



**SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL
COUNCILLORS' BULLETIN – ISSUE DATE 15TH
JANUARY 2003**

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**SOUTH CAMBRIDGESHIRE ENVIRONMENT AND TRANSPORT AREA
JOINT COMMITTEE:
MINUTES 11TH SEPTEMBER 2002
MINUTES 9TH DECEMBER 2002**

**DECISIONS MADE BY PORTFOLIO HOLDER FOR PLANNING AND
ECONOMIC DEVELOPMENT (Reported for Information)**

1. A1307 Wandlebury Hill Dual Carriageway Maintenance and Accident Reduction Scheme

INFORMATION ITEMS

1. To award a Sports Development Grant of £1,000 to Papworth Youth Badminton Club
2. To award a Sports & Recreation Grant of £1,200 to Bassingbourn Bowls Club
3. Call-in Arrangements

IMPORTANT INFORMATION FOR COUNCILLORS



COMMITTEE MEETINGS

FROM 20th – 24th JANUARY 2003



TUESDAY 21ST JANUARY 2003	AT 2PM	PLANNING POLICY ADVISORY GROUP (Contact Officer Ian Senior)	COUNCIL CHAMBER
WEDNESDAY 22ND JANUARY 2003	AT 12PM	CAMBOURNE SOCIAL HOUSING (Contact Officer Patrick Adams)	COM. ROOM 1
	AT 2PM	HOUSING PORTFOLIO HOLDER (Contact Officer Ian Senior)	ROOM 317
THURSDAY 23RD JANUARY 2003	AT 10AM	SUSTAINABILITY (Contact Officer Maggie Jennings)	COM. ROOM 2
	AT 2PM	CAMBOURNE DEG (Contact Officer Holly McKenzie)	CAMBOURNE PROJECT OFFICE
	AT 2PM	SCRUTINY COMMITTEE (Contact Officer Patrick Adams)	COUNCIL CHAMBER

Training Course: New Roles for Modern Members

A conference will be held on Thursday 27th February 2003 at Victoria Park Plaza Hotel, London SW1. It will review the change in local democracy brought out by the Local Government Act 2000 from the perspective of the elected member and will give delegates the opportunity to debate and examine current structures, to hear examples of best practice and to analyse current thinking on proposals for the future.

If you wish to attend this conference please contact Patrick Adams on (01223) 443408 or on e-mail: patrick.adams@scams.gov.uk

Training Course: Developing Effective Relationships Between the Cabinet and Senior Officers

A conference will be held on Wednesday 26th February 2003 in central London, which will draw on the experience of a number of high profile Leaders, Chief executives, Senior Officers, Academics and consultants to provide practical guidance in developing effective relationships between Cabinet and Senior Officers.

If you wish to attend this conference, or would simply like more details, then please contact Patrick Adams on (01223) 443408 or on e-mail: patrick.adams@scams.gov.uk

Comprehensive Performance Assessment – Scores & Analysis of Performance for Single Tier and County Councils

The Committee Section has two copies of the “Comprehensive Performance Assessment – Scores and Analysis of Performance for Single Tier and County Councils in England, December 2002” published by the Audit Commission.

This report sets out overall CPA scores together with service scores and some contextual information. If you wish to see a copy, either contact the Committee Section on (01223) 443408 or look at the audit commission's web site: www.audit-commission.gov.uk

National Association of Councillors

The National Association of Councillors (NAC) is an organisation, which represents the interests of Elected Members in all types of Local Authorities and all political persuasions. It is run by Elected Members.

The objectives of NAC are:

1. To represent and further the interests of Members of Local Authorities in England, Wales, Scotland and Northern Ireland.
2. To provide a forum for elected Members to discuss items of common interest and exchange information and ideas.
3. To initiate consideration of matters of interest to Elected Members and to disseminate information to elected members.
4. To provide for the training and education of elected Members.
5. To consult with Central Government and the devolved centres of power on the enhancement of the status of Elected Members.

To join this organisation all Councillors would have to be registered at £15 per member at a total cost to the Council of £825.

It would be helpful if Members could inform the Committee Section whether they wish to join this organisation or not. I have spoken to the General Secretary, Cllr Peter Mole (Gateshead Council) and he volunteered to give a presentation to the Council on the benefits of membership of the NAC.

Further information is available from Cllr Peter Mole on (0191) 4333000 ext.2003 or e-mail: cllr.pmole@gateshead.gov.uk

**CAMBRIDGESHIRE COUNTY/CAMBRIDGE CITY/SOUTH CAMBRIDGESHIRE
ENVIRONMENT AND TRANSPORT JOINT STRATEGIC FORUM: NOTES**

Date: Wednesday, 11 September 2002

Time: 14.30 – 17.20

Place: Shire Hall Club Function Room, Cambridge

Present: County Council
Councillors T J Bear and S F Johnstone (Chairman)
Officers: B Smith and M Kirton (Secretary)

Cambridge City Council
Councillors J Currie, N Harrison and G Stuart
Officers: P Studdert and B Human

South Cambridgeshire District Council
Councillors J Batchelor, J M Healey, S Kime and D Spink
Officers: D Hussell and M Monk

CALC
M Mason

Apologies: County Councillors A C Kent and C E Shaw
City Councillor J Durrant

15. ELECTION OF CHAIRMAN

It was agreed that Councillor Johnstone be elected Chairman of the Forum for the 2002/03 municipal year.

