

For NOTICE OF MEETING: **HIGHWAYS, DRAINAGE & FORMAL SPACES**
TIME: 7.30pm
DATE: **Wednesday 24th January 2024**
VENUE: Parish Office, Recreation Ground
 Mrs C M O'Brien – Clerk to Histon & Impington Parish Council
 17th January 2024

MEMBERS: 6 + 2 Ex Officio **AGENDA** **QUORUM:** 3

HDF/23/034	Election of Committee Chair	For Decision
HDF/23/035	Apologies for Absence	
HDF/23/036	To Receive Declarations of Interests To receive declarations of pecuniary interest from Councillors on items on the agenda	
HDF/23/037	Public Participation To allow up to 15 minutes for any members of the public to address the meeting in relation to any matter	
HDF/23/038	To Approve minutes of the meeting held 7th November 2023 <u>attached</u>	For Decision
HDF/23/039	Matters Arising	For Information only
039.1	Action List <u>attached</u>	
HDF/23/040	Active Project Updates	For Decision
040.1	<u>Local Highways Initiative Application 24/25</u> application available on view on Sharepoint	
040.2	<u>Privately Funded Highways Initiative</u> Pedestrian Barrier Review/Removal. <u>Schedule attached</u> with comments from County Officer. To review comments, for confirmation at the next meeting following approval of precept/budget	
040.3	<u>To Agree Membership of Allotment Working Party</u> action list following site visits made by Cllr Moore and McKeown <u>attached</u> for review	
040.4	<u>Gatehouse Road Allotments Clearance</u> work scheduled for January 2024. Site plan and waiting list to be updated following completion of works	
HDF/23/041	Other Matters	
041.1	<u>New Bus Shelter Proposal</u> – associated with Planning Application 23/04914/FUL Demolition of rear warehouse and link structure and the construction of 5 No. 3 bedroom Mews style dwellings. 135 Station Road Impington Cambridgeshire CB24 9NP and £10,000 contribution for its ongoing maintenance. <u>Paper attached</u>	For Decision
041.2	<u>To Agree Delegation of Spend</u> using Parish Council approved Contractors to Committee Chair and Clerk: - To agree spend up to £750 install post at the Burial Ground to prevent	For Decision

<p>041.3</p> <p>041.4</p> <p>041.5</p>	<p>non-authorized vehicular access</p> <ul style="list-style-type: none"> - To agree spend up to £1500 for clearance work and maintenance to High Street Car Park - To agree spend up to £1000 to repair benches at various village locations <p><u>Local Highways Initiative Application 25/26</u> to consider schemes to submit and agree timetable for consultation</p> <p><u>Station Road Parking Restrictions</u> to agree to consult with residents of Station Road via letter drop/poll to gather information as to what restrictions would work for submission to County Council for consideration and feasibility/costing.</p> <p><u>Review of Emergency Plan attached</u></p>	<p>For Decision</p> <p>For Decision</p>
<p>HDF/23/042</p>	<p>Items for Next Agenda</p> <p>SCDC Electric Car Charging Grant Ambrose Way/Mill Lane Reconfiguration – update from County Officer</p>	
<p>HDF/23/043</p>	<p>Date of next meeting – Tuesday 5th March 2024</p>	

Minutes of Histon & Impington Land, Assets & Infrastructure Committee
7:30pm, Tuesday 7th November 2023
Community Room, Recreation Ground, New Road, Impington

Land, Assets & Infrastructure Committee Minutes

Membership: 6 + 2 ex-officio

Appendices: 0

Quorum: 3

Agenda No:	Present: Cllrs: Joseph Adam, Simon Jocelyn, James Leonard, Geoff Moore, Yvonne Murray Clerk: Chelsea O'Brien Co-Opted during meeting: Tom Hindley	
LAI/23/025	ELECTION OF COMMITTEE CHAIR Agreed to elect a chair for this meeting only, Cllr Murray proposed Cllr Jocelyn, seconded Cllr Moore all in favour Cllr Jocelyn to chair the meeting	
LAI/23/026 026.1	APOLOGIES FOR ABSENCE Cllrs: Tom McKeown (personal), Edd Stonham (personal)	
LAI/23/027 027.1	CO OPTION TO COMMITTEE Noting agreement at the last meeting to co-opt up to three residents to support the committee, Mr Tom Hindley was present Proposed Cllr Moore, seconded Cllr Leonard all in favour and agreed to co-opt Mr Hindley	
LAI/23/028 028.1	MEMBERS DECLARATIONS OF INTERESTS None declared	
LAI/23/029 029.1	PUBLIC PARTICIPATION No items raised	
LAI/23/030 030.1	TO APPROVE minutes of the meeting held 9th October 2023 All in favour and agreed Chair to sign as a true and accurate record of the meeting	
LAI/23/031 031.1	3 Year Plan To review and approve 3 year plan for submission to Finance, Governance and Legal Committee on the 4th December. Noting Year 1 of 3 year plan will form the budget for year 2024/25 Draft Three Year Plan presented to all; discussion covered: Reserves: <ul style="list-style-type: none"> - Land Fund Reserve to be allocated £7k funding in years 24-25 and 25-26 with a view of the Parish Council then having sufficient funds in place to then explore options to potentially change the use of an existing site for additional burial space or improvements to an existing site. Improvements discussed: access, security, water provision at Gatehouse Road Allotments - War Memorial agreed to allocated £6k 24-25 with a view of seeking grant funding to clean and restore memorial. £1k to be allocated years 25-26, 26-27 to ensure reserve is built up so cleaning and restoration can be programmed - Allotment income – noted could be higher than projected following results or local review - Allotment Maintenance Gatehouse Road – agreed to increase to £500 for years 24-25, 25-26. 26-27 noting the size of the site and need for regular clearance work to the maintenance track/entrance that is too much for the Ranger. Clerk to confirm ownership of boundary hedges and drainage ditches 	Clerk



Item ref	Detail	Due	Responsible	Status	Outcome
Jan-23					
LAI/22/034.5	Review of Neighbouring Allotments - including size, site provisions etc		Admin Assistant	Working Group to form action list	January Agenda
LAI/22/035.2	SCDC Electric Car Charging Grant		OL	Cllr Leonard to review documentation on SharePoint and feedback	Item for March agenda
Link to SharePoint:	https://hisimpouncil.sharepoint.com/sites/land/Shared%20Documents/Forms/AllItems.aspx		JA	To use Parish Online to map village charging points.	Item for March agenda
			JA	To identify streets within the Parishes with on street parking	Item for March agenda
LAI/23/013.1	Information Boards		Clerk	Action for Clerk to seek costs	
LAI/23/013.7	Street Name Plates Milton Road and Butt Lane		Clerk	Dialogue with SCDC open	
LAI/23/022.1	Ambrose Way/Mill Lane resident consultation 1 response received provided to members for consideration. View and guidance of how to proceed of County Council requested, response awaited		Clerk/County Council	No response receive from LHO - with Cty Cllr Hathorn to progress	Item for March agenda




