

COTTENHAM PARISH COUNCIL

HIGHWAYS COMMITTEE

AGENDA REPORTS PACK – AUGUST 2014

Item 14H/004

CLERKS REPORT – August 2014

Highways

- Telegraph Street - unsuitable for HCV's sign has been installed but only at the junction with the High Street. The real issue is with vehicles entering from the Denmark Road end so I'll follow this up with Martin Allen.
- Denmark Road – work has begun to clear the blockage to the pipe running from Denmark Road to BGW. However Andrew King has contacted me to say that the ditch has now been dammed at the College end. I am waiting for Highways to confirm whether the work has actually been completed or whether they are returning to finish the job.
- Histon Road has now been surface-dressed. Markings to follow. The road/cycle path should have been swept after 24 and 72 hours + 7 days. It doesn't appear that this was done. Assurances have been received from the contractors that both the road and path will be swept (7th August). Additionally the section by Cottenham Skips wasn't completed due to excess mud on the road which they were unable to clean sufficiently. This work has now been rescheduled to 16/17 August. Some drains are also full of chippings and need jetting.
- Waiting restriction signs (x2) have been requested for the 2 unmarked bays on the High Street (from post office to Hopbine). Without the signs the police are unable to enforce waiting restrictions. Jonathan Clarke is looking into this for us.
- Disappointing conversation with the County Rights of Way Officer, Peter Gaskin re. Footpath 9 (public footpath from the Cut bridge to Smithy Fen). According to the cutting schedule this path is not included this year. He is trying to squeeze the work into another job, otherwise we'll have to wait to see whether it can be included as part of a quote for work to be done in September.
- We've been notified of a road closure on Rook St during October. Nearer to the date I'll put a reminder on Facebook and our website – this is in addition to the notifications that the contractor themselves will be making.
- Asked for white lines to be reinstated on Twentypence Road – both the junction markings with Smithy Fen and in the middle of the road.

Outstanding CCC issues

- White & yellow lines to be reinstated at the Rampton Road/Lambs Lane junction.
- Numerous markings and pothole requests on Beach Road (near Coolidge Gardens junction)
- Horse Chestnuts to be pruned near Dentons (on both sides of the street)
- Dunstal Field/Histon Road junction – numerous potholes to be filled
- Rotten bollard at the top of Victory Way – it's also quite wobbly.
- Waiting to hear whether Harlestons Road has been accepted for resurfacing.

Item 14H/004

Response to the A14 Consultation, June 2014 agenda item 14/187:

Cllr Heydon asked for Cllr Feedback over just the period from 14th April 2014 (via email to the full council), through May 2014, to June 2014 regarding the following advertised consultation on A14 which ended at midnight on 15th/16th June 2014.

Ref: <https://www.gov.uk/government/consultations/a14-cambridge-to-huntingdon-improvement-proposed-scheme>

Cllr Heydon subsequently provided input to the HCV Group at the meeting held on 5th June 2014 via the invitation of the HCV representative from Cottenham Parish Council (Cllr Ward).

The compiled input from feedback is encapsulated in points 5.12, 5.13 and 6.1 below in the HCV group response and fulfills the June Agenda action ref: 14/187 to provide representation prior to 16th June (midnight 15th/16th June) consultation deadline. The assistance of the HCV Group was greatly appreciated.

(Below). Excerpts from the Joint Parishes HCV Group draft letter dated 9th June 2014.

With reference to the current consultation concerning this proposed scheme, I am writing on behalf of the Joint Parishes HCV Group to express the considered and agreed views of our members.

The Joint Parishes HCV Group consists of parish councillors and residents of the villages of Bluntisham, Cottenham, Earith, Haddenham, Hilton, Mepal, Sutton and Wilburton in East Cambridgeshire and Huntingdonshire who are concerned about the increasing numbers of heavy vehicles passing through their villages and who are working with the local highway authority to introduce mitigating measures, reduce through HCV traffic, reduce environmental impacts and prevent accidents in their area.

...

5.12 The combined dual carriageway and single carriageway local access roads between Fen Drayton and Girton may make the local roads more hazardous for vulnerable road users. This could be mitigated by allowing for some safe separation for vehicles with a large difference in mass and speed, particularly on the dual carriageway sections between Dry Drayton and Fen Drayton.

5.13 It is proposed that access onto the A14 for local residents from some local villages, such as Cottenham, would change from Dry Drayton northbound, to Bar Hill, at a location where Bar Hill has one main access road and as such is vulnerable to traffic congestion on local roads when an incident does occur. Heading southbound, Histon is also prone to significant congestion along the B1049 to the A14 junction where any delay at the Histon slip road blocks the A14 roundabout. Currently the Dry Drayton route onto the A14 is the least congested access road for several villages to join the A14 and consideration should be given to its retention or another practical alternative.

