

Minutes of the Babraham Parish Council Meeting

Held at Babraham Primary School Babraham
On Thursday 14th April 2016 at 7.30pm

	Present	Cllrs S Laurie, Ms C Rogers, Robert Attwood, Gareth Walker CC Cllr P Topping, Chris Chapman Clerk: Mrs A Angell 2 members of the public		
134	Apologies	Mandy Klein-Moss SCDC Cllr A Orgee		
135	Members Declaration of Interests	None declared		
136	Minutes of Meeting held 10th March 2016	Approved unanimously by those present at meeting and signed		
137	Matters arising from previous Minutes	Bench- now installed by the river. Discussion whether to put up information boards along the river walk showing the wildlife and also historical facts such as the roman remains, the place where the road went through the river etc. Trees overhanging walls- contact Jonah Rural path- Hundred Houses have levelled the gravel. Chalk Rd, potholes have been filled. Possibility of weight limit to be investigated		
138	Public Participation time	Items discussed- rubbish bin needed at Oak Lane, new bin at bus shelter .Problems in Oak Lane caused by HGVs- there is a sign underneath the Oak Lane signpost , this is all that's allowed. There is a forthcoming wedding, the grass in the Churchyard needs cutting- Chris will be asked to see if he can do that as well as around the Memorial. Speeding through the village- maybe ask for 20mph limit or a flashing sign? The Slow signs on road due to be repainted.		
139	Report from SCDC Cllr Orgee	In brief Cllr Orgee talked about the District Council Budget, Local Highway Initiative, City Deal and the Local Plan. See attached notes		
140	Report from CCC Cllr P Topping	Cllr Topping talked about the Travellers who have visited the area but have moved on, the Local Highways Initiative		
141	Report from Mr C Chapman BRC	The A1307/High St is still causing problems with yet another incident, Highways will freshen up the road markings . Stagecoach- possibly looking at joining up the various Campus. Cycle path- should start this year. The roundabout has shown a big improvement to the number of traffic incidents. The path to the bus shelter would benefit from solar lights, if more street lights added then there is a 50m rule each side of the junction. Approved contractor to see about improving the path to the bus stop. The flintwall is in need of some maintenance, this is a boundary wall of the Institutes.		
142	Finance			
	Financial Report as at	Barclays Premium Business account		£75,883.62

	29 th Feb 2016	Current Account		£515.69								
		Petty cash		£10.73								
			TOTAL	£76,410.04								
	Agreed payments	Mrs A Angell	Clerk's salary Jan 2016	£99.75								
		Mrs A Angell	Study time 6 hrs	£55.20								
		Babraham Primary school	Room Hire	£14.25								
			Total	£169.20								
143	To consider other matters	<p>Village Maintenance Contract tenders - none received so date to be extended</p> <p>Rural path from Honeysuckle Lane to Oak Lane Hundred Houses have done some work on it.</p> <p>Village Hall- ideas needed for what sort of activities may be done at the new Village Hall, report next meeting.</p> <p>The potholes in Chalk Hill have been mended, need to see about a weight limit for this road.</p> <p>Other items which would be useful discussed-The BT phone box needs removing, a 20mph speed limit introduced through the village, the Wych flooding problem.the gully at Brick Row and a flashing speed sign showing actual speed were all mentioned,</p> <p>The website is being updated</p>										
144a		<p>PLANNING PERMISSION</p> <p>APPLICATIONS RECEIVED -</p> <table border="1"> <thead> <tr> <th>REF NO</th> <th>PROPOSAL</th> <th>AT</th> <th>FOR</th> </tr> </thead> <tbody> <tr> <td>S/3010/15/FL</td> <td>Proposed 12m x 5m concrete swimming pool.</td> <td>Church Farm House</td> <td>Patrick</td> </tr> </tbody> </table>			REF NO	PROPOSAL	AT	FOR	S/3010/15/FL	Proposed 12m x 5m concrete swimming pool.	Church Farm House	Patrick
REF NO	PROPOSAL	AT	FOR									
S/3010/15/FL	Proposed 12m x 5m concrete swimming pool.	Church Farm House	Patrick									
144b		<p>PLANNING DECISIONS RECEIVED -</p> <table border="1"> <thead> <tr> <th>REF NO</th> <th>PROPOSAL</th> <th>AT</th> <th>DECISION</th> </tr> </thead> <tbody> </tbody> </table>			REF NO	PROPOSAL	AT	DECISION				
REF NO	PROPOSAL	AT	DECISION									
145	Correspon- dence Received	<p>From Hildersham Parish Council-</p> <p>As you may be aware Hildersham Parish Council is very keen to try to find some solution to reduce or stop flooding in the neighbourhood. In conjunction with the Abingtons and Linton, and representatives from the Environment Agency and SCDC, Hildersham PC are</p>										