Title: Access Barriers Schedule
Project: Histon & Impington Access Barriers
Type: Privately Funded Highway Improvement - NMU Accessibility
Author: MHS & NF




(To be printed @A3 portrait)



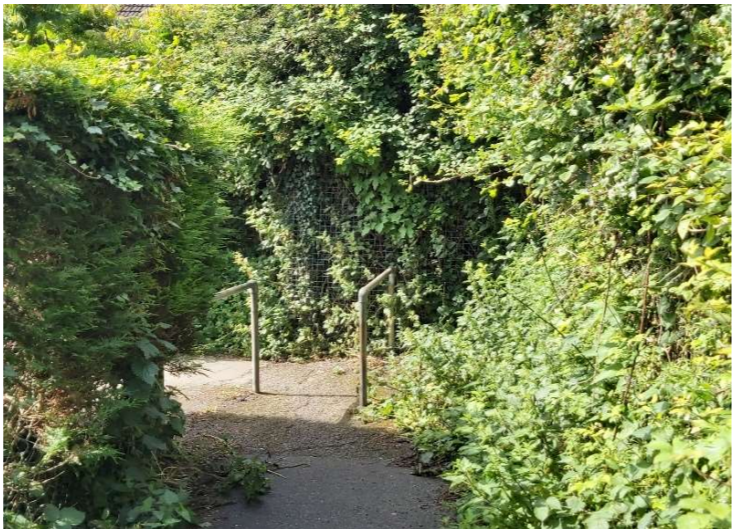
RSA-General comments (all locations)



1. Scheme will encourage higher-speed (uninterrupted) cycling in all proposed locations with highway tie-ins results in an increased risk of NMU/vehicle collision.
2. Ground level vegetation could lead to cyclist or pedestrian slips and falls. Overgrown vegetation risks pedestrian or cyclist injury.
3. Poor footway condition risks pedestrian or cyclists' trips and falls.




ACCESS BARRIERS SCHEDULE					
REF	LOCATION	DESCRIPTION OF PROPOSAL	BARRIER PHOTOGRAPH	ROAD SAFETY COMMENT	HIGHWAY COMMENT
1.1	The Coppice - South	REMOVE, as this avoids doubling back for trips south. Low priority as not obstructive. (low priority)		RSA. Comment 1,2,3	Agree with proposal
1.2	The Coppice - Central	REMOVE, already too narrow for motor-vehicle access.		*Inconspicuous end of footway link could lead to pedestrian or cyclist collisions. *Low level tree branch risks injury to cyclists. *RSA. Comment 1,2	Agree with proposal. Some vegetation may need cutting back. Tree branch will need to be shortened. Further discussion with Active Travel team required regarding warning sign




REF	LOCATION	DESCRIPTION OF PROPOSAL	BARRIER PHOTOGRAPH	ROAD SAFETY COMMENT	HIGHWAY COMMENT
1.3	The Coppice - North	REPLACE, with single central bollard, with warning sign for road. Hedge to be trimmed back for additional room.		RSA. Comment 1,2,3	Agree with proposal. Some vegetation may need cutting back. Tree branch will need to be shortened
2.4	Primrose Estate	REPLACE, new provision design to be determined. This should be a quality access point for the whole estate. See Science Park for example. Needs gentle ramp, wide access with sight-lines. (High priority)		RSA. Comment 1	Move access further back from sound barrier. Potentially open up mouth to improve visibility. Layout to be confirmed at preliminary design stage.
2.5	Primrose Lane Playpark	REMOVE.		RSA. Comment 1	Agree with proposal



REF	LOCATION	DESCRIPTION OF PROPOSAL	BARRIER PHOTOGRAPH	ROAD SAFETY COMMENT	HIGHWAY COMMENT
2.6	Vision Park	REPLACE, with single central bollard to prevent motor vehicle access. Ideally, extension of herringbone brick or pavement surface into the old bell mouth.		RSA. Comment 1	Agree with proposal. Extension of herringbone paving will be an improvement to the footpath but not essential for accessibility
2.7	School Lane	REPLACE, with single central bollard to prevent motor vehicle access. With warning sign for road.		*At site 2.7 on School Lane there is also a road name sign in situ adjacent to one of the existing barriers. If the barriers are to be removed at this location, consideration should also be made to the relocation of this road name sign. * Close proximity of road to footway link could lead to pedestrian or cyclist collision with vehicles. *RSA. Comment 1,2	Agree with proposal. Street name plate and post to remain.
2.8	Parr Close	REMOVE.		RSA. Comment 1	Agree with proposal




REF	LOCATION	DESCRIPTION OF PROPOSAL	BARRIER PHOTOGRAPH	ROAD SAFETY COMMENT	HIGHWAY COMMENT
2.9	Henry Morris Road	REMOVE.			Agree with proposal
2.10	Poplar Road	REMOVE, unnecessary restriction to usable width over the bridge. (low priority)		RSA. Comment 1, 2	Agree with proposal
2.11	New School Road	REMOVE, potentially replace with bollard on New School Road side to prevent parking in the path exit.		<p>*Poor footway condition risks pedestrian or cyclists' trips and falls.</p> <p>*Overgrown vegetation risks pedestrian or cyclist injury.</p>	Agree with proposal. Vegetation cut back required


REF	LOCATION	DESCRIPTION OF PROPOSAL	BARRIER PHOTOGRAPH	ROAD SAFETY COMMENT	HIGHWAY COMMENT
2.12	Saffron Road Cul-de-sac	REPLACE, with line of bollards. Retains access control for motor vehicles. Untangles cycle and pedestrian routes.		<p>At site 2.12 on Saffron Lane there is an additional barrier close to property number 59 for which details have not been provided on its removal as part of the scheme. For consistency, this barrier should also be considered as part of the proposed barrier removal scheme.</p>	<p>Agree with proposal. *Remove existing barrier and replace with line of bollards. * Replace barrier o/s 59 with single bollard.</p>
3.13	Water Lane	REMOVE, install warning sign for road.		<p>* Close proximity of road to footway link could lead to pedestrian or cyclist collision with vehicles. *RSA. Comment 1. *Restricted visibility could lead to pedestrian or cyclist collisions</p>	<p>Agree with proposal. Possible lining. Further discussion with Active Travel team required.</p>

REF	LOCATION	DESCRIPTION OF PROPOSAL	BARRIER PHOTOGRAPH	ROAD SAFETY COMMENT	HIGHWAY COMMENT
3.14	Merrington Place	RELOCATE, to retain art (germinating seeds sculpture by Matt Sanderson). This will remove bottleneck for active trips. New location TBD.		RSA. Comment 1	railing to be relocated locally to open up path. Layout to be agreed at preliminary design stage
3.15	Page's Close - Brook School	REPLACE, with pair of bollards 1-2m away from corners. Provide safe space for pedestrians outside of the narrow path. (high priority)		*RSA. Comment 1, *Poor footway condition risks pedestrian or cyclists' trips and falls.	Agree with proposal
3.16	Prior's Close	REPLACE, with pair of bollards 1-2m away from corners. Provide safe space for pedestrians outside of the narrow path. (high priority)		RSA. Comment 1	Agree with proposals. Bollard no required

