

LITTLE ABINGTON PARISH COUNCIL
Minutes of the Planning Committee Meeting held on
Tuesday 4 October 2016 at 6.30pm in the Abington Institute, Great Abington.

Present. Mr Pritchard (Chair), Mr Brunning, Mrs Scoffings, Mrs Simmons, Mr Adams (Skype), Mrs Dalton (Clerk).

In attendance. Cllr Orgee. There were no members of the public present.

1. Apologies for absence: Mr Ellis.

2. Declaration of Interests. None

3. S/2041/16/FL

Change of use of land for the siting of a mobile home in connection with on-site horticultural business. Greenacre, Bourn Bridge Road, Little Abington.

The Parish Council recommended approval with the following comments:

The Parish Council supports the proposal for making the current temporary residential use of a mobile home more permanent.

- 1. The financial information provided with the planning application shows that this is a valuable and viable business with substantial investment already made at the site. The Parish Council is aware that the business is expanding.*
- 2. The Parish Council is aware of the need for 24/7 security. The site is isolated and there has been some malicious damage there.*
- 3. There is a need for management of on-site safety.*
- 4. The horticultural business activity needs round-the-clock management.*
- 5. The Parish Council is satisfied that there will be adequate arrangements for sanitation*

It was agreed there was no need to refer the application to SCDC's Planning Committee.

4. Any Other Business

The Parish Council's response to Tackling Peak- time Congestion in Cambridge was discussed. **CLERK** to draft response for approval and submit on Sunday 9 October. See appendix.

The meeting closed 7:15 PM.

Signed Parish Council Chairman

Date

APPENDIX. TACKLING PEAKTIME CONGESTION IN CAMBRIDGE

Response from the Little Abington Parish Council 9 October 2016

Little Abington Parish Council (LAPC) recognises the need to address the problems caused by traffic congestion in Cambridge and the impact that it could have on the economic growth of the city as well as the quality of life for those who live or work in or near the city. LAPC is also aware that this is one element of an overall strategy for improving the transport infrastructure in and around Cambridge. Whilst working to relieve problems around the city centre the problems caused by rapid growth in traffic volumes on the A1307 from Haverhill to Fourwentways, in particular goods vehicles, must not be overlooked.

LAPC is not totally convinced that the options in this consultation offer a workable solution. In particular it would urge the City Deal Team to reconsider the options for congestion charging. We believe it is a system that is easy to understand, avoids the possibility of creating “rat runs” and new points of congestion and it has been accepted in cities where it has been introduced. This would penalise those who choose to drive into the city at peak times and provide an income for further investment in transport infrastructure. We would also like some reassurance about the arrangements for people with reduced mobility. As well as residents registered on the local database there needs to be provision for visitors to the city.

Other considerations:

Bus services

- Has the City Deal team considered opening local bus services to competition in order to enhance provision?
- Fare structures need to be reviewed to make the use of public transport more attractive. Fare zones should be reviewed. In London users of Oyster cards are charged a lower fare. For Little Abington residents travelling by bus is the only public transport option. The service needs to be reliable, more frequent and of adequate capacity to meet demand.
- The number 13 bus service to Cambridge is the only option from Little Abington. It should include more frequent stops at Cambridge railway station.
- There is no bus service from Abington to Sawston. Many Abington residents are registered with the GP practice there and some local children attend Sawston Village College. Some residents may also welcome better access to shopping in Sawston. It has a compact shopping centre that meets basic needs.
- We note the consultation document includes the use of smart technology we assume this includes the use of “oyster” and other contactless payments in the future.

Park & Ride

- The existing park-and-ride facilities appear to be underutilised at present. The team should prioritise removing parking charges for park-and-ride thus encouraging use of this excellent facility.
- The fare structure also needs to be reviewed. The cost of a return ticket from the Babraham park-and-ride to Addenbrookes is the same as a ticket to the Drummer Street bus station. It also needs to be more attractive compared to parking in the city centre. At present a couple able to walk to the main city shopping centre would pay £7.00 for Park & Ride compared to £4.20 for 3 hours at the Queen Anne Terrace car park.
- Removing the parking charge and implementing contactless payment would reduce queues at the kick ticket machines in peak periods
- The team should also consider the need to extend the hours of the bus service for park-and-ride car parks.

Cycling

- Little Abington is 8 miles from the city centre however there are residents who cycle to the city or a hub such as the Park & Ride at Babraham Road.

- There needs to be adequate provision of off road cycle routes.
- Cycle routes need to be fit for purpose. The cycleway from Babraham to Abington is too narrow and the arrangement for transporting bikes on the footbridge over the A11 is unsatisfactory;
- Cycle routes also need to be properly maintained; on the route from the top of Wandlebury to Babraham the verges are infringing onto the cycleway and the hedges, including brambles, obstruct parts of the route.
- Cycleway also need some form of lighting (e.g. solar)

School Transport Arrangements

- Schools should be actively encouraged to collaborate to provide options for transport from local hubs such as park-and-ride, guided bus, bus stations.

Workplace Parking Levy

- At £1.50 per place per week the Workplace Parking Levy seems too low to provide an incentive for local employers to consider providing alternatives for their staff.

DRAFT