

## **February 2022 Highways and Road Safety Working Group Report**

### **GCP C2C report back**

In the light of comments from GCP Jo Baker at the SCDC Quarterly Liaison Meeting, a follow-up session is being arranged which should be with the C2C Working Group. Once we have provided the feedback regarding the lay-bys, we should press for a date. HPC has have setup a Working Group for this but it needs action.

### **Lighting by St Mary's**

Ongoing. Separate point put forward for PC to agree

We are also happy to pick up the discussion for parking on Parish land by the St Mary's Play Area on the basis that any suggestions/proposals be brought to the HPC for discussion/debate.

### **LHI 2020/21 – Cambridge Road Give Way scheme**

Started 21<sup>st</sup> February for 2 weeks. Scheme on Facebook and Website, Did it go on Notice Board?

### **LHI 2021/22 and PFHI – St Neots Road scheme**

Pauline will report back on this. The WG held a Zoom with Highways Projects and a contractor brought in to assist Highways. They wished to know how to proceed with the St Neots Road work and we advised we had taken notice of from advice both Tam Parry and Jo Baker to go ahead with the plans for the pedestrian islands – even if for a 5/6 year temporary period. It could be for a more permanent period west of Cambridge Road should GCP decide to take their C2C between the trees and A428.

It seems the work John O'Donnell did in 2019 was rather budgetary and that there were now issues to check before this could be actioned further. The costs for those actions are being put forward elsewhere for PC OK. Funds are currently held for this work.

We pointed out that expensive footway work was already in the Developers Condition 28 plan for St Neots Road which would save Highway costs.

We asked them to hold fire on the PFHI New signage and LHI 21/22 as imminent Active Travel proposals would negate that and recommended await outcome of imminent Active Travel dialogue with GCP.

### **Active Travel**

No details yet received on the Active Travel Consultation ended Sept 2021. Conflicting feedback from the Transport and Highways Committee Meeting 7<sup>th</sup> Decmber and feedback in our County Councillors report.

### **Dec Agenda Point 7.6: Update on Active Travel Meeting**

Do we have any feedback to the Clerk from the Meeting on 6<sup>th</sup> December or any recording to share please?

**Dec Agenda point 7.7:** Feedback from Transport and Highways Committee Meeting on 7<sup>th</sup> December 2021. Active Travel proposals to **make a plan for Cambridgeshire** were accepted. Final Review and Adoption of Strategy is in 12 months therefore St Neots Road, seems the initial proposition of experimental/temporary/urgent can be dismissed for now.

Stage	Description	Date
1	Project initiation and preparation	Up to August 2021
2	Stakeholder engagement and Drafting	September 2021 – March 2022
3	Public consultation on draft strategy	Spring/Summer 2022
4	Final review and adoption of Active Travel Strategy for Cambridgeshire	December 2022

Source: Active Travel team

Note in their report, link below, that the Parish Council is not considered a stakeholder worth consulting until Stage 3 Spring/Summer 2022. We have been trying to get in at Stage 2 to ensure we have the proper views of the village represented – propose a wider consultation when more is clear.

### **Couple of points for clarification**

Active Travel is primarily for Walking and cycling short distances defined as around 5 miles – a bike journey from Limes estate to City is around 7 miles, Addenbrookes 10miles.

- The Busgate issue is secondary – comes under promoting cleaner air – less cars
- If Busgate goes ahead, it will make SNR East buses, bikes and emergency vehicles only between Long Road and Cambridge Road and this will prevent the “second village road” coming onto the SNR. **This is not a red herring.**
- If Busgate does not go ahead on a permanent basis, GCP advise C2C will take out the trees along SNR east
- C2C are in favour of making the Busgate happen and to make it permanent.
- We shall not be able to discuss C2C with GCP without reference to Active Travel

[Document.ashx \(cmis.uk.com\)](#)

### **Cycle path on SNR.**

GCP confirmed at our quarterly Liaison Meeting that the cycleway the plan is funded in the S106 Agreement for Bourn Airfield and in other funds. No dates, no designs released but GCP are managing this now. Needs progressing.

### **MVAS Traffic and Village Speed**

Ongoing reporting and MVAS Management thanks to Paul Crinson of the Community Speed Watch Group. He moves the signs around, changes the batteries twice a month and reports statistic to Highways.

**Latest Village Speeds – see attached page – correct to February 8<sup>th</sup> 2022**

**Additional Posts for MVAS signs**

News from LHO that posts are ordered. Installation within 12 weeks. Additional post mounts have been received from Morelock

### **Roads and Pavements**

Despite providing residents with the link for reporting highways issues, overhanging trees etc, very few use it. WG reported 18 incidents to Highways during January/February of which they acknowledged more than half required fixing within 21 days and the others had not reached intervention level. If we don't call it out, then it will not be seen as a potential problem.

Pauline Joslin and Alan Everitt

Highways and Road Safety Working Group

Parish Name: Hardwick			
Date of Publication	Dates of Data Range	Location of Data Taken	Speed Limit
09-02-22	12/01/22 - 09/02/22	77 St Neots Road display facing East	40
<b>Inbound from Cambridge (heading West)</b>			
85% Speed	Average Speed	Vehicle Count	Highest Speed
42	37	52314	91
<b>Outbound to Cambridge (heading East)</b>			
85% Speed	Average Speed	Vehicle Count	Highest speed
46	40	41432	96

Parish Name: Hardwick			
Date of Publication	Dates of Data Range	Location of Data Taken	Speed Limit
09-02-22	12/01/22 - 09/02/22	Cambridge Road/Kesters Facing North	30
<b>Inbound from School (heading South)</b>			
85% Speed	Average Speed	Vehicle Count	Highest Speed
34	30	30126	75
<b>Outbound to School (heading North)</b>			
85% Speed	Average Speed	Vehicle Count	Highest speed
34	30	30391	68

