

ACTION NOTE

Wellcome Genome Campus – Highways Workshop with Hinxton Parish Council

24th March 2022

Attendance:

- Sam Nichols, Hinxton Parish Council (HPC) (SN)
- Chris Elliott, Hinxton Parish Council (CE)
- Councillor Peter McDonald (PM)
- Caroline Foster, U&C (CF)
- Richard Hepworth, U&C (RH)
- John Eldridge, U&C (JE)
- James Horne, Stantec (JH)
- John Waiting, Buro Happold (JW)
- Helen Pearson-Flett, DLA (HPF)

Summary of concerns

HPC provided an overview of the key issues insofar as they relate to an existing traffic problem:

- Existing traffic pressure at the McDonalds roundabout – particularly at rush hr (am / pm)
- This is north / south traffic from Saffron Walden but also east / west traffic on A505. Traffic heading towards J10 of M11 – pattern of commuting – using the route through Duxford / Hinxton / Ickleton when A1301 is static traffic.
- CE noted that the local network is very sensitive to incidents on the strategic network (i.e. M11). This therefore means that whilst modelling may not highlight issues, it is very susceptible to changes on the wider network.
- There is an issue with Google mapping / routing directing HGVs through Hinxton / the ford
- PM explained the work initiated on the A505 study

Overview of construction management

- CF noted that U&C has a zero tolerance approach with its contractors – this is demonstrated by compliance on other strategic U&C sites.
- RH explained the approach to appointing contractors and that U&C bears the ultimate responsibility as they do the contracting and as such would enforce against any non-compliance.
- RH provided details of tender and contract framework and noted that site CEMPS form part of contracts to be complied with.
- The approach U&C take to utilising local contractors and having the potential to offer long terms contracts provides opportunities to incentivise contractors to comply
- Note example of contractors being banned from site at another U&C site for non-compliance to demonstrate that there is a zero tolerance approach.
- SN noted that U&C should take further specific accountability in terms of making U&C construction traffic visible through permitting vehicles and ANPR cameras.
- PM advised that U&C / SCDC will undertake a critical review of the CTMP to establish if any further measures are necessary, and this should include a review of other U&C CTMPs. Subject to any further measures that might be identified SCDC and CCC to undertake a final critical review before approval. **ACTION U&C / SCDC**

Overview of permanent works

- RH provided an overview of the offsite works that are committed through the s106
- Explanation provided of works to be undertaken at the McDonalds roundabout
- U&C noted that the intention is to phase the highways works so A1301 improvements and McDonalds roundabout works (A505 works) will dovetail (i.e. not all be undertaken at the same time)
- RH provided an overview of A1301 works and that they are likely be undertaken in 2023 subject to obtaining necessary approvals and road space booking. The works will take circa 1

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year but the A1301 will remain open for the majority of the works as the roundabout can largely be constructed offline

- The Whittlesford and A505 works are likely to be undertaken during 2024 subject to necessary approvals.
- The A505 roundabout works will be phased – taking one arm at a time. There will be some disruption but this will be managed as far as is possible.
- U&C to circulate indicative works plan as included in s106 – no further detailed design has been undertaken as yet.

Speed limit

- U&C noted the intention to reduce the speed of the A1301 – this is still subject to ongoing discussion with CCC.
- PM noted that there is a wider discussion being undertaken at CCC regarding speed County wide – this will need to be picked up in association with the speed discussions on the A1301.
- SN advised that the Parish would welcome a speed reduction so long as it didn't result in stagnant traffic on the A1301.
- PM noted that everyone wants the right solution to be agreed for the A1301 – before the details of the improvements are formally agreed, CCC offers should attend a meeting with HPC to ensure everyone is signed up to the solution. **ACTION U&C for future meeting**
- CE enquired as to the data / traffic analysis that informed the outline application modelling – how far back does it go.
- RH explained the approach to a Transport Assessment in terms of base year and future development scenarios being tested.
- PM suggested he would contact the CCC research team for details on the projections for traffic flows. **ACTION PM**
- CE also queried if access for emergency services would be safeguarded – RH advised that this is paramount for the Campus – to ensure that there is always access for emergency services.

Construction Phasing

- SN queried the level of construction traffic – peak at 1050 workers a day with 3 / 4 people using the same vehicle.
- RH advised that the vehicle figures are likely to be lower as there will be more people per vehicle.
- RH explained approach to DA2 – some material will need to be moved off this part of the site (Across to the expansion land) but most of the wider (expansion land) enabling works will be contained within the site – moving earth around not import / export of material. It is these works that are likely to be undertaken at the same time as A1301 works so unlikely to have parallel impact of considerable construction traffic accessing the site at the same time as construction works on the road. Once significant building work starts and there needs to be an import of materials, then is it intended that the A1301 works should be largely complete, subject to programme.
- PM asked about phasing of key offsite works details – U&C to circulate gantt chart of key offsite works – when key approvals will be obtained and when works will be undertaken. **ACTION U&C**

Next Meeting

- Next transport specific meeting to be arranged for May 2022 **ACTION U&C**