your comments will be copied to the Planning Inspectorate in the event of an appeal. You should only include information that you are happy to be available over the Internet.

In order to assist you in making your representations the City Council have organised a **'Revised Application – Public Feedback Meeting' on Thursday 7 August 2008 from 7pm to 10pm** in the Small Hall, Guildhall. This meeting will comprise a presentation from the Developers and will include a comments/question and answer session to enable you to react to the revised proposals. There will also be a further opportunity to do so through a Development Control Forum (see below). The meeting will be open to the public but if you want to ask a question of the developers I would ask that this be submitted to me in writing by **Noon Monday 4 August 2008**.

A petition of 25 or more signatures may be able to be discussed at a Development Control Forum meeting before the revised application is determined. Such a request must be made by 21 August 2008. **If a request is made the DCF will be held on Wednesday 3 September 2008.**

When making decisions the Council can only take into account planning matters. These include whether:

- The proposal accords with planning policy and is appropriate for the area.
- The design of any new building/or alterations to an existing building respects the character and context of the site and the surrounding area.
- Adjoining properties will be overshadowed, overlooked or suffer a loss of privacy.
- There will be any increase in noise and disturbance.
- Surrounding roads can cope with any additional traffic.

We cannot take into account: loss of view, boundary and other disputes, loss of trade, loss of value; moral objections. We will disregard any objections and comments that are offensive, abusive, racist or discriminatory.

A copy of this letter has been sent to all of those people who have made representations on the application as submitted and, in view of the introduction of the Northern Access Road, to all residents in streets north of Station Road, east of Hills Road and South of Mill Road.

The application will be determined at a future meeting of Planning Committee.

In the interest of economy your letter will not be acknowledged unless requested. If you make written comments on the application we will inform you about the decision. If you rent/lease this property I would be grateful if you could forward a copy of this letter to the owner as soon as possible.

If it is difficult for you to visit the planning reception eg. you are unwell or infirm please contact us.

For further information please go to:

www.cambridge.gov.uk/planning to view the following leaflets:

- Your Chance To Comment
- Public Speaking at Committees

- Development Control Forum.

The leaflets are also available from Planning Reception.

If you have any further questions after viewing the plans, please contact me by email or phone. Please note that I am away from the office from 21st July to 1 August 2008 (inclusive).

Yours faithfully

Sarah Dyer
Development Control Manager

In case of enquiry contact Sarah Dyer
Direct Dial 01223 457153
Fax 01223 457109
E-mail: sarah.dyer@cambridge.gov.uk
E-mail for consultation responses:
consult.cb1@cambridge.gov.uk



**CAMBRIDGE
CITY COUNCIL**

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Control**

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Councillor/MP

!DATE!

Our Ref 08/0266/OUT

Dear Sir/Madam

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Revised Planning Application

I am writing to you to advise you of the receipt of revisions to the planning application for the above-mentioned development.

This application is the subject of widespread public consultation and your constituents may raise issues of concern or make comments to you.

The following information has been submitted.

Simon Payne, Director of Environment and Planning, Cambridge City Council,
The Guildhall, Cambridge, Cambridgeshire, CB2 3QJ,
Telephone 01223 457200/1.



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Revised Submission

- | | | | |
|----|---|----|---|
| 1 | Planning application forms – revised description of development as set out above. | 10 | Public Art Strategy – not to be amended |
| 2 | Planning Statement – not amended. | 11 | Planning application drawings – revised plans. |
| 2a | Appendices (inc. Office Supply/Demand, Hotel Demand, S106) – not amended | 12 | Highway layout plan (SK 1020/P3) – revised plan. |
| 3 | Design and Access Statement – addendum provided. | 13 | Phasing plans – revised. |
| 4 | Statement of Community Engagement – not amended. | 14 | Environmental Statement Volume One – revised. |
| 5 | Sustainability Strategy and Checklist – not amended | 15 | Environmental Statement Volume Two Historic Environment Analysis – not to be amended. |
| 6 | Transport Assessment and Green Travel Plan – revised TA and GTP. | 16 | Environmental Statement Volume Three – Appendices – revised. |
| 6a | TA appendices – revised. | 17 | Environmental Statement Non Technical Summary – revised. |
| 7 | Landscape Strategy – revised. | | Additional Documents: |
| 8 | Aboriginal Report – not amended. | | 18. Response to Issues Raised from the CB1 Masterplan Submission (08/0266/OUT) |
| 9 | Retail Assessment – not amended. | | 19. Additional Conservation Issues Report |

You can view the plans and supporting information for this application at the following locations or online at the applicant's website (from Friday 18 July 2008).

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Monday – Friday 9.00am – 7.00pm, Saturday 9.00am – 6.00pm and Sunday 12:00pm – 4:00pm.

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- Further information on the sustainable credentials of the development.
- Clarification of extent of informal open space.
- Further information on management of open space, student accommodation etc.
- Amended Environmental Statement to take account of revisions to the scheme

Please send me your written comments by **Tuesday 12 August 2008**. It may not be possible to take late comments into consideration in determining the application. All comments will be placed on the public file and will be included in the case officer's report. Please ensure your full postal address is included. Your comments will be copied to the Planning Inspectorate in the event of an appeal. You should only include information that you are happy to be available over the Internet.

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If a request is made for a DCF it will be held on Wednesday 3 September 2008.

A copy of this letter has been sent to all of those people who have made representations on the application as submitted and, in view of the introduction of the Northern Access Road, to all residents in streets north of Station Road, east of Hills Road and South of Mill Road.

If you have any questions please contact me by email or phone. Please note that I am away from the office from 21st July to 1 August 2008 (inclusive).