...

6.1 The Local Plan submitted by South Cambridgeshire District Council to the Secretary of State for Communities and Local Government on 28th March 2014 outlines the need for approximately 19,000 new homes in the Cambridge region between 2011 and 2031, with an average delivery rate of 950 new homes per year. Sites include large construction sites close to the A14, such as Northstowe, which are planned to start at the same time that the A14 is likely to be under pressure due to construction activity and lane closures and also at a time prior to delivery of other improvements needed to reduce current levels of congestion. The concern is that unless the agreements are both enforceable and enforced, these combined demands will make it tempting for HCV/construction traffic to choose to disregard Section 106 agreement and enforcement measures and to take local routes affecting villages nearby.

Item 14H/004

Residents have raised concerns about the speed of traffic, and the council has been approached for a 20mph zone to be investigated. This report provides initial feedback

Review of current vehicle speed monitoring and reporting tools available to residents:

Cottenham Speedwatch

Cottenham Speedwatch routinely provides local events in response to resident interest. Trained volunteers are asked to propose events that they are able to take part in. And where residents have an interest in a local event being held, Cottenham Speedwatch provides local training for the local Policing Initiative via our own volunteer trainers. Volunteers can take part in as many or as few activities as they feel is appropriate to their level of concern about a location, and their availability. And we have accommodated volunteers on crutches by providing seating at necessary events. Our local Cottenham Speedwatch co-ordinator is Kate Heydon, and can be contacted at kate@heydon.org, 01954 252664.

Cottenham Speedwatch held two events in July 2014, both on Rampton Road at the request of a trained Cottenham Speedwatch volunteer, who also took part in both events. Additionally two volunteers, including our local Cottenham Speedwatch co-ordinator, took part in events. Information was provided to the Hinchingsbrooke Police Headquarters for processing.

The information was provided to the full council in the August 2014 Agenda Reports Pack, and is also included below:

<http://www.cottenhampc.org.uk/wp-content/uploads/2014/03/Agenda-reports-pack-Aug-14.pdf>

Cottenham Speedwatch Update 31st July 2014, Kate Heydon.

Community Speedwatch		Incident No:	462/25 July 2014
Location of Check:	Rampton Road, Cottenham, Cambridgeshire CB24 8JT (northbound).		
Date + Time of Check:	25/07/2014 19:01 start, 20:02 finish.		
Speed Limit:	30mph		
Speedwatch volunteers:	2		
Total number of vehicles monitored in this speed check:	112		
Total number of vehicles recorded above the ACPO limit:	25		
Total number of vehicles recorded 15 mph or more above the ACPO limit:	0		

Community Speedwatch		Incident No:	143/26 July 2014
Location of Check:	Rampton Road, Cottenham, Cambridgeshire CB24 8JT (northbound).		
Date + Time of Check:	26/07/2014 08:07 start, 09:07 finish.		
Speed Limit:	30mph		
Speedwatch volunteers:	2		
Total number of vehicles monitored in this speed check:	110		
Total number of vehicles recorded above the ACPO limit:	28		

Ecops

An update on local Speedwatch and Policing speed checks is provided via our local PCSO through the Ecops updates (register for Ecops at: <https://www.ecops.org.uk>).

The Police Speed Reporting Tool

The Speeding Enforcement Team local reporting tool has been used by a number of Cottenham residents, including some members of the Cottenham Speedwatch team. To request a speeding enforcement check, please use the following online reporting tool:

<https://docs.google.com/forms/d/14IRTjifW57MzX7kxbBrAH9VJkb7i69Mv2TenifVib3M/viewform?c=0&w=1>

A link, some information about the reporting tool, is quoted below:

<http://southcambscops.org/2014/06/13/speeding-enforcement/>

Speeding Enforcement

I'm pleased to announce that we have launched the SC Speed Team. This team will be led by Special Constable Paul Jenkins and will be responsible for carrying out speeding enforcement in your community.

The most exciting thing about this team is that will be directed by you: if you want to see them in your village then tell us where and when speeding is a problem and we will come. You can do it online here:

<http://tinyurl.com/SCSpeedTeam>

Follow the progress of the #SCSpeedTeam on twitter @southcambscops

Chief Inspector James Sutherland

End quote.

Recent PCSO events held at locations as a result of the reporting tool included Denmark Road and Histon Road.

