

County Councillor Report for Parishes – April 2022 – Cllr Anna Bradnam

Cambridge Wastewater Treatment Plant Relocation

Anglian Water launched its Phase Three Consultation which is open until 27 April.

You can see the documents and submit your views here [Cambridge Waste Water Treatment Plant Relocation Project – About The Project \(cwwtpr.com\)](https://www.cwwtpr.com)

Transport

Greater Cambridge Partnership

Waterbeach to Cambridge Better Public Transport (Bus route)

Routes were revised after the consultation with the effect of putting a potential central route across Waterbeach Road and High Street in Landbeach, which relieved residents of Glebe Road Waterbeach but upset Landbeach residents since this route was not one of the previous options.

[Waterbeach to Cambridge - Greater Cambridge Partnership](#)

Greater Cambridge Partnership - Executive Board 17 March 2022

Item 7 considered **Greenways** Specific Progress. Meetings will be held with key stakeholders, community groups and Parish Councils to present the design and allow for consideration of any changes that may be required. **For Waterbeach Greenway the “approximate engagement timescale” is September/October 2022 and for Horningsea Greenway - November/December 2022.**

Item 8 - Chisholm Trail Phase 2 (from Coldhams Lane to Central Railway Station)

[Document.ashx \(cmis.uk.com\)](#)

Phase 1 of the Chisholm Trail, including the Abbey-Chesterton Bridge was opened in December 2021. Phase 2 begins at the Coldhams Lane Junction. There are two routes, one to the east of the railway line runs via Cromwell Road, onto land owned by Network Rail and linking to Clifton Road. The second western route will link up existing cycling and walking infrastructure along with the new Ironworks and Devonshire Mews Developments. Phase 2 of the trail will connect to both Fulbourn Greenway and Melbourn Greenway. Fulbourn Greenway will have access from Carter Bridge to the east of Cambridge. Phase 2 will be a series of linked projects with a combination of the following activities: • upgrading existing highways and junctions. • linking together existing on-street cycling and walking infrastructure. • connecting cycling and walking infrastructure that is being provided as part of the planned Timberworks, Ironworks and Devonshire Mews developments. • providing new off-road cycling and walking on land owned by third parties (mainly Network Rail). Phase 2 is therefore expected to be delivered in a series of sections to ensure delivery of the project as soon as practicable, with elements opened as they are completed.

Consultants Atkins have been commissioned to produce a value for money assessment of the separate elements. Contractor, Milestone, have been undertaking some early design work to inform costings and options along the route.

Item 10 Milton Road improvements

The project has the following key objectives: a) Comprehensive priority for buses in both directions wherever practicable; b) Safer and more convenient routes for cycling and walking, segregated where practical and possible; c) Enhanced local environment and streetscape; and d) Additional capacity for sustainable trips to employment/education sites. In March 2019, the Executive Board approved the final design for Milton Road to be developed for construction.

The construction and traffic management plan for Milton Road has been developed by Milestone Infrastructure in discussion with the County Council's Streetworks Team, local Councillors, the Local Liaison Forum, Local businesses, and Stagecoach.

The preferred traffic management option will retain two way traffic flow on Milton Road throughout the construction period, removing the current bus lanes to make space for construction works.

There will be multiple work zones operating along the length of the road in order to significantly reduce the construction programme duration.

There will be short term night closures during the site set up process and while undertaking final re-surfacing. These closures and resulting diversions will be communicated to the public via signage and construction bulletins. There will also be further small scale diversions that are required when undertaking works at side roads and junction. These closures and diversions will be communicated at the appropriate times. It will be important to balance the need to retain two-way traffic with the length of delivery time for the delay. A construction period of up to 2 years is therefore required, The current budget for Milton Road is £23.04m but due to inflationary costs, the project team require an increased budget of £24m.

Item 8. Citizens' Assembly members developed and prioritised **their vision for transport in Greater Cambridge**. The range of solutions being considered for Waterbeach to North East Cambridge directly contributes to delivery of 5 of the highest 7 scoring priorities, namely: • Provide affordable public transport (32). • Provide fast and reliable public transport (32). • Be environmental and zero carbon (28). • Be people centred – prioritising pedestrians and cyclist (26). • Enable interconnection (e.g. north/south/east/west/urban/rural) (25).

Household Recycling Centre, Butt Lane

The planning application for the expansion of Milton Household Recycling Centre was validated a few weeks ago. It's on the website at <https://planning.cambridgeshire.gov.uk/online-applications/> (search for CCC/21/259/FUL). The Neighbour Consultation expired on Wednesday 23 March.

The Household Waste Recycling Centre currently sits within the red line boundary of the landfill site and is subject to the same planning consent timescales as the landfill site, which is due to close in 2026. Applications are being submitted a) to re-draw the landfill site boundary and revise the restoration profile for closure in 2026 but also b) to redevelop the HRC in its own red line boundary, so it can continue beyond 2026. Plans are being brought forward to redevelop Milton Household Recycling Centre (HRC), to replace the current facility. The upgraded HRC, which would be located at the existing Butt Lane site, will offer increased capacity to meet the needs of the county's growing population, while also meeting best practice operational and health and safety standards."

The County Council believes that this is the best and most available location to provide a long-term, permanent facility to serve existing and new residents of Cambridge City and South Cambridgeshire. Most notably because a) The site's location off the A10 and A14 trunk roads maximises the HRCs potential catchment (i.e., resident numbers within 20-minute travel time). b) The site's location on major routes into / out of Cambridge and close to major supermarket will allow visits to be combined with other journeys.

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