

CAMBOURNE TOWN COUNCIL

District of South Cambridgeshire

Council Meeting 1st November 2022

Traffic Matters and Road Safety

Correspondence

	From	Subject
15.1	Cllr David Jones	Draft Question from Cllr Jones regarding Business Park access road
15.2	Cambourne Residents	Parked Cars
15.3	Wormald Burrows Partnership	West Cambourne - S106 Off-Site Obligations - 4158

The below schedule is a summary of correspondence circulated by the Town Clerk to Councillors since the last meeting by email

FROM	SUBJECT
Greater Cambridge Partnership	Making Connections 2022 Consultation - now open
Greater Cambridge Partnership	Making Connections 2022 Consultation - Amendment
Greater Cambridge Partnership	Making Connections Parish Council briefing

15.1 Draft Question from Cllr Jones regarding Business Park access road

Notice of Request to Speak South Cambridgeshire District Council Meeting, 24th November 2022

I hereby give notice that I wish to speak on behalf of Cambourne Town Council at the South Cambridgeshire District Council Meeting on 24th November 2022. I am a member of Cambourne Town Council and I wish to ask a question on their behalf.

I have provided the required details below:

(a) The name, address and contact details of the person wishing to speak.

Name: David Jones

Address: 32 Beaufort Road, Upper Cambourne, Cambridge, CB23 6FP

Phone: 07809 442 877

Email: cllr.jones@cambournetowncouncil.gov.uk

(b) The name of the organisation, if speaking on their behalf.

Cambourne Town Council

(c) Details of the question to be asked or statement to be made.

At a recent meeting of Cambourne Town Council, we received a presentation from the South Cambridgeshire Investment Partnership (SCIP) on the proposed development of 260 homes on land at Cambourne Business Park. At this meeting we were disappointed to learn that despite repeated requests from numerous local stakeholders, SCIP are not proposing to provide a road connection between the Business Park and West Cambourne as part of their development.

Land at Cambourne Business Park is allocated for residential development as part of the wider development of West Cambourne by Policy SS/8 of the South Cambridgeshire Local Plan. Paragraph 12(g) of this policy requires vehicle access through the Business Park and makes it clear that this access is critical to the integration of West Cambourne into the wider town. In addition, paragraph 3.53 of the supporting text explains that road access through the Business Park is key to the principle of allocating residential development on designated employment land on the Business Park as it is considered that this will serve to better integrate West Cambourne with the rest of the town.

The provision of a road link through the Business Park is therefore not only key to the integration of West Cambourne with the rest of town, but it is fundamental to the principle of allowing residential development on the Business Park.

This was understood when the District Council determined MCA's outline planning application for West Cambourne, as whilst land ownership constraints prevented MCA from directly delivering the link road, the planning permission and subsequently approved Design Code secure the delivery of a primary spine road up to the boundary of the Business Park.

The provision of this link road is critical to providing safe and uncongested access to Cambourne Village College as the approved design of West Cambourne relies on this route. The current route to the school has recently been narrowed to allow for residential accesses and it will inevitably become congested with parked cars making it unsuitable and unsafe for two-way vehicle access into the school. Without a link road through the Business Park, the only solution will be for a one-way system to be put in place to direct traffic through the school site onto another road in West Cambourne, but this road has not yet been constructed. We understand that the Principal of the village college has written to the District Council to raise concerns about this.

At the recent meeting of Cambourne Town Council, it was explained that SCIP is a 50:50 joint venture between South Cambridgeshire District Council and the housebuilder Hill and that SCIP owns the land proposed for residential development, but not the road through the Business Park. It was explained that this is owned by Cambourne Business Park Limited which in turn is owned by South Cambridgeshire District Council, but that despite this there remain certain ownership constraints that would prevent the delivery of the link road. It was unclear what exactly these constraints were.

We understand that South Cambridgeshire District Council are the sole owners of Cambourne Business Park Limited and we would therefore like a detailed explanation as to why the link road through the Business Park to West Cambourne cannot be provided?

(d) The councillor to whom a question is to be put.