PCSO FULLER (7134)	Denmark Road, Cottenham	17/06 /2014	30	n/s	7	7	0	0	0	3	1	2	0	0	4 x Below 35mph threshold. 1 x No Trace (T15BUTK)
PCSO FULLER (7134)	Histon Road, Cottenham	17/06 /2014	30	n/s	14	12	2	0	0	6	3	3	0	0	7 x Below 35 MPH threshold. 1 x Lease vehicle

Published data on 20mph traffic enforcement and compliance:

Information that has not, to my knowledge, been published in the public domain, hence not quoted here. But, my understanding is that in August 2013 several Speedwatch events held in Cambridge City resulted in educational letters being sent out to advise a substantial number of motorists that they had exceeded a 20mph speed limit in two locations in Cambridge City.

Item 14H/005

Local Highways Initiative

1 Purpose

The Highways Committee is consulting various parties to inform two activities:

1. A longer-term strategy for highways-related improvements as we identified in our CPC Highways Committee terms of reference
2. Possible bid for Local Highways Initiative funding by ourselves or others, with or without our financial support.

Consulted parties include around 20 community groups in Cottenham, about 20 “known-interested” individuals, our local District and County Councillors and Cambridgeshire Constabulary’s Traffic Monitoring Officer and, shortly, around 20 local businesses. We have had some good feedback ranging from specific ideas to general support.

The assumed context is that, in the absence of significant new housing developments, Cottenham will experience an ageing population over the next years which may make local mobility a bigger issue than traffic which may stabilise through changes in technology.

2 Themes

Our five themes are:

1. **help the elderly and less mobile** move about the village, whether by levelling and widening some pavements to at least 1.2m width, adding crossing points, additional seating, improving pavement lighting or dropping more kerb edges, especially on the pedestrian / mobility scooter routes linking Coolidge Gardens, Franklin Gardens and Stevens Close with the High Street and Lamb’s Lane.
2. **help children** walk or cycle to and from school more safely, whether by improving visibility (possibly by convex mirrors supported with “look, listen, live” signage) near junctions, adding crossing points (especially near Shaun’s Newsagent, either side of the Co-op corner, the Lamb’s Lane junction, and somewhere south of the Green) , reinforcing parking or speed restrictions (signage), and providing safer routes, especially on pedestrian and cycle routes linking Cottenham Primary School and Cottenham Village College via (or avoiding) the High Street, Lamb’s Lane and Rampton Road to newer estates.
3. **help drivers** by providing more street-side parking bays and informal crossing points (by partially “notching” pavements, providing adjacent crossing points and possibly central refuges where 1.2m pavement width and 7.5m road width can be maintained) along the High Street, especially near Shaun’s Newsagents (North-bound), the Co-op (both sides), the Co-op Pharmacy (North-bound) and the Chinese TakeAway (North-bound).
4. **help residents** by:
 - a. introducing further (or modified) traffic-calming measures on our main roads, including 50mph transition zones, Speed Check Area signage, additional crossing points, informal “look, listen, live” signage, and priority features, especially along the High Street, Beach Road, Denmark Road, Histon Road, Oakington Road, Rampton Road and TwentyPence Road
 - b. introducing further traffic-management measures on the narrow residential roads, (including wider pavements, road markings and one-way traffic management) especially along Corbett Street, Denmark Road, Margett Street, Rook’s Street, and Telegraph Steet

5. **help bus users** by encouraging operators to vary their routes and vehicles to ensure better accessibility and coverage, including more bus shelters, especially linking the North end of the village, Coolidge Gardens, Franklin Gardens and Stevens Close with the Citi8 route to Cambridge and 106 route to Ely to facilitate both shopping and school attendance.

To date we have around a dozen positive and informative responses and Police input.

3 What might qualify for Local Highway Improvement bids?

3.1 Local Highways Improvements Initiative

Cambridgeshire County Council has most powers relevant to roads and pavements. The Parish Council has relevant powers to light roads and public places, provide roadside seats and shelters, provide public conveniences, contribute to traffic-calming, provide grants for bus services and, under section 137, we could contribute financially to most Highways-related projects. South Cambridgeshire District Council may also be able to help. So, budget permitting, much could be done over a period of years. There is some overlap between the tangible suggestions. Specifically for LHI 2015 we could select one or a combination of the following (and other) ideas, remembering that a successful bid will only attract £10,000 of CCC funding:

3.2 Help the elderly and less mobile

We could help them move about the village, especially on the pedestrian / mobility scooter routes linking Coolidge Gardens, Franklin Gardens and Stevens Close with the High Street and Lamb's Lane. We could:

- a) re-align the Victory Way / Lamb's Lane junction pavements to remove wooden posts and widen/level the pavements within, say, 10m of the junction £15,000?
- b) provide additional – say three - roadside benches near the exits of each estate £3,000?
- c) provide additional lighting at the chosen bench sites £10,000?
- d) re-align/widen say 200m of pavements, including dropped kerbs, in/near one or more of the estates. £10,000?

