

AGENDA REPORTS PACK

HIGHWAYS COMMITTEE

25th February 2016

Minutes of Meeting of the Highways Committee

Held in the Village Hall, Lambs Lane, Cottenham

On Tuesday 8th December 2015 at 7.30pm

Present: Cllrs McCarthy (Chair), Collier, Nicholas, Ward, Assistant Clerk, Cllr Morris arrived at 8.12pm
In attendance: 3 members of public

15H/092. Any Questions from the Public or Press – Standing Orders suspended 7.31pm

Resident 1 believes the parking problems outside Shaun's Newsagents will not be alleviated by the proposed signage. Question asked if any traffic management assessments had been carried out. Pound parking was also queried as it appears now to be a low priority. Resident 2 reiterated the need of a no through road sign to be installed at Paxton Close, as the temporary sign erected by resident has dramatically reduced number of vehicles taking a wrong turn. Resident 3 outlined the history of the Twentypence layby; when traffic calming was introduced there was no layby. Church parking was reduced by installation of speed bumps and that the layby provides up to 5 spaces for churchgoers. Although the litter bin removed some time ago, litter had significantly decreased. Resident 3 queried as to whether street lighting was going to be installed on the Beach Road buffer zone and when were give way lines going to be on the entrance/exit of Racecourse View. Resident 3 also informed the committee of lamppost L88HDC being taken down on 7th December 2015 by road accident, incident number CC-07122015 refers – when was this going to be re-installed as very dark and dangerous without it.

15H/093. Standing Orders re-instated 7.40pm - Chairman's Introduction and Apologies Apologies received from Cllrs Morris and Wotherspoon (attending Cabinet & Parish Council Liaison Meeting at SCDC), Cllr Young (work).

15H/094. Declarations of Interest - None received.

15H/095. Minutes - To resolve that the minutes of the Committee meeting held on 13th October 2015 be signed as a correct record. Resolution to insert the word 'was' in between 'resident' and 'advised' 15H/078 **RESOLVED**

15H/096. Paxton Close signage – 4 out of 15 households replied, all would prefer a no through road sign. Resolution to reword and redistribute consultation accordingly **RESOLVED** Assistant Clerk to check with Derek Crosby (Traffic Management, Cambs Police) as to whether TROs would need re doing.

15H/097. Shaun's Newsagents parking – 6 out of 26 households replied: 3 in favour, 3 against. Cllr Ward commented that judging by residents comments; the proposals indicate that the 2 parking bays were for patrons of Shaun's Newsagents, this was NOT the case. Cllr Collier commented that shorter times would make parking issues easier for residents without off-street parking. Cllr McCarthy agreed. 7.57pm Standing Orders suspended. Resident 1 informed the committee that a new fibre optic cable cabinet had been installed in front of The Pound, pavement side. 7.58pm Standing Orders Re-instated. Cllr Nicholas commented that parking restrictions on the High Street (from King's Solicitors to Hopbind Public House) did not cause problems for residents as all properties on that stretch of road had off-street parking. Resolution to amend consultation; parking restrictions to be in place Monday-Friday, 9.00am to 17.00pm and make clear that the parking bays are NOT exclusively for Shaun's Newsagents patrons. **RESOLVED** Assistant Clerk to check with Derek Crosby (Traffic Management, Cambs Police) as to whether TROs would need re doing.

15H/098. Twentypence Road layby – 6 out of 16 households replied, 5 in favour, 1 against. Cllr Collier left the room at 8.07pm, returned at 8.09pm. Standing Orders suspended 8.09pm Resident 3 requested that a no litter sign be added – Cllr Collier will arrange as part of the keep Cottenham tidy campaign.

Standing Orders re-instated 8.10pm. Resolution to apply for TRO to introduce a “no waiting” restriction to apply between 10pm and 6am every night. **RESOLVED**