REF	LOCATION	DESCRIPTION OF PROPOSAL	BARRIER PHOTOGRAPH	ROAD SAFETY COMMENT	HIGHWAY COMMENT
3.17	Symonds Close	REMOVE.		RSA. Comment 1	Agree with proposal
3.18	Clay Street	REMOVE, potential for addition of build out or bollards to keep parking away from path exit.		<p>*Close proximity of road to footway link could lead to pedestrian or cyclist collision with vehicles.</p> <p>*RSA. Comment 1</p>	Remove existing barriers single bollard not needed
3.19	Parlour Close	REMOVE, quite residential street with no requirement for access control.		RSA. Comment 1	Agree with proposal

REF	LOCATION	DESCRIPTION OF PROPOSAL	BARRIER PHOTOGRAPH	ROAD SAFETY COMMENT	HIGHWAY COMMENT
3.20	Narrow Close - Orchard	REMOVE, unnecessary barrier forces users away from dropped kerb. Will allow grass on bypass line to recover. (high priority)		<p>*At site 3.20 on Narrow Close – Orchard, at the location where the barrier is proposed to be removed, the footway ends with no dropped kerb or tactile paving for onward NMU routes. *RSA. Comment 1</p>	<p>*Agree with proposal to remove existing barriers on Narrow Close. *New drop kerb at the end of footpath (Glebe Lane) not required as this has the potential to create conflict between oncoming vehicles and cyclist. Priority has been given to pedestrians by maintaining the existing full kerb height.</p>
3.21	Narrow Lane	REMOVE the handles on the bollard. Will allow two way movement past this bollard to be retained.		<p>RSA. Comment 1</p>	<p>Agree with proposal. New bollard may be required depending on condition of existing bollard.</p>

REF	LOCATION	DESCRIPTION OF PROPOSAL	BARRIER PHOTOGRAPH	ROAD SAFETY COMMENT	HIGHWAY COMMENT
4.22	Manor Park	REPLACE with line of bollards. Will Untangle cycle and pedestrian routes. (low priority)		RSA. Comment 1	Agree with proposal
4.23	Manor Park Footpath	REMOVE.		<p>The accompanying Road Safety Audit report suggests retaining one or more of the barriers at site 4.23 on the Manor Park footpath. If either of these barriers are to remain in situ then it is advised that they are repainted yellow as the paint was observed to be worn during the site visit.</p>	<p>* Exist barriers to be removed and replaced with two bollards. Some hedge trimming and vegetation will need to be cleared.</p>
4.24	Guideway Crossing	REPLACE with a single central bollard on the strength section of path. Potential new guided bus warning sign.		It was observed during the site visit that only one of the barriers was installed at site 4.24 on the guideway crossing.	Agree with proposal of Parish

REF	LOCATION	DESCRIPTION OF PROPOSAL	BARRIER PHOTOGRAPH	ROAD SAFETY COMMENT	HIGHWAY COMMENT
4.25	Girton Footpath	REMOVE, there is no need for this access control. Open up the path to wheeled users as link between villages.		It is believed that the barriers at site 4.25 on the Girton footpath may have been installed originally to prevent abuse from motorcyclists. This matter should be reviewed prior to the removal of the barriers.	*Existing barrier to be removed as proposed. *Existing steps to be taken up and existing ground reformed at allow for wheeled users. *Approval required from PROW Officer. PROW comment- I can confirm that the kissing gate and horse stile (4.25) on Histon Public Bridleway 20 was installed to prevent motor cyclists accessing the Guided Busway maintenance track (Public Bridleway). Permission to install barriers [on Public Rights of Way] is vested to the Public Rights of Way Officer to authorise or remove (Emphasis added). Without evidence of a change in circumstance the kissing gate and horse stile should remain on Histon Public Bridleway 20.



NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE PROJECT PRE-CONSTRUCTION INFORMATION AND ALL OTHER RELEVANT DOCUMENTS.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS:
 - HT&IP_PFI/0000/01 - LOCATION PLAN & SCHEME OVERVIEW
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE SCHEME'S ACCESS BARRIER SCHEDULE DOCUMENT, WHICH PROVIDES INFORMATION ABOUT THE PROPOSALS FOR EACH LOCATION.

Date	Rev	Description
30/03/23	A	DRAFT, FOR REVIEW



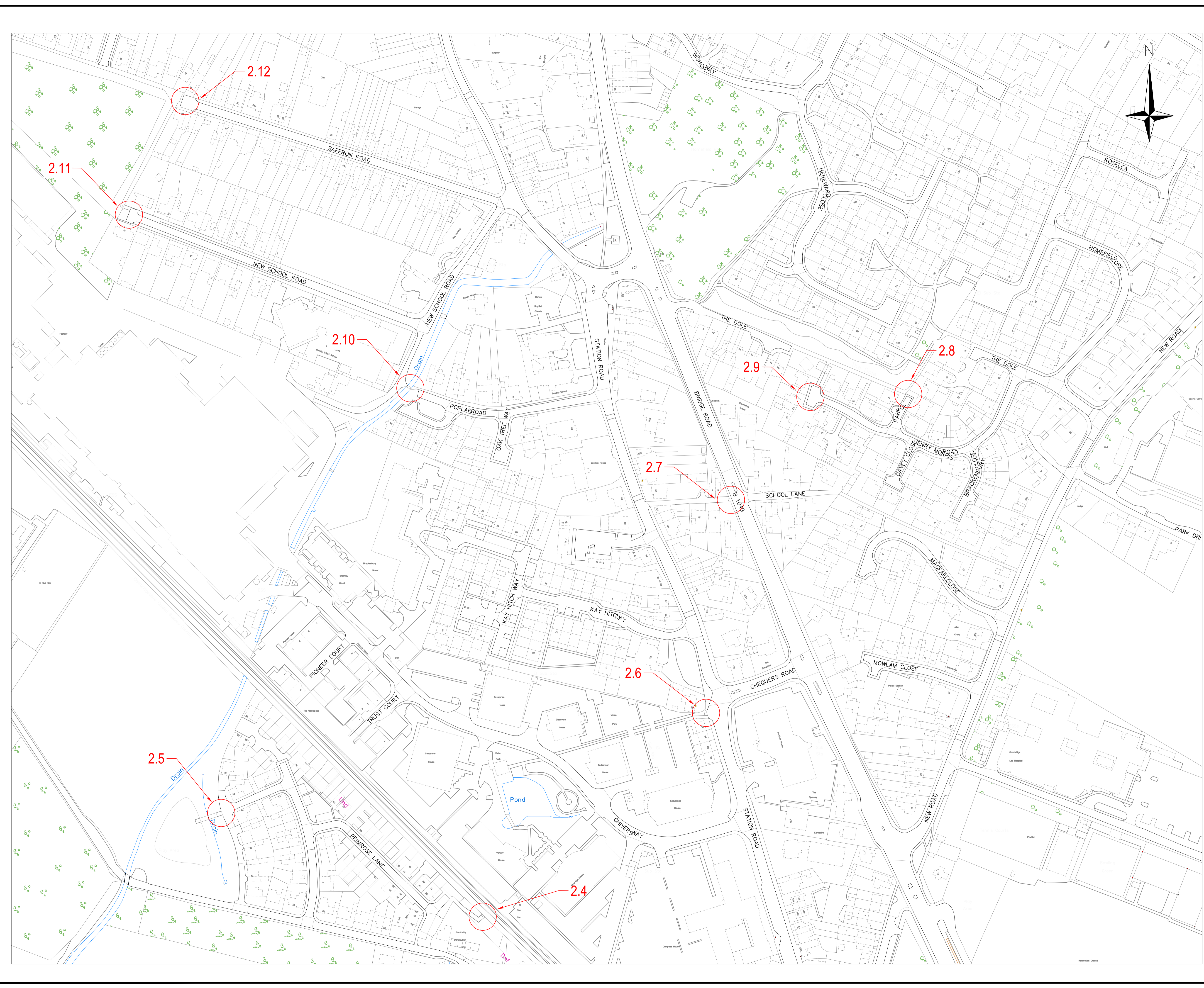
Project
**HISTON & IMPINGTON
 ACCESS BARRIERS
 PFHI**