3.3 Help children

We could help children walk or cycle to and from school more safely, whether by improving visibility (possibly by convex mirrors supported with "look, listen, live" signage) near junctions, adding crossing points and providing safer routes, especially on pedestrian and cycle routes linking Cottenham Primary School and Cottenham Village College via (or avoiding) the High Street, Lamb's Lane and Rampton Road to newer estates. We could:

- a) Improve pedestrian safety of Co-op corner and Lamb's Lane junction by use of additional informal crossing points, "pedestrians" (or maybe "look, listen, live" or other "soft" signage) warning signs) £25,000?
- b) Provide say 8 notched drop-off / pick-up places on Lamb's Lane away from immediate School "no stopping" zone £5,000?

3.4 Help drivers

Like it or not we live in a working village and many people do not have the time to find spaces in our limited number of inconveniently-located parking spaces and that can damage our retail businesses and reduce safety. Our goal here is therefore to provide, where road and pavement width permits, a limited number of safe, convenient street-side parking spaces with adjacent informal crossing points with central refuges which should discourage "pavement-parking" and/or "double-yellow shopping" and help our local retail businesses. Some driver-related possibilities:

- a) Improve driver convenience and pedestrian safety by provision of up to five additional informal crossing points with central refuge and nearby "notched" double-bay parking spaces along the High Street, especially near Shaun's Newsagents (North-bound), the Co-op (both sides), the Co-

op Pharmacy (North-bound) and the Chinese TakeAway (North-bound). "Pedestrians about" or similar signage nearby will assist traffic-calming. £15,000*5?

3.5 Help residents

Our goal is to reduce personal injuries by progressively raising driver awareness of increased risk in areas with high concentrations of pedestrians, especially children or other vulnerable groups and by improving separation of groups with different mass and speed in three "zones"

3.5.1 introducing further (or modified) traffic-calming measures on our main access roads, including additional crossing points, informal "look, listen, live" signage, and especially along the High Street, Beach Road, Denmark Road, Histon Road, Oakington Road, Rampton Road and TwentyPence Road. Generally we would provide:

- a 500m approach zone in which speed reduces to 50mph £10,000*3?
- indication of hazards in the 50mph zone with warning chevrons or other devices
- priority features £10,000*3?
- provide "dragons teeth" markings or equivalent before the 30 mph transition £500*3?
- vehicle-activated signage £10,000*3?
- Reinforce with POLICE Speed Check Area signage. £500*5?

Item 14H/006

Strategy Consultation

1 Purpose

The Highways Committee is consulting various parties to inform two activities:

1. A longer-term strategy for highways-related improvements as we identified in our CPC Highways Committee terms of reference
2. Possible bid for Local Highways Initiative funding by ourselves or others, with or without our financial support.

Consulted parties include around 20 community groups in Cottenham, about 20 “known-interested” individuals, our local District and County Councillors and Cambridgeshire Constabulary’s Traffic Monitoring Officer and, shortly, around 20 local businesses. We have had some good feedback ranging from specific ideas to general support.

The assumed context is that, in the absence of significant new housing developments, Cottenham will experience an ageing population over the next years which may make local mobility a bigger issue than traffic which may stabilise through changes in technology.

2 Themes

Our five themes are:

1. **help the elderly and less mobile** move about the village, whether by levelling and widening some pavements to at least 1.2m width, adding crossing points, additional seating, improving pavement lighting or dropping more kerb edges, especially on the pedestrian / mobility scooter routes linking Coolidge Gardens, Franklin Gardens and Stevens Close with the High Street and Lamb’s Lane.
2. **help children** walk or cycle to and from school more safely, whether by improving visibility (possibly by convex mirrors supported with “look, listen, live” signage) near junctions, adding crossing points (especially near Shaun’s Newsagent, either side of the Co-op corner, the Lamb’s Lane junction, and somewhere south of the Green) , reinforcing parking or speed restrictions (signage), and providing safer routes, especially on pedestrian and cycle routes linking Cottenham Primary School and Cottenham Village College via (or avoiding) the High Street, Lamb’s Lane and Rampton Road to newer estates.
3. **help drivers** by providing more street-side parking bays and informal crossing points (by partially “notching” pavements, providing adjacent crossing points and possibly central refuges where 1.2m pavement width and 7.5m road width can be maintained) along the High Street, especially near Shaun’s Newsagents (North-bound), the Co-op (both sides), the Co-op Pharmacy (North-bound) and the Chinese TakeAway (North-bound).
4. **help residents** by:
 - a. introducing further (or modified) traffic-calming measures on our main roads, including 50mph transition zones, Speed Check Area signage, additional crossing points, informal “look, listen, live” signage, and priority features, especially along the High Street, Beach Road, Denmark Road, Histon Road, Oakington Road, Rampton Road and TwentyPence Road
 - b. introducing further traffic-management measures on the narrow residential roads, (including wider pavements, road markings and one-way traffic management) especially along Corbett Street, Denmark Road, Margett Street, Rook’s Street, and Telegraph Steet