16. NOTES – 23 JANUARY 2002

The notes of the meeting held on 23 January 2002 were agreed as a correct record.

The Forum received an update on issues which had been identified on 23 January 2002 for discussion at this meeting. Reference was made to the need to co-ordinate the approach to agenda planning in order to ensure that all relevant strategic issues are submitted to the Forum and to present an agenda plan to each meeting.

The Forum agreed that lead Members and officers from each authority should be consulted on proposals to drop items from agendas, which had previously been agreed by the Forum.

17. APPOINTMENT OF VICE-CHAIRMAN

It was agreed that Councillor Harrison be appointed Vice-Chairman of the Forum for the 2002/03 municipal year.

18. CAMBRIDGE NORTHERN FRINGE – UPDATE

The Forum considered the report, which updated Members on progress in implementing the development strategy for the Cambridge Northern Fringe (CNF), particularly for CNF East.

Members noted that:

- In relation to CNF West, discussions were on-going with J J Gallagher Estates and Land Improvement Holdings and the Unex Group regarding the planning application submitted for the development of the Arbury Camp site. In the light of the complexity of the proposals, it was considered unlikely that the planning application would be ready for determination until around the time that the Local Plan was to be adopted in early 2003. Discussions were also on-going regarding the provision for car

showrooms on the site and it was anticipated that the County Council would be submitting a planning application to incorporate provision for a Heritage, Resource and Cultural Centre, which would provide a new records and archaeology archive for Cambridgeshire (close to the Histon Road) as one of the mixed uses.

- Railtrack had recently met with officers from the three local planning authorities to explore whether ways could be found to bring forward Chesterton Sidings for development in advance of Cambridge Sewage Treatment Works. As Railtrack had gone into receivership, the company was looking at its assets portfolio with a view to disposing of non-operational land; Chesterton Sidings had been cleared of track over the past 18 months. With the renewed interest of Railtrack, it was considered the right time for the three local planning authorities to come together again to commission the preparation of a masterplan for CNF East. There would also be some advantage in inviting Anglia Water, Railtrack and the key landowners (which included the City Council) to contribute to the preparation of the masterplan in order to secure commitment and ownership of the plan. It was proposed that the masterplanning exercise should begin from where the Joint Strategy left off in 2001 (namely from the options identified within the Forum's concluding report on the matter) and that the City Council should take a lead, with a view to bringing the proposals forward as part of the Local Plan Review in mid 2003. The development of the plan might require the appointment of consultants.

During discussion of the report, Members:

- Noted progress being made on the Northern Corridor Area Transport Plan. It was anticipated that the Plan would be adopted as Supplementary Planning Guidance by the three local planning authorities in advance of the submission of any major planning applications in this area. This would enable infrastructure requirements of any planning applications to be identified and contributions requested from the applicants, where appropriate.
- Noted that representations made by Impington Parish Council regarding concerns about the future community provision and maintenance of a development site south of the A14 were being considered by the City Council, who would respond to the Parish Council shortly.
- Expressed concern that there was some public confusion about what was being proposed under CHUMMS in relation to the guided bus, which was a result of the County Council progressing its 'Annex E' bid to Government for funding, whilst Gallagher's were also undertaking public consultations on its proposals for SuperCAM. It was recognised that there was potential for confusion until the submission of proposals under the Transport and Works Act.
- Welcomed the development of a masterplan for CNF East and proposals for the City Council to lead on the plan, which would cover land predominantly within its administrative area. A masterplan would ensure that the Chesterton Sidings site would be used strategically. It was noted that work commissioned by the County Council and the Strategic Rail Authority to investigate the feasibility of providing a railway station at Chesterton Sidings would be available shortly and would inform the development of the plan.
- Discussed issues relating to access arrangements and the current operation of parts of the Chesterton Sidings site. It was noted that previous work undertaken by WS Atkins had indicated that the site could be designed so that an additional road access from the east would not be needed. However, the view was expressed that, if accommodating high density housing, it was likely to need an additional road access, which would be difficult. It would be important to obtain a guarantee from Anglian Water that they would support the development of the Sewerage Treatment Works.

It was recognised that, whilst the site presented significant difficulties for future development, it was of particular importance to the County in terms of meeting Government targets for development of brownfield sites. Reference was made to the need to progress the master plan as soon as possible in order to provide impetus for

Anglian Water and Railtrack to act and to involve EEDA in future discussions, in the light of the site's strategic importance.

The Forum agreed:

- (a) That the three Councils invite the landowners at CNF East and representatives of EEDA to participate in the preparation of a masterplan to secure the early development of Cambridge Sewage Treatment Works, Chesterton Sidings and the former Implement Sales Area on Cowley Road; and
- (b) That the City Council take the lead on the preparation of the masterplan for CNF East.

19. CAMBRIDGE SOUTHERN FRINGE STUDY (REVISED DRAFT) – UPDATE

The Forum considered a report detailing progress being made on the Cambridge Southern Fringe Study.

Work on the Southern Fringe Study was being undertaken jointly by officers from the City, County and South Cambridgeshire Councils on four linked issues:

- The Environment - covering the main landscape qualities and the constraints they impose on development opportunities.
- The Green Belt – covering a review of existing studies and identifying the potential for the release of land for development.
- Key Land Uses – an assessment of the possibilities, principally housing, recreation (the strategic role of the CSF) and Addenbrooke's 2020 Vision.
- Transport – binding together the environmental and land use issues; this will be a key determinant of the amount of development that can take place.