		<p>therefore trying to organize a meeting as described below in the email from the Environment Agency.</p> <p>Until a date has been agreed we are unsure about the time the meeting will be held, but we hope to host it in Hildersham, if the hall is available.</p> <p>Please could you let the Clerk - Paula Harper, harper802@btinternet.com - know if you wish, to or are able, to send a representative to this meeting on either 21st April or 24th May?</p>
146	Matters for further discussion and inclusion in next Agenda	<p>Maintenance contract</p> <p>Red phone box</p> <p>Discussion on items for Local Highway Initiative</p>
147	Date of next meeting	Annual Parish Council meeting 12th May 2016 at 7pm followed by the Annual Parish Meeting

A Angell Clerk

24th April 2016

The District Council's Budget

In previous years, district and county councils have been allowed to raise their council tax by up to 2%, but if they wanted to increase their council tax by more than 2% then they had to hold a referendum.

The rules for district councils were changed this year following representations from a number of low spending district councils. They argued that low spending councils should be able to raise their council tax by 2% or upto £5 for a Band D property, whichever was the greater, otherwise the differences between authorities would simply become wider. A council with a band D council tax of £250 per year could raise their portion of council tax by upto £5 per year without a referendum, but a council such as South Cambridgeshire (with a current Band D council tax of just over £126 per year for a band D property, would have to have a referendum if they wished to raise a band D council tax by more than £2.62 per year.

As a council with one of the lowest band d council taxes in the country, and given its overall financial position, South Cambridgeshire District Council decided to raise its Band D council tax for 2016-17 by £5.00 to £130.31. This was agreed by 46 votes to nil with two abstentions.

The Council Tax levied on behalf of Babraham Parish Council will be £83.58 (for comparison, the average parish council band D council tax for 2016-17 will be £79.25).

The total council tax for a band D property in Babraham in 2016-17, that is, including the county council, district council, parish council, police authority and fire authority elements of the tax, will be £1629.71.

Local Highways Improvement (LHI) bid

I can confirm that no bid for an LHI scheme in Babraham was put to the panel that considered all the applications submitted for 2016-17.

In previous years, LHI bids have been submitted in the late autumn, but I understand that the process may be brought forward for 2017-18, with bids being requested in about June/July. Parish clerks will be informed about precise details in due course. The Parish Council needs to consider possible bids so that when details about submitting bids are announced some thought has already been given to possible schemes. The maximum grant available is £10,000 and, if the bid is successful, parish councils are expected to contribute a minimum of 10% of the overall cost of a scheme.

Draft Local Plan update

The District Council carried out a further round of consultation on its Draft Local Plan in December 2015 – January 2016. This consultation focussed on a small number of issues, and there will be an initial discussion on the consultation responses at a meeting on 14 March. The full District Council will decide on 23 March whether to make any changes to its Draft Local Plan in the light of the consultation. It will then pass on its views to the inspector carrying out the Examination in Public into the draft Plan, and the Examination in Public will then be re-convened to carry out further hearings.

City deal update (see below for a more detailed version)

At recent meetings, the City Deal Joint Assembly (12 February) and the City Deal Executive Board (3 March) considered high level transport concepts that had emerged from initial study work undertaken on the A1307 corridor.

Although many of these high-level transport concepts are very costly (some well in excess of the £39 million allocated to the A1307 corridor), some of the funding can be available for road safety improvements, bus service improvements and bus stop accessibility improvements.

Consultation on possible major schemes will be held starting in June, and when it does the Parish Council not only needs to respond to these proposals but also needs to think about what smaller scale improvements could be made that would improve the lives of residents of Babraham - for example, improving safety at the Babraham crossroads

One thing that did emerge from the City Deal Executive Board meeting on 3 March was a comment from one of the county council officers that a separate road over the Gogs was not really needed but that there might need to be some divergence from the A1307 itself from near the Gogs roundabout going towards Cambridge.

I submitted two pages of comments to both meetings and put a question to the Executive Board. **My comments are set out in a separate attachment.**

My question to the Executive Board is set out below;

Given that it appears from what has already been said at this meeting that no action will be taken regarding the Linton bottleneck, given the extensive parking at a number of bio-medi and bio-technology employment sites south of Cambridge, and given the presence of an underused park and ride site at Babraham Road, what impact on congestion on the A1307 are the following high-level proposals expected to have:

- A park and ride site in the general area of Fourwentways;
- An off-line rapid transit route between the general area of Fourwentways and the southern side of Cambridge;
- a rapid transit route running south of the built up area of Cambridge between the Babraham park and ride suite and the Addenbrookes bio-medi campus.