- 15H/099. Wheatsheaf House parking problems** – Cllr McCarthy outlined problems experienced by visitors and staff. Cllr Morris arrived at 8.12pm. Standing Orders suspended 8.14pm resident 3 pointed out that the existing entrance used was not previously there. Standing Orders re-instated 8.15pm. Cllr Morris commented that it was not clear this was an entrance. Derek Crosby (police) to be contacted to advise on possible solutions. Deferred to February meeting.
- 15H/100. TTRO for Remembrance Sunday** – Resolution to take over the management of the Remembrance Sunday Parade and to apply for TTRO and relevant licences before January 2016 with a £1,000 budget. **RESOLVED** Cllr McCarthy volunteered for the role and will obtain information and guidance from Tony Cook (RBL). Cllr Collier suggested that 2 people should be trained– volunteer to be sought.
- 15H/101. Community transport provision in South Cambridgeshire** – deferred until NP survey results are in.
- 15H/102. Pavement Improvement Project** – Cllr Morris outlined the history of the state of Cottenham’s footpaths. CCC has appointed a project manager who will work with us, focussing on 4 main junctions, dropped curbs and safer crossing points. CCC has started the project and plans produced to date have interpreted CPC’s ideas very well. More plans to follow to include crossings. CPC have budgeted £40,000 for the project to be added together with S106 monies received from the Race Course View development. Standing Orders suspended 8.43pm resident asked why the plan didn’t include all of Cottenham’s pavements. Cllr Morris answered that it would be financially impossible to cover whole village and CPC’s priority was to provide a safer route for mobility scooters, wheelchairs, pushchairs, etc. Standing Orders re-instated 8.45pm. It was concluded that the project is at last moving forward and that by piggy backing CPC’s budget onto the S106 monies, progress would be more rapid.
- 15H/103. Date of next meeting** – 25th February 2016 to coincide with initial NP survey findings. Items for consideration: Cllr Ward - HCV weight limits on Twentypence Road Bridge.
- 15H/104. Close of meeting: 8.47pm**

Signed _____ (Chair) Date _____

16H/005. Consider responses to parking issues/complaints

Parking in Rooks Street

Email from resident 27th December 2015:

Dear sir,

My mother recently became a resident at Fitzwilliam House in Rooks Street, Cottenham. Mum is 90 years old and unable to walk more than a few yards. After settling in to her new home she wanted to view her new surroundings so I tried to take her out for a walk in a wheelchair.

It became clear after leaving the drive to Fitzwilliam House how difficult it is for wheelchair users to negotiate Rooks Street:

1. The pavement is barely wide enough to walk on, let alone pass with a wheelchair.
2. The surface of the pavement is extremely uneven in many places due to repeated diggings.
3. There are numerous driveways that present significant cross slopes causing a wheelchair to lean precariously.
4. There were vehicles parked on the pavement making passage with a wheelchair impossible.
5. Many vehicles were parked abutting the kerb but their door mirrors extend 12 inches or more across the pavement. Where there are walls directly adjoining the pavement the car door mirrors present an impassable obstruction.
6. There are several places where Virgin Media cables hang loose from walls and become snare like traps for wheelchair users.

After experiencing these obstacles it became clear that the only way to negotiate Rooks Street in a wheelchair was to do so in the road. This is both dangerous and irritating to other road users.

Fitzwilliam House is a residential home for the elderly and infirm. As such, there are a number of wheelchair users living there. I believe that it is the responsibility of the Parish Council to ensure reasonable wheelchair access for residents.

What can the parish do to help in this matter?

Resident was advised 7th January 2016; that the pavement surfaces are the responsibility of Cambridgeshire County Council and that they can report any dangerously parked cars to the local police on 101.

Email was forwarded to Cllrs Jenkins and Mason 7th January 2016, reply:

David Jenkins ccc@davidjenkins.org.uk 7 Jan

Sam: it's best to report bad pavement conditions on the CCC web-site. Then they get into the work program.

Parking in Telegraph Street

Comments posted on Facebook:

- Something needs to be done about the parking down telegraph street this is becoming a regular thing now.....thank god it's just a bus trying to get through God forbid your house is on fire down here because they'll be no chance a fire engine can get through....or ambulance.....inconsiderate parking!!! Hope it's their house of fire!!
- What with that and lambs lane at school time. No chance for any emergency vehicle
- We have the same problem down lambs lane/Pelham way and now Pelham Close... god help if we ever needed the emergency services at school time.... cottenham is a big accident waiting to happen....
- Rook St is just as bad.. it's is a accident waiting to happen, something needs to be done

Parking in High Street

Email from resident received 10th February 2015:

We have a business at 27 High Street, where the parking on our side of the road and foot path is making it dangerous to access the road due to obscured vision in the direction of the church.

Two employees vehicles have been written off in recent months including one on 9th. Feb. at 4.45pm and many near misses.

We are aware that little can be done about the parking but there is a telegraph pole just opposite our access where a convex mirror could be mounted which would aid safety.

