

Minutes of the Babraham Parish Council Annual Meeting

Held at Babraham Primary School Babraham
On Thursday 12th May 2016 at 7.00pm

	Present	Cllrs S Laurie, Ms C Rogers, Robert Attwood, Gareth Walker District Cllr T Orgee Clerk: Mrs A Angell
1	Apologies	Mandy Klein-Moss who sent in her resignation
2		Councillors all signed the Acceptance of Office forms
3	Co-opt new Councillor	No one present
4	Elect Chairman	Stuart Laurie Proposed by RA and seconded by CR
5	Elect Vice Chair	
6	Elect Council reps to outside bodies	Stuart Laurie and Robert Attwood elected to be on the Village Hall Committee
7	Members Declaration of Interests	None declared
8	Minutes of Meeting held 14th April 2016	Approved unanimously by those present at meeting and signed
9	Matters arising from previous Minutes	<p>Rubbish bin at Oak Close to stay where it is at present.</p> <p>Bus shelter needs clearing up- CR to action</p> <p>The grass cutting at the Church was done by SL and CR in time for the wedding, Chris has also cut it again since then.</p> <p>BT Phone box at the corner- BT agreed to remove it as its an eyesore and also impedes visibility, but may take up to 24 weeks to be done.</p> <p>Dockerills yard on the A11 layby- new buildings going up- has planning permission been obtained? Also the piles of dirt are getting very high.</p> <p>Chalk Hill weight restriction- shouldn't be a problem getting this from Local Highways Initiative scheme, Highways support this and the Police as well as Dockerills will be notified once done.</p> <p>The George Pub is to be nominated as an Asset of Community Value which should then prevent it being sold off as a private house or a retail building.</p> <p>Notice board- RA has looked at this and it is repairable, he has kindly offered to do the repairs.</p> <p>The village was discussed as a whole and it was agreed that it is starting to look untidy and needs tidying and beautifying , items suggested-</p> <p>The bus shelter needs repainting and refurbishing soon.</p> <p>The bench at the Jonas Webb statue needs repairing and the shrubs need to be taken out and replaced with something more suitable.</p> <p>General tidying up, hopefully when the new maintenance contract starts this will help.</p> <p>A suggestion was received to buy a red phone box to put near the statue which could be used as a book exchange. This will be looked into.</p>

10	Finance																												
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13	Correspondence Received	
14	Matters for further discussion and inclusion in next Agenda	Rubbish Pick Maintenance contract Red phone box Disussion on items for Local Highway Initiative Picnic tables by Church and litter bin? Right of Way of the cycle paths where it crosses in front of driveways? Cyclists riding on road rather than cycle path- note to institute.
15	Date of next meeting	9th June at 7.30.

A Angell Clerk

19th May 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