Yours sincerely

Sarah Dyer
Principal Development Control Manager

Dyer Ian

From: February, Labieba [Labieba.February@mottmac.com]
Sent: 11 July 2008 12:23
To: Dyer Ian; Ling Richard; Finney Jon; Parsons Sue
Cc: Rawlings, Andrew M; Zhu, Jie
Subject: Cb1 Meeting Minutes - Brooklands Ave Junction & Tenison Road Junction



Cambs County AR-M236_2008061
Council 170608.pd.. 1_150508.pdf

Dear All,

Please find attached draft minutes of meeting (re. Brooklands Ave Junction & Tenison Road Junction) dated 17 June 2008 for your information and comment. Also attached is our response to the Stage I Safety Audit (previously issued to Ian Dyer).

Would be greatly appreciated if you could review the minutes and reply with comments, where relevant, before we issue the minutes as final.

Regards,

Labieba February
For Mott MacDonald Ltd.

Demeter House
Station Road
Cambridge
CB1 2RS

Tel.: +44 (0)1223 463500
Fax.: +44 (0)1223 461007

This message is from Mott MacDonald Limited, registered in England number 1243967. Registered office: St Anne House, 20-26 Wellesley Road, Croydon, Surrey, CR9 2UL, England.

Our ref DK/AMR/217382/2.0/164
Your ref

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Station Road
Cambridge CB1 2RS
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City and South Team
Highways and Access
Cambridgeshire County Council
Unit 3
Wellbrook Court
Girton
Cambridgeshire
CB3 0NA

11 June 2008

Attention Mr Ian Dyer

Dear Ian

**STAGE ONE SAFETY AUDIT- BROOKLANDS AVENUE / HILLS ROAD JUNCTION
CB1- STATION ROAD REDEVELOPMENT**

I refer to the Stage One Safety Audit dated 7 May 2008 on the above proposed junction improvements and our recent meeting held on 29 May with Traffic Signals Engineer, Richard Ling.

I have reviewed our submitted design and enclose a revised junction layout drawing (217382/EAD/SK1022RevP6) which addresses each of the points highlighted in the Safety Audit report and the technical issues on the Traffic Signals raised by Richard Ling and yourself. To assist, I have provided the comments to the safety audit report in the attached table.

I consider that the revised layout provides an improved junction in terms of pedestrian and cycle facilities and public transport access without a significant impact on its operational capacity. The highway safety issues raised in the Stage One Safety Audit have been addressed in the revised layout. The junction can be delivered within the existing constraints of the site.

I would request your confirmation that the revised layout can be delivered as part of the CB1 project, subject to detailed design and the statutory approvals process.

Yours sincerely

Andrew Rawlings



Enclosures: Drawing 217382/EAD/SK1022RevR6
Safety Audit Comments

Hills Road / Brooklands Avenue Stage 1 Safety Audit		Additional comments from Richard Ling (RL) and Ian Dyer ((ID) of Cambridgeshire County Council at meeting on 29 May 2008	Mott MacDonald Response
Problems			
A1.1	A bus turning right from Hills Road North appears to swing out into the straight ahead lane that is heading south. (Stage diagram 5, phase C/D) This could result in side swipe type accidents when signals C and D both run.		
	Recommendation		
	Run swept path analysis for both manoeuvres and investigate alternatives to reduce the swept path overhang in the straight ahead lane.		Swept paths re-run. See revised drawing
A1.2	On the eastern side of Hills Road just to the south of Brooklands Avenue the entrance/exit to the Public House/works access that is of concern to the auditors.		
	There will be an increase in use by cyclists wishing to access the railway station who will be brought into conflict with vehicles exiting from the PH.		
	Drivers exiting at this point currently have very limited visibility to the north along Hills Road North. They are likely to pull forward into the proposed cycle lane to improve their visibility, potentially into the path of cyclists heading south or cyclists exiting the carriageway heading to the station.		
	Recommendation		

	<p>This area should be reviewed to ensure that there is clear separation between the cyclists and vehicles exiting the PH.</p>		<p>The route for cyclists using the proposed Toucan Crossing on Hill Road (south) has been altered to provide them with a direct route from the Toucan Crossing via a new ramp structure, with a crossing of the existing Network Rail access and then between the M4 block and the PH car park. This provides both a direct access for cyclist to the station and avoids conflicts between cars exiting the PH and cyclists.</p> <p>The poor visibility of cars exiting the PH is an existing access problem. The PH does not form part of the CB1 development. We cannot propose changes to 3rd party vehicular accesses onto the Public Highway.</p> <p>The proposed 'on-road' cycle lane on Hills Road has been removed in the vicinity of the PH.</p>
A1.3	<p>In order to gain a better understanding of the proposed operation of the junction the auditors discussed the plans with a member of the Traffic Signals team. During these discussions concerns were raised about the eastern island to the south of the junction. The minor concern was about whether the island would be large enough to hold</p>		
	<p>the amount of signals equipment proposed, however the major concern is that in its present state the signals design may give conflicting messages about priority to drivers waiting at the southern stopline. This has serious ramifications on the safety of the junction.</p>		
	Recommendation		