Councillor Bridget Smith, Council Leader

15.2 Cambourne Resident – Parked Cars

Sent: 26 October 2022 14:58

To: clerk@cambourneparishcouncil.gov.uk

Subject: Cars parked on pavements

Hello John,

Further to our brief chat earlier, I was pondering if the Town Council could begin to do something about the increasing numbers of cars parked on pavements and on streets in Upper Cambourne. We have neighbours who appear to own four cars, but only have two dedicated spaces and so park their additional vehicles (some of which are not used regularly) on pavements, and in side streets for months on end, which can pose a threat to children crossing roads as corners are often obscured, clog up the roads and prevent the waste collections getting through safely and which also generally make the whole place feel more like central Luton, rather than Cambourne.

Can you please tell me if the Town Council can do anything to tackle this issue, as it does not add to the character of this place, far from it, but the current in-action I suspect encourages others to think that they can get away with leaving multiple vehicles all over the street-scene without fear of penalty.

Many thanks

15.3 Email from Wormald Burrows Partnership regarding West Cambourne - S106 Off-Site Obligations - 4158

From: Andrew Chipchase

Sent: 17 October 2022 15:01

To: clerk@CambourneParishCouncil.gov.uk

Subject: West Cambourne - S106 Off-Site Obligations - 4158

Hi John,

Thank you for the meeting today.

Please find attached the preliminary proposal drawings discussed in the meeting.

Included in the S106 obligations for West Cambourne are highway measures required to be implemented to complement Phase 1 public transport strategy. The measures are listed in Schedule 11 of the S106, an extract of which I attach, the measures required to be implemented now being 5, 6, 7 and 15. These measures aim to improve bus journey times.

To address these measures, we are proposing the works as shown in the attached drawings, these works being introducing 'at any time' waiting restrictions along Sterling Way and Lancaster Gate and changing the priorities of the Sterling Way junction with Lancaster Gate and the High Street with Sackville Way junctions.

We are not proposing Part b of the suggested mitigation for 5) Sterling Way and 7) Lancaster Gate as there seems to be sufficient parking allocation to houses already and it will take away verge area.

I look forward to your comments on these proposals.

If you require any more information for your committee meeting, please let me know.

