

SOUTH CAMBRIDGESHIRE TRAFFIC MANAGEMENT AREA JOINT COMMITTEE: MINUTES

Date: 11 September 2006

Time: 1400h – 15.15h

Place: South Cambridgeshire Hall, Cambourne Business Park, Cambourne

Present: County Councillors
M Bradney, D Jenkins, A G Orgee, J E Reynolds and M Williamson

District Councillors
D Bard, J D Batchelor, S G M Kindersley and D S K Spink

CALC Councillors
G Everson, M Farrar, J McGregor and J Williamson

Also present
County Councillor: T Stone
District Councillor: S Ellington

64. DECLARATIONS OF INTEREST

County Councillor Kindersley declared a personal interest under Paragraph 8 of the County Council's Code of Conduct in his capacity as a District Council representative on the Committee.

Councillor Bard declared an interest in item 9 as a member of Sawston Parish Council and in item 11 as a member of the Granta School's Temporary Governing Body.

Parish Councillor Farrar declared an interest in item 9, as a registered patient at Sawston Medical Practice.

County Councillor Orgee declared an interest in item 9, as a registered patient at Sawston Medical Practice and as a member of Sawston Parish Council, and in item 11 as a member of the Granta School's Temporary Governing Body.

65. MINUTES – 19 JUNE 2006

The minutes of the meeting held on 19 June 2006 were agreed as a correct record and signed by the Chairman subject to the following amendments:

Minute 52 Petitions Update: Milton Cycle Bridge and Winship Road Milton, insert *further waiting restrictions were required and after Members suggested that* at the end of page 4.

Minute 57 Oakington Airfield Road, third paragraph change *as in previous years to as before the war.*

The Chair read out a letter received from Little Abington Parish Council (attached to the minutes) expressing its dismay at the Committee's decision to delete the Babraham to Fourwentways scheme from the South Cambridgeshire Cycleways Programme. The Local Member for Duxford, County Councillor Stone spoke in support of both Little Abington and Great Abington Parish Councils, voicing strong concern about the way in which the cycleway had been deleted from the programme. County/District Councillor Batchelor explained that as the District Council was in dispute with the County Council regarding the use of Section 106 developer funding for the Babraham – Four Went ways Scheme, he had proposed deleting it. The Head of Network Management commented that the item at the last meeting, referred to the *jointly* funded cycleway programme. Since the District Council would no longer be contributing to a jointly funded programme, any decision on the funding of future cycleways would be a matter for the County Council.

66. TRAFFIC MANAGEMENT AND SAFETY SCHEMES PROGRAMME 2007/08

The Network Manager (South & City) introduced a report considering candidates for the 2007/08 Medium Sized Traffic Management and Safety Schemes Programme. Targeted engineering works at accident cluster sites were delivered through the scheme to reduce the numbers killed and seriously injured on the county's roads. The County Council's Cabinet would be considering the list of medium sized (£30 000 - £500 000) schemes bidding for funding, in December. The schemes were ranked according to potential accident reduction, changes in level of service to all road users and environmental impact. Capital funding from the Local Transport Plan typically permitted less than ten schemes to be funded each year. Thirteen of the schemes bidding for funding were in South Cambridgeshire and were listed in the Appendix A of the report.

The following points were made in discussion:

- One Member recommend that the sites suffering the most accidents should receive priority; according to the paper the top four were: B1042 Ermine Street to County Boundary, A1301 Cambridge Road Great Shelford, A10 Dunsbridge Turnpike/ Frog End Junction Shepreth and A10 Waterbeach, Slap Up Junction.
- Members asked whether there could be a culling of schemes that never gained enough points to be seriously considered e.g. Barton Village and Bartlow Crossroads.
- Councillor Kindersley gave the Local Member for Meldreth, District Councillor van de Ven's apologies and read out a note from her in support of the A10 Dunsbridge Turnpike / Frog end Junction, Shepreth scheme.
- The Local Member for Waterbeach, County Councillor Williamson voiced his support for the A10 Waterbeach, Slap Up Junction scheme.
- The County Council Cabinet Member (Environment & Community Services) requested that the Committee be informed of the final scorings of the schemes.

The AJC resolved unanimously:

- i) **to support the schemes listed in Appendix A as bids for funding from the 2007/08 countywide programme of Traffic Management and Safety Schemes.**

67. SPEED MANAGEMENT PROGRAMME

The Committee considered a report reviewing the Speed Management Programme in South Cambridgeshire – it had been agreed at the last meeting that the Programme be revisited. Speed management review requests were currently being processed in chronological order and Appendix A of the report listed the sites in South Cambridgeshire, though the list contained some inaccuracies and omissions. The annual 2006/07 budget of £135 000 would typically fund only four requests a year. The Network Manager advised that the chronological process continue in the short term. However, the County Council would be reviewing its Speed Management Policy following new guidance from the Department for Transport (DfT), and during this review it would be appropriate to consider a more logical rationale to manage the programme. (An extract from the recent DfT guidance on the setting of local speed limits was circulated).