	The auditors strongly suggest that the county council's signals team is consulted. We will require confirmation that the design submitted for the Stage 2 audit has passed the Technical Audit.	Following these comments we have meet with Richard Ling and Ian Dyer to discuss the detailed technical issues regarding the traffic signals. The following issues were highlighted as problems:	Following discussions with Richard Ling and Ian Dyer on the detailed technical issues regarding the traffic signal arrangements we have revised the layout of the southern approach as follows:
		1: RL was concerned that the traffic island to the south of the junction was too small for the layout of signal heads proposed.	1: The left turn lane and straight ahead / right turn lane have been separated by a new larger traffic island which is sufficiently wide for the proposed traffic signal heads.
		2: The signals proposed for the southern approach, while they are technically correct in terms of TSRGD2002, are liable to be miss-read by the 'average' motorist. This could lead to a collision between a cyclist going straight ahead and motorist turning left into Brooklands Avenue.	<p>2: To prevent the miss-reading of the signals the following measures have been proposed:</p> <p>The left turning lane and straight ahead lane have been separated by a new, wider traffic island. In addition, the 'stop' lines have been staggered.</p> <p>The above two measures enable the signal head showing the 'full green' to the straight ahead / right turning traffic to be shielded either by fixing hoods / louvers or by erecting a shielding fence as shown on drawing 217382/EAD/SK1022 RevP6 (The details of the shielding is to be developed at detailed design stage). Vehicles approaching in the left hand lane are unable to see the 'full green' signal whereas the vehicles in the right hand approach lane have a clear view of this signal. In addition, staggered stop lines prevent driver waiting at the left hand lane stop line viewing the 'full' green signal.</p> <p>A 'keep left' traffic island is proposed just to the south of the junction to direct southbound traffic into the northbound lane over Hills Road bridge.</p>

			<p>There are no proposed changes to the traffic signal head details for the Hills Road (south) approach.</p> <p>The revised layout prevents the miss-reading of the traffic signal heads, maintains the segregation of cyclists and cars, and is deliverable within the current site constraints.</p>
A2.1	Large vehicles appear to overrun/overhang the footway and central island as they turn into Brooklands Avenue. Pedestrians/cyclists are likely to stand in these areas as they wait to cross, potentially resulting in collisions between the two.		
	Recommendation		
	Investigate the issue and make appropriate adjustments to the design. This is likely to involve adjusting the kerb lines to ensure that no over running or overhanging occurs, however the auditors also suggest that the designer investigate the feasibility of including a straight across pedestrian phase as an alternative to the staggered crossing phase. In addition to this ensure that adequate footway widths are maintained.		<p>Swept paths re-run. See revised drawing</p> <p>A straight across pedestrian crossing movement on Brooklands Avenue would have a significant affect on the phasing of the signs and therefore on the operating capacity of the junction.</p>
A2.2	The footway/shared use facility to the south east side of Hills Road is very narrow. The swept path of the bus also appears to over run/overhang the footway in this area. There is potential for pedestrians and cyclists to be clipped by the bus.		

	The narrow footway may also place pedestrians and cyclists into conflict. To avoid collisions they may step or cycle off the kerb, possibly into the path of an approaching vehicle.		
	Recommendation		
	This issue requires further investigation and adjustment to ensure that the facility is wide enough for the proposed use. All vehicles should be clear of the footway and not overrun/overhang in any way.		Swept paths re-run. See revised drawing. It is agreed that the existing footway on the south east side of the junction is narrow. It is not proposed to widen the existing footway outside the PH due to site constraints. There are no proposals to make this footway into a 'shared use' facility. The revised layout removes all proposed 'shared use' facilities on the eastern side of Hills Road bridge on the approach to the junction (see section A1.2 for details).
A2.3	The uncontrolled crossing across the new access is cause for concern. Pedestrians with mobility issues/visual impairments may find it disconcerting using this uncontrolled crossing as they will have to assess which direction the bus and cyclists will be coming from. A poor judgement could result in collisions.		
	Within the letter dated 12 April 2008 it is stated that the crossing has been changed from controlled to uncontrolled to allow straight ahead traffic. The auditors are unclear as to what traffic can be expected to come from Brooklands Avenue to the new access. All straight ahead traffic would be prohibited and		

	should not be encouraged in any way.		
	Recommendation		
	Provide controlled crossing facilities across the new access within Stage 4.		Controlled crossing to be provided at the new access. Drawing revised to show no 'straight ahead' movements for cyclists and vehicles from Brooklands Avenue to the new access.
	Two options have been proposed, a staggered crossing and straight crossing with central island. The auditors have considered both proposals and have no issues with either design at this stage. However it should be noted that the County will require the toucan to be 4m in width and not the 3.6m as detailed.		Noted. Toucan crossing width increase to 4.0m. Straight crossing to be proposed with central island.
	Other issues not covered by the Stage One Safety Audit of Brooklands Avenue / Hills Road junction but raised by RL and ID at meeting on 29 May.		
		In-direct cycle route from the proposed Toucan crossing to CB1 / Station has received negative comment from City and Council Cycling Officers and the Cambridge Cycling Campaign.	See A1.2 for details of direct route for cyclists using the new proposed Toucan crossing.

Record of Meeting/Discussion



Project Title CB1 Cambridge Station Redevelopment

Division Cambridge - EAD

Subject Brooklands Avenue Junction; Tenison Rd Junction;
Station Square

Sheet 1 of 2

Location CCC Offices, Castle Court

Date 17/06/2008

Project/File No. 217382HT20

Present Andrew Rawlings (AR) – Mott MacDonald (Part1&2)
Jie Zhu (JZ) – Mott MacDonald (Part1&2)
Richard Ling (RL) – Cambridgeshire County Council (Part1)
Sue Parson (SP) – Cambridgeshire County Council (Part1)
John Finney (JF) – Cambridgeshire County Council (Part1&2)