5. **help bus users** by encouraging operators to vary their routes and vehicles to ensure better accessibility and coverage, including more bus shelters, especially linking the North end of the village, Coolidge Gardens, Franklin Gardens and Stevens Close with the Citi8 route to Cambridge and 106 route to Ely to facilitate both shopping and school attendance.

3 What could it mean?

3.1 Longer term improvements

Cambridgeshire County Council has most powers relevant to roads and pavements. The Parish Council has relevant powers to light roads and public places, provide roadside seats and shelters, provide public conveniences, contribute to traffic-calming, provide grants for bus services and, under section 137, we could contribute financially to most Highways-related projects. South Cambridgeshire District Council may also be able to help. So, budget permitting, much could be done over a period of years. There is some overlap between the tangible suggestions.

3.2 Help the elderly and less mobile

We could help them move about the village, especially on the pedestrian / mobility scooter routes linking Coolidge Gardens, Franklin Gardens and Stevens Close with the High Street and Lamb's Lane. We could:

- 3.2.1 Re-align/widen entire pavement route, including dropped kerbs at junctions linking the three estates to Lamb's Lane and the High Street
- 3.2.2 Ensure a roadside bench and associated lighting every say 300m along the "mobility" routes
- 3.2.3 Re-align/widen entire pavement route around Lamb's Lane, Rampton Road and the High Street
- 3.2.4 Extend coverage to Church, Green and Recreation Ground

3.3 Help children

We could help children walk or cycle to and from school more safely, whether by improving visibility (possibly by convex mirrors supported with "look, listen, live" signage) near junctions, adding crossing points and providing safer routes, especially on pedestrian and cycle routes linking Cottenham Primary School and Cottenham Village College via (or avoiding) the High Street, Lamb's Lane and Rampton Road to newer estates. We could:

- 3.3.1 Provide say 8 notched drop-off / pick-up places on Lamb's Lane away from immediate School "no stopping" zone
- 3.3.2 Re-align/widen entire pavement route linking the newer estates to Cottenham Primary School, Cottenham Village College and the main Recreation Ground
- 3.3.3 Implement, wherever possible, new pathways between the newer estates and the schools avoiding High Street, Lamb's Lane and Rampton Road wherever possible.
- 3.3.4 Provide additional 2-bay notched roadside parking spaces with associated informal crossing points (with possible central island/refuge) where road-width permits but near Shaun's newsagent, Lamb's Lane junction, Co-op pharmacy, Co-op corner, Chinese take-away and somewhere south of the Green.
- 3.3.5 Ensure provision of adequate parking places and crossing points around High Street, Lamb's Lane and Rampton Road.

3.4 Help drivers

Like it or not we live in a working village and many people do not have the time to find spaces in our limited number of inconveniently-located parking spaces and that can damage our retail businesses and reduce safety. Our goal here is therefore to provide, where road and pavement width permits, a limited number of safe, convenient street-side parking spaces with adjacent informal crossing points with central refuges which should discourage "pavement-parking" and/or "double-yellow shopping" and help our local retail businesses. Some driver-related possibilities:

- 3.4.1** Improve driver convenience and pedestrian safety by provision of up to five additional informal crossing points with central refuge and nearby “notched” double-bay parking spaces along the High Street, especially near Shaun’s Newsagents (North-bound), the Co-op (both sides), the Co-op Pharmacy (North-bound) and the Chinese TakeAway (North-bound). “Pedestrians about” or similar signage nearby will assist traffic-calming.
- 3.4.2** Ensure provision of adequate parking places and safe crossing points, especially around High Street, Lamb’s Lane and Rampton Road.