It was proposed that work on the Study should continue in four main stages, ultimately leading to the inclusion of appropriate aspects of the work in the Deposit Draft Local Plans for Cambridge and South Cambridgeshire as the basis for consultation on the preferred strategy. Work would be undertaken jointly and steered by a group comprising the three local authorities, Addenbrooke's and the Pemberton Trusts and their development partners.

Reference was made to the need to ensure that Members were involved in the development of the Study at key stages. It was suggested that a small working group of the Forum could be convened to undertake this work.

Members commented on the need to make early infrastructure improvements to the Southern Fringe in order to ease congestion. In particular, reference was made to (1) the high volume of vehicular movements created by employment at Addenbrooke's and the need to ensure that a high quality public transport alternative is provided to encourage modal shift and (2) the need to provide the link road as one of the first priorities of the scheme.

The Forum agreed:

- (a) That progress being made on the Cambridge Southern Fringe Study be noted; and
- (b) That proposals for joint working with other interests in the area be endorsed and that 1/2 Members from each of the three local authorities be appointed to a steering group to consider the development of the Study at key stages.

20. TOURIST COACH MANAGEMENT IN CAMBRIDGE

The Forum considered the report, which sought Members' views on the strategy for improving coach management in Cambridge and the possible improvement of the lay-by in Barton Road as a coach parking place.

Members noted that:

- Formal consultations had been undertaken by the County Council on Stage 3 of the Cambridge Core Traffic Scheme, which proposed traffic restraint measures in the Silver Street and Regent Street area. As Silver Street was the main drop off and pick up point for coaches, one of the issues being considered during development of this Stage was the management of tourist coach access parking. Whilst few alternative suggestions had been put forward during the consultation, it had highlighted the need for any new facility to be located near to the Silver Street area as this was close to the City centre and would give good access to a range of facilities, including the public lavatories. Relocating the Silver Street point to Queen's Road would offer a convenient location, which could satisfy the requirements highlighted during the consultation. However, it would require the loss of some pay and display parking. Cambridge Area Joint Committee had asked for the Queen's Road option to be explored in more detail, prior to making any final decisions.
- Coach drop off and pick up points needed to be more actively managed to ensure a better turn over of coaches in order to avoid congestion and improve services. In this connection, the feasibility of introducing a booking system would need to be considered. This was likely to require some direct on street 'policing'.
- Where coach drivers parked after dropping people off was a frequently raised issue during the consultation. Limited coach parking facilities existed in Cambridge and many coach drivers preferred to park at the lay-by on Barton Road just outside the City boundary because the site provided convenient access to the City Centre and was free of charge. It was suggested that the Barton Road lay-by could be up-graded to increase the number of coaches that could be accommodated and to provide facilities for drivers. Consideration would need to be given to charging for parking, with access being controlled by barriers.

During discussion of the report, Members:

- Noted that the costs associated with the relocation to Queen's Road of the drop off and pick up point in Silver Street would need to be funded from the Core Traffic Scheme budget. Up-grading of the Barton Street lay-by could be funded from the Local Transport Plan and the Western Corridor Area Transport Plan. The City and South Cambridgeshire District Councils would be asked to make a contribution towards the costs. Revenue funding might be required to meet any shortfall in on-site management costs. The City Council would be asked to consider underwriting any shortfall.
- Asked if the Madingley Road Park and Ride site would have more capacity to cater for additional coach parking spaces. There would be no additional capital needed to develop the site and facilities were already available. It was suggested that a more flexible use of the site could accommodate a managed, coach parking scheme. However, it was pointed out that there was currently provision for up to 8 coach spaces, which was the physical limit for the site, as designed. Developing additional spaces for coaches would be at the expense of car parking capacity and would introduce conflicts of movement with cars and passengers, thus raising many practical difficulties.
- Commented on the need for more information regarding the numbers of coaches in the City Centre, coach movements, the length of time that coaches spent parked, the capital/revenue costs involved in the options and the views of coach operators to be obtained in order to make an informed decision.
- Expressed the view that the development of the Queen's Road area was a desirable option, which would be relatively easy to manage and would provide coach drivers with a central location to drop off point.
- Noted that, whilst the City Council might be able to provide a contribution to the management of the Barton Road lay-by if there were proven benefits of pursuing the

scheme, the Council was not in a position to be able to commit long term revenue expenditure to managing the facility, which could be costly.

In conclusion, the Forum agreed:

- (a) That a form of coach management should be introduced in Cambridge; and
- (b) That, having regard to the issues raised at this meeting, a further report on this matter be submitted to a future meeting of the Forum.

21. REGIONAL PLANNING GUIDANCE OPTIONS CONSULTATION

The Forum considered a report requesting initial observations on the Regional Planning Guidance (RPG) 14 Options Consultation document, which had recently been published by the East of England Local Government Conference. The consultation period would commence on 20 September and close on 16 December 2002.