Title
**GENERAL ARRANGEMENT
 SHEET 1**

Scale 1:1000 @A1	Drawn MHS	Checked	Date 30/03/2023
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- NOTES**
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30/03/23	A	DRAFT, FOR REVIEW



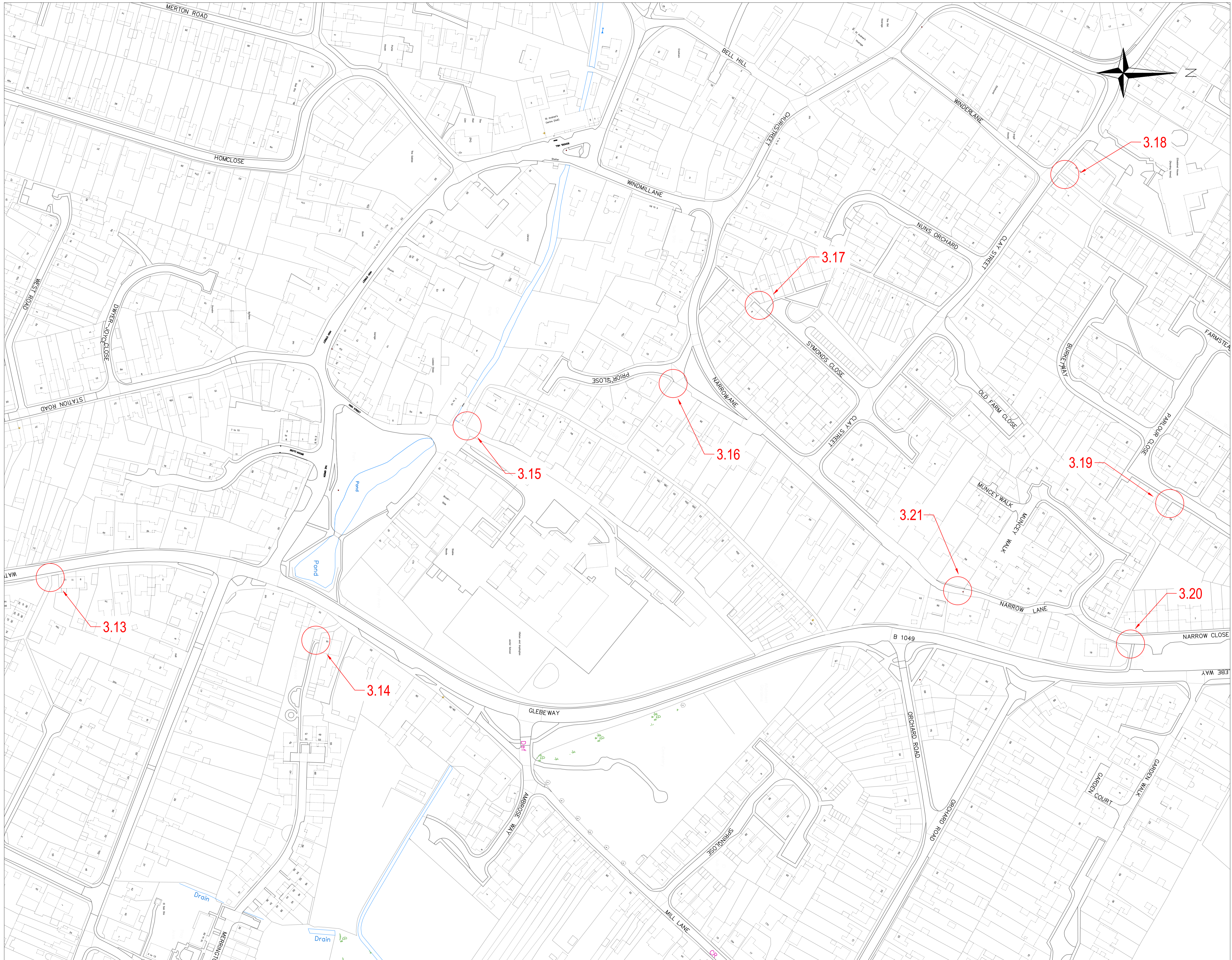
Project
**HISTON & IMPINGTON
 ACCESS BARRIERS
 PFHI**

Title
**GENERAL ARRANGEMENT
 SHEET 2**

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Date	Rev	Description
30/03/23	A	DRAFT, FOR REVIEW



