

AGENDA REPORTS PACK

HIGHWAYS COMMITTEE

14th June 2016

16H/032. Minutes - To resolve that the minutes of the Committee meeting held on 12th April 2016 be signed as a correct record.



**Minutes of Meeting of the Highways Committee
Held in the Village Hall, Lambs Lane, Cottenham
On Tuesday 12th April 2016 at 7.30pm**

Present: Cllrs McCarthy (Chair), Hodson, Morris, Nicholas, Ward, SCDCllr Wotherspoon, Assistant Clerk (Sam McManners)

In attendance: 1 member of public

- 16H/016. Any Questions from the Public or Press** – Standing Orders suspended 7.31pm – Resident outlined problems caused by speeding vehicles – 5 cars have hit her house/garden, 3 of which have been in the last 8 months. Cllr Young arrived at 7.32pm. The house is located at the junction with Twentypence Road/Smithy Fen. Resident would like some signs and/or road markings to make bend more visible and speed humps to slow traffic. All collisions have been during darkness, despite there being a streetlight outside the property (which was taken down by the car during the last accident). Upon exiting the village, the road appears to be straight. There is a chevron sign before the bend but this single sign obviously isn't proving sufficient for some drivers. Resident was advised to contact Derek Crosby (Traffic Manager, Cambs Police) for advice on possible solutions. Standing Orders re-instated 7.47pm.
- 16H/017. Chairman's Introduction and Apologies** – No apologies received.
- 16H/018. Declarations of Interest** - None received.
- 16H/019. Minutes** - To resolve that the minutes of the Committee meeting held on 25th February 2016 be signed as a correct record – 16H/005; 'park' amended to 'load/unload', 16H/007; 'access' amended to 'loading', **RESOLVED**
- 16H/020. Update on Remembrance Sunday** – Cllr McCarthy outlined report circulated prior to meeting, no further comments
- 16H/021. Update on appointment of ITC including traffic implications of proposed major developments** – Cllr Morris outlined report circulated prior to meeting. Awaiting results of traffic count carried out today.
- 16H/022. Update on all outstanding TRO applications received** - report circulated prior to meeting, no further comments.
- 16H/023. Update on pavement improvement project with CCC** - Cllr Morris outlined report circulated prior to meeting –Cllr Morris to arrange further meeting with project manager. Cllr Morris left the room at 8.10pm, returned at 8.11pm.
- 16H/024. Consider Highways issues and options in the Neighbourhood Plan work** - Cllr Morris outlined report circulated prior to meeting. Posters were circulated to Cllrs illustrating possible options. Traffic and housing issues being the main topics. SCDCllr Wotherspoon outlined the main points of study currently underway at SCDC, main focus on A10 north, A428 dualling (Black Cat to Caxton Gibbet), A428/A421
- 16H/025. Matters for consideration at the next meeting** – update on appointment of ITC including traffic implications of proposed major developments.
- 16H/026. Date of next meeting** – 14th June 2016
- 16H/027. Close of meeting** -9.40pm

Signed _____ (Chair) Date _____

16H/033. HCV joint committee

Cllr Ward attended the March and May meetings, minutes and notes from meetings below:

Minutes of the HCV Joint Committee meeting held on Wednesday 15th March, 2016 at 7.30pm at Bluntisham Village Hall, Bluntisham.

Present:

Alan James (AJ) - Haddenham
Margaret Lumb (ML) - Bluntisham
PC Brian Burpitt (BB) - Earith
Lorna Dupre (LD) - East Cambs
DC - Sutton Owen Mc Laughlin (OM) – Earith
Andy Bush (AB) - Hilton HAT
Christine Ward (CW) - Cottenham
PC Mark Inskip (MI) - Sutton PC
Margaret Sherwood (MS) - Hilton
Stan Smith (SS) - Sutton
PC Jeff Nicholls (JN) - Earith PC

1. Appointment of Chairman for the Meeting

Brian Burpitt volunteered to chair the meeting.