Regards

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Andrew Chipchase

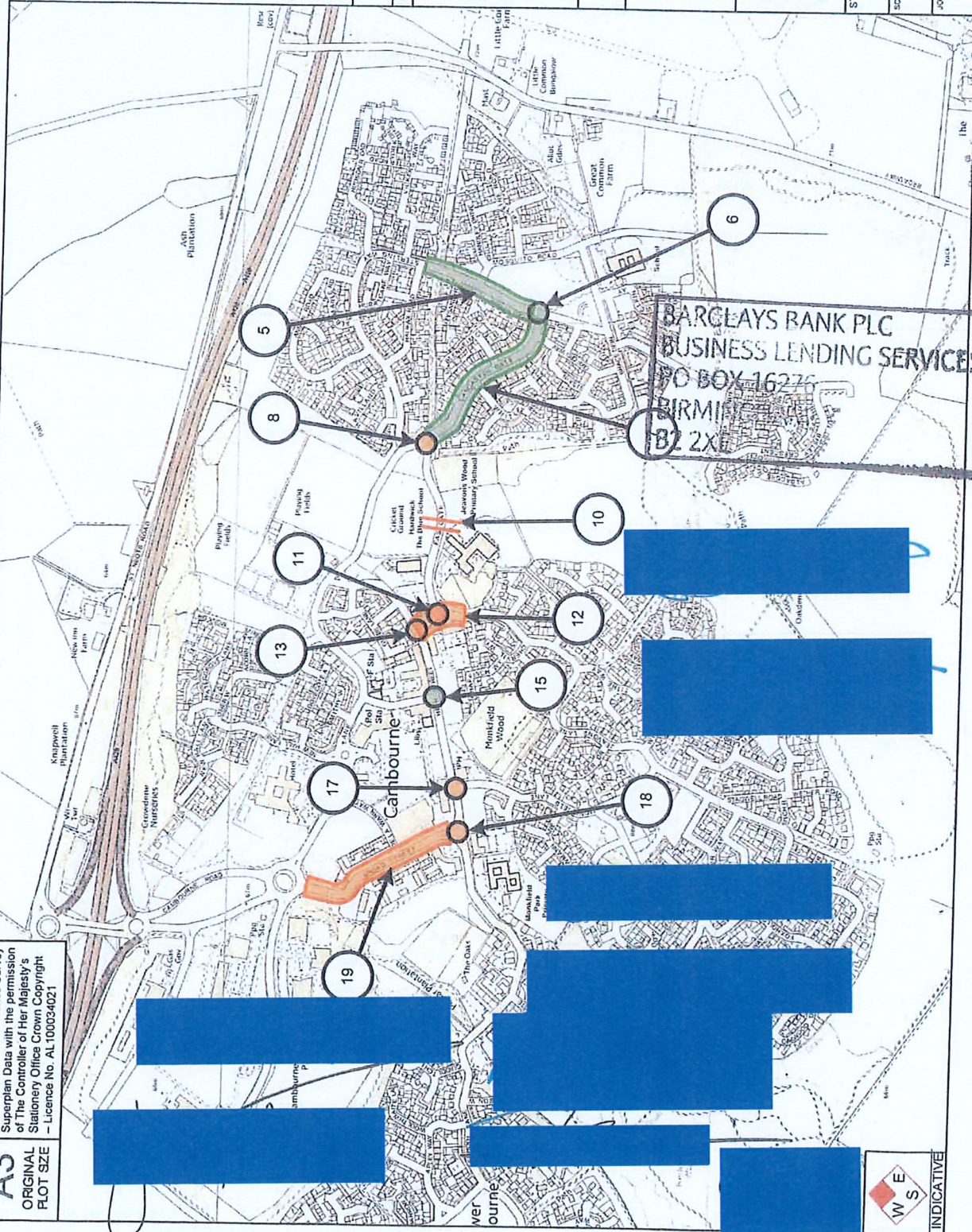
Ref.	Road / Location	Identified risk to bus journey time or reliability	Mitigation	Comment
Measures to be implemented to complement Phase 1 public transport strategy				
5	Sterling Way	On-street parking will cause delay to buses	a. Introduce "at any time" waiting restrictions b. Additionally, if necessary, create parking places on existing grass Change junction priority so that general traffic must give way to the bus	Prior to occupation
6	Sterling Way junction with Lancaster Gate	Delay due to the need to slow on approach to the junction and to give way to traffic on the "major" arm	Change junction priority so that general traffic must give way to the bus	Prior to occupation
7	Lancaster Gate	On-street parking will cause delay to buses	a. Introduce "at any time" waiting restrictions b. Additionally, if necessary, create parking places on existing grass Change junction priority so that general traffic must give way to the bus	Prior to occupation
15	High Street junction with Sackville Way	Delay due to the need to slow on approach to the junction and to give way to traffic on the "major" arm	Change junction priority so that general traffic must give way to the bus	Prior to occupation
Measures to be implemented to complement Phase 2 public transport strategy				
8	Lancaster Gate junction with Eastgate	Delay due to the need to slow on approach to the junction and to give way to traffic on the "major" arm	Change junction priority so that general traffic must give way to the bus	Upon occupation of 1500 dwellings or until Tranche 2 bus services are introduced whichever is the latter
