

COUNCILLORS' BULLETIN

ISSUE DATE 12TH MAY 2004

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South
Cambridgeshire
District Council

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COMMITTEE MEETINGS FROM 17th – 21st May 2004

MONDAY 17 th May 2004			
TUESDAY 18 th May 2004			
WEDNESDAY 19 th May 2004			
THURSDAY 20 th May 2004			
	9 am	Cabinet	Council Chamber
	2 pm	NOW Group	Grd Floor Meeting Room
FRIDAY 21 st May 2004			

INFORMATION ITEM – MEMBERS' EXPENSE CLAIMS

Council, at its meeting of 11 December 2003, agreed that the time limit for making allowance claims would be by one month of the end of the relevant financial year to which the claim applies, and a reminder of the approaching deadline was printed in the Weekly Bulletin of 25 February. The deadline passed on 30 April 2004, so under the terms of the approved Members' Allowances Scheme, expenses will now be paid only on claims made for the current financial year (1 April 2004 - 31 March 2005). Expenses for this year will be paid on all claims made before 30 April 2005. Expense claim forms can be downloaded from the Members' section of the Council intranet or by contacting Democratic Services at democratic.services@scambs.gov.uk or at (01954) 713030.

INFORMATION ITEM – LOCAL ELECTIONS - CLOSE OF NOMINATIONS

A reminder that the last date for the receipt of Nominations for both District and Parish Council Elections is at 4pm on **Thursday 13th May**. Please contact Laura Moye in Electoral Registration on 01954 713287 or by email laura.moye@scambs.gov.uk if you require further information.

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 Democratic Services Manager must be notified of any call in by **Wednesday 26th May 2004 at 5pm**. All decisions not called in by this date may be implemented on **Thursday 27th May 2004**.

Any member considering calling in a decision made by Cabinet is requested to contact the Democratic Services Section to determine whether any relevant amendments have been incorporated.

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

DECISION MADE BY RESOURCES AND STAFFING PORTFOLIO HOLDER

Reason	Decision
<ul style="list-style-type: none"> Recruitment and retention of staff Only option within budget Sound company; lowest rate for full administration of the scheme 	<ol style="list-style-type: none"> To approve the introduction of a salary sacrifice scheme to support staff with childcare costs. To approve Busy Bees as our preferred supplier

DECISION MADE BY PLANNING&ECONOMIC DEVELOPMENT PORTFOLIO HOLDER

Reason	Decision
<p><u>Parking Restrictions in Grantchester Road, High Street and Mill Way, Grantchester</u></p> <p>The proposal will remove inappropriately parked vehicles and improve road safety. Careful consideration is needed in this sensitive location to minimise the impact of additional road markings and signage.</p>	<p>Support the proposal provided any yellow lines introduced are of the very thin, conservation [variety] used in the city centre, rather than bold double strips. Any new signage should be mounted on existing street furniture rather than new poles.</p>
Reason	Decision
<p>See letter below</p>	<p>To submit the attached comments to Atkins as the Council's response to the A14 Route Management Strategy Review Consultation</p>

Dear Ms Howe,

RE: A14 Route Management Strategy Review

Thank you for your letter of 29th March and for the opportunity to comment on the review of the A14 Route Management Strategy (RMS).

I would like to take this opportunity to ensure that you are aware of the substantial amount development proposed in the Cambridge Sub-Region, as set out in the Cambridgeshire Structure Plan, particularly in close proximity to Cambridge. Chapter 9 of the Cambridgeshire Structure Plan, and in particular Policy P9/1, sets out the distribution of development, namely a new settlement at Northstowe and urban extensions to Cambridge on all sides (including the possible redevelopment of Cambridge Airport). The future implications of this growth and its impact on the A14 may not have been considered in the original RMS.

Future A14 works, now included in the Government's Targeted Programme of Improvements, should address many of these future development issues. However, it is also important that the A14 RMS considers the future development pressures (of particular importance considering the long timescale programmed for the A14 works) and other recommendations of CHUMMS study, such as Guided Bus proposals and junction improvements / rationalisation. In addition, it is important that the RMS considers the strategies contained in the adjoining London to South Midlands Multi Modal Study (for example, dualling the A428) and A11 RMS, along with their implications for the A14.

Following a supplementary bid through the Local Transport Plan (LTP) process, additional funding has been secured for traffic calming in villages adjacent to the A14. This was another of the CHUMMS recommendations. An additional bid is likely to be made with the submission of next Annual Progress Report in July 2004. The implications of these works on the A14 also needs to be considered in the RMS.

It is also important to consider the conclusions of the recent Air Transport White Paper when reviewing the RMS. An additional runway and raising the Air Transport Movement limit at Stansted will place additional pressure on the M11 and A14, as will the substantial amount of development is proposed along the M11 Corridor.

In addition, there are also a number of general concerns that the Council has, which it would seek the RMS to address. They are as follows:

- Concerns for the environment of local communities in terms of congestion, safety, environmental degradation (noise / air pollution). Whilst this issue is being addressed in the 3 Year Action Plan at some locations, at Histon and between Fen Ditton to Milton, it is of particular importance where substantial areas of new development will be situated closer to A14 than at present (for example, at Arbury Park).
- Low noise surfacing should be used in all new works to reduce the noise impact on communities adjoining the route.
- Some junctions would benefit from modification to improve flows.
- A cycling strategy needs to be developed to encourage cycling along the route of the A14 and to enable safe access across interchanges. The Milton cycle bridge is nearing completion and the new LTP includes a cycle bridge at the Histon interchange. I would encourage liaison with Cambridgeshire County Council.
- The introduction of variable speed limits (similar to those used on the M25) and restricting Heavy Commercial Vehicles to the inside lane should be considered as measures to improve traffic flows.

Please do not hesitate to contact me should you require clarification of any issues.

Yours sincerely

On behalf of DAVID HUSSELL
Development Services Director

DECISIONS MADE BY HOUSING PORTFOLIO HOLDER

Reason	Decision
Sale of Council land and rerouting of access road adjacent to 23 Hillfield, Foxton	The Housing Portfolio Holder AGREED to retain both areas 1&2 in Council ownership and to examine any potential for affordable housing in the vicinity
Sale of Council land adjacent to 38 Medcalfe Way, Melbourn	The Housing Portfolio Holder AGREED to retain the land in Council ownership but grant access if required over the Council's verge to the front of the property.
Sale of Council land rear of 36-40 Butt's Green, Whittlesford	The Housing Portfolio Holder AGREED to retain the land in Council ownership and offer a license or lease of the land to the applicant to protect and maintain as a natural green area only, if there is no interest from the Parish Council in this site.

DECISIONS MADE BY HOUSING PORTFOLIO HOLDER

Reason	Decision
Application for Vehicular Right Of Way over Council verge from Queens Close to land rear of 46 London Road, Harston	The Housing Portfolio Holder AGREED to allow the existing Right of Way to the bungalow rear of 44 London Road to be shared by the applicants, subject to agreement by the existing grantees. If this was not agreed, grant a separate vehicular access over the verge to the owners of 46 London Road with the condition that the access way over the grass verge is constructed and maintained by the grantee and that no vehicles are parked on the access way. In addition, should separate vehicular access be granted, it is to be located adjacent to the sub-station and not through the centre of the verge as originally proposed.