Could you please advise as to which authorities we have to approach for the necessary permission to attach a mirror, ie. Highways, SCDC, CC and BT

We would be grateful for any advice please.

Resident was advised that parking issues were on the Highways Agenda for 25th February 2015 and invited to attend.

Complaint received by Clerk 11th February 2016 :

313 High St complaining about people visiting the shop and parking across her driveway (on the newly painted keep clear sign in the bus stop). Clerk mentioned the police panel meeting on 24th February 2015 but she wondered if it was possible to add double yellows? Constantly having to ask people to move and some are very abusive.

Resident was advised that parking issues were on the Highways Agenda for 25th February 2015 and invited to attend.

Assistant Clerk contacted Derek Crosby (Police) and David Lines for advice regarding High Street parking, response received from Derek Crosby: (David lines out of office until 22nd February 216)

Regulation has to be the final solution, but I suspect that yellow lines etc would not be greeted too kindly ? Add to that, there is a financial implication and then enforcement is another story !

I would rather have thought that a lot of the trouble here is 'in house' ? in that it is local people, so serving the interests of community harmony, some sort of letter drop by the parish to locals / letter on cars asking/requesting more consideration ?

Has any thought been given to marking out of non-regulatory parking bays? The County Council highways would have to agree to this, but it does encourage a driver to park in a certain place. Similarly, a convex mirror would have to be approved by the Council highways via the DfT and unless associated with signals, I'm pretty sure they're not authorising their use any more. I do not have a real issue over that myself, so long as it's not so place to blind drivers if the sun is in the wrong position. Access protection or 'h-bars' have no standing in Law and cannot be enforced, BUT do give an indication of where not to park – Similarly 'KEEP CLEAR' painted on the road. Both are allowable road markings but again, the traffic authority would need to sanction. I would be very careful about putting up 'own' signs. The basic rule is one can put any sign up one likes on one's own property – but NOT on the public highway as that is all regulated and where nec. Needs to be sanctioned by the traffic authority.

My initial thoughts for you...

Do come back to me with anything further?

Regards

Derek Crosby 6760. Traffic Management Officer, Joint Protective Services, Police Headquarters

Buses at Victory Way bus stop

Email from Cllr Collinson 21st January 2016:

An old gent (even older than me, I think!) who I didn't know complained to me yesterday in Lambs Lane about buses at the Victory Way bus stop. (A bus was parked there at the time with its engine running.)

Basically his complaint was that buses parked there make it very dangerous for vehicles trying to exit Victory Way, and that engines left running are a source of pollution.

I told him the Parish Council was aware of the problem (because I know it's come up before) but that I would pass his concerns on – which is what I'm doing now!

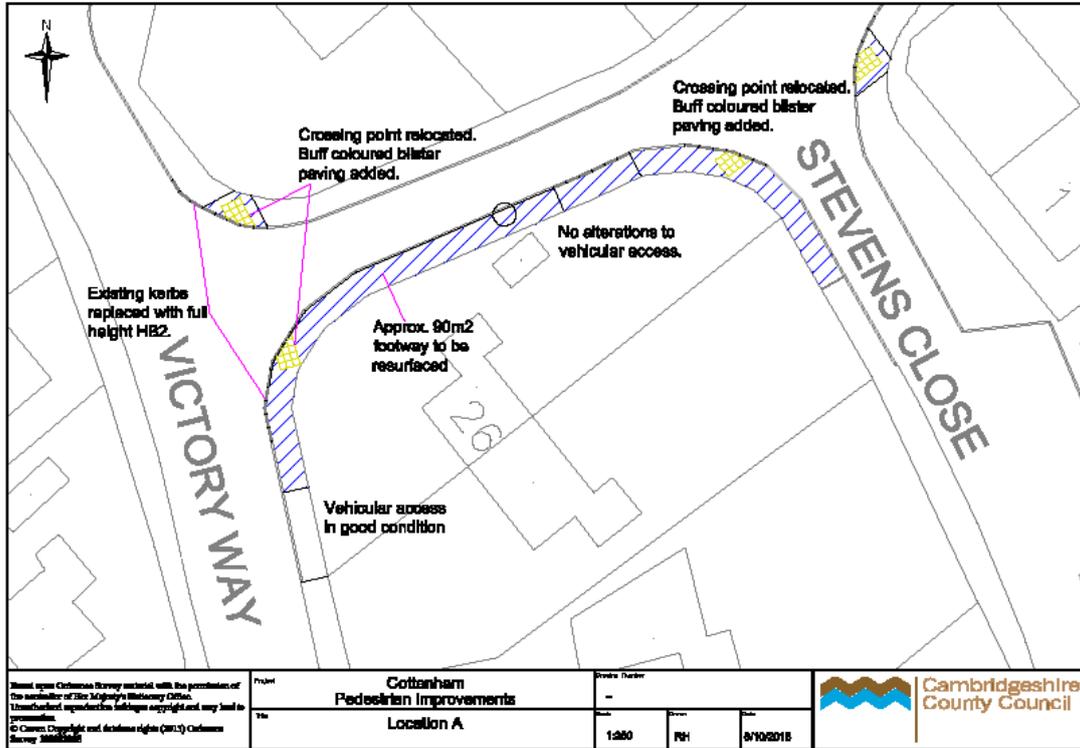
Don't really know how the parking problem can be remedied, unless they put their terminal stop elsewhere – and I can't think of anywhere else, apart from the green where they would block the entrance to Bramley Close. I suppose we could request the bus company to ask drivers not to leave engines running – but I imagine they're just trying to keep warm while parked.