I commented that the question was underpinned by a wider more strategic point: did what the Executive Board have before them represent a missed opportunity to consider the inter-related major bio-medical and bio-technology employment sites of Addenbrookes, the Babraham campus, Granta Park/TWI, the Genome Campus, the Great Chesterford site and the congestion hotspots of Linton and the A505 roundabout in a more holistic and integrated way.

Tony Orgee, District Councillor

City Deal Joint Assembly 12 February 2016
City Deal Executive Board 3 March 2016

A1307 Haverhill to Cambridge

Introduction

I am a regular user of the A1307 both by bus and car, and, in fact, commuted between Little Abington and central Cambridge by bus for over 17 years. Until recently I regularly used the A1307 between Little Abington and Haverhill for leisure and other purposes.

From experience the most significant problems on the A1307 between Haverhill and Cambridge are:

- The in-bound to Cambridge morning and out-bound evening congestion at Linton;
- Queuing at the Gogs roundabout and along Babraham Road, Cambridge;
- In-bound congestion along Hills Road and out-bound congestion between Drummer Street and Addenbrookes.

My worst experience of congestion was to take just under an hour for a bus to get from Drummer Street to Addenbrookes on a Friday late afternoon.

Comments

In my view this report does not address the most significant problems along the A1307 between Haverhill and Cambridge and is too narrowly focussed.

However, I believe that there are positive aspects of this work that need to be taken forward.

I support work on improving cycling and walking (concepts 3A, 3B, 3C and 3D), though my own preference at this stage would be for on-highways linkages rather than off-highway.

In particular I would strongly support linking Linton and Granta Park and completing the linkage between Cambridge, Wandlebury, the Babraham Research Campus and Granta Park, a significant part of which has already been constructed, the section into the Babraham Research Campus is now out to comment but where a high quality linkage between Babraham and Granta Park with a more cycle-friendly crossing of the A11 is still urgently required.

However I do not believe that concept 3C follows the best route or most direct route in the Great Abington area – in my view a much better and significantly shorter route would be from the Hildersham Crossroads along Pampisford Road, Great Abington rather than the route shown on page 66.

Also an opportunity is missed to investigate a spur from the cycleway along the northern side of the A505 direct to the Babraham Research Campus, which would create a useful link between the Genome Centre at Hinxton and Babraham.

Because of the extent of congestion at Linton I feel that there should be a focus on Linton Bus priority measures (concept 2C). As the A1307 from Cambridge approaches Linton there is a section of dual carriageway nearly up to Linton village. Simply designating one of the lanes as a bus only lane (maybe at peak times only) would help buses avoid a significant part of the congestion in the evening peak.

I do not see any need for a Park and Ride site in the Fourwentways area, particularly when about 4 miles down the road closer to Cambridge there is the Babraham Road Park and Ride site that is considerably underused. Getting from Fourwentways to the Babraham Road P& R site takes about 5 minutes or so except when traffic queues back from the Gogs roundabout.

I can see reason to consider that part of concept 2B (Granta Park to Addenbrookes) immediately south of the Gogs roundabout. Putting a longer right-turning lane here would help cars to access the Babraham P & R quicker in the morning peak and allow buses to access their morning peak hour route via Worts Causeway (with its rising bollard). Consideration of this short stretch of the A1307 would minimise any impact on or land take from the Green Belt.

I regard the Green Belt as an important concept and do not support potential new roads on greenfield land in the Green Belt. I do not support investigating an off highway route such as indicated by concept 2A, and, in any case, I understand that the cost of such a scheme would be likely to exceed the budget available.

Rerouting P & R buses round the Addenbrookes Campus rather than simply calling at the Addenbrookes bus station would render redundant the need for concept 2D, particularly since at peak morning times P & R buses can avoid the congestion on Babraham Road by using Worts Causeway (with its rising bollard).

Furthermore, I believe that an opportunity has been missed to consider a slightly wider area than simply a very narrow focus on the A1307 corridor. I think that the corridor should consider linkages to the Genome Campus, development on the former Spicers site on the A1301 and to Sawston.

In summary, I feel that further work is required on the A1307 corridor including serious and significant discussion with communities along the route before any consultation is undertaken.

Tony Orgee
District and County Councillor