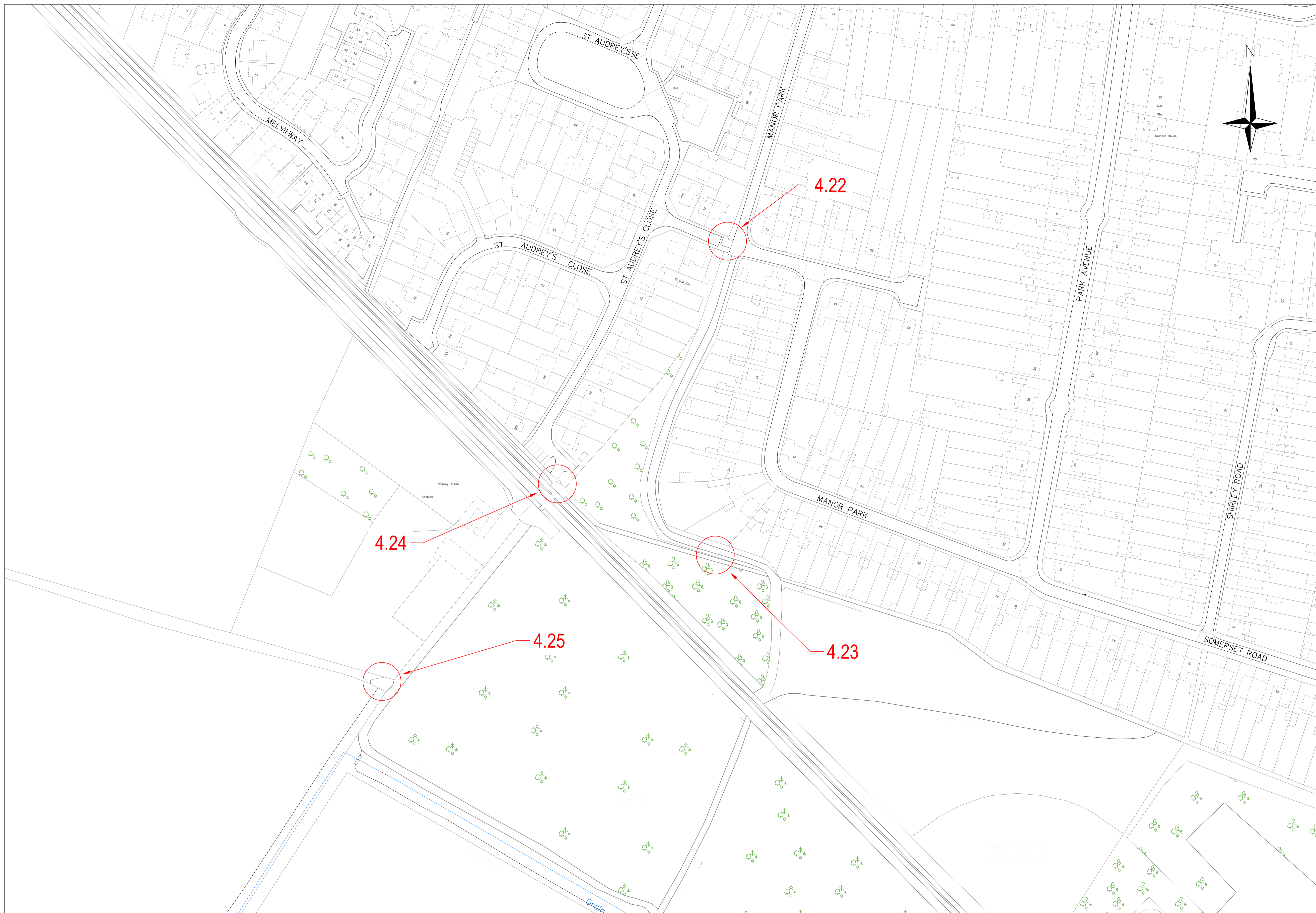
Project
**HISTON & IMPINGTON
 ACCESS BARRIERS
 PFHI**

Title
**GENERAL ARRANGEMENT
 SHEET 3**

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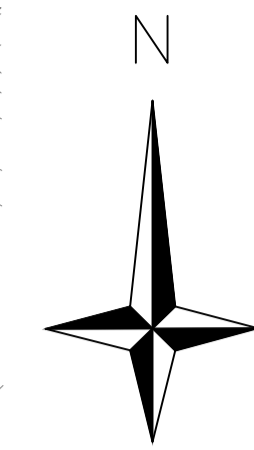
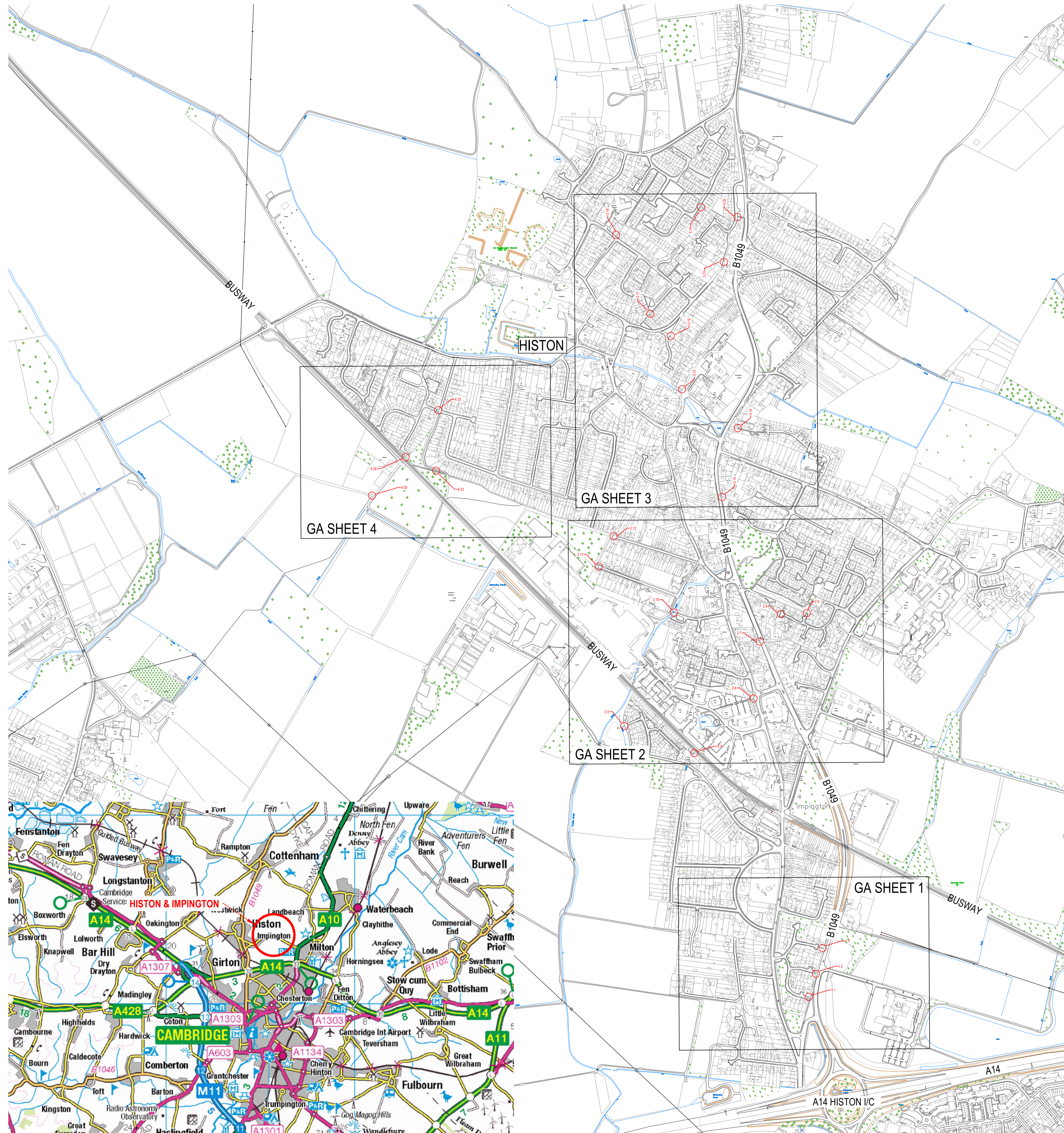
Project
**HISTON & IMPINGTON
 ACCESS BARRIERS
 PFHI**