2. Apologies for Absence

Ken Appleton – Hilton HAT

3. Minutes of the Last Meeting

The minutes of the last meeting held on January 19th 2016 were accepted with one amendment from AB. His comment on Speedwatch in agenda item 5 should have read;
“AB said that he was a former Speedwatch volunteer but had left. He is also fully conversant with Roadwatch and could state categorically that they used proper equipment and operating practices. He felt there was a great deal of misinformation about their activities”.

4. Mick George HCV Initiative Update

AB said that what he found really interesting was the comment that monitoring the drivers and trying to change driving habits had led to a £3k per week saving in fuel costs. The drivers are also incentivised to drive properly.

There was some discussion on the driver training and whether Mick George was employing more drivers. OM said that Joe Gossage had told the Road Safety meeting that they are employing more foreign drivers because there had been a shortage in the UK. He said that they are among the best drivers they have. They will also be focusing on employing more women drivers because they are more meticulous.

AJ said that Roadwatch had done some HCV monitoring in Haddenham. They reported that 50% of all HCVs were speeding but none were Mick George lorries.

ML said that she was attending a Hansen meeting on Monday and would ask them their opinion of the Mick George initiative. But BB thought most of the Hansen drivers are contractors so they have less influence over them.

OM brought up the Covenant which was being promoted by the County Council. AJ wondered what they were trying to achieve. The emphasis seems to be on action by individual villages to engage with hauliers. Steve Criswell had mentioned that the idea of the Covenant had come from Dave McCandless. BB said that the villages simply wouldn't be able to do it. It would require all the villages talking to all the hauliers.

AB thought we should send Ian Bates a letter with questions on how it will operate. It's good PR but that's all.

AJ read out the Press Release from the HCV group in response to the Covenant proposal. The text is appended to these minutes as Appendix A.

Action: HCV group to ask CCC how they will implement it.

5. Meetings with CCC on Jan 21st and March 3rd.

AJ said that he had challenged the accuracy and completeness of the notes taken by CCC at the first meeting. At the second meeting there was no agenda and AJ had written up the notes for this meeting himself. These notes had been circulated before this meeting. He had omitted one thing, which was a request to CCC to control the movements of the waste lorries over which they do have jurisdiction.

BB said they had also brought up the idea of a TRO 'area'. (Some maps were distributed with the area marked). There were about 12 routes into this area.

AJ said that in order to cover that area they need to put signs and limits from the main routes.

BB added that they had also mentioned the cost of the signage which they think the parish councils will pay for. But they could give no idea about how much it would cost, not even a ballpark figure. AJ said they seemed to think it would take 6 people about a month to work out the exact costs. This was a ridiculous approach. He told them they needed a feasibility study and they have gone away to think about it.

AB said we have a menu of costs relating to road and safety improvements somewhere. (OM thought this may have been provided to the Road Safety committee. He'll look for it.)

MS thought they would need 3 signs at Hilton. Based on the cost of Speedwatch signs that would add about £900 to the village precept. BB said that Cllr Criswell seemed to think it could be funded via a Local Highways Improvement (LHI) bid. AJ pointed out that the cost would fall to the Highways Department if the signs were on main roads. Perhaps we need to find external sources of funds such as hauliers like Mick George. ML said that Jo Challis at CCC had spoken about this. She said that if poles are already there it is much cheaper. If not there has to be a site survey which significantly increases costs.

LD wondered how they could get the PCs to pay if the signs were not actually in the villages. CW asked what the signs were going to say. AJ said they would say there was an area wide 7.5t weight limit except for loading.

AJ added that there were 3 things to be done for the next CCC meeting.

a. Hilton needed to be included in the discussions b. AB should be invited to represent Hilton c. We should ensure that someone from Public Health is present and emphasise the link to the JSNA study which has come up with findings similar to ours.

BB said that the average speed cameras at Ramsey Forty Foot had been paid for out of the health budget.

MI asked what the group were trying to achieve. AJ said that there are a number of objectives. We need to get Public Health to say that their findings are the same as ours which might mean we get some of the health budget. The government is under severe pressure to do something about pollution from traffic.

Also, the area wide restriction means that it covers other villages who are not members of the HCV group such as Willingham and Over. BB said that Steve Criswell was going to talk to someone in Highways about getting resources.

