

Draft until signed
Minutes of Dry Drayton Parish Council (DDPC) Meeting
Tuesday 9th July 2019 at 8pm, Dry Drayton Village Hall

Present: D Wyatt (DW) (Chairman), J Dolan (JD) (Vice-Chairman), E Pyle (EP) (Councillor), F Peck (FP) (Councillor), S Miller (Councillor), S Lander (Councillor)

Attending: S Etherington-Meech (SEM) (Clerk/RFO), Cllr L Harford (LH) (County Councillor), Cllr D De Lacey (DDL) (District Councillor), Cllr T Bygott (TB) (District Councillor), 6 members of the public

1. Apologies for absence

None received

2. Declarations of Interest and Dispensations

SL declared an interest in Item 7. i)

3. Public Forum

Members of the Dry Drayton Community Speed watch (SW) Team attended to discuss agenda item 7. h) and read out their report (see Appendix 2).

DW noted that the SW team were requesting more machinery and he asked if they had any idea as to the cost of such equipment, SW replied not as yet but for an idea they feel some kind of hardstanding pedestrian crossing and new speeding signs for 5 locations – Hill View, Oakington Rd, Park St, Scotland Rd and Scotland Farm. SW advised that they are aware that this is a big ask and feel that DDPC should be seeking professional advice from Highways to assist in solving some of these issues. Current signage is out of date, ineffective and non-repairable. DW questioned if speed watch is the predominant issue and the SW team advised it is but when crossing the road, it is not necessarily speed but volume is also a related issue as demonstrated with children attempting to cross the roads.

SM advised that DDPC have already applied for a crossing under the A14 legacy fund application, however, LH informed DDPC and the public that they will not get any type of formal crossing at the point requested as LH has previously advised DDPC that the road is not wide enough at this point or at any point along Oakington Road from the point of view of safety and ease of use. LH also advised that the legacy fund team have been overwhelmed with applications but as soon as any information is available LH will advise DDPC. LH stated that she believes the suggestions for signage maybe helpful and she advised that although the legacy fund has now closed there are LHI application for up to £15k which is why she has invited a project officer out to Dry Drayton to discuss some sort of package as Dry Drayton are working hard to see what may benefit the village such as with traffic improvements. LH advised that she hopes that between everyone DDPC can submit an LHI application to at least satisfy some of the improvements requested and problems that are occurring. SL advised that the deadline for LHI applications is 4th August 2019, LH advised that if an extension to this date is required, she will try to request this for DDPC.

FP confirmed with LH that there is no chance of a zebra crossing and therefore put a suggestion forward for a lollipop person, LH advised that is something she not investigated previously with funding as although it would be coordinated by the County Council she is not sure who funds this.

Action – LH to investigate funding for a lollipop person and school warning signs

LH suggested Dry Drayton consider a mobile VAS (Vehicle Activated Speed Sign), which moves around the village and does not stay in one location so only one VAS is required, she explained that someone in the community must be willing to take responsibility for it. LH believes that if a VAS moves location people are more likely to take notice of it then if it is in a location permanently, the mobile unit could be incorporated into an LHI application. SM said that he believes a 20mph limit would be good and he also questioned as to why a 7.5-ton weight limit cannot be enforced in the village. LH explained that unfortunately strategic roads must be held open in the event there is a big hold up on a strategic

route such as the A14. A member of the SW team (Heavy Goods Vehicle Watch Co-ordinator for South Cambs) also explained that one problem now is that lorries are going through 7.5-ton limits as they are using car and not lorry satellite navigations. The 2 justifications for weight limits are firstly structural concerns for example a bridge and the other is environmental such as period properties/listed buildings being at the edge of the road, unfortunately Dry Drayton does not have justification for either of these.

SM questioned the consideration of a bypass. LH advised that it is a matter of waiting until the A14 works are completed for traffic flows and volumes to be monitored. Cambridgeshire County Council (CCC) and Highways England have acknowledged that the two villages likely to be most impacted by the changes are Dry Drayton and Madingley. Dry Drayton comes out as higher on the negative impact than Madingley due to the loss of one of the accesses to go eastbound due to changes being made meaning residents of Dry Drayton will have to go to Bar Hill to turn around. Madingley are still pressing for the Avenue to be closed and have been advised that until at least two of the five years have elapsed after completion of works there will not be enough data to change anything and this will apply to Dry Drayton also.