Title
**GENERAL ARRANGEMENT
 SHEET 4**

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 - HT&IP_PPHI/0100/01 - GENERAL ARRANGEMENT SHEET 1
 - HT&IP_PPHI/0100/02 - GENERAL ARRANGEMENT SHEET 2
 - HT&IP_PPHI/0100/03 - GENERAL ARRANGEMENT SHEET 3
 - HT&IP_PPHI/0100/04 - GENERAL ARRANGEMENT SHEET 4
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Date	Rev	Description
30/03/23	A	DRAFT, FOR REVIEW



Project
**HISTON & IMPINGTON
ACCESS BARRIERS
PFHI**

Title
**KEY PLAN &
SCHEME OVERVIEW**

Scale	Drawn	Checked	Date
NTS	MHS		30/03/2023

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LOCATION PLAN (SCALE - NTS)

ROAD SAFETY ENGINEERING

AUDIT REPORT COVER SHEET

To:	Matheus Souza
Position:	Design Engineer
Organisation:	Project Delivery, Cambridgeshire County Council
Scheme:	Access Barrier Removal Project
Date	12 th April 2023
File Ref:	SA2306

The following comments should be read in conjunction with the associated safety audit:

1. From the brief and submitted information the proposal appears to only present half of the project for Audit. No information has been included to indicate which users are evident at which location and which are to be restricted. The absence of a WCHAR or similar with NMU desire lines and actualised NMU movements would offer fundamental clarification to this scheme. As with schemes of this type there is a high likelihood that there will be fundamental changes in the pattern of NMU movements before and after the implementation of the proposals. This ought to be documented.
2. Consultation with Histon and Impington PC appears to have been supplied. It is unclear to the Audit Team whether the proposals have been passed to or discussed with cycling groups e.g., Camcycle or Sustrans although it is understood they may wish to contribute, or disability groups e.g., RNIB or RNID/ BDA. These groups can often offer specific challenges but also achievable tools to tackle exclusion.
3. Several of the works locations identified are beyond CCC highway network. It is recommended changes to these are approved by CCC PRow section to achieve a safe and consistent standard. It should also be confirmed for those sites on PRow sections, whether these were installed by the CCC or private landowner, if the latter applies then the landowner should be consulted prior to removal of the barriers.
4. Although a Road Safety Audit to GG119 is not a check against design standards, in the majority of cases published standards are accepted to provide a safe basis for infrastructure provision. At locations such as those adjacent to the B1049 (Bridge Road and Glebe Road) use of DMRB standard CD143 and cycling guidance provided in LTN1/20 are appropriate to identify, for example, minima for providing safer visibility splays for an NMU route connecting with a busy

highway. Outline proposals, as presented here, may fail to meet these criteria and it is worthwhile knowing this information prior to designing a construction scheme (that would require a Stage 2 Road Safety Audit). General details highlighted in the attached Audit apply here.

5. At site 2.7 on School Lane there is also a road name sign in situ adjacent to one of the existing barriers. If the barriers are to be removed at this location, consideration should also be made to the relocation of this road name sign.
6. At site 2.12 on Saffron Lane there is an additional barrier close to property number 59 for which details have not been provided on its removal as part of the scheme. For consistency, this barrier should also be considered as part of the proposed barrier removal scheme.
7. At site 3.20 on Narrow Close – Orchard, at the location where the barrier is proposed to be removed, the footway ends with no dropped kerb or tactile paving for onward NMU routes.
8. The accompanying Road Safety Audit report suggests retaining one or more of the barriers at site 4.23 on the Manor Park footpath. If either of these barriers are to remain *in situ* then it is advised that they are repainted yellow as the paint was observed to be worn during the site visit.
9. It was observed during the site visit that only one of the barriers was installed at site 4.24 on the guideway crossing. Is this effective?
10. It is believed that the barriers at site 4.25 on the Girton footpath may have been installed originally to prevent abuse from motorcyclists. This matter should be reviewed prior to the removal of the barriers.

Cambridgeshire County Council Road Safety Engineering Team

SAFETY AUDIT REPORT

Project Name: Histon Access Barrier Removal Project

Audit Stage: 1

Date of Report: 17th April 2023

Auditors: Peter Taylor
Gill Wharton

Information Supplied: Request and brief dated 31st March 2023
Pedestrian Barriers to FC – Scheme summary to full council
Drawings;
Histon PFHI 2223 Model_v0-OVIEW.pdf
Histon PFHI 2223 Model_v0-GA_1.pdf
Histon PFHI 2223 Model_v0-GA_2.pdf
Histon PFHI 2223 Model_v0-GA_3.pdf
Histon PFHI 2223 Model_v0-GA_4.pdf
Access Barrier Schedule.pdf
Access Barrier Schedule.xlsx

Introduction

The Audit was carried out at the request of:

Name Matheus Souza

Job Title Design Engineer

Organisation Cambridgeshire County Council

The terms of reference of the audit are as described in GG119. The audit has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria or design standards. Design standards are quoted only where those standards have road safety implications.

Notified Departures and/or Relaxations from Standard:

None notified at this time.

Scheme Description:

A review of existing access control barriers throughout Histon & Impington, with the view to remove unnecessary barriers and re-design others to ensure all NMUs are catered for, and access isn't restrictive to any such user.

Date/Time of site visit: 5th April 2023 10.30 to 14.00

Attending: Peter Taylor
Gill Wharton

Conditions at Visit:

Weather: Clear, dry and mild

Traffic: Regular on B1049, minimal elsewhere

Other: Limited NMU use as visit during school holidays

Collision record:

6 collisions were recorded in the vicinity of the proposed scheme within the period January 2017 to March 2023.

Four of the six collisions involved cyclists, one of which sustained serious injuries with the other three recorded as slight injuries. Three of the four cycle collisions involved vehicles right turning out of junctions, coming into contact with passing cyclists.

One of the collisions involved a pedestrian who sustained serious injuries which was believed to be as a result of a hit and run collision.

The collisions were located throughout the extent of the scheme and there are no apparent patterns which will be exacerbated by the proposed scheme.

Items raised at previous road safety audits and still outstanding

Stage 1 Safety Audit

The audit team is unaware of any previous Stage 1 safety audit for this proposal.

1 Items raised at this road safety audit

1.1 Problem:

Location: Sites 1.1, 1.2, 1.3, 2.4, 2.6, 2.7, 3.13, 3.15, 3.18, 3.20 and 4.22

Summary: Scheme will encourage higher-speed (uninterrupted) cycling in all proposed above locations with highway tie-ins results in an increased risk of NMU/vehicle collision.

Although clearance elements of the scheme have been identified, new proposals are simply descriptive and may fail to enforce the required level of speed attenuation for cycle movements to avoid “overshoot” type collisions for cyclists reaching the carriageway.

Recommendation

Identify, locate and design the proposed new signs and bollards for review as part of the Stage 1 Audit process.

1.2 Problem:

Location: Sites 1.1, 1.2, 1.3, 2.7 and 2.10

Summary: Ground level vegetation could lead to cyclist or pedestrian slips and falls.