3.5 Help residents

Our goal is to reduce personal injuries by progressively raising driver awareness of increased risk in areas with high concentrations of pedestrians, especially children or other vulnerable groups and by improving separation of groups with different mass and speed in three “zones”

3.5.1 introducing further (or modified) traffic-calming measures on our main access roads, including additional crossing points, informal “look, listen, live” signage, and especially along the High Street, Beach Road, Denmark Road, Histon Road, Oakington Road, Rampton Road and TwentyPence Road. Generally we would provide:

- a 500m approach zone in which speed reduces to 50mph
- indication of hazards in the 50mph zone with warning chevrons or other devices
- provide “dragons teeth” markings or equivalent before the 30 mph transition
- an illuminated priority feature favouring outbound traffic at the 50/30mph transition without reducing overall road width below ... so as not to impede emergency or agricultural vehicles
- provide a vehicle-activated 30mph repeater approx. 100m inside the 30mph zone.
- Reinforce with POLICE Speed Check Area signage.

3.5.2 provide informal crossing points approximately every 200m along main roads to encourage pedestrians to cross in safer locations (using existing crossings where feasible), including:

- Either side of the Co-op corner
- Within 30m of all major junctions
- Rampton Road / Lamb’s Lane
- Oakington Road / Rampton Road
- Histon Road / High Street / Rampton Road
- Denmark Road / High Street

3.5.3 Our goal, over time, is to improve the ambient environment in terms of noise, pollution and vibration and improving pedestrian safety along the narrower streets by introducing further traffic-management measures (including 20mph and/or one-way traffic management) especially along Corbett Street, Denmark Road, Margett Street, Rook’s Street, and Telegraph Street

- Pedestrian safety is best achieved by ensuring pavements on both sides of the road with widths of preferably 1m8 and everywhere at least 1m2; this can only be achieved by stealing some road width.
- Smoother flows of traffic are likely to be best achieved and have best outcomes in terms of noise, pollution and vibration by requiring one-way traffic where the roads are narrower than ...
- Additional measures to restrict the passage, other than for access, of diesel-powered HCV or HGV traffic

- Introduction of a scheme of “preferred parking and crossing” places
- Introduction of a 20mph zone by residential consent is unenforceable in practice.

3.6 help bus users by encouraging (and possibly financially incentivising) operators to vary their routes and vehicles to ensure better accessibility and coverage, including more bus shelters, especially linking the North end of the village, Coolidge Gardens, Franklin Gardens and Stevens Close and the Business Parks with the Citi8 route to Cambridge (including the Science Park and Waterbeach stations) and 106 route to Ely to facilitate business, shopping and school attendance. Our goal, over time, is to increase accessibility, frequency and speed of services for our principal users of bus services, especially for school-age children and the elderly.

- Accessibility involves improved routing with stops and shelters closer to the user communities in the North end of Cottenham, Coolidge Gardens, Franklin Gardens and Stevens Close with buses and stops capable of loading and unloading mobility scooters.
- Frequency principally involves achieving:
 - at least a 2-hourly X 6 days service from the centre of the village to /from Ely;
 - at least a 20-minute frequency x 6 days (30mins/Sunday) service throughout the village core to and from Addenbrookes hospital via Orchard Park and central Cambridge
- Speed involves additional weekday rush hour “express to/from Science Park (via Waterbeach station) and/or central Cambridge” services

Item 14H/007

Resolution for a bus needs petition and standard response in order to monitor local bus needs and to supply information to Stagecoach and the County Council - Cllr Heydon. (5 mins).

The bus needs petition to measure local interest in service use is available at:

<http://www.thepetitionsite.com/741/669/561/bus-service-provision-in-cottenham-for-less-mobile-residents/>

And the link has also been shared with the County Council, and County Councillors via Twitter and email.

This is a petition set up as an individual, but would benefit from endorsement by Cottenham Parish Council Highways Committee. So the following resolution is proposed:

To endorse the e-petition set up by Mrs Heydon to measure resident use of an extended Citi8 bus service to the Church Lane end of the village.



I would use an extended Cottenham in-village Citi8 bus service to Church Lane.

author: [Katherine Heydon](#)

target: People who live in Cottenham and use the bus service. Especially people with impaired mobility.

signatures: 3

3 1,000

we've got 3 signatures, help us get to 1,000

Please sign this e-petition if you think that you would benefit from an extension of the Cottenham Citi8 Service to the Church Lane end of Cottenham village. This may be a particular need for people with limited mobility.

This e-petition was set up by Mrs Katherine Heydon on 6th August 2014 to measure the local need for a bus service to the Church end of the village, within Cottenham, as an expansion to the existing Citi8 route.

Information compiled may be helpful to provide information to Cottenham Parish Council, who can provide information to our County Council. Our local County Councillors liaise with our local bus service provider about bus routes, and update the parish and residents attending local parish council monthly public meetings.

The route and timetable

is: http://www.stagecoachbus.com/PdfUploads/Timetable_42110_Cambridge%20citi%208.pdf

http://www.stagecoachbus.com/PdfUploads/Map_27286_Cambridge%20citi%208.pdf

you have the power to create change.