10	Eastgate	Risk that traffic will rat-run along Eastgate, raising safety concerns for school children	Introduce bus-only point restriction, enforced by CCTV	Not a rat-run route, but evidence may be gathered in time. Should not be provided until Tranche 2 which is considered to be circa 1500 dwelling occupations
11	Eastgate junction with Jeavons Lane	Delay due to the need to slow on approach to the junction and to give way to traffic on the "major" arm	Change junction priority so that general traffic must give way to the bus	Upon occupation of 1500 dwellings or until Tranche 2 bus services are introduced whichever is the latter
12	Jeavons Lane	On-street parking will cause delay to buses	a. Introduce "at any time" waiting restrictions b. Consider creating parking spaces for disabled drivers on existing grass verges if "blue badge" parking on double yellow lines emerges a problem Change junction priority so that general traffic must give way to the bus	Upon occupation of 1500 dwellings or until Tranche 2 bus services are introduced whichever is the latter
13	Jeavons Lane junction with High Street	Delay due to the need to slow on approach to the junction and to give way to traffic on the "major" arm	Change junction priority so that general traffic must give way to the bus	Upon occupation of 1500 dwellings or until Tranche 2 bus services are introduced whichever is the latter
17	High Street junction with Montfield Lane	Delay due to the need to slow on approach to	Change junction priority so that general traffic must give way to the bus	Upon occupation of 1500 dwellings or until Tranche 2 bus