CW asked if this still meant the TROs would be needed. BB said that CCC didn't seem to think they would be needed because local hauliers would not be affected.

MI commented that the actions arising from meetings with CCC don't seem to be happening so nothing is really being achieved. OM agreed. He couldn't think of a single action that had actually been done. AJ said they were just playing games. MI thought we should take the minutes of these meetings which would give us more power. It wasn't that hard to nail down costs. We need to keep pushing them. LD added that we also needed to be setting the agenda. AJ said that was a good suggestion as they would be hard pushed to refuse an elected county councillor.

6. Meeting with MPs and County Councillors

AJ said that nothing had been done to further this item. But we have also changed direction somewhat with this area approach so he was wondering if it was still appropriate.

The meeting agreed to keep this on hold for the moment.

7. East Cambs Transport Strategy

LD had read the plan and said there were a number of issues for the HCV group.

The paragraph referring to the County Advisory Freight map was rather 'grumpy' and we need to challenge this attitude. The document also claims that air quality is good which we do not believe and this should be challenged as well. (AJ commented that JSNA doesn't think so either). There is a section on projects in villages which is out of date. The entry for Haddenham says 'Investigate measures to reduce HGV through traffic'. This entry should apply to the other villages in East Cambs who are trying to do this as well. Another thing to note is a plan for a park and ride scheme on the A10 south of Stretham.

The submission deadline is April 8th.

AJ said that he had prepared some notes on the document and handed out copies. These notes are appended to the minutes as Appendix B. AJ commented in detail on the notes and the points raised. BB thought the notes were very comprehensive and we should use the text as our formal response to the plan consultation. All agreed.

Action: HCV Group to submit this document as our response.

CW asked why we don't want our report published. BB said that we do, but CCC didn't want it in case they received a Freedom Of Information request. OM thought that perhaps it was time for us to publish it. AJ thought that we should wait until we put in for the TROs.

BB wondered if there was a Huntingdon Transport Strategy.

Action: OM said he thought there was and would look it up.

8. Pollution and Further Environmental Testing

AJ said that NO₂ is now considered to be a serious problem in its own right whereas previously it was merely thought of as a precursor to other dangerous pollutants. BB mentioned a Panorama programme which had looked at pollution from traffic and had concluded that the worst levels were actually in people's cars. AB said he would try and find out who is doing the NO₂ testing in Hilton. BB thought we might ask Mick George to fund some further testing. AJ said that an alternative would be to get Look East to send their pollution monitoring vans round the villages. Also, the District Council did say that they would manage NO₂ tubes if the villages paid for them.

OM referred to the spreadsheet of costs from the last round of testing in 2012. NO₂ and particulate monitoring were not very expensive for the equipment. NO₂ testing cost £30 for 2 tubes for a month, and particulate testing was also £30 for two 2-day installations. Noise monitoring cost £100 for one week at a single site and vibration testing was £300 for one week at a single site. There were additional costs for set-up, training and analysis. OM thought that there was no harm in us having more up-to-date data.

Action: AJ said he would ask Geoff Buck for some current pricing.

Action: OM to email cost spreadsheet to MI.

SS wondered if it was worthwhile for Sutton to do some more testing. The consensus was that it would be worthwhile.

9. AOB

Meeting Room: OM advised the meeting that ML had in fact paid for the last 2 meetings in Bluntisham. ML said she had been happy to do this because the Hall had originally been offered free of charge and the group rightly thought there was no fee. MI thought that the meetings could probably go back to the Glebe in Sutton. He would put it on the agenda.

Next Meeting. May 10th. MI to check if a room is available in Sutton.

Appendix A

HCV Press Release

Villagers welcome haulier's initiative to tackle lorry problems

Residents campaigning to protect their villages from the impact of heavy lorries have welcomed an initiative by haulier Mick George to prevent his drivers rat-running.

Members of the Joint Parishes HCV Group, which represents the villages of Bluntisham, Haddenham, Wilburton, Earith and Sutton among others, says the move is an important first step towards tackling the problems of noise, pollution and safety.