The public requested that DDPC please think of short-term immediate strategies for dealing with speeding and children crossing the roads with an urgent application for tactical equipment and improvements. DW advised that effectively a discussion has occurred, DDPC will do their best to assist. SM suggested that a councillor was allocated to research and complete the LHI application. LH informed DDPC that they will need to consider that at least a 10% contribution will have to be included in a LHI application, once decided LH will support the council to get appropriate the advice. SL has researched with SCDC and had an estimate of costings with the cost of new speed sign equipment being between £3K-£4K and works up to £2.5K. SL put himself forward to complete the application and all councillors agreed to this. All councillors agreed that this is a critical issue and a priority, and the accounts will be reviewed to agree a maximum contribution that could be made for a project. At the end of the public forum SL advised that there was not complete clarity on exactly what items are required for the LHI application.

4. Minutes of meeting held on Tuesday 14th May 2019

All councillors agree the minutes were a true and accurate copy of the meeting, DW signed and dated the minutes.

5. Matters arising from minutes

No matters arising from the minutes.

6. County Councillor and District Councillor Reports

Appendix 3 – DDL report, Appendix 4 – TB report and Appendix 5 – LH report

LH wanted to add to her report that Dry Drayton Primary School (DDPS) recently had an Ofsted visit and thinks they should be congratulated on the hard work they have carried out after turbulence they have experienced. Although their overall rating remains as "Requires Improvement", within one section of the report they received a good and there was some very positive feedback from the inspectors, and after a disastrous federation with Oakington they will now not be forced down the route of being academized and shown that they are very able to deliver a good school on their own. LH requests that everyone in the parish does everything they possibly can to support the school.

TB presented his report. TB asked for any requests for the blue plaque scheme. TB advised that street signs and not traffic signs are a district council and not county council matter and a new cycle of making signs is about to begin, TB asked to be informed of any signs that he can take up with SCDC. SM advised that the boundary sign from the A14 into Dry Drayton is missing and that it could have been on the damaged gate which also needs repairing. The SW co-ordinator advised that he has speed watch signs that need erecting and asked whom he needs to contact for permission, LH advised this is a county matter. **Action** - LH offered to deal with this matter if she is advised of the locations for erection.

In addition to his report DDL mentioned the Local Transport Plan Consultation and concerns regarding noise disturbance, DDL said he would appreciate knowing the extent of noise disturbance in Dry Drayton, specifically from the A14. SM asked if noise cancelling shields/fencing will be erected along the A14. DDL advised that there is a scheme which includes Girton but Dry Drayton are much further away from the A14, TB has tried to convince Highways England that lots of noise travels along fields, however, DDL advised that barriers do not work beyond 500 metres.

7. Items for discussion

a) **Cllr Northrop resignation – Councillor vacancy**

This was noted by the council and clerk has produced a Notice of Vacancy for displaying in the noticeboards and on the website

b) **Numerous blocked drains – resident/councillor emails/highways feedback**

LH instructed a Local Highways Officer to come and visit the areas where problems have been noted and an order has been placed for jetting of the drains at the mini roundabout to the A14, LH asked to be notified if there are any problems after the jetting has occurred. LH advised that it would be helpful for her to provide evidence of the issues when there is heavy rainfall, FP suggested that councillors take photographic evidence of the issues and note the locations for LH.

c) **Grass Cutting Request Email – Corner of High Street & Pettitts Lane**

DW advised that residents oversee cutting their own grass. SL has now received the grass cutting plan from the previous chairman of DDPC. **Action** – SM to investigate grass cutting with the plan to provide clarity.

d) **Oak Crescent vehicle access/bus stop**

SL wanted to raise this item as parking is an issue and dangerous in this location and cannot be ignored, he has witnessed double decker buses struggling to get around and believes this issue will only become worse with the new development in Dry Drayton, he questioned if Highways could put it back to car parking spaces. LH advised that this item has been raised previously and could not be resolved as there was no clarity as to who the landowner is, it would be useful if the history of the land is known. LH knows that DDPC have been very anxious, JD suggested moving the bus stop. **Action** – LH offered to take this issue forward

e) **Footpath 11 – Highways Response to concerns raised**

Further to the meeting on 14th May 2019 the clerk submitted a highways report and the response received was:

'This is a short note to let you know that I have inspected the surface of Dry Drayton Public Footpath 11 and found that it was suitable for its intended use.