18	High Street Junction with Broad Street	the junction and to give way to traffic on the "major" arm Delay due to the need to slow ion approach to the junction and to give way to traffic on the "major" arm	Change junction priority so that general traffic must give way to the bus, with left turn from Broad Street to High Street clear of traffic waiting to turn right from Broad Street	services are introduced whichever is the latter
19	Broad Street	On-street parking will cause delay to buses	Much of the road is already controlled – introduce "at any time" waiting restrictions to remainder of the road	Upon occupation of 1500 dwellings or until Tranche 2 bus services are introduced whichever is the latter

Please note that the implementation of all measure is subject to a cost cap of £400,000

A3
ORIGINAL
FLOT SIZE

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Key:

Bus Improvements

- (X) Improvement Reference Number
- (O) Implemented Prior to Occupation
- (O) Upon occupation of 1500 dwellings or until Tranche 2 bus services are introduced (whichever is the latter)

Rev	Date	Details	Drawn By	Checked By

tpa
Transport Planning Associates

10000 HILLS
www.tpa.co.uk

MCA Developments Limited

Land at West
Cambourne

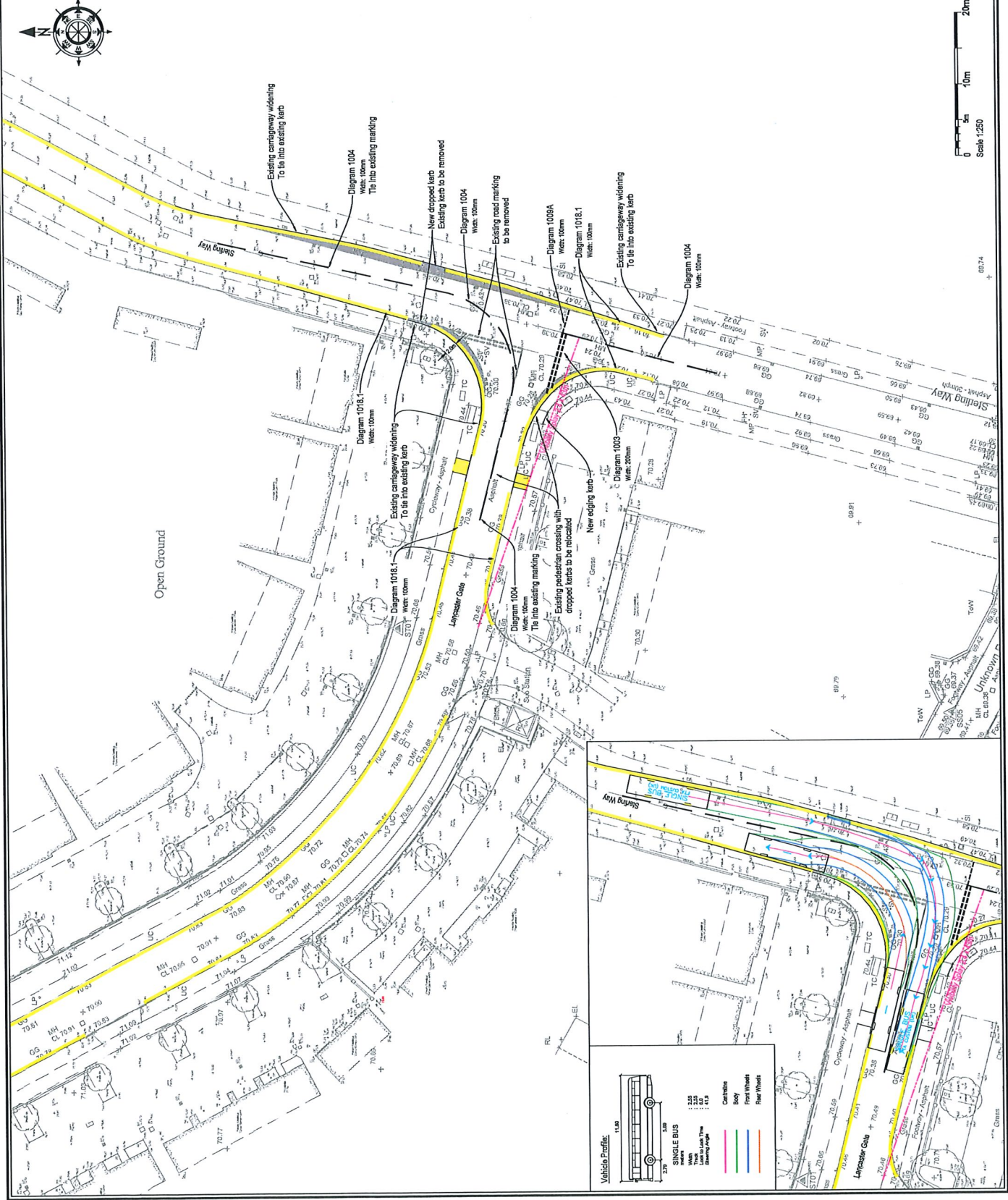
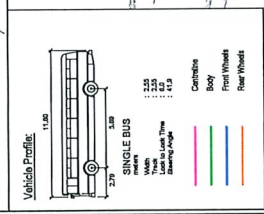
Mott MacDonald Cambourne
Bus Route Improvements –
Full Measures List