Members noted that the outcome of the RPG consultation would have significant repercussions for the long term development strategy in Cambridgeshire. It was therefore considered vital that all local authorities respond. When adopted, the new RPG would provide a spatial strategy for approximately the next 20 years, within which structure plans, local plans (or their successors) and local transport plans would be prepared. The consultation paper asked for comments on a range of issues for the East of England, including four broad proposed development 'scenarios', with the Cambridge area being affected by a range of options. The four scenarios were continuing existing development, basing development around regional centres, building on regional strengths and developing a new settlement as a prime location of growth. Other major initiatives, such as SERAS, the Cambridge Airport Study and the Government's proposals to 'fast-track' development of 200k houses in the South East, would impact upon the new Guidance.

During discussion of the report, Members:

- Commented on the need for consideration to be given to the potential for the whole of the region, and not just the M11 corridor. It would be important for the consensus of opinion that had been developed by Cambridgeshire District, City and County Councils to be represented at a regional level.
- Commented on the need to ensure that the population growth rates identified within the London-Stansted-Cambridge Study would be used as a basis for developing the chosen 'scenario'. In this connection, noted that it was implicit within all of the scenarios that RPG3 regeneration policies would apply to future development.
- Questioned how the possible development of Alconbury Airfield as a regional airport would be progressed, having regard to the Inspectors Report awaited in relation to the planning appeal lodged by Aloconbury Developments Ltd.

The Forum agreed that the report be noted.

22. JOINT STRATEGIC FORUM MEETINGS IN 2003/04

It was agreed that Forum meetings for the 2003/04 municipal year be held as follows:

- June 2003 (date to be confirmed)
- Wednesday, 15 October 2003
- Wednesday, 28 January 2004

All meetings would commence at 2.30pm – venues to be confirmed.

23. FUTURE AGENDA ITEMS

It was agreed that the Forum should consider the following matters at its next meeting:

- Tourist Coach Management in Cambridge (if ready)

- Cambridge Southern Fringe Study – Update (including report of the Member sub-group)
- Cambridge Sub-Regional Implementation Study – Progress Report
- Drummer Street/Bus Station Consultation

24. DATE OF NEXT MEETING

The Forum agreed:

- (a) That, in view of its closeness to this meeting, the meeting previously scheduled for 31 October 2002 be cancelled; and
- (b) That the next meeting be held on 29 January 2003 at The Guildhall, Cambridge, commencing at 2.30pm.

SOUTH CAMBRIDGESHIRE ENVIRONMENT AND TRANSPORT AREA JOINT COMMITTEE: MINUTES

Date: 9th December 2002

Time: 1430h – 1635h

Place: South Cambridgeshire Hall, Hills Road, Cambridge

Present: County Councillors
T J Bear, M Y Chapple, P Gooden, S F Johnstone (Chairman) and J E Reynolds

District Councillors
C C Barker, J D Batchelor, S Kime, D Roberts (substituting for R Summerfield) and D S K Spink

CALC Councillors
G Everson, G Jones and D Morison

Also present
County Councillors R B Martlew and P L Stroude
District Councillors P Orme, D L Porter and J Stewart
Parish Councillors K Parry-Brown (Duxford) and P Smith (Hardwick)

Apologies: CALC Councillor R Murden

64. MINUTES – 16TH SEPTEMBER 2002

The minutes of the meeting held on 16th September 2002 were agreed as a correct record and signed by the Chairman.

Minute 62 – Councillor Spink reported that she had not yet received a written response regarding work undertaken in relation to bridges at Bourn and Caxton. The Chairman asked officers to respond by the end of the week.

65. PETITIONS

The Area Joint Committee received:

(a) Safe Parking, Village Shop/Post Office, Cambridge Road, Hardwick

A 825-signature petition, presented by Mr P Smith, Chairman of Hardwick Parish Council, urging the County Council to devise and implement a road safety scheme to enable customers of the Hardwick Shop and Post Office to park on the carriageway outside the shop, whilst still allowing traffic to pass safely in both directions past the stationary parked vehicles. Local Members, County and District Councillors Martlew and Stewart, indicated their support for the petition.

(b) Road Safety, High Street, Linton

A 329-signature petition, presented by Ms R Cornell, Linton Pavements are for People Representative, requesting action regarding the traffic situation within the centre of Linton. Local Members, County and District Councillors Bear and Batchelor indicated their support for the petition.

In accordance with the County Council's petitions procedure, a full response to the points raised would be sent to the petitioners following further consideration and consultation. The Area Joint Committee would also receive an update at its next meeting.

66. PETITIONS UPDATE

Old A11 in the Abingtons and Foxton Road, Barrington

The Joint Committee received a report detailing a response to the petitions presented at earlier meetings requesting measures to protect horse riders on the old A11 in the Abingtons and resurfacing of Foxton Road in Barrington.

Members were reminded that they had received a report detailing a response to the Abingtons petition at their last meeting. At that meeting, County Councillor Orgee had asked officers to investigate the section of the road past 'The Temple' on the old A11. This length of road had been considered as part of the previous report and the same comments applied. Members were reminded that drivers who showed little or no consideration for horse riders were unlikely to pay much heed to horse warning signs.

A scheme to resurface the C262 Foxton Road and Challis Green, Barrington had been submitted for assessment and possible inclusion in the Resurfacing and Reconstruction Budget 2003/04. It was proposed to use stone mastic asphalt, as it would provide a quieter running surface than more traditional materials. Members noted that the schemes would be assessed in November and December, and the programme approved by the County Council in the Spring. The Joint Committee highlighted the need to take into account the possible volume of Heavy Commercial Vehicles (HCVs) using this stretch of road in the future if the bid was successful. It was noted that Rugby Cement Works' plans for the future could result in a significant increase in HCVs.