I appreciate that vegetation has been reduced by users and in places there is soil. However, having seen many other users of mobility buggies on other Public Rights of Way the surface of Dry Drayton Public Footpath 11 is of a higher standard. Thus, I will now close this particular report.' RESOLVED

f) **Foot/cycle path from Dry Drayton to Bar Hill – Overgrown – Email received**

DDPC advised that this has now been dealt with and is no longer overgrown. RESOLVED.

g) **Consideration for a village consultation for housing development – Strategic Housing**

SL suggested this as an item for the agenda for DDPC and the parish to consider housing developments in the parish. **Action** – DDL will investigate and discuss with strategic housing at SCDC to provide DDPC with more information.

h) **Community Speed watch – Article in Dry Drayton Village Email**

This item was covered in the public forum under Item 3

i) **Dry Drayton Primary School**

This item was included on the agenda as councillors are concerned as to why parents in the parish are not sending their children to the primary school. FP has spoke to parents from the farm and they have explained one of their main concerns is over the limited and difficult parking for drop off and pick up. Some suggestions were put forward as to approaching the pub for school parking spaces and LH

suggested a Park & Stride scheme as pollution should be considered. It was advised that the school will soon be starting a breakfast club which will be available from 7.50am. **Action** – JD will liaise with the pub regarding extra parking.

- j) **Street Lighting Parish Energy Handover – Councillor Allocation**
EP offered to assist the clerk with this handover paperwork.
- k) **Local Transport Plan for Cambridgeshire and Peterborough – 17/06-27/09**
This has been circulated to councillors and they need to consider if they would like to draft a response at the September parish council meeting.
- l) **Public Consultation on Histon & Impington Neighbourhood Plan**
This consultation has been circulated to councillors for them to consider and decide whether they would like to make comments.
- m) **Draft Bourn Airfield New Village Supplementary Planning Document**
This was circulated to councillors for their consideration.

8. Finance and Policy

- a) **Accounts review to date including account balances and reconciliation**
An up to date finance spreadsheet and bank reconciliation (see Appendix 1) was forwarded to councillors before the meeting. DDPC were happy with the documents and SL signed the bank statements.
- b) **Payments received**
 - i. **Cambridgeshire County Council – Grass Cutting Grant - £555.26**
- c) **Payments to hand**
 - i. **Clerks Overtime/Expenses – £187.95** – All councillors agreed payment. Cheque Number 1180 was signed by FP and JD. *Local Government Act (LGA) 1972, s.112.*
 - ii. **Brookfield Groundcare – Grass Cutting - £360.00** – All councillors agreed payment. Cheque Number 1181 was signed by FP and JD. *Public Health Act 1875, s.164.*
 - iii. **LGS Services – Internal Audit - £90.00** – All councillors agreed payment. Cheque Number 1182 was signed by FP and JD. *LGA 1972, s.111.*
 - iv. **CAPALC – Councillor Training - £225.00** – All councillors agreed payment. Cheque Number 1183 was signed by FP and JD. *LGA 1972, s.175.*
 - v. **RedShoes Accounting – Payroll Services for quarter ending June 19 - £43.20** – All councillors agreed payment. Cheque Number 1184 was signed by FP and JD. *LGA 1972, s.111.*
 - vi. **Vision ICT – Website set up and hosted emails - £871.20** – All councillors agreed payment. Cheque Number 1185 was signed by FP and JD. *LGA 1972, s.142.*
 - vii. **Cambridgeshire ACRE – Membership - £57.00** – All councillors agreed payment. Cheque Number 1186 was signed by FP and JD. *LGA 1972, s.143.*
 - viii. **Dry Drayton Community Car Scheme - Donation- £200.00** – All councillors agreed payment. Cheque Number 1187 was signed by FP and JD. *Social Welfare Donation under LGA 1972, s.137.*
 - ix. **Invoice received after the agenda – Brookfield Groundcare – Grass Cutting - £360.00** – All councillors agreed payment. Cheque Number 1188 was signed by FP and JD. *Public Health Act 1875, s.164.*
 - x. **Invoice received after the agenda – Dry Drayton Village Hall – Hall Hire - £36.00** – All councillors agreed payment. Cheque Number 1189 was signed by FP and JD. *LGA 1972, s.133.*
 - xi. **Invoice received after the agenda – CAPALC – Chairman’s Training - £35.00** – All councillors agreed payment. Cheque Number 1190 was signed by FP and JD. *LGA 1972, s.175.*
 - xii. **Invoice received after the agenda – SLCC/ALCC membership - £81.00** – All councillors agreed payment. Cheque Number 1191 was signed by FP and JD. *LGA 1972, s.143.*
- d) **Internal Audit Report**
Clerk circulated the report to councillors and the actions required were noted.