Mick George has fitted trackers to his lorries to encourage drivers to find alternative routes avoiding village centres. Cambridgeshire County Council has followed Mick George's lead with a covenant which it is asking all the county's hauliers to sign to try to solve the problems. The HCV group has pledged to continue working with the County Council and Councillor Steve Criswell, who represents Earith and Somersham, to get appropriate weight limits imposed.

Alan James, a member of the HCV Group said:

"We welcome Mick George's initiative, now we would like to see other local haulage firms follow his example. We recognise that local hauliers are only one cause of unsuitable traffic on fen roads through villages, but this initiative is an important first step. We will continue to work with the County Council to impose appropriate weight limits designed to prevent long distance and competing traffic from out of area hauliers, continuing to cause disturbance and ill-health to villagers and costly damage to the county's minor road network."

County Councillor Lorna Dupre, who represents Sutton, said:

"Mick George has taken an important decision here and I want to see other hauliers follow. I also want to know how many of our problems are caused by lorries from outside the local area and how the County Council plans to address those issues."

CONTACTS: Alan James – 07801 880113 alanjames@adj.prestel.co.uk Lorna Dupre - 07930 337596 lorna@lornadupre.org.

Appendix B Notes on Draft Transport Strategy for East Cambridgeshire

1. Current document title is "Transport Strategy for East Cambridgeshire 2015". Should not "2015" be replaced by "2016", given the date of document production and consultation?
2. Section 2, Land use planning and the growth agenda, contains housing and employment tables from the East Cambs. Local Plan 2015. However, that plan was effectively overturned by the Planning Inspector at the Public Inquiry into a planning permission for housing on the green barrier between Witchford and the A142 and the East Cambs. Local Plan 2016 is now in preparation as a consequence. This includes different housing and employment targets, (for example housing growth increased from 11,500 to 14,300 or 12,800 depending upon which page of the Draft LP you read and jobs growth reduced from 9,200 to 7,100). The Transport Strategy should reflect the impacts of these changes and their possible locations. Indeed these figures probably represent a much higher level of out-commuting than envisaged in this document. We recognise this is difficult because the new East Cambs. LP will run to 2036 and not 2031 like the Transport Strategy.
3. This same Section 2 makes no mention of the consideration on Land Use planning of flood risk to transport corridors in the context of either the topography and geomorphology of the fens, rising sea levels (3mm per annum in the Wash) or the duplicated use of many fen roads as flood defences. Indeed the words "flood risk" are not contained in the document.
4. It is encouraging to note that the project to dual the section of the A10 between the A142 Witchford Road and A142 Angel Drove roundabouts has been included in the Strategy. However, this group believes that this project and the Ely Southern By-pass project should be carried out simultaneously because if the by-pass is built without the A10/A142 improvements, its effect will be to transfer more traffic, particularly HCV traffic into the villages of Haddenham, Wilburton and Earith, especially at peak times.
5. It is encouraging to note that the JSNA study of pollution impacts on health is referred to in the Strategy. However, there is no inclusion of a clear plan to reduce those impacts, just some vague general statements. The JSNA study looked at air pollution effects around major routes and centres and more broadly across the County as a whole. However, the work undertaken by the HCV Group has demonstrated similar levels of pollution in villages to those experienced in the major centres and along the major routes and consideration must be given to practical steps which will improve this situation in all communities.
6. There is no clear action plan for mitigating or reducing the impacts of traffic noise contained in the Strategy. Noise levels measured in District villages already exceed WHO and EU daytime and night-time guidance but there is no clear plan to reduce these. Within the District, there are Noise Action Planning Important Areas declared under the Environmental Noise (England) Regulations 2006 at Stretham (2 areas, Map 164), Little Thetford (1 area, Map 164) and Fordham (2 areas, Map 175). The County as the Secretary of State's delegated authority is obliged to draw up and implement Action Plans to mitigate the impacts of noise at these areas but no mention of this is made in the Strategy.
7. There is no mention in the Strategy of the impact on health or property of traffic-induced vibration or of any plan of action for its mitigation.
8. Traffic speed can have a significant impact on noise and vibration as well as causing increased pollution, so it is pleasing to note that there are identified locations for the introduction of additional traffic calming measures. However, from experience, it is known that some of these schemes such as road bumps and rumble strips can increase levels of disturbance. So some mention of the importance of appropriate design in these locations would be welcome.
9. It was mentioned above that in 2015 a Planning Inspector's decision caused the East Cambridgeshire Local Plan to be scrapped and revised. That decision contains a wider issue and that is that it allowed building on a land barrier created by the County between a village and one of the County's Strategic Routes (the A142). It would be helpful if the Strategy included a clear policy to protect and maintain these green barriers and that the County will support future District planning decisions which do this, making it harder for the Planning Inspectorate to overturn local decisions designed to mitigate the impacts of traffic pollution.
10. Consideration is given to the difficulties experienced in the community with journeys to health services, particularly to hospital appointments and options for addressing transport disadvantage in Cambridgeshire. These options do not include consideration of working with the NHS to reduce and reverse where appropriate its policy of centralisation of services and working to increase again the services available in local hospitals, particularly those involving medium/long term