I'm pretty certain all this has been looked at before, but thought I'd better pass his concerns on. Something for Highways Committee to revisit possibly?

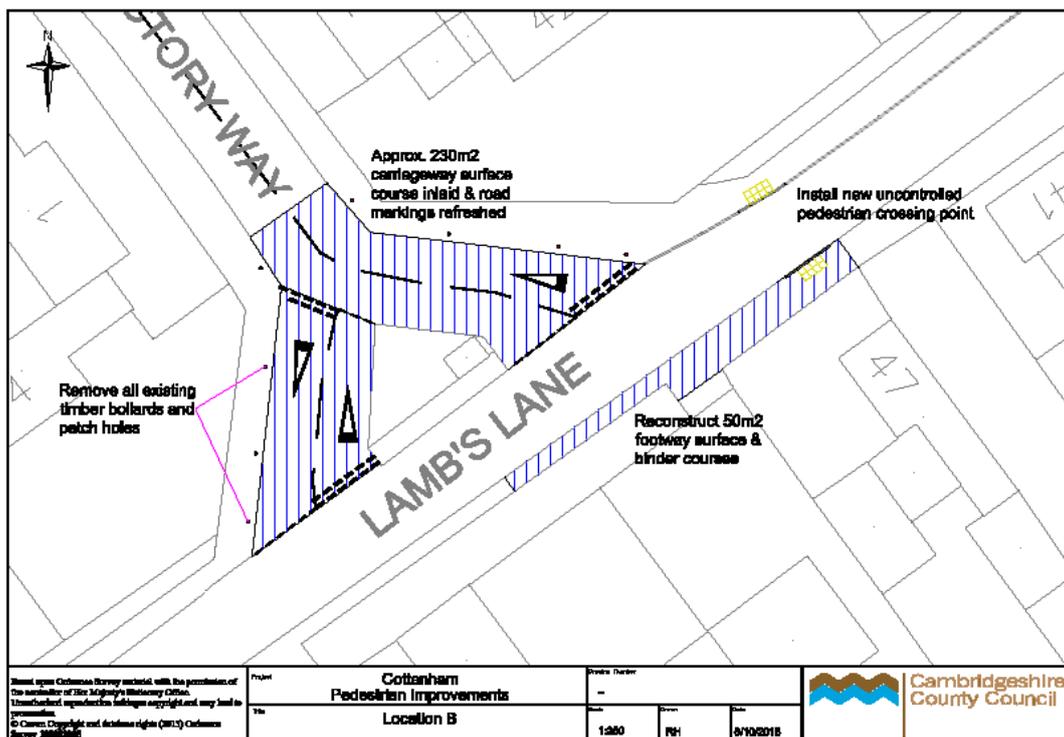
Extract from Highways Reports Pack 8th December 2015 (for reference):

15H/102. Pavement Improvement Project

Location A – reconstruction of the shown length of footway, improvement to pedestrian crossing points – indicative cost £9,500;



Location B – resurfacing of the carriageway at the triangle, reconstruction of the footway opposite the bus stop and installation of an uncontrolled pedestrian crossing point – indicative cost £11,500;



16H/006. Consider responses to speeding complaints

High Street

Message Received via Facebook 1st December 2015:

Dear all, I'm really hoping you can point me in right direction with a problem I have. I have contacted county council on numerous occasions and am not happy with the response I've been given. I live at no 18 high st, directly opposite some very ineffective traffic calming measures. The distance between my front door to the pavement is no more than a metre, the traffic (particularly large vehicles) race by at all hours, and mount the pavement because the distance between traffic calming measures and my house is quite short. I have recently had to replace windows at front of house because noise is so bad because of traffic. I actually had a large hole which pierced the double glazing because of a stone kicked up by traffic (Polarglaze can confirm this) the county council have said nothing they can do, although have promised a number of times to come and look at the damaged pavement. The pavement actually looks like a drop kerb because of vehicles mounting pavement. I really believe the traffic calming measures are not effective at all where they are currently situated. Please can you tell me who could possibly assist with this issue? The county highways dept told me to contact you, but I'm not sure what can be done or who I need to speak to? I have also attached some pictures that I've taken. From my living room window, so that you can see how close I am to the traffic, the damaged pavement and also the mud on the kerb where vehicles mount the kerb. I look forward to hearing from you. Kind regards.



Resident was advised by Cllr McCarthy 9th December 2015:

Thank you for contacting me about the problems you are having as a result of the traffic calming measure. The crossing island in front of your house was put there to enable people to cross the road, hence the dropped curbs. They might have been further worn down by lorries but they are intentionally dropped.

It is nearly twenty five years since the traffic calming was introduced as a county council initiative that the Parish Council disagreed with at the time because of the design and location, this included the mini round-a-bouts by the Village Green, the speed bumps and so on.

Time has moved on and both tractors and lorries have grown much bigger and wider, and unfortunately have become even faster, which is why you are now experiencing problems because some of the vehicles can no longer fit between the gap.

Are any of your neighbours concerned about this situation? It would be useful to know because the more people who are affected by this the better the chance of a review of the layout. That being said

the road is very narrow historically with the houses on both sides very close to the road, so options are limited.

I will add it to the next Highways meeting, which unfortunately is in February, to open an initial discussion. The meeting is at the Village Hall at 19.30 on 25 February 2015.

Rooks Street

Phone call to Clerk from resident 4th December 2015:

Complaint about lorries using Rooks St – going on the grass verge in front of the bungalows, and generally using the road as an inappropriate rat run. She is very concerned about it from a safety issue. She would like an agenda item for the next meeting for the Highways Committee to discuss how this can be addressed – weight restrictions, widening the road by the bungalows, one way, 20mph limit etc.

Selection of Street Life Comments:

- There are too many people speeding down Rooks St every day. Especially at the top end where there is one little straight bit after and before the bends. I wish something could be done about Rooks St traffic, it has become a rat run and cut through for too many vehicles.
- The logical solution is to make it one way up to Corbett Street from each direction. That would effectively close the rat run as it would become too slow. Corbett Street would have to be retained as a two way road. The speed limit must also be reduced to 20.
- It is a rat run and people using it but not living there do not seem to respect the usual road manners. There is so much on street parking, which for the most part is unavoidable that even 20 mph is too fast. Also trying to exit Rooks Street at the top end near the paper shop is a nightmare when there are vans using the lay-by, it seems to me the obvious solution would be to make it one way entering from the High Street end and exiting onto Denmark Road. What to do about ignorant drivers other than to tackle them at your own risk, I do not know!
- I have often tried to think of a solution to the problem. Would a one way street encourage more speed? Admittedly it would halve the amount of traffic cutting through, which would be something of a relief from the constant noise, dust and pollution we suffer. We don't get 3 minutes between a vehicle driving through these days. I sometimes think we get more vans cutting through than the High St. The potholes are occurring again too.
- Beach Road seems to be where most vehicles come from and go to these days, so Rooks St is the ideal rat run to do so.
- The amount of traffic and the speed that people drive is getting way out of control.
- I do hope the Parish Council Highways Commission do something to make life easier in these old streets of ours. We have been overtaken many times by the lunatic who drives along Rooks St and then overtakes rows of cars heading the same way down Beach Rd at at least 60 miles an hour.

16H/007. HCV Joint Parishes meeting 20 January 2016

Update on possible HCV/HGV traffic restrictions

(Most significant points highlighted)

64% of respondents to the Neighbourhood Plan survey said they would be in favour of a prohibition of HGV traffic along the High St – it was the most popular of all the highways measures suggested.