During the site visit areas of ground floor vegetation were observed at several of the sites where barriers are proposed to be removed. The removal of the barriers will introduce pedestrian and cyclist movements over/through these areas of vegetation whereas currently the barriers force NMU's away from. This could lead to slips or falls for pedestrians and cyclists particularly when the ground is wet, and the vegetation may become slippery.



Recommendation

It is recommended that any existing ground vegetation in the vicinity of the barriers to be removed should be cleared and maintained as necessary.

1.3 Problem:

Location: Site 1.2 – The Coppice

Summary: Low level tree branch risks injury to cyclists.

During the site visit a low-level tree branch was observed above the footway link between The Coppice and Cambridge Road. Currently, the existing barrier forces pedestrians and cyclists away from this branch, however, with the proposed removal of the barriers at this location, this introduces a risk of cyclists colliding with the branch should they be cycling on that side of the footway.



Recommendation

It is recommended that the height of the branch should be checked, and measures introduced to prevent injury to cyclists if necessary. This could be either by leaving the barrier in place or removing the tree branch.

1.4 Problem:

Location: Site 1.2 The Coppice

Summary: Inconspicuous end of footway link could lead to pedestrian or cyclist collisions.

At site 1.2, the end of the footway link where the existing barriers are due to be removed felt inconspicuous for NMUs and it is not clear that they will be entering an adjacent route. This could lead to pedestrian or cyclist collisions with other NMU's using the shared route they are entering onto or cyclist collisions with vehicles should they leave the footway link at speed and continue ahead into the carriageway.

Recommendation

It is recommended that a bollard should be provided to highlight the end of the footway link where it joins onto the adjacent facility.

1.5 Problem:

Location: Sites 2.7, 3.13 and 3.18

Summary: Close proximity of road to footway link could lead to pedestrian or cyclist collision with vehicles.

At several of the sites, the end of the footway link where the existing barriers are due to be removed, is in close proximity to the edge of carriageway due to a narrow footway provision at the point of entry. This could lead to cyclist collisions with vehicles should they leave the footway link at speed and continue ahead into the carriageway into the path of an oncoming vehicle.

Recommendation

If barriers are to be removed at these locations, it is recommended that alternative measures are introduced to warn NMU's of the end of footway link and that they are entering an adjacent route.

1.6 Problem:

Location: Sites 2.11 and 3.15

Summary: Poor footway condition risks pedestrian or cyclists' trips and falls.

During the site visit, poor footway condition was observed at several of the sites. Removal of the existing barriers could see increased pedestrian or cyclist speeds and the poor footway condition could lead to trips and falls resulting in injury.

Recommendation

It is recommended that the footway condition is checked at all locations where barriers are to be removed and made good where necessary.

1.7 Problem:

Location: Site 2.11 New School Road

Summary: Overgrown vegetation risks pedestrian or cyclist injury.

During the site visit, the vegetation surrounding the existing barriers was overgrowing into the footway restricting the available width. This could lead to collisions between pedestrians and cyclists as they use the footway, a problem exacerbated by potentially higher speeds due to the removal of the barriers, or NMU injury when passing the overgrown vegetation without the barriers to guide them away from it.

Recommendation

It is recommended that the overgrown vegetation is trimmed, and a maintenance program installed to maintain the footway width.

1.8 Problem:

Location: Site 3.13 Water Lane

Summary: Restricted visibility could lead to pedestrian or cyclist collisions.

At site 3.13, the end of the footway link where the existing barriers are due to be removed had restricted visibility to the right for NMU's entering the adjacent route alongside Water Lane. This could lead to pedestrian or cyclist collisions with other NMU's using the shared route they are entering onto which could result in injuries.

Recommendation

It is recommended that the vegetation restricting visibility should be removed at this location or the existing barrier on that side of the footway link left *in situ* to push NMU's to a location when visibility is slightly increased.

1.9 Problem:

Location: Site 3.18 Clay Street

Summary: Restricted visibility could lead to pedestrian or cyclist collisions.

At site 3.18, the end of the footway link where the existing barriers are due to be removed had restricted visibility in both directions for NMU's entering the adjacent route alongside Clay Street. This could lead to pedestrian or cyclist collisions with other NMU's using the shared route they are entering onto which could result in injuries.

Recommendation

If barriers are to be removed at this location, it is recommended that alternative measures are introduced to warn NMUs of the end of footway link and that they are entering an adjacent route.

1.10 Problem:

Location: Site 4.23 Manor Park Footpath

Summary: Increased cyclist speeds could lead to collisions with NMUs crossing footpath.

The proposed barrier removal at site 4.23 along the Manor Park footpath could increase cyclist speeds at this location. There is an adjacent footpath crossing the Manor Park footpath to the west of the existing barriers and the increased cyclist speeds as a result of the barrier removal could increase the likelihood and severity of collisions with other NMU's where the paths cross at this location.

Recommendation

It is recommended that one of the barriers is retained, preferably the larger one. If barriers are to be removed at this location, it is recommended that alternative measures are introduced to warn NMUs of the upcoming footpath crossing and slow them down.

Audit Team Statement

We certify that this road safety audit has been carried out in accordance with GG119.