It was resolved unanimously to:

- i) note the intention to ensure hedges on the old A11 were cut back to maximise the visibility from the side road junctions and to lay "Slow" road markings adjacent to existing warning signs;
- ii) note that Foxton Road, Barrington was being considered for resurfacing next year and that the programme would be known early in the new financial year; and
- iii) inform the petitioners accordingly.

67. AREA JOINT COMMITTEE PETITIONS PROCEDURE – PROPOSED AMENDMENT

The Joint Committee considered a proposed amendment to the petitions procedure to improve its operation. Members welcomed the amendment but requested that officers continue to keep local members fully informed and report back to the Joint Committee on any proposed action.

It was resolved unanimously that:

- i) where requests could be dealt with under delegated powers, the officers be authorised to do so without waiting for the petition to be presented to the next meeting; and
- ii) the petitioners and Local Members be informed and, if the matter had been resolved, the action taken reported to the next committee for information.

68. ROAD SAFETY SCHEMES PROGRAMME 2002/2003

The Joint Committee was asked whether it wished to support the inclusion of schemes at Barton, Dry Drayton, Duxford, Girton, Great Shelford, Linton, Longstanton, Melbourn, Milton, Orwell, Sawston, Steeple Morden and Tadlow as candidates in the 2003/04 Traffic Management and Safety Schemes Programme. Six of the proposed schemes, Barton Village, Huntingdon Road, Girton, B1050 Longstanton, A1307 Cambridge Road, Linton, High Street, Melbourn, and New Road, Sawston, had been supported by the Committee last year.

Members were informed that twenty-two new medium sized safety scheme bids had been identified countywide as part of the County Council's Public Service Agreement (PSA) to reduce the number of people killed or seriously injured on the County's roads. It was likely that these new schemes would score better in the assessment process than many schemes, which had been on the list for some years. There were four new schemes at Barton, Duxford, Great Shelford and Milton, which had been

identified through the PSA accident site study as sites with high accident levels where remedial measures would be appropriate. Members also noted a list of minor works schemes in South Cambridgeshire costing less than £25,000 arising from the study.

The County Council's Cabinet would consider the list of medium sized traffic management safety schemes bidding for funding for 2003/04 on 10th December 2002. Members highlighted the difficulties they had in commenting on the schemes with no analysis available. It was noted that schemes only received a very preliminary investigation as it was not practical to invest heavily in researching a scheme, which did not have any financial commitment. Members requested that the detailed statement of the scoring system be circulated. It was agreed that this should be circulated via E-mail and that the website address should be included in future reports.

The Joint Committee asked officers to review how information on the programme was presented next year. They were particularly concerned about schemes, which had been on the list for a very long time, and were unlikely to ever score highly against the basic scoring categories. It was suggested that in relation to these schemes, discussions should take place with Parish Councils to identify a lower cost solution.

It was resolved unanimously to:

- i) note the results of the Public Service Agreement study into accident cluster sites;
- ii) note the programme of minor road safety schemes; and
- iii) support the schemes listed in Appendix B, attached to the report, as bids for funding from the 2003/2004 countywide programme of Traffic Management and Safety Schemes.

69. JOINTLY FUNDED MINOR HIGHWAY IMPROVEMENT SCHEMES 2003/04

The Joint Committee noted an update on progress with improvement schemes that had been approved last year, and considered bids from Parish Councils (only two allowed per parish) as candidates for implementation during 2003/04 under the available budget. It was noted that there had been problems widening the road around the pedestrian refuge and the proximity of the bus lay-by on the A1307 at Abington but these had now been resolved with the Parish Council.

South Cambridgeshire District Council would be contributing £90,000 towards the budget. Councillor Kime informed the Joint Committee that this funding would be provided from capital rather than revenue funding. It was anticipated that the County Council would be able to match such a contribution providing a total budget of £180,000 plus the Parish Councils' contributions of 60p per elector. 64 schemes had been submitted this year, which had been assessed against the agreed scoring criteria. On that basis, nine schemes were recommended for implementation in the next financial year at a total cost of £186,000, in Duxford, Wimpole, Willingham, Fen Ditton, Longstanton, Linton, Milton, Teversham and Litlington, of which three were in smaller villages of a population less than 1000.

Discretionary schemes costing less than £5,000 would be considered under existing discretionary programmes. Members were informed that the opportunity existed to support a bid by means of an alternative budget. If the Parish Council had confirmed that it was prepared to make a contribution towards the scheme, it was proposed that this should be collected. Only one contribution would be collected from a Parish Council regardless of the number of schemes to be undertaken within the parish.

During discussion, the following comments were made and points noted:

- District Councillor Roberts expressed concern about the attractiveness of the material used for the raised footway to the "Riverside Walk" car park in Barrington.
- CALC Councillor Jones thanked officers for the realignment of the Cow Lane and Pierce Lane junction in Fulbourn.
- Local Member, County Councillor Stroude expressed support for the B1050 Longstanton scheme, which was an important link from the A14 to the north of Cambridge and the edge of the Fens.