Report on HCV Joint Parishes meeting 20 January 2016

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) applications

- Derek Crosby, Cambridgeshire Traffic Management Officer (TMO) was present to briefly outline TRO applications. (He is not a serving police officer but had been until his retirement a few years ago.) He outlined that there were 2 stages to TRO applications:
 1. Informal consultation with stakeholders with the aim of tweaking the application so that it is acceptable to as many consultees as possible and to avoid major objections which might trigger public enquiries
 2. Statutory stage of the application involving advertisement of the 'notice of intent' for 21 days.
- He stated that it was a commonly held fallacy that if the TMO/police do not support a TMO then it will be unsuccessful. The police may support, object to or remain neutral (i.e. not support or object) to a TRO. Cambridgeshire County Council must consider the police response but they may overrule it, giving their reasons.
- With regards to TROs for weight restrictions (such as might be considered at Twenty Pence Bridge with a view to reducing heavy goods 'through traffic' in Cottenham) he said that there are two forms of weight restrictions: a) except for access and b) except for loading. He strongly recommended applying for 'except for loading' as this is much more enforceable. The police can stop a heavy goods vehicle in a restricted area and ask to see a loading/delivery docket and if the driver cannot produce one he/she has infringed the conditions of the weight limit. Drivers' infringements will become increasingly significant for their employment prospects (see below).
- Derek Crosby offered his help to the HCV group in their plans to draw up multiple TRO applications designed to reduce heavy goods traffic in the villages north of Cambridge.

2. Mick George Safer Roads initiative – an example of enlightened self-interest

- Mick George (the man himself) and his Transport Manager, Joe Gossage, described their new 'Safer Roads' initiative: an example of a haulage contractor keen to work with local communities to increase safety and reduce nuisance. MG have 260 wagons and operate across most of East Anglia
- 'MG Safer Roads' is being introduced at the moment and includes:
 - No drive zones/villages where their vehicles should not enter. Enforced by 'geofences' via GPS and is recorded against driver/vehicle at head office. Is already leading to greatly reduced divergence from agreed routes
 - All contracts/sites have a routing agreement and if the designated route is blocked e.g. accident on A14, drivers must phone head office to get permission to go off the agreed route.
 - The vehicles keep to 20 mph in agreed areas (in higher speed limit areas)
 - They are introducing side proximity sensors which alert driver to pedestrians or cyclists on their flanks and voice warnings to alert pedestrians/cyclists if the vehicle is turning.
 - They already have 4 cameras on their vehicles (front, back and each side) and they are introducing cab cameras to check whether drivers are infringing rules e.g. using phone or smoking
 - Sponsorship of organisations/volunteer groups to monitor traffic movements in sensitive areas
 - Making their drivers go on cycling courses to make them more aware of what it feels like to

be a vulnerable road user.

- If drivers infringe any of these agreed practices they go through an escalating disciplinary process
- Mick George said, disarmingly, that after decades of 'ducking and diving' to do the minimum necessary to comply with H & S and nuisance reduction, he has now embraced it because he has realised:
 - it is cheaper than he thought it would be
 - it has opened up the potential of more lucrative contracts
 - he has fewer 50/50 insurance claims as he has evidence from the cameras
 - avoiding slower, more tortuous roads through villages reduces wear factors (tyres) and fuel consumption.
- Although he felt it brought him a competitive advantage at the moment, he expected that all major hauliers would have similar compliance schemes within 10 years.

16H/008. Neighbourhood Plan

- Although the full results of the survey have not yet been published, there are some significant findings (more than 50% of the 973 respondents) that we should consider now:

- Some we are already working on:

From responses to Q8 Category	Require improvement
Pavements and footpaths	774
Pedestrian crossings	622

- Some we now need to think seriously about how we might do them:

From responses to Q16a Options	In favour	The most important
Prohibit HGV from High Street	618	227
Traffic changes to avoid sensitive areas	571	169

From responses to Q8 Things that require improvement	Require improvement
Bus services	615

- And we have some new challenges:

From responses to Q8 Category	Require improvement
Roads	782
Car parking	634
Cyclepaths	561

16H/010. City Deal

Cllr McCarthy attended meeting on 9th December 2015.

Cllrs McCarthy and Morris compiled following response, which was emailed to City Deal, CCC on 14th February 2016:

Greater Cambridge City Deal Initial Consultation Cottenham Parish Council Response

Cottenham Parish Council is extremely concerned about unintended consequences of the proposed changes to traffic flows on Milton Road and Histon Road that could have a negative effect on both Cambridge residents and commuters from neighbouring villages in South Cambridgeshire.