- e) **Review of payroll service and grass cutting**
This item is an ongoing item to be reviewed again later in the year.
- f) **Review, approval and adoption of standing orders and financial regulations**
Clerk updated and circulated up to date correct model standing orders and financial regulations from NALC to the councillors. All councillors approved and agreed to the adoption of the amended documents. DW signed and dated the standing orders and financial regulations.
- g) **2020 meeting dates to include Annual Parish Council Meeting Date/Meeting start time**
All councillors agreed to the following dates for 2020 meetings - Tuesday 14th January 2020, Tuesday 25th February 2020, Tuesday 7th April 2020 and Tuesday 19th May 2020 (Annual Parish Council Meeting). All councillors agreed that they would like to keep 8pm as the meeting start time for 2020. **Action** – Clerk to confirm dates with the Village Hall Committee
- h) **Village Hall Hire Charges Increase**
An email that was received advising of village hall hire charges has been circulated to councillors and they are all happy with the increase in charges.

9. Planning

- a) **Applications received for consideration**
 - i. **S/2070/19/DC – 31 Park Street, Dry Drayton CB23 8DA – Discharge of conditions 3 & 4** - DDPC agreed unanimously for no comment for this application.
 - ii. **S/2350/17/FL – Discharge of condition 5 of Planning Application S/3084/18/VC & Condition 2 of S/2350/17/FL** – DDPC agreed unanimously for no comment for this application.
- b) **Decision received from SCDC**
 - i. **S/1472/19/FL – 6 View Farm Close CB23 8BP – Single storey extensions to front of existing dwelling house and rear of existing garage – Granted**

10. Date and time of next meeting – Tuesday 10th September at 8.00pm

Meeting was closed at 9.15pm

Appendix 1

**DRY DRAYTON PARISH COUNCIL
June 2019 Bank Reconciliation**

	£
Lloyds TSB current account at 29 th April 2019	20,444.29
<u>Less</u> payments presented from 30 th April 2019 to 28 th June 2019 <i>3 cheques & 2 standing orders</i>	1,376.72
<u>Plus</u> receipts presented from 30 th April 2019 to 28 th June 2019	555.26
Closing bank account at 29 th June 2019	£19,622.83
<u>Less</u> outstanding cheques not yet subtracted	0.00
Balance carried forward at 29th June 2019	£19,622.83
<i>Plus</i> NS&I Investment Account at 1 January 2019	£5,132.97
CBS S106 Account at 1 January 2019	<u>£7,008.05</u>
	£31,763.85

Notes:

Sarah Etherington-Meech

RFO

9th July 2019

Appendix 2

“First, can I correct the headline in the newsletter saying 200 vehicles come through Dry Drayton in an hour. That’s what we typically count going one way, so it’s 400 vehicles an hour both ways. More at peak times.

There are two issues here: speeding and crossing the road.

Speeding is worse in the evenings and at weekends, with persistent offenders driving through dangerously at risk to pedestrians, riders, cyclists and other motorists. At other times, most vehicles exceed the 30-limit along Oakington Road and traffic volume is growing fast as surrounding villages are developed. We must accept that Dry Drayton is now Cambridge’s outer ring road and we provide the link between the A428 and A14-west, even after direct access is closed off at the flyover.