Recorded by	Distribution	
JZ	See above	
Item	Text	Action on
Part 1	<u>Introduction (Part 1)</u> Each item of the Stage I Safety Audit on the Brooklands Avenue/Hills Road junction was discussed. See below for key issues raised.	
1.0	AR explained the latest layout of the Brooklands Avenue junction prepared by Mott MacDonald.	
2.0	RL agreed it was a satisfactory improvement and could be delivered with appropriate development at detailed design stage. Further modelling work was required to assess the operation between the junction and the toucan crossing.	JZ
3.0	SP was concerned with the car park access for the public house. The right turn coming out of the pub should not be restricted due to the junction rearrangement. Tracking analysis needs to be provided.	AR
4.0	SP suggested that the island on the Brooklands Avenue arm should be modified to keep the vehicle track away from the island edge.	AR
5.0	RL stated that the signal heads for Hills Road South arm ahead and right lane should be designed with hoods (to be carried out at detailed design stage).	AR/JZ
6.0	RL agreed to find an old drawing of the junction prepared by another consultancy to check the layout of the central pedestrian island on the Brooklands Avenue arm.	RL
7.0	The uncontrolled crossing on the new 4 th arm to be changed to a controlled crossing and the straight ahead movement from Brooklands Avenue removed.	
8.0	The new direct cycle link from the proposed toucan crossing through the development was welcomed.	
9.0	AR to provide a copy of the written safety audit response issued previously	AR

Record of Meeting/Discussion Continuation Sheet



Project No. 217382HT20

Date 17/06/2008

Sheet 2 of 2

Item	Text	Action on
	to RL/ID	
Part2		
1.0	AR explained the negative impact on Tenison Rd due to the Station Square and MSCP access via the Northern Access Road.	
2.0	JF accepted this negative impact as it was due to redistribution of traffic flows and indicated his support to this rearrangement. He also stated that he did not want the capacity of the junction improved by providing traffic signals, changing priority of the junction or by increasing the number of turning lanes, as this would encourage more through traffic to use the Tenison Road/Devonshire Road area. JF welcomed the changes proposed to the junction to improve pedestrian crossing facilities. AR confirmed Ashwell's commitment to provide some funding towards a future traffic calming scheme in the Tenison Road/Devonshire Road area.	
3.0	JF agreed with AR that a bus lane on Station Rd is unnecessary as both the existing and projected delays are acceptable and that a bus priority layout could not be provided within the constraints of the Public Highway.	
4.0	AR explained the latest drawings on the access road between block A1/A2 and pick up/drop off parking bays; JF agreed that the road width is enough for pedestrian and cyclists to move.	
5.0	AR to send the updated CB1 work program to JF	AR
6.0	Conflicts between cycle movements in 'Home zone' area were discussed. JF stated that 'Home zone' label was misleading and that the road layout would not be designed as a 'Home zone'. JF did not believe that there was any conflict between vehicles and cyclists wishing to use the route, given appropriate detailed design which would reduce speeds of all vehicles and cyclists.	

Dyer Ian

From: Sarah Dyer [Sarah.Dyer@cambridge.gov.uk]
Sent: 04 July 2008 10:15
To: Kent Anne Cllr
Cc: [REDACTED] Hughes Graham; Dyer Ian; Preston Richard; Harrison Nichola Cllr
Subject: Re: CB1 Station Area Redevelopment

I did not consult the County Council calendar.

If it helps I could ask Ashwell if they would be willing to meet County Councillors separately. I am sure that they would be willing to do so but we would have to ensure that officers were in attendance too - either County or City.

Please let me know.

SAD

Sarah Dyer
Principal Development Control Manager
Cambridge City Council
>>> "Kent Anne Cllr" <Anne.Kent@cambridgeshire.gov.uk> 07/04/08 9:54 AM >>>
Sarah

I will try to get to at least the beginning. Unfortunately you have chosen a time which clashes with two back to back meetings which involve all county councillors.

I know it is awfully hard and you can never suit everyone but does the city consult our council calendar?

Anne

Message sent from a CCC BlackBerry mobile device

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-----Original Message-----

From: Sarah Dyer <Sarah.Dyer@cambridge.gov.uk>
To: Alan BAKER* <arb1000@cam.ac.uk>; Andy BLACKHURST <Andy.BLACKHURST@cambridge.gov.uk>; Ben Bradnack <Ben.Bradnack@cambridge.gov.uk>; Clare Blair <Clare.Blair@cambridge.gov.uk>; Kevin Blencowe <Kevin.Blencowe@cambridge.gov.uk>; Lucy Walker <Lucy.Walker@cambridge.gov.uk>; Marian Holness <Marian.Holness@cambridge.gov.uk>; Robert Dryden <Robert.Dryden@cambridge.gov.uk>; Salah AlBander <Salah.AlBander@cambridge.gov.uk>; Kent Anne Cllr; Harrison Nichola Cllr; Catherine SMART* <chlsmart@cix.co.uk>; Sian REID* <sianreid@dsl.pipex.com>; John Hipkin* <castleindependent@gmail.com>; Sheila STUART* <sheilastuart17@gmail.com>; Mike DIXON* <cllr_mike_dixon@hotmail.com>
CC: Alexander Finlayson <Alexander.Finlayson@cambridge.gov.uk>; Glenn Burgess <Glenn.Burgess@cambridge.gov.uk>; Kerry Hewitt <Kerry.Hewitt@cambridge.gov.uk>; Simon Payne <Simon.Payne@cambridge.gov.uk>
Sent: Thu Jul 03 12:06:22 2008
Subject: CB1 Station Area Redevelopment

Member Briefing
Friday 18 July 2008
Guildhall Committee Rooms 1 and 2
12.30 pm to 2.00 pm (approx - see below)

You are invited to a Member Briefing to enable Ashwell to present their revised application for CB1 Station Area Redevelopment to you. The briefing will follow Planning Committee which is likely to finish by 12.30 pm, however the briefing will not commence until the Planning Committee is finished.