hospitalisation or treatment for chronic conditions or geriatrics.

11. In Section 4, The Strategy Approach, there is a summary Table 5. The HCV Group welcomes supports the content of this table but believes the Rail section could be strengthened by including:

- Build case for re-opening closed routes where there would be a major community benefit

12. In Section 5, Policies, a Policy should be included to reduce the known health impacts of traffic related noise and vibration by introducing measures designed to comply with WHO and DoT (Design Manual for Roads and Bridges) guidance.

13. In Section 6, Improving the Transport network, the sub-section on The Rail Network would be improved if it was more specific in its support for the particular Network Rail projects which are currently delayed by shortage of national funding, such as the Ely North junction, the new Ely/Soham chord and the Ely/Soham track doubling. There should also be a study into the cost/benefits of re-opening the Newmarket West chord to provide a direct link between Soham and Cambridge. 14. In the sub-section, Freight Movements and Heavy Goods Vehicles (HGVs), we believe the actions inferred here should be considerably strengthened and so should the wording of this section. We are aware that some large operators have already publicly expressed there unwillingness to co-operate voluntarily with the Council and intend to maintain their “we will go where we like” attitude. Thus sub-section should include words to the effect that:

- The County will take all available measures to ensure that HCV operators use the County’s strategic routes except when delivering to locations which are not on a strategic route

- The County will work with Districts to ensure that all new planning permissions involving general haulage HCV operation contain planning conditions which encompass routing agreements

- The County will work with Districts to make routing agreements with general haulage operators with existing planning permissions

- The County will seek to enforce the use of the Strategic Freight Route map with the introduction of new weight restrictions where practicable

- The County will work with operators and the police to encourage the fitting of vehicle tracking systems which assist enforcement of routing agreements, speed limits and good driving practice

15. The sub-section Funding discusses the currently challenging funding environment and some possible ways of securing additional funding for transport projects.

It is a major omission that this sub-section makes no mention of seeking EU funding for specific projects. The Network Rail freight improvements around Ely along the Felixstowe to Nuneaton route are jointly funded by the EU and Hutchison Ports. It is hoped that the County will support Network Rail in applying to the EU for the additional funds needed to overcome the engineering difficulties encountered in the Ely station area and along the Ely/Soham route. The Felixstowe to Ireland corridor is listed as one of the 30 most important transport corridors in Europe and it has made a call for funding proposals along this corridor. It would be appropriate therefore if the County joined with Highways England to seek EU funding for the A14 Junction improvements it wishes to see at Fordham and Milton under the TEN-T programme.

<http://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/site/en/abouttent.htm>

16. Contingency Planning. Despite discussing current funding difficulties and despite the County history of over-running its budgets consistently on major transport projects, there is no attempt within this document to define any contingency actions or outcomes, should the funding required not be available or if current cost estimates prove too low. For example, will planning permissions for housing and jobs be refused if the major infrastructure needed to support them, cannot be built? We believe this issue should be addressed at County and District level.

Report on HCV Joint Parishes meeting 12 May 2016 & subsequent correspondence

(I also attended an HCV meeting on 3 March and this summarises points from both together with main developments from email exchanges between the HCV group and Cambridge County Council, notably Cllr Steve Criswell, member for Somersham and member of CCC's Highways and Community Infrastructure committee.