But our speed control measures are hopelessly outdated and ineffective whilst other villages have invested in modern speeding signs and road markings.

Crossing the road safely is a different matter, as traffic volume is high but slower at peak times when children go to and from school. Villagers from Hill View and Oakington Road cross the road outside Crafts Hill Barn opposite my own house where visibility is good but there is nothing on the highway to assist them and alert drivers. From what I see and hear, it’s not safe. Please note that these families are unlikely to use a crossing sited at View Farm because no continuous safe footpath is available to get there, whilst once they’ve crossed outside our house, they have a direct footpath to the school separated from the road by a grass verge.

I suggest that some form of crossing and road marking should be installed as soon as possible, and we should request additional funding from both Cambridgeshire County and Highways England for this, and for speed control measures throughout the village.”

Appendix 3

Report from District Councillor Douglas de Lacey

5. 7. 2019

During the Ely Cathedral Science Festival the Bishop hosted a civic reception, though sadly due to a death in the family he could not be present. There are many areas where we can work together, most notably perhaps with hunger and poverty. Which reminds me to say that the Foodbank is under particular stress during the school holiday and pause in free school meals. I am supporting the Foodbank as one of my Chairman's charities (the other is the Carers Trust) -- will you join me?

Anglia Ruskin University has just welcomed a new Vice Chancellor and I was invited to meet him at a dinner in London. Anglia Ruskin is keen to be involved with local government and local business; since I am also keen to establish links with businesses in the District this began what I hope will be a fruitful dialogue.

19 June was the first JDCC of the civic year, and I was elected Chairman. We approved an increase to the size of a previous application by Coulson on Cowley Road and a very contentious private development on Lapwing Avenue in the City.

Four years ago I helped to establish what we call the DEP, or Design Enabling Panel. This is a group of senior architects who freely give their time to consider significant planning applications at the pre-app stage, and make recommendations to the developer. It has run very well, and on 27 June I spent a very pleasant day with four top architects seeing how it worked. They discussed with the various developers three projects: a small estate of some 25 dwellings, a hotel to replace the Hub on the Science Park, and the contentious development in Michael's Close Girton. All three schemes will be significantly better as a result.

We have appointed a new Chief Executive, and I am pleased that I was involved in the process as a member of the Scrutiny Committee which quizzed each of the three shortlisted candidates very thoroughly: and then as an observer at the Employment Committee which assessed all the process and made its final recommendation to Council. Liz Watts has an outstanding CV both nationally and internationally having worked for the Office of the High Representative (OHR) in Bosnia and Herzegovina; and I look forward eagerly to welcoming her to South Cambs at the end of the summer.

On 28 June we had a presentation on the Local Transport Plan. The presenters were young and enthusiastic, but I found it profoundly depressing. There was a lot of talk about there being no safe level of particulates in the air, about making roads safer and with lower emissions, and about the transport hierarchy. But nothing about increased

atmospheric monitoring (we still don't measure PM1, the smallest particulates), and when I suggested a simple means of providing safer roads with fewer emissions and a decrease in carbon-based fuels, with the bonus of less noise pollution -- by reducing maximum speeds to 50mph -- I was met with mere polite interest. On the transport hierarchy I referred them to the Warrington Cycle Campaign's Cycle Facility of the Month. They did at least write furiously so maybe something will come of it, but in general I felt their solutions were tinkering around the edges.

However, the County has announced plans to make the current 40mph limit on Huntingdon Road north of the College permanent, which I regard as a great step forward. If only they would do the same for the equivalent stretch of the new A14 right up to Bar Hill: that is the major cause of noise pollution for Girton.

Monday was back to work with a bang and a 500 page Cabinet agenda; mainly draft versions of two supplementary documents for our planning. One on how we intend to involve the community by consultation and the other on sustainable design and construction. Sadly this cannot create new policies but clarifies how we wish our current Local Plan to work. Its successor will have much better teeth.