The format for the briefing will be a presentation from the Ashwell team for 30 minutes followed by up to 60 minutes of Members questions. Simon Payne will chair the discussion.

Lunch will be provided, therefore I would be grateful if you would confirm that you are coming.

It is anticipated that Ashwell will be submitting revisions to their application and additional information on Monday 7 July 2008. We aim to get consultation letters out by the following Monday.

We are currently organising a 'Revised Application - Public Feedback Meeting' on Thursday 7 August 2008 from 7 pm to 10 pm in the Guildhall. This will be a public meeting that anyone can attend. I have referred to it in the neighbour consultation letter and have asked that questions for the applicants be submitted in advance so that the event can be properly managed. Simon Payne will chair the meeting.

It is likely that the application will be reported to Committee sometime between mid September and mid October. A Special Planning Committee Meeting will be convened.

If you have any questions please do not hesitate to contact me.

SAD

Sarah Dyer
Development Control Manager
Cambridge City Council

Please consider the environment - do you really need to print this e-mail?

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Dyer Ian

From: Hughes Graham
Sent: 04 July 2008 10:02
To: Dyer Ian
Subject: RE: CB1 Station Area Redevelopment: Member Briefing

Thanks for doing this Ian

Graham

-----Original Message-----

From: Dyer Ian
Sent: 04 July 2008 09:47
To: Harrison Nichola Cllr; McGuire Mac Cllr; Tuck Jill Cllr; Kent Anne Cllr
Cc: Finney Jon; Whelan Joseph; Preston Richard; Reynolds Sue; Lowe Graham; Hughes Graham; Sarah Dyer (E-mail)
Subject: CB1 Station Area Redevelopment: Member Briefing

Dear Councillors,

The City council are organising a Member Briefing regarding the CB1 development, and would like to extend the invitation to County members.

If you intend going to the briefing please could you let the City know by e-mailing sarah.dyer@cambridge.gov.uk. Sarah is the Development Control Manager at the City who is acting as case officer for the application.

Please forward this invitation to any of your colleagues who have an interest, as they, too, are welcome to attend.

If you need any information regarding the highways input into the CB1 development, please contact me.

Ian A. Dyer
Lead Engineer (Development Control)
City and South Team

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Sarah Dyer
Development Control Manager
Cambridge City Council

Dyer Ian

From: Kent Anne Cllr
Sent: 04 July 2008 09:58
To: Dyer Ian; Harrison Nichola Cllr; McGuire Mac Cllr; Tuck Jill Cllr
Cc: Finney Jon; Whelan Joseph; Preston Richard; Reynolds Sue; Lowe Graham; Hughes Graham; 'sarah.dyer@cambridge.gov.uk'
Subject: Re: CB1 Station Area Redevelopment: Member Briefing

Thanks. Sadly they have chosen a date which clashes with meetings involving all county councillors.

Anne

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To: Harrison Nichola Cllr; McGuire Mac Cllr; Tuck Jill Cllr; Kent Anne Cllr
CC: Finney Jon; Whelan Joseph; Preston Richard; Reynolds Sue; Lowe Graham; Hughes Graham; Sarah Dyer (E-mail) <sarah.dyer@cambridge.gov.uk>
Sent: Fri Jul 04 09:46:51 2008
Subject: CB1 Station Area Redevelopment: Member Briefing

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Development Control Manager
Cambridge City Council

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To: Harrison Nichola Cllr; McGuire Mac Cllr; Tuck Jill Cllr; Kent Anne Cllr
Cc: Finney Jon; Whelan Joseph; Preston Richard; Reynolds Sue; Lowe Graham; Hughes Graham; Sarah Dyer (E-mail)
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SAD

Sarah Dyer
Development Control Manager
Cambridge City Council

Dyer Ian

From: Hughes Graham
Sent: 03 July 2008 13:25
To: Dyer Ian
Cc: Whelan Joseph
Subject: FW: CB1 Station Area Redevelopment

Ian

Can you or Joseph ensure that our members are aware of this and we let the City know if any/how many will be attending.

Thanks

Graham

-----Original Message-----

From: Sarah Dyer [mailto:Sarah.Dyer@cambridge.gov.uk]
Sent: 03 July 2008 12:35
To: Hughes Graham
Subject: RE: CB1 Station Area Redevelopment

Sure - I have copied to Ian and Jon.

SAD

>>> "Hughes Graham" <Graham.Hughes@cambridgeshire.gov.uk> 03/07/2008 12:25 >>>
Could we sit in on this?

Thanks

Graham

-----Original Message-----

From: Sarah Dyer [mailto:Sarah.Dyer@cambridge.gov.uk]
Sent: 03 July 2008 12:06
To: Alan BAKER*; Andy BLACKHURST; Ben Bradnack; Clare Blair; Kevin Blencowe; Lucy Walker; Marian Holness; Robert Dryden; Salah AlBander; Kent Anne Cllr; Harrison Nichola Cllr; Catherine SMART*; Sian REID*; John Hipkin*; Sheila STUART*; Mike DIXON*
Cc: Alexander Finlayson; Glenn Burgess; Kerry Hewitt; Simon Payne
Subject: CB1 Station Area Redevelopment

Member Briefing
Friday 18 July 2008
Guildhall Committee Rooms 1 and 2
12.30 pm to 2.00 pm (approx - see below)

You are invited to a Member Briefing to enable Ashwell to present their revised application for CB1 Station Area Redevelopment to you. The briefing will follow Planning Committee which is likely to finish by 12.30 pm, however the briefing will not commence until the Planning Committee is finished.