START SHARING AND WATCH YOUR IMPACT GROW

To create a standard letter that residents may choose to use to advise the relevant authorities, and interested parties, of an interest or concern. A draft is included below:

Date: [Insert Date]

Cambridge Stagecoach Enquiries
 Stagecoach in Cambridge
 [Company]
 100 Cowley Road
 Cambridge
 CB4 0DN

Dear Stagecoach in Cambridge, Enquiries,

I have recently contacted my local parish council regarding suggestions to improve our local bus service for users, and I have been advised to contact ~~you/our office~~ as well as Bus Users UK England, and my local County ~~Council~~.

[Delete or amend as appropriate from the following paragraphs.]

I think that the provision of a bus service that extends to the far – Church Lane – end of ~~Cotterhoe~~ would be a useful service. I am among a group of bus users with limited mobility, and having a bus service that is accessible to enable me to use public transport would make it easier for me to travel.

It might be useful if the bus had a local use fare to allow passengers with mobility limitations to get on and off within the village, for a reduced fare.

Please could Stagecoach also consider whether it might be viable to provide some services to the Science Park and to the ~~Waterside~~ Train Station, at peak commuter times? I think that would enhance the local service. And it could also reduce congestion on the B1049 at peak times. ~~Reduce the need to use public transport.~~

I understand that Stagecoach is a commercial company, and runs a service as a business. However the charges for bus use in ~~Cotterhoe~~ are significantly higher than in the ~~neighbouring~~ village of ~~Blaxton~~. And our fares are equivalent for villages much further away. The boundary for the fare change seems somewhat indiscriminate. As a business case, would Stagecoach consider a trial to look at the potential increased uptake of the service if the fares were lowered to ~~lower~~ levels? Or lowered to an intermediate level. If ~~such a proposal is protected by Local Authorities, businesses~~, and parish councils I am hopeful that the increase in customers could potentially offset the lower revenue per customer. And so be a win-win situation for Stagecoach and bus customers alike.

I would like (tick as applicable):

<input type="checkbox"/>	A bus service provided to the Church end of Cotterhoe village.
<input type="checkbox"/>	The option of a local on-off service within Cotterhoe on the bus route for a single low fare.
<input type="checkbox"/>	A bus service to the Cambridge Science Park on Milton Road from Cotterhoe for commuters.
<input type="checkbox"/>	A bus service to the Waterside Train Station from Cotterhoe for commuters.
<input type="checkbox"/>	A promoted trial of reduced fares for the Cotterhoe bus service to try and reduce car usage, congestion.

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Page 2

I have provided a copy to (tick as appropriate):



<input type="checkbox"/>	Jo Brock, Clerk, Cotterhoe Parish Council.	Community Centre, 250a High Street, Cotterhoe , CB24 8RZ	http://www.cotterhampc.org.uk	clerk@cotterhampc.org.uk
<input type="checkbox"/>	Bus Users UK England	Bus Users UK, Head Office, Terminal House, Shepperton , TW17 8AS	www.bususers.org	
<input type="checkbox"/>	County Cllr David Jenkins	14 Pears Way Blaxton Cambridge CB24 8YZ	<a href="http://davidjenkins.mypoun
cifer.org.uk">http://davidjenkins.mypoun cifer.org.uk	01223 davidjenkins@cbg.org.uk
<input type="checkbox"/>	County Cllr Mike Mason	100 Lambic Lane Cotterhoe Cambridge CB24 8TA	http://www2.cambridgeshire.gov.uk/Committees/Minutes/Committees/member.aspx?id=203	mymason@virginmedia.com

Sincerely,

[Your Name & Title]

Additionally Cllr Heydon has been in contact with Bus Users UK regarding interest in registering as a local contact:

England | Cymru/Wales | Scotland | Northern Ireland

Bus Users
Working for passengers

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Local Group Login

It looks like there is not currently a local Bus Users group in your area.

Our head office may be able to help with your issue; just fill out the form below and we will get back to you.

If you're interested in getting involved in a local group in your area, or helping to set one up, please let us know using the form below.

*First Name

*Last Name

*Email Address

*Telephone

*Comments

I am the Chair of the Highways committee of the Cottenham Parish Council. As a Parish Council we are not a statutory ~~responsibility~~ for County Highways, but we do get contacts from local residents concerning access to a local bus service, and routes. I would like to compile interest, and set up a petition to gather quantitative evidence to find out whether an increase in our bus route to the end of the village would be viable economically to our local bus service provider. And also to determine whether the much higher charge for bus use in our village, compared to Histon which is adjacent, is again something that could be subject to change, to encourage more use of the local bus service, and so reduce traffic congestion on the B1049 at peak times. There is also some demand for access to the Cambridge Science Park, and to Waterbeach Station, which again could be commercially investigated.