During discussion, the following points were made:

- The first three requests on the list from Bartlow, Caxton and Stow cum Quy were being reviewed under the 2006 programme.
- The Member for Gamlingay, County & District Councillor Kindersley commented that schemes for Heath, Orwell, Hillside and others from his ward and division were missing from the list. Noting the DfT guidance he encouraged Officers to pay particular attention to the local needs of residents when setting local speed limits.
- Members asked that an amended list of Speed Review Requests return to the next meeting.
- Members strongly disagreed with the chronological ordering of schemes. Other traffic management schemes were decided on merit against rigorous scoring systems; it was illogical to progress speed reviews on a purely chronological basis.
- The list dated back five years and in some cases requests had been overtaken by other circumstances.
- The Network Manager agreed that the current system was inappropriate for the long term, but recommended change be linked to the review of the Speed Management Policy. He advised that the chronological system be preserved for another year, as schemes for the 2007/08 programme would need to be selected before any new system could be developed.

- Councillor Kindersley, seconded by Councillor Spink proposed an amendment to recommendation (i): that the chronological system be preserved for the following year only; and the addition of recommendation (iv): that a prioritisation process for speed limit reviews be considered as part of the review of the County Council's Speed Management Policy in the light of new Department for Transport guidance.

The AJC resolved unanimously:

- i. to re-affirm its support for undertaking requests for speed limit reviews in chronological order for the following year only;**
- ii. to note the current list of requests and the dates they were submitted;**
- iii. to delegate the determination of any objections arising from the formal advertisement of the Caxton traffic calming measures to the Area Joint Committee Chairman and Vice-Chairman in consultation with local County/District Councillors, and**
- iv. to request that a prioritisation process for speed limit reviews be considered as part of the review of the County Council's Speed Management Policy in the light of new Department for Transport guidance.**

68. ST IVES MARKET TOWN TRANSPORT STRATEGY

The Transport Strategy Manager updated the Committee on the final St Ives Market Town Transport Strategy. Following endorsement by the Huntingdonshire Area Joint Committee a comprehensive consultation exercise was carried out in January 2006. Leaflets and questionnaires were distributed, letters sent to key stakeholders and a staffed public exhibition held. The consultation had been well attended and a majority of the respondents to the questionnaire supported each of the key proposals in the strategy. Most popular were the proposals to improve walking and cycling facilities. Respondents were also asked to prioritise the proposed schemes within the draft strategy and the report gave detailed analysis of the results and a summary of the main comments. The measures proposed were the responsibility of both Huntingdonshire District Council and the County Council. If Huntingdonshire AJC endorsed the strategy, Huntingdonshire District Council and the County Council Cabinet would then consider whether it should form part of the Local Transport Plan.

The following points were made:

- One Member queried whether the Transport Strategy Manager had taken into account a development of 3-4000 houses planned near Wyton.
- The lack of reference to the changes planned for the A14 was due to the uncertainty of the implementation date.

Members thanked the Transport Strategy Manager for a very thorough report.

The AJC noted the St Ives Market Town Transport Strategy

69. OBJECTION TO ADVERTISED SPEED LIMITS IN THE VICINITY OF ARBURY PARK

The City Engineering Manager introduced a report considering objections to proposed changes to the speed limits on B1049 Cambridge Road and King's Hedges Road, Impington and Cambridge. Advertised changes to speed limits in the vicinity of the new development at Arbury Park included the introduction of a 30mph limit on King's Hedges Road, Impington and Cambridge, and the introduction of a 40mph limit (from unrestricted) on Cambridge Road, Impington, starting from the existing 30mph limit on Histon Road to the A14 roundabout. One letter of objection to the Cambridge Road limit had been received from Impington Parish Council and was supported by the Local Member County Councillor Jenkins. The paper concluded that the new development at Arbury Park would significantly change the use of King's Hedges Road and that a 30mph was now appropriate; and that the amount of frontage development on the B1049 between the existing 30mph and the A14 roundabout did not justify extending the 30mph limit – a 40mph buffer zone would be more appropriate.

Members of the Committee commented:

- The Local Member for Cottenham, Histon and Impington, County Councillor Jenkins supported the 30mph limit for Kings Hedges road but was very concerned about a 40mph limit for Cambridge Road. Cambridge Road was a narrow road with inadequate cycle paths, had houses fronting on to it and residential streets going off it, a 30mph limit was therefore more appropriate. To leave the road unrestricted or to opt for 40mph limit were unsatisfactory alternatives. He requested that the speed limit be reviewed as soon as possible, emphasising that policy needed careful interpretation.
- One Member commented that the erection of an unrestricted sign on the entrance to the Old Cambridge Road was an irresponsible waste of public funds, potentially encouraging 'boy racers'.
- It would not be possible to lower the Cambridge Road limit to 30mph without re-advertising.
- A meeting with local Members and other community representatives had been arranged to consider emerging issues and review changes to the Arbury Park development. The Engineering Manager suggested that this would provide an opportunity to consider speed limit issues.
- The Network Manager stated that under current policy Cambridge Road did not meet the criteria for a 30mph limit and the Committee was required to act within current policy. DfT guidance required a review of speed limits on all 'A' and 'B' roads in the county by 2011. If Council policy changed in the light of new guidance then the limit could be reviewed.