The format for the briefing will be a presentation from the Ashwell team for 30 minutes followed by up to 60 minutes of Members questions. Simon Payne will chair the discussion.

Lunch will be provided, therefore I would be grateful if you would confirm that you are coming.

It is anticipated that Ashwell will be submitting revisions to their application and additional information on Monday 7 July 2008. We aim to get consultation letters out by the following Monday.

We are currently organising a 'Revised Application - Public Feedback Meeting' on Thursday 7 August 2008 from 7 pm to 10 pm in the Guildhall. This will be a public meeting that anyone can attend. I have referred to it in the neighbour consultation letter and have asked that questions for the applicants be submitted in advance so that the event can be properly managed. Simon Payne will chair the meeting.

It is likely that the application will be reported to Committee sometime between mid September and mid October. A Special Planning Committee Meeting will be convened.

If you have any questions please do not hesitate to contact me.

SAD

Sarah Dyer
Development Control Manager
Cambridge City Council

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Dyer Ian

From: Sarah Dyer [Sarah.Dyer@cambridge.gov.uk]
Sent: 03 July 2008 12:06
To: Alan BAKER*; Andy BLACKHURST; Ben Bradnack; Clare Blair; Kevin Blencowe; Lucy Walker; Marian Holness; Robert Dryden; Salah AlBander; Kent Anne Cllr; Harrison Nichola Cllr; Catherine SMART*; Sian REID*; John Hipkin*; Sheila STUART*; Mike DIXON*
Cc: Alexander Finlayson; Glenn Burgess; Kerry Hewitt; Simon Payne
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Sarah Dyer
Development Control Manager
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Dyer Ian

From: Nicholas Huw
Sent: 02 July 2008 16:04
To: Dyer Ian; Finney Jon
Subject: FW: CB1 - Station Square



217382-EAD-SK201217382-EAD-SK20217382 Issue Sheet
1-P2.pdf



1-P1.pdf



C1-b (01.07...

FYI

-----Original Message-----

From: Russell, Lee W [mailto:Lee.Russell@mottmac.com]
Sent: 02 July 2008 11:29
To: Nicholas Huw
Subject: RE: CB1 - Station Square

Hi Huw,

I have sent both a PDF & DWG, 'zipped' up in zip folder. If you don't have Winzip on your machine, then the software can be downloaded free from this link http://www.download.com/WinZip/3000-2250_4-10003164.html. The software is used to reduce file sizes, so large files that cannot be e-mailed can be reduced to a much smaller size, and then restored to their original size at the other end. I have to issue most of my drawings in a Zip folder, as most e-mail addresses cannot handle file sizes approaching 5mb, and it also makes the issuing process a great deal quicker & easier at this end. I have attached the drawings 'unzipped', as they aren't too large, but if you are able to download the Winzip software, that'd be great.

I have issued the drawings to Ian and John, and attached an updated issue sheet for your records. I assume that paper copies are to be sent to yourself, Ian, and John. Please advise if this is not the case.

Kind regards,,

Lee Russell
Senior Draughtsman
Civils & Infrastructure

Mott McDonald
Demeter House
Station Road
Cambridge
CB1 2RS
United Kingdom

01223 463970 (Direct Dial)
01223 463500 (Reception)
mailto:lee.russell@mottmac.com
www.mottmac.com

-----Original Message-----

From: Nicholas Huw [mailto:Huw.Nicholas@cambridgeshire.gov.uk]
Sent: 02 July 2008 10:58
To: Russell, Lee W; Sarah Dyer (E-mail); Ling Richard; Mike Derbyshire; Derek Glashan - RMA; Robert Myers - RMA
Cc: Rawlings, Andrew M
Subject: RE: CB1 - Station Square

Lee,

I cannot open the attached drawing. Can you send a PDF to me, but also to ian.dyer@cambridgeshire.gov.uk and jon.finnery@cambridgeshire.gov.uk, please along with paper copies to as well.

Thanks
Huw

-----Original Message-----

From: Russell, Lee W [<mailto:Lee.Russell@mottmac.com>]
Sent: 02 July 2008 09:19
To: Sarah Dyer (E-mail); Nicholas Huw; Ling Richard; Mike Derbyshire;
Derek Glashan - RMA; Robert Myers - RMA
Cc: Rawlings, Andrew M
Subject: CB1 - Station Square

Dear all,

Please find attached the revised proposed Station Square layout, along with the revised proposed layout overlaid with the previous proposal (SK2011-P1).