- Local Member, District Councillor R Bryant had telephoned his support for the Orwell scheme.
- Local Member, County Councillor Martlew queried the cost of the entry feature on the Toft Road entrance to Hardwick. It was noted that speed reducing measures on the straight section of Toft Road had also been considered in order to achieve value for money. Officers offered to consider possible low cost measures, which could be funded under existing discretionary programmes.
- Local Member, District Councillor Stewart queried the scoring of the safe parking area near the village shop in Hardwick (the subject of an earlier petition), which was unlikely to ever achieve a high score. The Parish Council had offered to contribute significant funding to the scheme. Members were reminded of the need for equity and to bear in mind that some parishes could not afford to contribute significantly towards schemes. Any change could therefore jeopardise more important Parish schemes. It was also noted that the County Council only had sufficient resources to deliver the current programme. Councillor Martlew queried the accuracy of the comments for this scheme as there was no need to purchase land to allow for a lay-by to be constructed.
- Local Member, District Councillor Spink queried the approach for parishes bidding for new footways/cycleways. Caxton Parish Council had submitted a bid for a new footway/cycleway to the new roundabout bus stop. However, it had not scored highly as no personal injury accidents had been recorded. This was due to the fact that no parishioners currently used this route. She asked whether these types of schemes could be considered as part of a different programme. Members were informed that the current programme reflected priorities in the Local Transport Plan and there were no other resources available.
- Local Member, District Councillor Roberts, asked whether Fowlmere Parish Council could obtain permission to provide its own pedestrian refuge on Shepreth Road given the estimated cost of £10,000. Officers offered to meet with Councillor Roberts to establish exactly what the Parish Council wanted and whether it could be funded under existing discretionary programmes.
- Local Member, County Councillor Gooden requested some clarity in the scoring process in relation to comparisons with different schemes. The Histon gateway had only scored seven points compared to twelve points for a similar scheme in Wimpole. It had scored no points for walking and cycling even though it was the route to the local school. Members were informed that the Wimpole scheme was considered more effective than the Histon scheme. It was also noted that schemes with features such as walkways/footways, which provided a direct benefit to walkers and cyclists, usually scored highly.
- Local Member, County Councillor Bear explained that the bid to re-route buses away from Linton High Street in order to address the concerns raised in the petition considered at the beginning of the meeting were currently too expensive for the programme.

The Joint Committee supported a proposal from the Chairman for a County and District Councillor to observe the scoring of next year's programme in order to gain an understanding of how schemes were assessed.

It was agreed unanimously:

- i) to re-affirm a maximum £25,000 for any single scheme and for any single parish;
- ii) to re-affirm that the number of schemes submitted for consideration from this budget should be restricted to two per Parish;
- iii) to approve the following schemes for implementation this financial year:
 - a) a dual use footway/cycleway under the A505 in Duxford via the existing railway bridge to Moorfield Road;
 - b) speed activated interactive signs on the A603 at Wimpole;
 - c) speed reduction measures on the B1050 at Station Road in Willingham;
 - d) speed reduction measures on High Ditch Road in Fen Ditton;

- e) speed activated interactive signs on the approaches to Longstanton;
 - f) speed activated interactive signs on the A1307 at Linton;
 - g) remodelling of the Butt Lane and High Street junction, Milton;
 - h) enlarge and improve the existing pedestrian refuge in Airport Way, Teversham; and
 - i) widen and improve a section of the dual use footway/cycleway between Litlington and Bassingbourn.
- iv) where Jointly Funded Minor Improvement bid schemes were to be funded from alternative budgets, a contribution of 60 pence per elector would be collected from the Parish Council towards the scheme. This contribution would be restricted to one per Parish; and
- v) to inform all Parish Councils that submitted bids accordingly.

70. MILTON ROAD BUS PRIORITY PROPOSALS

The Joint Committee considered the scope, timetable and process for implementing bus priority measures on Milton Road. The scheme was designed to reduce peak hour delays for outbound buses from Woodhead Drive to Kings Hedges Road traffic signals, on the approach to the Science Park traffic signals, and on the Science Park to A14 Milton interchange. Cambridge Area Joint Committee had also considered the report as part of the scheme fell into its area.

The proposals included priority measures between Fraser Road and Kings Hedges Road, a double right turn facility at the Science Park junction, and a third lane on the approach to the A14 interchange. It was likely that the first two measures would be implemented during the next financial year from the Local Transport Plan Bus Priority capital budget. Construction of the proposed A14 Interchange third lane was unlikely to commence until November 2003 at the earliest, following the opening of the A14 Milton Road Cycle Bridge. Potential sources of funding were currently being explored.

Public consultation on the proposals for the Milton Road corridor would take place early in the New Year and the Joint Committee would consider the results at its next meeting.

In discussion, Members:

- queried how the scheme related to the rapid transit proposals. It was noted that the proposals for Milton Road had been developed alongside development of the rapid transit proposals and were fully compatible.
- stressed the need for the trees on Milton Road to be managed sensitively. It was reported that officers were working in consultation with the City Council's Arboricultural Officer

It was resolved unanimously to:

- (i) approve as the basis for consultation the proposals for a third lane on the approach to the A14 Interchange.
- (ii) support the proposals for
 - a) bus priority measures between Fraser Road and King's Hedges Road, and
 - b) a double right turn facility at the Science Park junction.
- (iii) support the process and timetable for consultation and implementation.

