

# Foxton Parish Council Meeting 5th March 7.45pm

## A10 Foxton Level Crossing Bypass

Tim Whittaker from the Greater Cambridge Partnership visited the Foxton Parish Council Meeting at Foxton Village Hall on 5th March at 7.45pm. He presented the current GCP position on the Foxton Crossing and then took questions from the floor.

The GCP 2015 Priority Schemes report had not included the Foxton Crossing, however in Feb 2018 the decision was taken to re-examine the 2013 Network Rail GRIP2 study into the Foxton Crossing.

Tim presented the two favoured options from the GRIP2 report - a northern bypass using either an underpass or an overbridge option. He explained that as part of his remit as Project Manager he would be examining the entirety of the GRIP2 report, including those options which had been discounted by the 2013 report, with an emphasis on refreshing the costs which are 5 years out of date. He would also be taking into account:

- the GCP travel aims (prioritising sustainable modes of transport),
- the growth estimates for up to 2031 (a 40% increase in traffic in South Cambridgeshire),
- the possible East West rail link,
- the Foxton Travel Hub proposals and
- the proposed Junction 11 Park and Ride (for which he is also Project Manager).

The aim is to have a report of options for consultation ready for December 2018 to take to the GCP Board. Local consultations would then take place in March/April 2019 with the aim of having a final option recommendation for the GCP Board in October 2019. This would mean design and planning could take place in 2020/1, construction to begin in Summer 2022 and the scheme to be in operation by December 2023.

The slides from the presentation are to be made available on the GCP website.

## Questions from the floor

### **Assessment Criteria**

Several questions were asked about what criteria would be used to assess the various options, with the concern being that the major factor would be price. Concern was expressed that the

GRIP2 report had ruled out the underpass option because of price, and yet a village referendum had favoured the tunnel option.

Tim explained that the [DfT Webtag](#) system would be used to assess the project, and that the cheapest option would not necessarily be chosen, but environmental factors would play a big part, including air, light and noise pollution, traffic modelling and visual impact. Changes in building and tunnelling technology would be taken into account when assessing previously suggested options.

### **Impact on Harston**

Several Harston residents were in attendance and expressed concern about traffic levels and air pollution impact on Harston. The residents are pressing for a Harston Bypass.

Tim explained that the traffic growth estimates are independent of whether or not the Foxton crossing is bypassed, and that the issue of a Harston Bypass was for the Highways agency to address since GCP is concerned with access to sustainable travel. Tim suggested contacting local councillors and MPs on the Harston Bypass Issue.

### **Access onto A10**

Concern was expressed that without the A10 crossing to make gaps in the traffic, residents of villages along the A10 would find access difficult to get onto the road. It was also unclear from the GRIP2 plans what the access arrangements would be for Foxton residents to access the A10.

Tim accepted these concerns and said that traffic modelling would be used to assess the scheme and that the access for Foxton residents would be addressed in the options presented to the GCP Board in December.

### **Housing in Foxton**

Concern was expressed about the effect that any improvements to the transport links and suggested hub would have on the assessment of planning permissions in Foxton.

Tim replied that the planning permission would only be given for what is currently in the local plan, which is valid until 2031.

### **Impact of East West Rail Link (Oxford to Cambridge)**

Questions were asked about the impact of the East West Rail link on the Foxton Crossing scheme.

It was stated that no decision had yet been made about the route of the East West link, but that it was likely to join at the Shepreth Rail Junction. This being the case, the Foxton Crossing Bypass would have to cross 4 lines instead of 2 but until such time as a decision is made about the route, the Foxton crossing bypass project would progress.

**Parking at Foxton**

It was pointed out that the GRIP2 report suggested 85 parking spaces at Foxton, whereas the local travel hub proposal only suggested 35. Access to the platforms for passengers was also an issue.

Tim suggested that parking would be part of the study, looked at in conjunction with the new J11 Park and Ride. there are several options for passenger platform access, which might be via bridge, underpass or lift.

Overall it was suggested that the scheme calls for joined up thinking between the different agencies concerned, with the Foxton Crossing Bypass Scheme considered, not in isolation but as part of the A10 corridor.