

Minutes of the Babraham Parish Council Meeting

Held at Babraham Primary School Babraham
On Thursday 10th March 2016 at 7.30pm

	Present	Cllrs S Laurie, Ms C Rogers, Robert Attwood, Clerk: Mrs A Angell SCDC Cllr A Orgee														
120	Apologies	Mandy Klein-Moss Gareth Walker														
121	Members Declaration of Interests	None declared														
122	Minutes of Meeting held 11th Feb 2016	Approved unanimously by those present at meeting and signed														
123	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. The tree near the footbridge has been cleared away, a letter of thanks sent to Jonas for his help. Dockerill lorries still using Chalk Rd, potholes are getting worse, possibly look into putting a weight limit on there? SL to contact transport dept.														
124	Public Participation time	No public														
125	Report from SCDC Cllr Orgee	See attached notes He also mentioned that work on the Cambridge City Football Club site had restarted as all relevant conditions had been met.														
126	Report from CCC Cllr P Topping															
127	Report from Mr C Chapman BRC	The bench near the river has now been installed but not completed. The cycle path is still going ahead, BBSRC estates div met with Councillors to discuss the Cricket field lease and some/all of the other field , possible purchase of small piece of land for a Village Hall.														
128	Finance															
	Financial Report as at 31 Oct 2015	<table border="1"> <tr> <td>Barclays Premium Business account</td> <td></td> <td>£75,874.05</td> </tr> <tr> <td>Current Account</td> <td></td> <td>£1,392.37</td> </tr> <tr> <td>Petty cash</td> <td></td> <td>£10.73</td> </tr> <tr> <td></td> <td>TOTAL</td> <td>£77,277.15</td> </tr> </table>			Barclays Premium Business account		£75,874.05	Current Account		£1,392.37	Petty cash		£10.73		TOTAL	£77,277.15
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129	To consider other matters	<p>Village Maintenance Contract tenders - none received so date to be extended to 13th April</p> <p>Rural path from Honeysuckle Lane to Oak Lane Hundred Houses have claimed responsibility for it and are going to top up the gravel</p> <p>Village Hall- SL and Cr met with John Ecott from Babraham Research re buying a piece of land and extending the lease on the Cricket field, feedback seemed positive, waiting to hear back now.</p> <p>Complaint about street light shining into a garden- shading may be an option.</p> <p>Riverside path has been improved with wood chippings.</p> <p>The flooding at Brick Row went down quickly.</p>																		
130a		<p>PLANNING PERMISSION</p> <p>APPLICATIONS RECEIVED -</p> <table border="1"> <thead> <tr> <th data-bbox="391 1020 505 1052">REF NO</th> <th data-bbox="756 1020 919 1052">PROPOSAL</th> <th data-bbox="1057 1020 1097 1052">AT</th> <th data-bbox="1390 1020 1446 1052">FOR</th> </tr> </thead> <tbody> <tr> <td data-bbox="391 1131 550 1163">S/0127/16/CC</td> <td data-bbox="756 1052 1024 1241">Construction of a 1.1km long, 2.5m wide shared cycle and pedestrian path, through the grounds of the Babraham Research Campus.</td> <td data-bbox="1057 1131 1349 1163">Babraham Research Campus</td> <td data-bbox="1390 1131 1438 1163">BRC</td> </tr> </tbody> </table>	REF NO	PROPOSAL	AT	FOR	S/0127/16/CC	Construction of a 1.1km long, 2.5m wide shared cycle and pedestrian path, through the grounds of the Babraham Research Campus.	Babraham Research Campus	BRC										
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131	Correspondence Received	<p>Balfour Beatty will soon be working on Babraham Four Way Roundabout, Babraham We are due to start work in this area w/c 28th March 2016 for a maximum of 20 days. This is a traffic routes, traffic management has been arranged to ensure work can be carried out as effectively and safely as possible between the hours of 09:30 and 15:30. This date may be subject to change, if there are any changes to the work schedule we will let you know.</p> <p>.....</p> <p>Your invitation to the CAMBRIDGESHIRE & PETERBOROUGH NEIGHBOURHOOD PLAN ROADSHOW Monday 21 March 2016 from 9am to 12.15pm at The Maltings, Ely, CB7 4BB Free of charge to all attendees</p> <p>.....</p> <p>S/1615/14/FL Sawston Solar Farm Ltd The hearing will commence at 10.00am on 22-Mar-2016 at the Council Offices, South Cambridgeshire Hall, Cambourne Business Park, Cambourne, Cambridge CB23 6EA. The hearing is scheduled to last 2 day/s. The sitting days are at the Inspector's discretion and may be changed once the hearing has opened.</p>
132	Matters for further discussion and inclusion in next Agenda	<p>Maintenance contract Website update Discussion on Pinch Points for Local Highway Initiative</p>
133	Date of next meeting	<p>14th April 2016 at 7.30</p>

A Angell Clerk

24th March 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
City Deal Executive Board**

**12 February 2016
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