On 4 July a brief Council meeting formally appointed our new Chief Executive; then we had a presentation on Exception Sites: these are sites which would not normally be allowed development but if the housing is all affordable (with some small qualifications here) we can approve it. We discussed the principles and then had a brief tour of two such sites, one well-established and one still under construction. We returned to Cambourne just in time to grab a sandwich and join the very first step (for Members) of the new Local Plan. It is a pity that there were a significant number of absentees, as it is we Members who ultimately have to take the hard decisions. In this session we had a workshop on the main opportunities and challenges; the issues we want to see in the Plan; and what lessons are to be learned from the previous Plan. It was very well run and an excellent start.

On 29 and 30 July the District council is running a consultation on our taxi licensing policy: two identical sessions 10.30--3.30. Please let me know if you would be interested in attending.

During this month I received an anonymous complaint about a neighbour. Please note that I am unable to take any action on any anonymous communication. While I shall keep your details confidential I must know who you are if you wish me to act for you.

Please remember the Foodbank over the school holidays
Douglas de Lacey

Appendix 4

District Councillor's Report - Cllr Tom Bygott

Local Transport Plan Consultation

The Cambridgeshire and Peterborough Combined Authority's draft Local Transport Plan (LTP) has been out for consultation since June 17 and will run for 15 weeks until September 27.

The Plan covers transport infrastructure in Cambridgeshire and Peterborough and its development up to 2050. It includes nearby projects such as the much-needed CAM Metro, the Cambridge South (Addenbrooke's) rail station and reforming the bus network, as well as more distant projects.

Residents are encouraged to make comments, ask questions, and provide feedback on the Plan. This includes the key priorities and principles behind what a future transport network should look like.

Nearby summer consultation events are as follows:

- Cambourne, Sat 06 Jul, 9am-1pm, Cambourne Library
- Cambridge, Thu 11 Jul, 10am-6pm, Cambridge Central Library, Lion Yard
- Cottenham, Thu 18 Jul, 3pm-7.30pm, Cottenham Community Centre Coffee Shop
- Cambridge, Wed 25 Jul, 2pm-7pm, Cambridge Central Library, Lion Yard
- Cambridge, Sat 14 Sep, 10am-3pm, Cambridge Central Library, Lion Yard

Other events are being held further afield, and the details of these, along with the documents and an

online comments questionnaire can be found on the Combined Authority website at: <http://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ltp>. Following the consultation and inclusion of comments, the Board will be asked to approve the first Cambridgeshire and Peterborough LTP later in 2019.

On the whole, there are many good projects in the document that I wholeheartedly support, such as the CAM metro, the Wisbech rail link and the electrification of the rail lines to Newmarket and from Ely to Norwich and Peterborough. There is also a Girton Interchange Study that could identify additional connections at the interchange that could reduce traffic on local roads, for example along the A1303 past the American Cemetery.

However, there are two items that I plan to oppose:

(1) Removing the breakdown lanes along the M11. These are essential for safety on a motorway. The AA has issued a safety warning about the installation of so-called "smart" motorways following a number of fatal accidents, for example:

<https://www.telegraph.co.uk/news/2019/03/28/smartmotorways-prompt-aa-safety-warning-second-person-dies/>

(2) On page 77 it says: "Looking further ahead, we may consider a link road connecting the M11 in the Girton area to the A47 in the Guyhirn / Wisbech area." Such a road link would do major damage to our villages. The north of the county is in great need of better roads, which is why dualling the A47 is such an important project. However, in the south of the county the focus should

be on rail and metro. This route would encourage commuting into Cambridge by car and make our local problems - urbanisation of the countryside, noise, pollution and congestion - far worse.

Blue plaque unveiled for Girton College

On Sunday 30th June, a Blue Plaque was unveiled at a special ceremony at Girton College, as the culmination of the Girton 150 Festival, marking the 150th anniversary of the College's founding. The plaque was unveiled by The Rt Hon Baroness Hale of Richmond, President of the Supreme Court of the United Kingdom, a distinguished graduate of Girton College.

The plaque records that the College was "Established in 1869 as Britain's first residential institution for the higher education of women." It pays tribute to Emily Davies and Barbara Bodichon, the College's principal founders. The plaque will be shortly be installed in its chosen location on the main gatehouse of the College, where it can be seen from Huntingdon Road and where passers-by can walk down and have a look.