STATUS: INFORMATION

SCALE	PREPARED BY	CHECKED BY	APPROVED BY
NTS	TH	JC	JC
JOB NO	DRAWING NO	DATE	
1702-52	002	SEPT '17	



Key:
 New Asphalt Carriageway
 New Asphalt Footway Contribution



Date	Drawn	Checked

Drawing Approval Status:-
 N/A Section 104 N/A Section 38 N/A Section 278
PRELIMINARY

Wormald Burrows Partnership Ltd
 Civil Engineering Consultants
 18, The Arcade, The Quadrant, Nottingham, Notts. NG1 1LE
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 Web: www.wormaldburrows.com
 Email: enquiries@wormaldburrows.com

Project:
West Cambourne
Bus Route S106 Measures

Drawing Description:
Lancaster Way/Sterling Way Junction
Change in Junction Priority

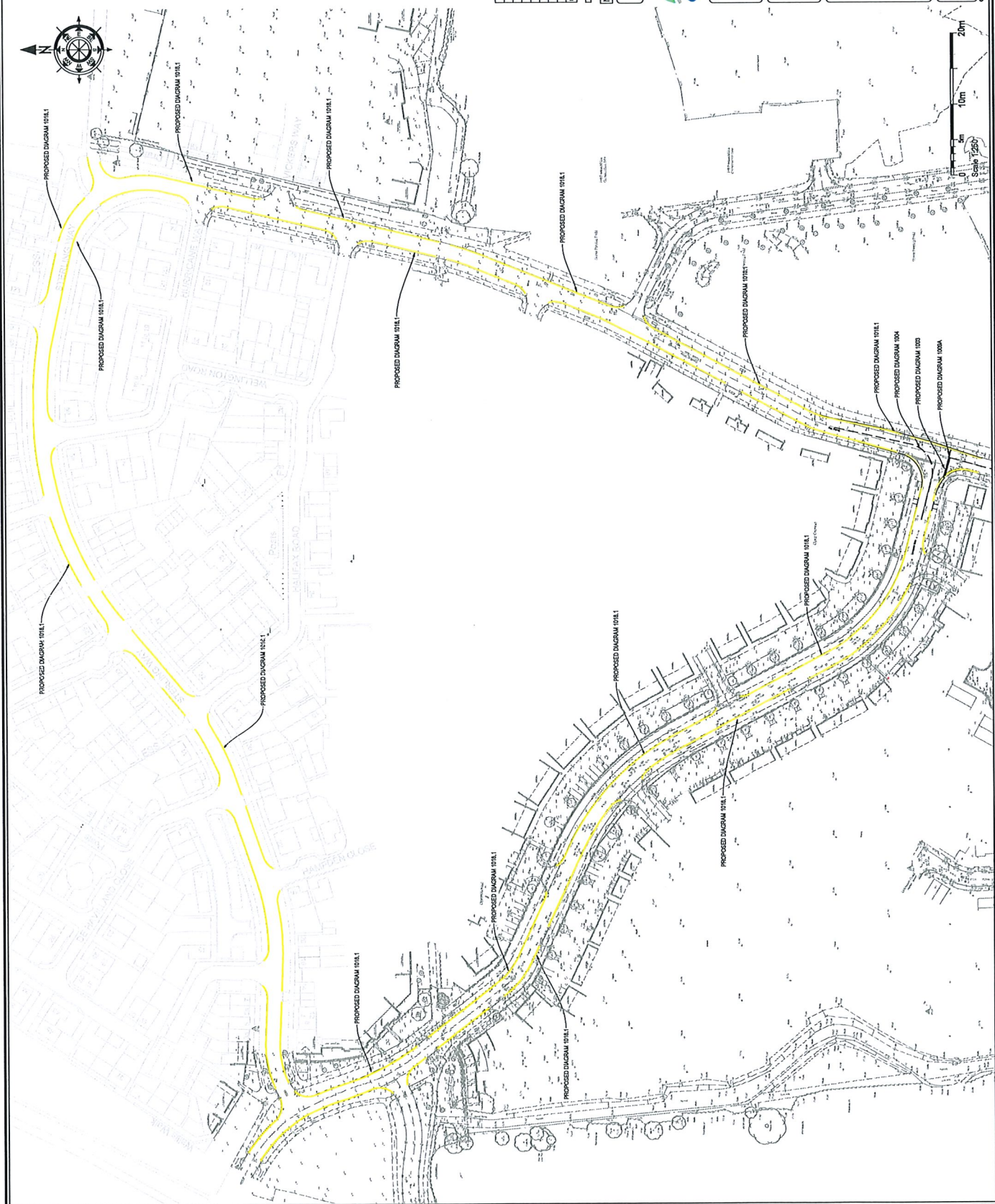
Client:

Drawn By: BMD/TC Date: 06.04.22
 Check By: ACC Date: 15.03.22

Drawing Number: E4158701
 Date: 1:250 @ A1, 1:500 @ A3

Certified by NBS UK

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Note:
All markings to Traffic Signs Regulations and General Directions 2016, in conjunction with subsequent amendments.

No.	Description	Date	Drawn	Checked

Drawing Approval Status:-
 N/A Section 104 N/A Section 38 N/A Section 278
PRELIMINARY



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 www.wormaldburrows.co.uk

Project:
 West Cambourne
 Bus Route S106 Measures

Drawing Description:
 Lancaster Gate and Sterling Way
 Proposed Parking Restrictions
 Road Markings

Client: Taylor Wimpey

Drawn by: SW/SW
Date: 08.04.22

Checked by: EVO/DTZ
Date: 08.04.22

ACC:
Date: 18.03.22

Scale: 1:750 @ A1

Grid Reference: E4158/900

BOVIS HOMES

afaq
 ISO 9001
 QUALITY

Created by AutoCAD
 Certified by Aftek UK



Key

	Existing Carriageway Blockpaving
	Carriageway to be removed for New Construction
	New Channel Block
	Existing Channel Block to be removed

Rev	Description	Date	Drawn	Checked

Drawing Approval Status:
 N/A | Section 104 | N/A | Section 38 | N/A | Section 278
PRELIMINARY



Product:
 West Cambourne
 Bus Route S106 Measures

Drawing Description:
 Sackville Way/High Street Junction
 Change in Junction Priority