At a recent meeting of the HCV group there were two important issues discussed which members of Cottenham Parish Council (CPC) might be interested to be updated on:

1. Traffic Regulation Order (TRO) application for restriction of access of HCVs except for loading
 - Following discussions with councillors and officers at Cambridgeshire County Council they (CCC) are recommending applying for an area wide weight restriction except for loading – including Somersham, Sutton, Wilburton, Earith with the southern boundary at Twenty Pence bridge. The parish councils would probably need to pay for the signage. HCV volunteers are in process of assessing costs. However, CCC appears to be dragging its feet in advancing this option, because, it is believed, they do not want the construction traffic for the A14 upgrade and Ely bypass not to be able to travel through the villages. The HCV group feels that it is because of the likely increase in HCV construction traffic in the Fen villages that the exclusion should be introduced sooner rather than later. They have challenged CCC on this and a further meeting between HCV group members, including Cllr Lorna Duprey, and Cllr Criswell is scheduled for early July.
 - There is potential for getting funding from the Public Health budget due to road pollution link to deaths (Transport and Health JSNA report – see below – estimates “there were 257 deaths attributable to air pollution in Cambridgeshire in 2010 and that over 5% of Cambridgeshire’s population mortality is attributed to air pollution.” However, this option has not yet been explored.
 - The subject of traffic calming/20 mph limits (even on A & B roads so long as they are not ‘strategic’) is also being explored but will be dependent on road safety data and funding for this in now very limited and needs to be locally driven i.e. by parish councils.
2. The CCC has introduced a covenant for responsible hauliers to adopt to reduce the impact of their activities in villages. It sounds like a good idea but is largely toothless and relies on each parish council to contact each haulier and obtain individual agreements with them...
http://www.cambridgeshire.gov.uk/news/article/436/communities_and_hauliers_uniting_in_covenant
3. Costs are being prepared for repeating the noise, vibration and pollution (NO₂, and particulates) measurements in the villages, including Cottenham – the previous tests took place in 2012. It would be particularly useful to have these measurements as a ‘pre-construction traffic’ baseline. Also, the very fact that the villages are undertaking this action will hopefully make CCC consider their construction traffic routing agreements carefully.
4. Useful reports have been identified – which might be of particular use when preparing Cottenham’s Neighbourhood Plan (traffic pollution and congestion):
 - Cambridgeshire Joint Strategic Needs Assessment for Transport and Health
<http://www.cambridgeshireinsight.org.uk/JSNA/Transport-and-Health-2014/15> Ward level data is available from Helen Whyman helen.whyman@cambridgeshire.gov.uk
5. There is evidence that other hauliers such as Hansen are improving the sensitivity with which they travel through villages in response to the lead from set by Mick George.
6. An interactive speed sign (showing smiley face if you are under the speed limit and grumpy face if not) has been installed in Sutton at cost of under £5k and considered a great success. Much better than ones displaying your speed which some drivers try to speed towards to see how high it will go...

7. Next meeting is Thurs 30th June – would anyone else like to attend with me?

16H/034. TRO applications

The 3 outstanding TROs are progressing (Lamb's Lams Lane Parking Restrictions, High Street Parking Restrictions (outside Shaun's Newsagent), Twentypence Road Layby) and will be advertised mid-June. The Remembrance Day road closures will be advertised nearer the time, along with other local road closures. David Crosby has advised that we do not need a TRO for Paxton Close (change of signage to include "no through road"). County have been contacted requesting new sign, CC Cllr David Jenkins to chase.

Twentypence Road Speed Humps – consultation to be written.

From Sept 2015 Highways Meeting:

15H/074. Speed Bumps near the Wooden House – Resolution to consult with nearby residents (approx. 50) with proposals to replace the bumps with cushions, extend the 30mph zone and introduce a 40mph buffer zone entering the village. **RESOLVED.** Cllr Morris to prepare letter, Cllr McCarthy to distribute.