Kind regards,

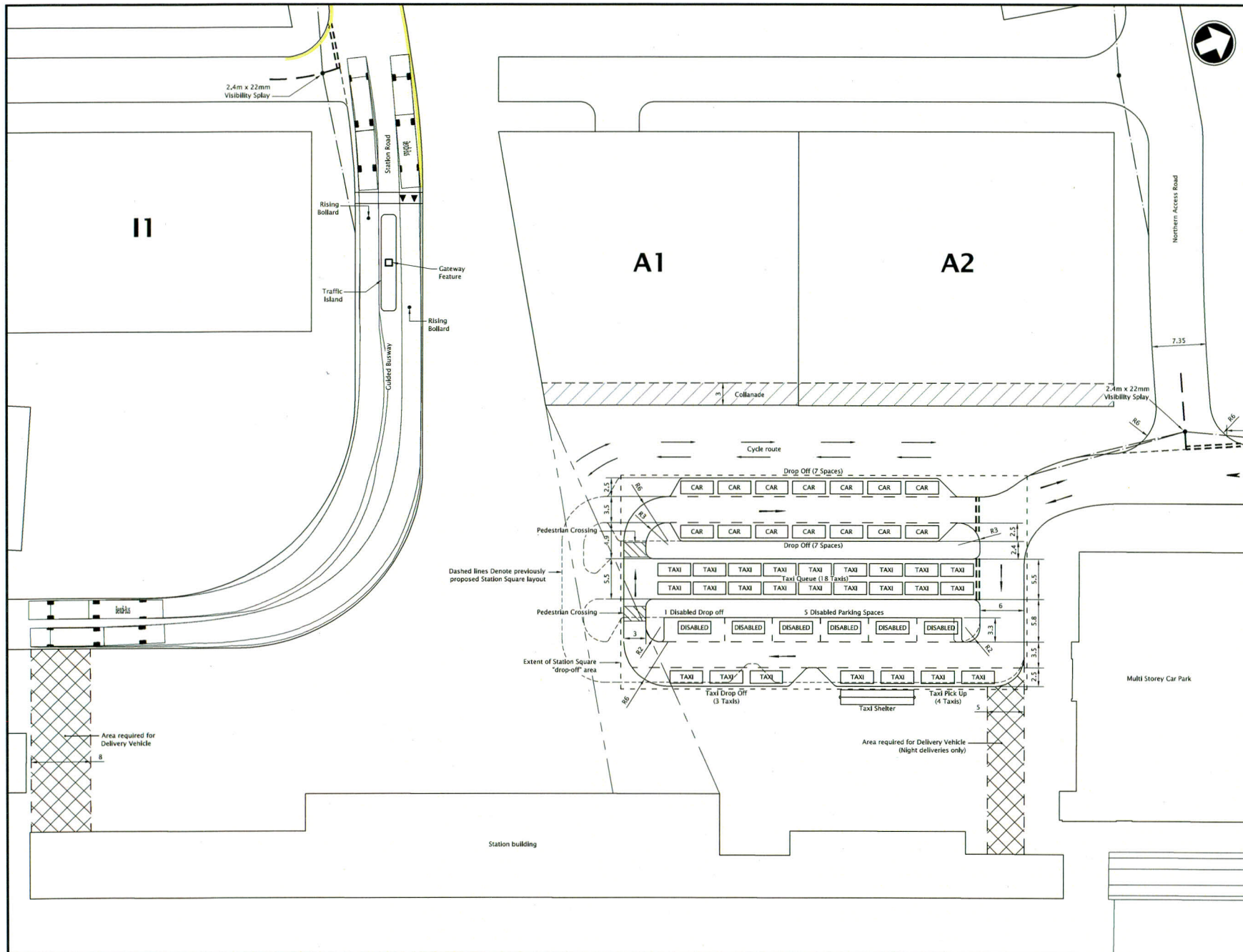
Lee Russell
Senior Draughtsman
Civils & Infrastructure

Mott McDonald
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01223 463970 (Direct Dial)
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www.mottmac.com

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[illegible]



Notes

1. Do not scale from this drawing.
2. All dimensions & levels should be checked on site.
3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address shown in the title block.

Legend

Tracked vehicle information

Bendi-Bus

Overall Length	12.800m
Overall Width	2.500m
Overall Body Height	2.751m
Min Body Ground Clearance	0.337m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	11.500m

P1	01.07.08	LWR	Preliminary Issue	AMB	-
Rev	Date	Drawn	Description	Ch'g'd	App'd

m Mott MacDonald
 Demeter House
 Station Road
 Cambridge CB1 2RS
 United Kingdom
 Tel 01223 461500
 Fax 01223 461007
 Web www.mottmac.com

Client
 Ashwell PLC

Ashwell

Title
 Station Road Redevelopment (CB1)

**Proposed Station Square Layout
 Comparison with previously proposed layout**

Designed	A.Rawlings	AMS	Eng.Chk.		
Drawn	L.Russell	LWR	Coordination		
Drawn Chk.	A.Rawlings	AMS	Approved		