*Please enter the text you see in the image above

Bus Users UK

Address
Station Approach,
Shepperton
TW17 8AS

Contact Details
Tel: 0300 111 0001
enquiries@bususers.org

County Cllr Jenkins responded to Cllr Heydon's email communication to advise that as a County Cllr he is liaising with Stagecoach to investigate expanding the Citi8 service as far as Broad Lane. Responded with thanks for his action, and the response.

I am of the view that the level of interest in the e-petition, contacts to the parish council, county council, and personal letters to Stagecoach will help measure the likely use of an extended service, and give our County Councillors information of level of interest and support to proceed if viable.

Information collected may also be fed into the Highways Committee 4-Year Strategy and used to help formulate priorities.

Item 14H/008

Resolution for a Speedwatch Sign on Rampton Road - Cllr Heydon (2 mins).

The initial test is to determine whether Rampton Road as a site meets with the criteria to provide a Speedwatch sign, an event monthly March through October inclusive at the specific location, indefinitely. A qualifying period of one year of March through October inclusive monthly events at a specific location is required for signage to be erected at a location. Rampton Road is Cottenham Speedwatch's most active volunteer location in 2014.

Events held at Rampton Road throughout 2014:

Rampton Road location only: Monthly from March 2013 to October 2013 Inclusive:						
Area/Led by	Group/Activity Location	Date	Speed Limit	No of vehicles	Speeding Vehicles	Letters sent
Volunteers	Rampton Road, Cottenham	10/07/2013	30	422	12	11
Volunteers	Rampton Road, Cottenham	14/08/2013	30	205	47	35
Volunteers	Rampton Road, Cottenham	04/09/2013	30	250	32	28
Rampton Road location only: Monthly from March to the end of July 2014, data:						
Mar-14	Community Speedwatch	Incident No: 007/22 Mar 2014 Part 2				
	Location of Check:	Rampton Road, Cottenham, Cambridgeshire CB24 8JT.				
	Date + Time of Check:	22/03/2014 15:30 start, 16:02 finish.				
	Speed Limit:	30mph				
	Speedwatch volunteers:	3				
	Total number of vehicles monitored in this speed check:	67 vehicles.				
	Total number of vehicles recorded above the ACPO limit:	5				
	Total number of vehicles recorded 15 mph or more above the ACPO limit:	0				
Apr-14	Community Speedwatch	Incident No: 266/02 Apr 2014 Part 1				
	Location of Check:	Rampton Road, Cottenham, Cambridgeshire CB24 8JT (northbound).				
	Date + Time of Check:	02/04/2014 15:02 start, 16:02 finish.				
	Speed Limit:	30mph				
	Speedwatch volunteers:	2				
	Total number of vehicles monitored in this speed check:	159				
	Total number of vehicles recorded above the ACPO limit:	26				
	Total number of vehicles recorded 15 mph or more above the ACPO limit:	1				
May-14	Community Speedwatch	Incident No: 330/30 May 2014				
	Location of Check:	Rampton Road, Cottenham, Cambridgeshire CB24 8JT (northbound).				
	Date + Time of Check:	30/05/2014 16:55 start, 17:55 finish.				
	Speed Limit:	30mph				
	Speedwatch volunteers:	2				
	Total number of vehicles monitored in this speed check:	353				
	Total number of vehicles recorded above the ACPO limit:	85				
	Total number of vehicles recorded 15 mph or more above the ACPO limit:	0				
Jun-14	Community Speedwatch	Incident No: 004/13 June 2014				
	Location of Check:	Rampton Road, Cottenham, Cambridgeshire CB24 8JT (northbound).				
	Date + Time of Check:	13/06/2014 17:00 start, 18:00 finish.				
	Speed Limit:	30mph				
	Speedwatch volunteers:	2				
	Total number of vehicles monitored in this speed check:	321				
	Total number of vehicles recorded above the ACPO limit:	18				
	Total number of vehicles recorded 15 mph or more above the ACPO limit:	0				
Jul-14	Community Speedwatch	Incident No: 462/25 July 2014				
	Location of Check:	Rampton Road, Cottenham, Cambridgeshire CB24 8JT (northbound).				
	Date + Time of Check:	25/07/2014 19:01 start, 20:02 finish.				
	Speed Limit:	30mph				
	Speedwatch volunteers:	2				
	Total number of vehicles monitored in this speed check:	112				
	Total number of vehicles recorded above the ACPO limit:	25				
	Total number of vehicles recorded 15 mph or more above the ACPO limit:	0				