Client: Taylor Wimpey

Client Reference: E4158700

Scale: 1:200 @ A1
 1:400 @ A3

ISO 9001 Quality

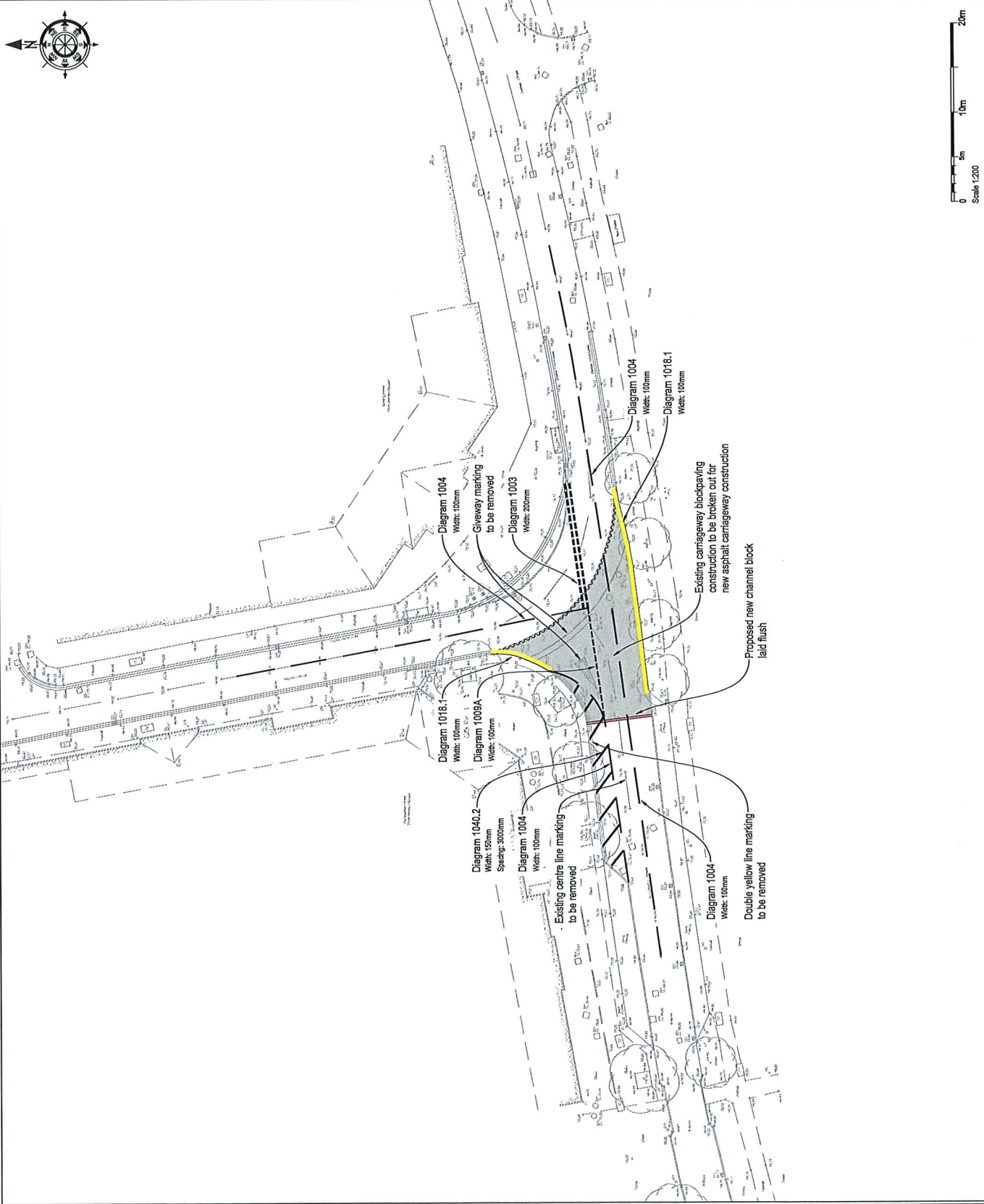
BOVIS HOMES

Checked By: SWJ
 Date: 08.04.22

Checked By: ACC
 Date: 15.03.22

Created By: SWJ
 Date: 08.04.22

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0 5m 10m 20m
 Scale 1:200