71. TRAFFIC SIGNALS AT OAKINGTON CROSSROADS

The Joint Committee noted the results of the public consultation for the Oakington Crossroads Accident Reduction Scheme. The Parish Council had unanimously agreed that the proposals were

overall most welcome. However, it had raised some concerns about the effects of the signals on creating 'rat running' in High Street/Coles Lane/Longstanton Road to avoid queues/delays on Water Lane. It was noted that the aim of the signals was to assist cyclists and pedestrians and to reduce the occurrence of accidents. Delays would be kept to a minimum consistent with the aim of the scheme.

The Local Member, County Councillor Stroude expressed his strong support for the scheme.

It was resolved unanimously:

- to note the responses to the consultation and approve the implementation of the safety scheme.

72. SAFER ROUTES TO SCHOOL, BABRAHAM PRIMARY SCHOOL

The Joint Committee considered a report seeking approval for a scheme proposed to create safer routes to school for pupils of Babraham Primary School. Members noted the background to the project, which had involved a working group comprising parent and teacher representatives from the school and local elected representatives. The scheme had been designed to reduce traffic speeds to a more appropriate level on the High Street in the vicinity of the school.

A public exhibition on 10th July 2002 had indicated a great deal of support for the proposed scheme. It was strongly supported by the local County and District Councillors, Babraham Parish Council and the Headteacher and representatives of Babraham Primary School. No objections had been received to the scheme. Local Member, District Councillor Orme expressed concern about the number of cars parking on the bend by the bridge. Members noted that the school attracted a number of pupils from outside of the village, which exacerbated the parking problem. It was therefore proposed not to introduce parking restrictions. Members suggested the possibility of encouraging pupils to walk in a "crocodile" from one place in the village.

It was resolved unanimously to:

- to approve the proposed scheme for implementation.

73. PROPOSED REMOVAL OF RESTRICTED ROADS STATUS ORDER – A10 & BUTT LANE, MILTON

The Area Joint Committee had considered at its last meeting an objection from Milton Parish Council to a proposed Removal of Restricted Road Status Order that would enable the 60 mph speed limit to be maintained on the newly lit section of the A10 and Butt Lane at Milton. At that meeting, the Joint Committee had resolved not to determine the objection to the Order, which had resulted in the matter being referred to the County Council's Cabinet.

Members were informed that the previous report had incorrectly stated the length covered by the new street lighting, as the number of streetlights was significantly reduced as the scheme progressed. The Assistant Director (Highways and Engineering) had written to the Joint Committee on 15 October apologising for the error in the report and proposing that a further report be brought to the next meeting. Members were reminded of the County Council's speed limit policy, which only allowed for the national speed limit along this stretch of the A10.

The Chairman reported that she had received a letter from Impington Parish Council supporting the maintenance of a limit of less than the national speed limit on that area of the A10. This view was supported by County Councillor Gooden and the CALC representatives.

It was resolved by a majority to:

- i) determine the objection without holding a public inquiry;
- ii) introduce the Order as advertised; and
- iii) inform the objector accordingly.

74. HERMITAGE LOCK: A1123/B1381/B1050 JUNCTION, EARITH BRIDGE JUNCTION, HADDENHAM

The Joint Committee received a report on the results of the consultation on the proposed casualty reduction measures at the junction of the A1123 with the B1050 and the B1381 (Earith Bridge Junction). It was noted that due to the location of the scheme, near District and Parish boundaries, consultations had taken place with three Districts and four Parishes. The site was in East Cambridgeshire and the East Cambridgeshire Area Joint Committee had approved the proposed casualty reduction measures at its meeting on 3rd December 2002.

It was resolved unanimously:

- to note the proposals as set out in Plans 1 & 2 attached to the report.

75. PROGRESS IN THE DEVELOPMENT OF A CYCLE NETWORK IN SOUTH CAMBRIDGESHIRE

The Area Joint Committee reviewed the recent progress made in South Cambridgeshire with the introduction of new facilities in the District. These included the completion of the Coton to Hardwick, Airport Way to Quy and Quy to Bottisham Schemes.

Members acknowledged the need for good traffic monitoring data to ensure that correct and effective investment decisions were made. The Joint Committee examined data gathered from 12 hour manual counts taken on a single day in June between 07:00 and 19:00, which included the radial cordon around Cambridge. They also examined data from a number of automatic cycle counters within Cambridgeshire in the form of loops buried in the carriageway. Members noted that the level of cycle use in Cambridgeshire appeared to be flat compared to declining national cycling trends.

It was proposed that all new major schemes should include counting loops as part of the main contract, and that steps should be taken to retrofit counting loops to existing infrastructure where appropriate.

Members welcomed information on the usage of existing cycle routes. However, they were disappointed at the levels of use and queried whether this was related to maintenance. Members were informed that it was important not to take a single year's count in isolation. The Assistant Director (Highways and Engineering) explained that the issue of cycleway maintenance had been raised a part of the Best Value Review of Highways Maintenance and Network Management. One proposal was for a separate budget for cycleway maintenance. Maintenance included the management of overgrown vegetation and its clearance. It was suggested that cycling wardens should be appointed to monitor routes.

CALC Councillor D Morison asked officers to investigate whether a membrane had been used in the construction of the Coton to Hardwick facility. The Joint Committee welcomed the recently completed facilities linking villages to Cambridge. However, it was important that links between villages were also considered particularly the link between a village and village college. Members requested a report at the next meeting detailing how the cycleways network was developing.