16H/035. Highways Issues

County have introduced a new Online Reporting Tool, which appears to be much clearer and a photo can be attached; however it still does not give a satisfactory update e.g. says 'closed' but with no details as to when/if work will be carried out – AC has left feedback accordingly.

Footpath from Pelham Way to High Street – very uneven, cracks, potholes, puddling - County informed AC on 25th May that they will visit the site shortly.

Harlestones/Lyles Road, Franklin Gardens and Eastlands Close - have been micro asphalted, line painting to take place after the surface has 'bedded in' – date TBC (from County).

Beach Road has been surface dressed, Cllr McCarthy and CC Cllr Jenkins have ensured thorough sweeps have been carried out by contractors to avoid a repeat of Histon Road problems of residual gravel. No complaints (to date).

Potholes – Orchard Close has been inspected and worst holes filled, most were not considered deep enough for repair. Other potholes were also repaired around the village on the same day.

Rampton Road – from The Green towards Rampton; various areas have been marked out for repair; including one that was missed opposite Cross Keys Court when the road around The Green was repaired in May. Date of works TBC.

For Information: We have received prior notification that **Lambs Lane** will be closed between 23-30th August for electrical works (exact location is between Goode Close and 1 Lambs Lane). Access will be maintained for residents.

Speeding: The police have set up a system whereby anyone can ask for a police speed check by using the link: <https://docs.google.com/.../14IRTjifW57MzX7kx.../viewform...>

Overgrown Vegetation – see spreadsheet below; these are issues that AC is aware of and has written to residents asking for vegetation to be cut back to boundary – please email any others to AC when spotted. Ones with a number reference are County.

Overgrown Vegetation			
Address	Date	Ref	Notes
Broad Lane	27/05/2016	249616	Vegetation obscuring signs to ind est - 6/6 reply: will be scheduled in this financial year
High St - Bus stop opp Cost Cutters	27/05/2016	249615	Lower part of tree overgrown path/road - 7/6 reply: will trim after nesting, Sept 2016
129 High St	06/06/2016	Letter	Conifers across pavement
44 Lamb's Lane	06/06/2016	Letter	Brambles/Roses
46 Lamb's Lane	06/06/2016	Letter	Buddleia over footpath - Resident replied 9/6 "not within his boundary" 10/6 reported to County
48 Lamb's Lane	06/06/2016	Letter	Buddleia over footpath -
304 High St	06/06/2016	Letter	Trees overhanging pavement
80 Rampton Road	06/06/2016	Letter	Tree causes obstruction for high vehicles turning right 6/6 resident informed AC "will be trimmed at earliest convenience"

16H/036.Speeding – consider steps to reduce speeding on Histon Road

Email received 1st June 2016:

I am increasingly concerned about speeding in Histon Road where the vast majority of vehicles exceed the 30mph limit.

Please could you advise whether there is a local Speedwatch group in exist and, if so, how I could become a volunteer?

I wonder also whether the parish council has lobbied the county council to introduce traffic calming along Histon Road, which will be the only way to solve the problem.

Many thanks

(name and address supplied)

Face book comments following CPCs post regarding speed check requests:

It's just the same outside my house on Histon Road. Apparently it's 30. And overtaking in the 30 as well. Bloody dangerous. They are roaring past, both ways as I text this message! The cops could make a fortune outside my house in speeding fines!

Couldn't agree more with comments above! The speed of cars on Histon Road coming into the village is outrageous! It's meant to be 30 / 60 more likely! The recent initiative to get kids biking to school only highlights how dangerous speed is in the whole village. What can we do about this?

I'd be happy to have a police car park by my house for just half an hour. If the police get a bonus for speeding fines they could retire. Their ticket book would be full!! It's 6.10 am and it's like Brands Hatch out there!

16H/037. Update on pavement improvement project with CCC

- CCC Highways engineer has begun designing the schemes and, following initial estimates has added a possible scheme to extend the layby in front of the Dissenters cemetery.
- Detailed cost, design and safety surveys will shortly be undertaken on the proposed crossing sites and type, which may release the “safe route to school” s106 funding.
- It is not yet clear if / how much CCC is prepared to contribute to the project beyond the s106 funding.