Our survey evidence suggest that 75% of Cottenham residents who commute to Cambridge do so, unaccompanied, by private car. Only around 5% commute by public transport (down from 11% in the 2011 census), with cycling generally impractical due to distance and/or safety concerns.

While mode-switching to public transport is to be encouraged, the meandering nature of the Citi 8 service, compounded by the recent curtailment of the service at Cambridge City centre, is a disincentive from making this choice.

Widening Histon Road and Milton Road to allow two lanes for cars, one and two lanes respectively for buses and two cycle paths and pavements will only transfer congestion to Mitcham's Corner for Milton Road, and to Huntingdon Road for Histon Road. We suspect congestion will be worse than it is now due to the recent and planned developments in the Mitcham's Corner area, which will increase local traffic. That increased congestion will bring with it increased pollution within Cambridge and radially back into the feeder villages. Restrictions to flow-rates of private cars to give priority to buses and cycles will increase congestion along Histon Road and back into Histon and Cottenham, and seriously disadvantage Cottenham residents who commute into Cambridge for employment with two effects:

1. pressure on some to locate within cycling or walking distance of their employment putting further pressure on housing provision and pricing within Cambridge; and
2. pressure on others, especially the lower-paid or time-poor, to change their employment within Cambridge to other locations.

The higher traffic flows, and subsequent increase in congestion will increase pollution in the villages that the Local Plans are intended to protect, and increase pollution.

Cottenham Parish Council questions the overall value for money of the proposed changes, especially in the context of City Deal funding which is supposed to benefit the wider Cambridge and South Cambridgeshire economy. Much more information should be made available on the underlying logic and traffic modelling that led to the promotion of these two options.

Frank Morris, Chair Cottenham Parish Council &
Martin McCarthy, Chair Cottenham Parish Council Highways Committee

Email: cllr.morris@cottenhampc.org.uk

Email: martinjmccarthy@aol.com

Full information is available online at <http://www.gccitydeal.co.uk/milton-road> and <http://www.gccitydeal.co.uk/histon-road>.

16H/011. Consider the traffic implications of proposed developments in Cottenham

We are aware of four possible substantial housing developments in Cottenham.