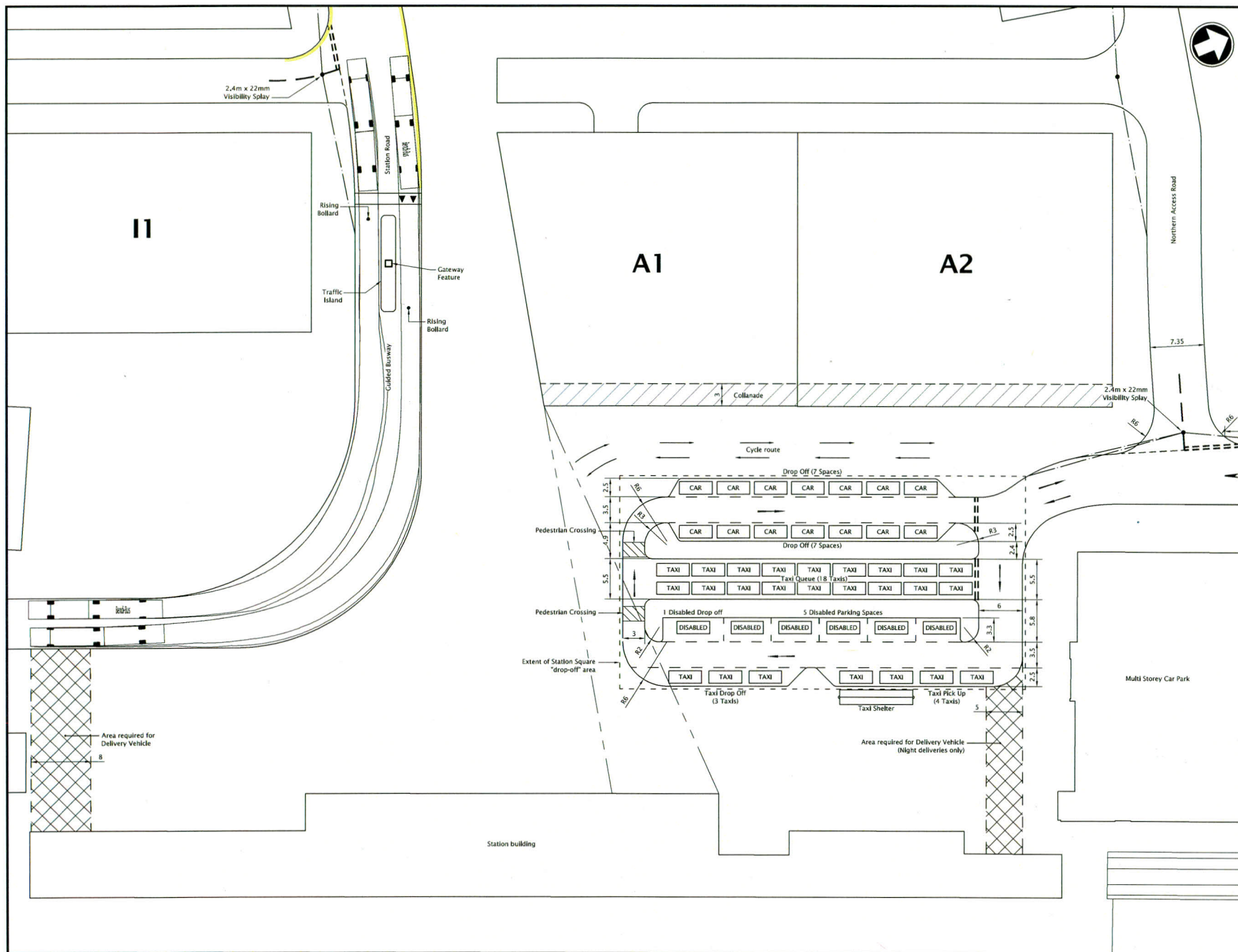
Scale at A1
 1:250

Project: 217382
 CAD file

Drawing No
 217382/EAD/SK2021

Status
 PRE

Rev
 P1



Notes

1. Do not scale from this drawing.
2. All dimensions & levels should be checked on site.
3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address shown in the title block.

Legend

Tracked vehicle Information

Bendi-Bus

Overall Length	17.870m
Overall Width	2.500m
Overall Body Height	2.751m
Mm Body Ground Clearance	0.337m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	11.500m

P2	01.07.08	LWR	Extent of Station Square drop off area reduced. Vehicle numbers amended to suit.	AMR	-
P1	13.06.08	LWR	Preliminary Issue.	AMR	-
Rev	Date	Drawn	Description	Ch'g'd	App'd

m Mott MacDonald

Demeter House
Station Road
Cambridge CB1 2BS
United Kingdom
Tel 01223 463500
Fax 01223 461007
Web www.mottmac.com

Client
Ashwell PLC

Ashwell

Title
Station Road Redevelopment (CB1)

**Proposed Station Square Layout
With access from Northern Access Road**

Designed	A.Rawlings	AMR	Eng.Chk.		
Drawn	L.Rustell	LWR	Coordination		
Urg.Chk.	A.Rawlings	AMR	Approved		

Scale at A1
1:250

Project
217382

CAD file

Status
PRE

Drawing No
217382/EAD/SK2011

Rev
P2

Dyer Ian

From: Russell, Lee W [Lee.Russell@mottmac.com]
Sent: 02 July 2008 12:21
To: Dyer Ian; Finney Jon
Subject: FW: CB1 - Station Square



CB1 - Station
Square.zip



217382 Issue Sheet
C1-b (01.07...

Please find attached the revised proposed Station Square layout, along with the revised proposed layout overlaid with the previous proposal (SK2011-P1).

Kind regards,

Lee Russell
Senior Draughtsman
Civils & Infrastructure

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01223 463500 (Reception)
<mailto:lee.russell@mottmac.com>
www.mottmac.com

[illegible]

Dyer Ian

From: Rawlings, Andrew M [Andrew.Rawlings@mottmac.com]
Sent: 01 July 2008 13:54
To: Nicholas Huw
Cc: Ling Richard; Dyer Ian
Subject: RE: LinSig Hills Rd/Brooklands Ave/CB1 Junction

Huw

I will ask Jie to provide you with the necessary information.

Regards

Andrew

-----Original Message-----

From: Nicholas Huw [mailto:Huw.Nicholas@cambridgeshire.gov.uk]
Sent: 01 July 2008 11:57
To: Rawlings, Andrew M
Cc: Ling Richard; Dyer Ian
Subject: LinSig Hills Rd/Brooklands Ave/CB1 Junction

Andrew,

I've spoken with Richard about the LinSig information that you have provided for the Brooklands Ave/Hills Rd/CB1 junction and he is in the process of looking at the assessment. However, Richard has requested that you provide LinSig of the current situation so that they can make a comparison of the net change to its operation.

Thanks
Huw

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Dyer Ian

From: Nicholas Huw
Sent: 01 July 2008 11:57
To: 'Andrew.Rawlings@mottmac.com'
Cc: Ling Richard; Dyer Ian
Subject: LinSig Hills Rd/Brooklands Ave/CB1 Junction

Andrew,

I've spoken with Richard about the LinSig information that you have provided for the Brooklands Ave/Hills Rd/CB1 junction and he is in the process of looking at the assessment. However, Richard has requested that you provide LinSig of the current situation so that they can make a comparison of the net change to its operation.

Thanks
Huw