It was resolved unanimously to:

- a) note progress with the cycle network in South Cambridgeshire since the last report, and the successful introduction of the Airport Way – Quy – Bottisham cycleway;
- b) note the intention to introduce cycle counting loops to all new major schemes in the South Cambridgeshire district and to retrofit counting devices where this was possible; and
- c) endorse both the ongoing Joint Cycleways Programme, and the need for a modern, safe, well-engineered and maintained network of cycleways within the District of South Cambridgeshire. It was further asked to note that for the most part, our aim was to achieve this by improving, extending and linking the existing infrastructure along the major corridors within South Cambridgeshire.

(Councillor Johnstone declared a personal interest in relation to this item under Section 8 of the Code of Conduct by reason of her membership of the National Cycling Strategy Board).

76. BEST VALUE REVIEW – HIGHWAYS MAINTENANCE AND NETWORK MANAGEMENT STAGE 1 REPORT

The Area Joint Committee received a report outlining the key findings of the Best Value Review of Highway Maintenance and Network Management Stage 1 report and the issues to be considered within Stage 2.

The overall evaluation of the quality and effectiveness of the service had shown that it was generally good but could be improved. Elements that were considered to be good included: condition of principal roads, service costs, reactive maintenance, quality of workforce, effectiveness of road safety schemes, Charter Mark status, performance against PSA targets, co-ordination of street works, contribution to corporate priorities, delivery of integrated transport initiatives, and park and ride initiatives.

However, aspects where improvements were considered necessary were: communication and accountability, equity of service, resource allocation, contracts and processes, traffic calming, development of environmentally sustainable solutions, modernisation agenda, income generation, human resources, interface with development control, routes taken by HGVs, and safer routes to school. A number of these issues would therefore be taken forward for further consideration in Stage 2. This would also include footway treatment, the annual cost of which was around £0.5m.

Local Member, County Councillor M Chapple asked officers to investigate the amount of HCV parking on the A10/A505. It was noted HCV policies would be considered as part of Stage 2.

It was agreed unanimously:

- to note the key findings of the Best Value Review of Highway Maintenance and Network Management Stage 1 report and the issues to be considered within Stage 2.

77. AGENDA PLAN

The Joint Committee noted its agenda plan up until March 2004.

Chairman

DECISIONS MADE BY PORTFOLIO HOLDERS

Decisions Made By Portfolio Holder For Planning and Economic Development (Reported for Information)

A1307 Wandlebury Hill Dual Carriageway Maintenance and Accident Reduction Scheme

Decision	Reason
Support, in principle, the inclusion of the proposed accident remedial measures with the maintenance works, particularly those at the Haverhill Road/Babraham Road junction.	These should improve safety along the A1307 generally and target particular problems at the Haverhill Road/Babraham Road junction.
However, there is concern over whether these measures form part of a wider comprehensive road safety review along the A1307.	County Officers have agreed to look at a comprehensive route strategy for the some of the radial routes into Cambridge, the A1307 being one of them. It is important that this scheme is looked at as part of this wider review rather than in a piecemeal way.
There is concern over the conversion of Babraham Road eastbound to one lane with regards slow moving traffic.	The gradient is steep and the lack of a passing lane could cause traffic to back-up dangerously to the Haverhill Road/Babraham Road junction. However, it is also recognised the difficulties faced by vehicles exiting side roads at The School Room and The Lodge and the aim of reducing accidents along this stretch.
There is concern about the retention of dual carriageway at the eastern end (past Round House) in conjunction with the proposed reduction of the eastbound carriageway to one lane.	This is currently a dangerous merging movement with traffic speeding down the hill and driving across the hatched area. Reducing the length of dual carriageway could encourage more dangerous driving behaviour. Single carriageway along the whole stretch would be preferable.
It is unclear from the plan whether the westbound carriageway is also reduced to a single carriageway. This appears to be the case, and if so, is supported.	This will provide safer turning areas across the eastbound carriageway and reduce dangerous merging traffic at speed at the top of the hill prior to the steep descent to the Haverhill Road/Babraham Road junction.

INFORMATION ITEMS

Decision Made By Community Development Partnerships Manager

Applicant	Description	Benefits
Papworth Youth Badminton Club	To award a Sports Development Grant (SD12) of £1,000 to fund the start up costs of a new youth club within Papworth. Therefore assisting with the cost of coaching qualifications, hall hire and equipment.	The club will provide the opportunity for young people in Papworth to take part in regular exercise in a safe environment. This will hopefully lead to the setting up of other youth activities in the future.

Applicant	Description	Benefits
Bassingbourn Bowls Club	To award a Sports & Recreation Grant (SR15) of £1,200 to replace the surrounds to the Bowls green and install a water sprinkler.	To continue to provide social and competitive sport for all ages and abilities within the local community.

Call-in Arrangements

The Chairman of the Scrutiny Committee or any five other Councillors may call in any executive decision recorded in this bulletin for review. The Committee Manager must be notified of any call in by **5pm Wednesday 22nd January 2003**. All decisions not called in by this date may be implemented on Thursday 23rd January 2003.

The call in procedure is set out in full in Part 4 of the Council's Constitution, 'Scrutiny Committee Procedure Rules', paragraph 12.