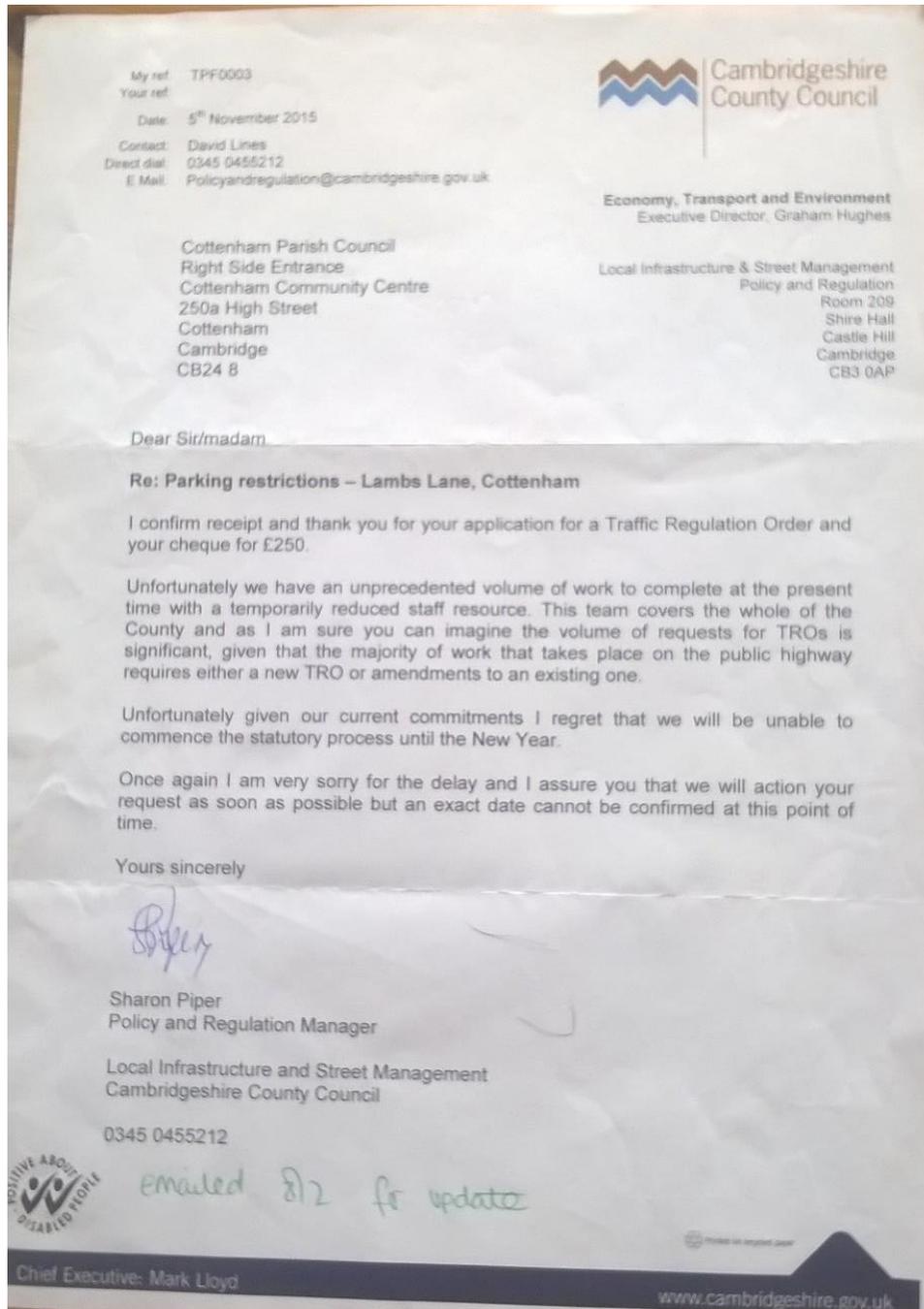
1. Endurance Estates hope to build up to 50 houses on land off Oakington Road.
 - EE claims that only some 30 car trips will be added to the current AM rush-hour SW-bound Oakington Road peak of 510 vehicles.
 - However this increase seems low for four reasons:
 - Inadequate public transport links and Cottenham's proximity to economically-dynamic Cambridge will increase average car ownership to around 2 per household in a village-edge new development with public transport usage likely to be well below 75%.
 - The relevant rush-hour trips generation will be around 50% higher than estimated, implying more than 45 additional rush-hour journeys by car.
 - The imminent closure of the A14 access from the Oakington Road is likely to reverse the additional traffic flow adding several hundred car journeys to the route via Rampton Road, the High Street and Histon Road which, with flows in excess of 700 vehicles per hour, is already at or near capacity.
 - The distance between the development and nearby bus stops and the recent curtailment of Citi8 bus services, limits the value of the Travel Plan.
 - The additional traffic will cause severe problems on the successor junctions with Rampton Road, the High Street and Histon Road which will not cope with around 1,000 vehicles per hour and that the pollution caused by the resultant congestion will be even worse than expected due to the proximity of houses to the roads.
2. Gladman Developments hope to build up to 225 houses and 70 residential care places on land off Rampton Road. The traffic plan included in their application includes Rampton Road / Oakington Road junction improvements to cater for the additional traffic generated, relying on "nudge" measures in the travel plan to reduce real demand to this level and hence make the proposal sustainable.
 - GD claims that only some 100 car trips will be added to the current AM rush-hour SE-bound Rampton Road peak of around 1,000 vehicles.
 - However this increase seems low, as before.
 - We believe that, while an adequate access to the site can be designed, the additional traffic will cause severe problems on the successor junctions with Rampton Road, the High Street and Histon Road which will not cope with around 1,400 vehicles per hour in the AM rush-hour and that the pollution caused by the resultant congestion will be even worse than normally expected due to the proximity of houses to the roads in that area.
3. The combined effect of these two proposals is approximately 5% worse than the Gladman Developments proposal alone.
4. Persimmon are expected to apply for outline planning permission to build up to 130 houses on land off Oakington Road.
5. Cambridgeshire County Council have expressed interest in building up to 300 houses on land off Rampton Road.

16H/012. Traffic Regulation Orders (TROs)

Consider complaining to CCC about delays in implementing TROs

Parking Restrictions Lambs Lane; TRO applied for October 2015

Response:



Followed up 8th February 2016:

Sharon Piper rang Assistant Clerk ; It's highly unlikely that any progress will be made until April - they have no staff available to process TROs. Round of interviews held in Dec/Jan, but no suitable candidates, have re-advertised and hope to be interviewing throughout Feb.