Few of Cambridge's 31 colleges have a plaque to mark their foundation, and it was felt by the Blue Plaques Committee, of which I am a member, that the foundation of Girton College is internationally important as a pioneering example of gender equality in education.

This plaque will be the first in a series of plaques to mark important historical events and to honour the contributions of individual people in South Cambridgeshire District. There are currently 33 plaques in the City, commemorating events such as the discovery of the structure of DNA in 1953, and individuals such as Alan Turing, Sir Frank Whittle, John Maynard Keynes and William Wilkins.

More information on the Cambridge and District Blue Plaques, which is part of Cambridge Past, Present and Future, can be found at: <https://www.cambridgeppf.org/pages/category/blue-plaques>.

More information on Girton College's 150th anniversary can be found at: <https://girton150.com/>

Cllr Tom Bygott cllr@bygott.net

07765 475 513

Appendix 5

Cambridgeshire County Councillor's Report May/June 2019

May's meeting of full **Council** was enlivened by the protest mounted both outside the building and inside the chamber [although confined to the upstairs and enclosed public accommodation] by Extinction Rebellion. Appropriately the prayers that precede Council meetings were led by a

Quaker who took stewardship of the earth as the theme of her sermon. The activists' slogan was

"Declare a Climate Ecological Emergency Act". They unfurled a banner stating "This Land, Our

Land" and during the debate on a motion proposed by the Leader of the Council that an Environment & Climate Strategy should be developed, two more banners from the public gallery pleaded "We need to panic, then we need to make the government act" and "Tell the truth: we are in climate emergency". A motion was also proposed by the Chairman of Health Committee on the subject of air quality. Acknowledging that the Council is already undertaking work to tackle poor air quality around schools including developing a pilot for a 'no car zone' around one Cambridge school, he emphasised the need for a more coordinated response across all Council departments and partner organisations, schools being the most logical place to start identifying how the greatest impact can be achieved. An action plan will be drawn up and submitted to Health Committee for approval to pursue this ambition.

Press and public were excluded from the final item on the agenda which related to the disposal of Shire Hall and which explored in detail one particular offer for lease of the site. Before leaving the public gallery a protester sang a version of the Woody Guthrie song 'This Land, Our Land' modified to lay claim to the ancient rights of access to Castle Mound. Her rendition was intently listened to by many, although not all, members and she was rewarded with a well deserved round of applause.

The quality of debate was not good; the national air of ill tempered division seems to be reflected everywhere and, when we finally escaped at five o'clock I was amused by a colleague's comment that his general view is that meetings are merely a conspiracy to prevent people from getting on with something more useful.

Meeting agenda pack: <http://bit.ly/2MOHRHi>

Highways & Infrastructure

I am really pleased that all the villages in Bar Hill Division submitted bids to the A14 Legacy Fund. They are all very different but all have the potential to bring benefits to local communities. I look forward to hearing in the near future which ones have been successful - hopefully all! Well done to all those who worked on preparing the bids.

That piece of work finished, it is time for me to let you know that the County Council is now accepting Local Highway Improvement [LHI] applications. The submission deadline for these applications is Sunday 04 August after which Officers will make contact with you to develop a feasibility study. This will ensure that your project scope and budget are accurate and achievable prior to it being presented to the LHI Member Advisory Panel in January 2020. When you are working on your proposal please also nominate a representative to attend the panel to support your application. Supporting LHI guidance is available on the Council's website for your reference when making an application: <https://www.cambridgeshire.gov.uk/residents/travel-roads-andparking/roads-and-pathways/improving-your-local-highway/local-highway-improvement-funding/> Please complete the electronic application form, save it and submit it to: local.projects@cambridgeshire.gov.uk The same email address can be used if you have any queries or questions. The maximum funding has been raised this year to £15,000 but is still subject to a minimum of 10% applicant contribution.