The AJC resolved by a majority to:

- i) resolve to determine the objection without a public inquiry;**

- ii) **support the introduction of the speed limits on Cambridge Road and King's Hedges Road as advertised; and**
- iii) **note the opportunity for a reassessment of any further changes to speed limits on B1049 in Impington following a review of the County Council's Speed Management Policy.**

70. OBJECTION TO THE ADVERTISED PARKING RESTRICTIONS IN HIGH STREET STATION ROAD AND TAYLOR'S LANE SWAVESEY

The Committee considered an objection to the advertised parking restrictions at the High Street, Station Road and Taylors Lane Junction, Swavesey. A Traffic Regulation Order to prohibit waiting time at any time around the junction had been formally advertised in August. The restrictions were intended to stop car parking in and around the junction thereby improving visibility for drivers entering the High Street or Station Road. An objection had been received from a resident of Taylor's Lane suggesting that the restriction on the south side be shortened to facilitate parking to their property. Officers were satisfied that this modification would not undermine the objective.

The Area Joint Committee resolved to:

- i) **determine the objection without a public inquiry; and**
- ii) **resolve to support the advertised waiting restrictions subject to a reduction in the length of restriction shown in Plan 2.**

71. TRAFFIC MANAGEMENT MEASURES, LONDON ROAD, SAWSTON

The Network Manager introduced a report to consider representations received on proposed traffic management measures in London Road Sawston. Following the opening of a new medical centre on the road, £40 000 had been secured from Primary Asset Management towards measures to improve safety. The provision of a zebra crossing coupled with traffic calming features had been prepared and had Sawston Parish Council's support. The intended scheme had been advertised, and the six representations received were summarised in the report and a further letter from a local resident was circulated at the meeting. The proposed measures would cause some delay for side road traffic and parking options for some would be affected. However these drawbacks needed to be weighed against the benefits of a zebra crossing and traffic calming measures on a road where concern about speeding had been noted.

Members commented:

- The deadline on the funding for the commencement of the work was the end of September 2006 - there was urgency to the Committee's decision.
- One Member expressed concern that the traffic management features would jolt patients arriving by ambulance to the Health Centre unnecessarily. The Network Manager replied that speed cushions produced less impact than conventional road humps and that the speed and judgement of the ambulance driver would determine whether patients would be adversely affected.

- It was understood that The Health Centre had been informed of the traffic management measures, but had not commented.
- When Sawston bypass was closed - in the case of an accident - then heavy traffic would be diverted through London Road. The Network Manager believed that the proposed traffic calming would manage this increased traffic volume.
- Sawston residents were partially satisfied with the modified scheme and the Parish Council aware of the advantages and disadvantages had given its support.

It was resolved unanimously to:

- i) note the representations received;**
- ii) approve the scheme subject to the layout changes shown in Plan 2.**

72. NETWORK SERVICE PLAN 2006/07

The Network Manager informed the Committee of the Network Service Plan (NSP) 2006/07, which provided details of all the transport schemes programmed for delivery over the next twelve months. In broad terms the NSP set out objectives, budgets for capital and revenue programmes for next year and performance monitoring of Public Service Agreements and key indicators.

The following points were noted:

- The new Highways contract had been awarded to Atkins.
- Timescales for the delivery of a programme of work depended on the nature of the work and particular jobs were specified in bands.
- Negotiating the new contract had delayed work and clearing the backlog and incorporating new safety procedures would mean that it would be approximately 2-3 months before highways work was back on track.

The AJC noted the Network Service Plan 2006/07.

73. AREA JOINT COMMITTEE: PROGRAMME DELIVERY MONITORING 2006- 07

The Network Manager introduced the report setting out the quarterly monitoring process for the delivery of the transport schemes in South Cambridgeshire. Minor work required at Oakington Airfield would be added to the programme. The following points were clarified:

- The 'autumn cycle' referred to the actual AJC meeting that season.
- 'Complete' meant substantially complete and in operation, although there might still be work to finish as in the case of The Granta School access at Linton.

The AJC noted the progress on scheme delivery.

74. AREA JOINT COMMITTEE – AGENDA PLAN

The AJC wished the Divisional Traffic Engineer David Lines well.

The Committee noted its agenda plan up until the 2008 spring cycle.

Chairman