That increase in funding and other refinements to the LHI scheme were approved by members of the ***Highways & Infrastructure*** committee at its meeting in May. The panels that assess the applications operate on a district basis and are comprised of county councillors representing that district. It had previously been noted that not all operate in quite the same way although the criteria set for all panels are consistent. The

differences were mainly noted in Cambridge City which, not having parishes, operates some processes differently to suit its structure. It was agreed that the City panels would accommodate wider attendance in recognition of this. This year for the first time I sat on a SCambs panel and was impressed by the diligence of both councillors and the supporting Officers in assessing the applications. Chaired by a senior Project Officer the panel was able to benefit from his knowledge of the technicalities of each application. Councillors are also able to ask questions of the applicants to clarify the background to and community benefit of each application.

The committee also debated at length a proposal to introduce a van and trailer e-permit scheme at Cambridgeshire's nine Household Recycling Centres [HRC]. Cambridgeshire's HRC policies were last reviewed in 2007. Since then many other local authorities including our neighbours have introduced changes to their policies such as reducing opening hours, closing sites for part of the week, charging for construction and demolition [C&D] waste and restricting access for large vehicles and trailers. These have helped them to tackle increases in waste growth and reduce abuse of their services as well as delivering quite significant savings. However, there is evidence that this action by our neighbours has had an adverse impact on Cambridgeshire as people drive across the county border in many cases to use its sites where no charges or restrictions currently apply. There was much discussion about the size of trailer that should be permitted; some members had done their own research with trailer suppliers to establish the most popular sizes in order that an appropriate exemption level could be set so as not to disadvantage local residents. Committee agenda pack and minutes: <http://bit.ly/2XOssrd>

Economy & Environment Committee considered an item on the Network Rail Cambridgeshire Corridor Study. This study explores requirements for additional track, platforms, rolling stock and stabling arrangements for services that will meet expected growth in demand to 2043. It makes various assumptions including delivery of Cambridge South station and that the capacity constraint at Ely North junction will have been unblocked. There is some scepticism about the basis upon which growth has been calculated and that it is not consistent with other reviews that have been undertaken in relation to the Cambridge-Milton Keynes-Oxford Arc. Agenda pack: <http://bit.ly/2XNurMH>

Children & Young People Committee considered a report on the review of Housing Related Support services. You may recall this review raised concerns about the withdrawal of funding for specialist facilities such as Whitworth House in the City. The review aims to ensure that the Council is supporting the right people with the appropriate support to help them achieve the best quality of life. It is considered that, although some of the services that it provides are well used, they are not always the most effective for ensuring this on a long term basis. Alternative support services are being considered and to allow time for this it was agreed to extend current contracts for 18 months. A further report will come to committee in the autumn. Agenda pack: <http://bit.ly/2XelwH0>

The **A14 Cambridge to Huntingdon** improvement scheme is progressing well. I never fail to marvel at the fortitude, resilience, constructive feedback and general good humour of residents in my County division who are being particularly affected by the work. This is also acknowledged by the A14 team with whom over the duration of the project I have formed a very good working relationship and with whom I meet regularly. Following last year's installation of the two new bridges, the weekend of 22/23 June was scheduled for the demolition of the old bridge and a total closure of the eastbound carriageway from Friday night to Monday morning. In advance of this we were told that the necessary change in road layout would necessitate the use of temporary traffic lights. Locally past experience of temporary traffic lights has not been good and I shared residents' trepidation about the installation and its impact on Monday's peak time traffic. At a meeting with the team beforehand I stressed the need for clear communication, close attention to detailed and accurate signage and monitoring of the lights. The first day was not good but, as requested, the A14 team had someone on site monitoring the situation so that adjustments could be made and they also listened to suggestions from local residents. Whatever did we do before social media?

The day of the demolition of the old bridge dawned and I was up with the birds to see it, meeting the Project Director at Swavesey at 4.30am. After my health and safety induction we drove to a point very close to the bridge from which we watched as eight massive machines with long extensions and cutters closely resembling the heads of dinosaurs started to 'nibble' through the concrete until the reinforcing steel was cut and the span

fell. When we left work was starting to demolish the supports and crush the concrete on site. It was an amazing experience to watch the precision with which everything was planned and choreographed and, as we all know, the whole operation was completed well ahead of schedule and the A14 opened again 24 hours early.



Photo taken at about 5am just before the demolition started.

a) lyndaharford@icloud.com;

01954 251775 or 07889 131022

Follow me on Twitter: @2Whit2Whoo