Gill Wharton

Road Safety Audit Team Leader

Road Safety Engineering Team
Cambridgeshire County Council


Signed 

Date 17th April 2023

Peter Taylor

Road Safety Audit Team Member

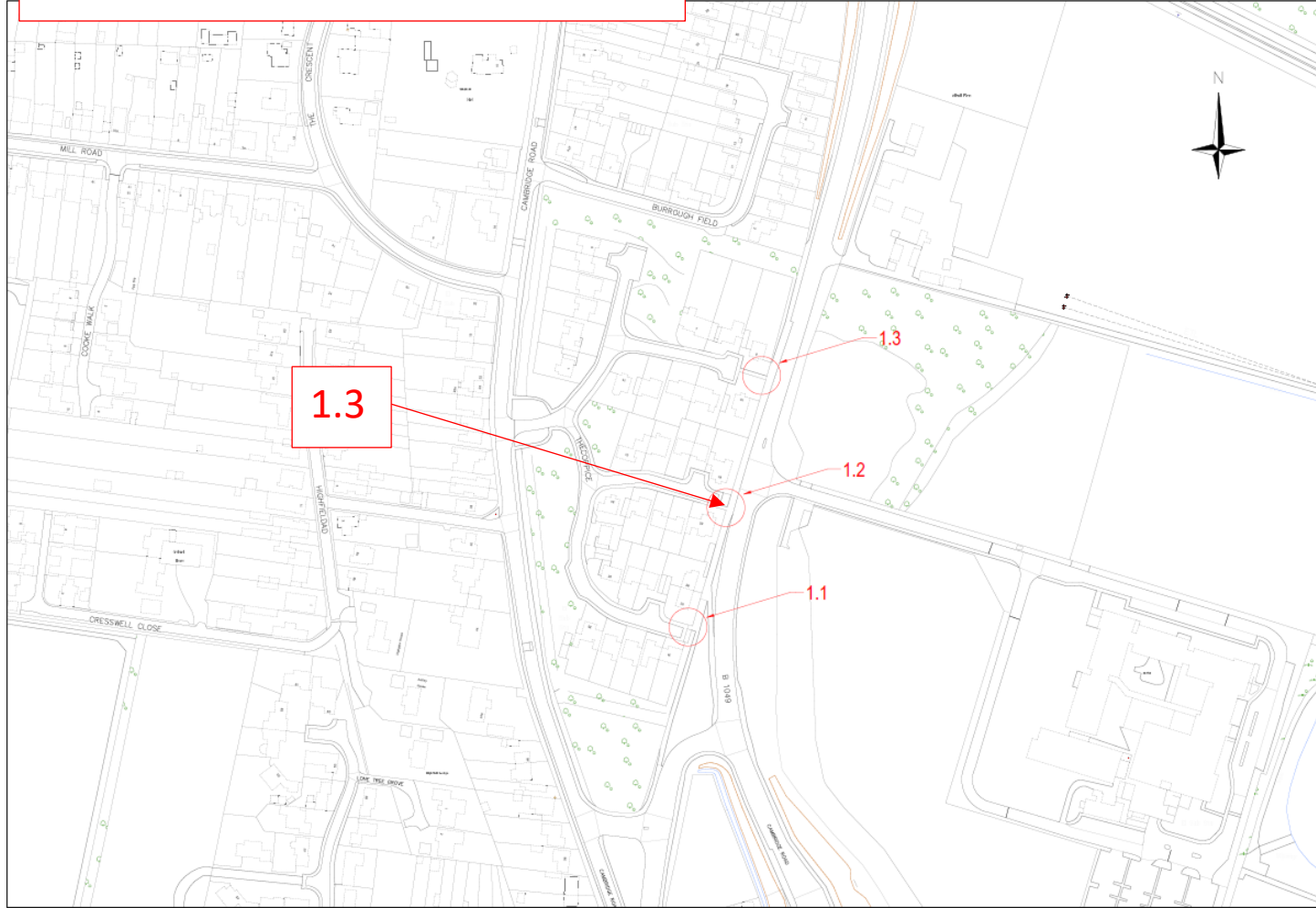
Road Safety Engineering Team
Cambridgeshire County Council

Signed 

Date 17th April 2023

SA 2306 – Histon Access Barrier Removal Project
Problem Location Plan (NTS)

1.1, 1.2 – Not Location Specific



- NOTES**
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE PROJECT PRE-CONSTRUCTION INFORMATION AND ALL OTHER RELEVANT DOCUMENTS.
 2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS:
 - HT&IP_PFI0001 - LOCATION PLAN & SCHEME OVERVIEW
 3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE SCHEMATIC ACCESS BARRIER SCHEDULE DOCUMENT, WHICH PROVIDES INFORMATION ABOUT THE PROPOSALS FOR EACH LOCATION.

Date	Rev	Description
16/03/23	A	DRAFT FOR REVIEW



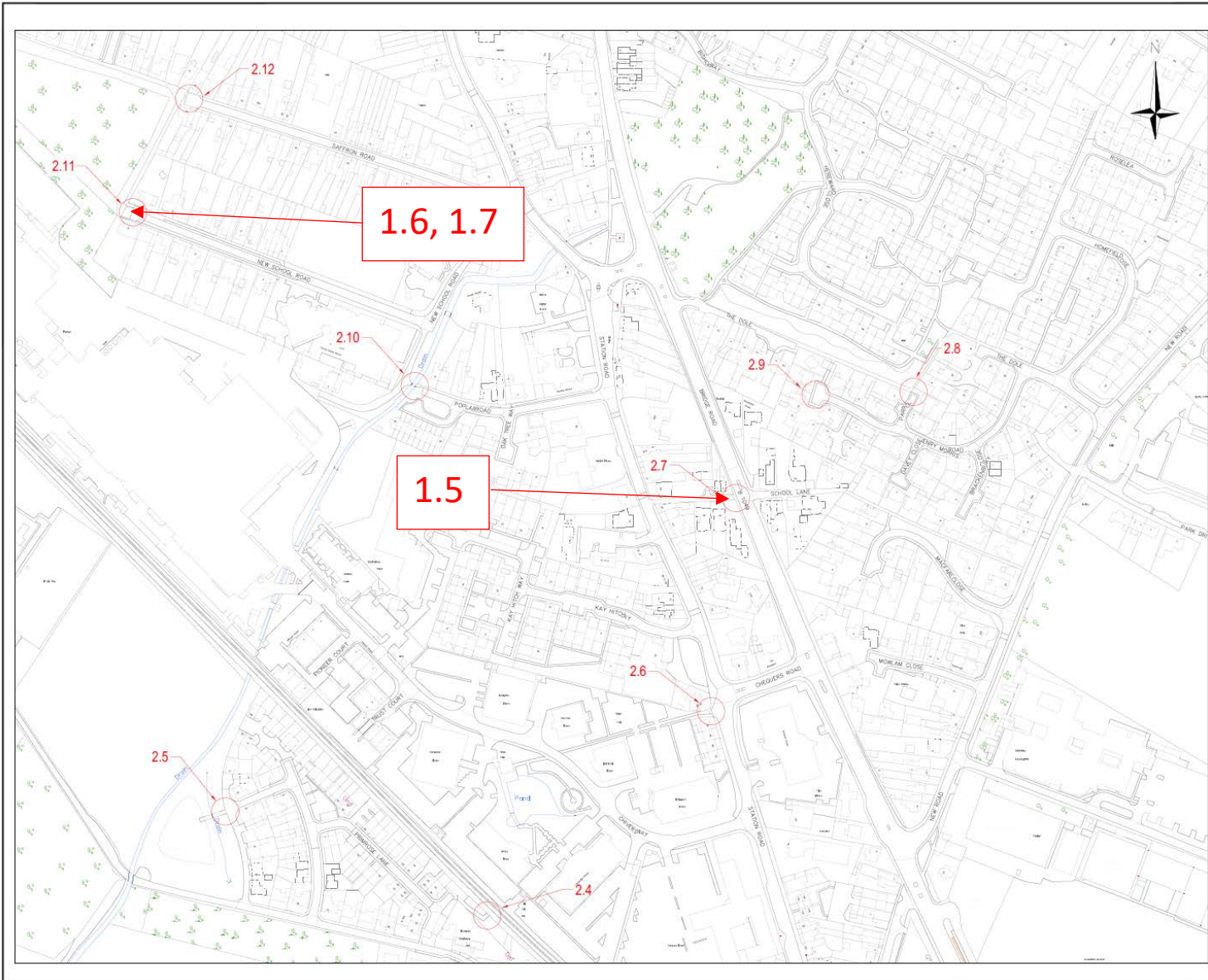
Project
HISTON & IMPINGTON
ACCESS BARRIERS
PFI

The
GENERAL ARRANGEMENT
SHEET 1

Scale	Drawn	Checked	Date
1:1000 @A1	MHD		30/03/2023

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 2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS:
 - PFI# PROPOSALS - LOCATION PLAN & SCHEME OVERVIEW
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Date	Rev	Description
202302	A	DRAFT FOR REVIEW



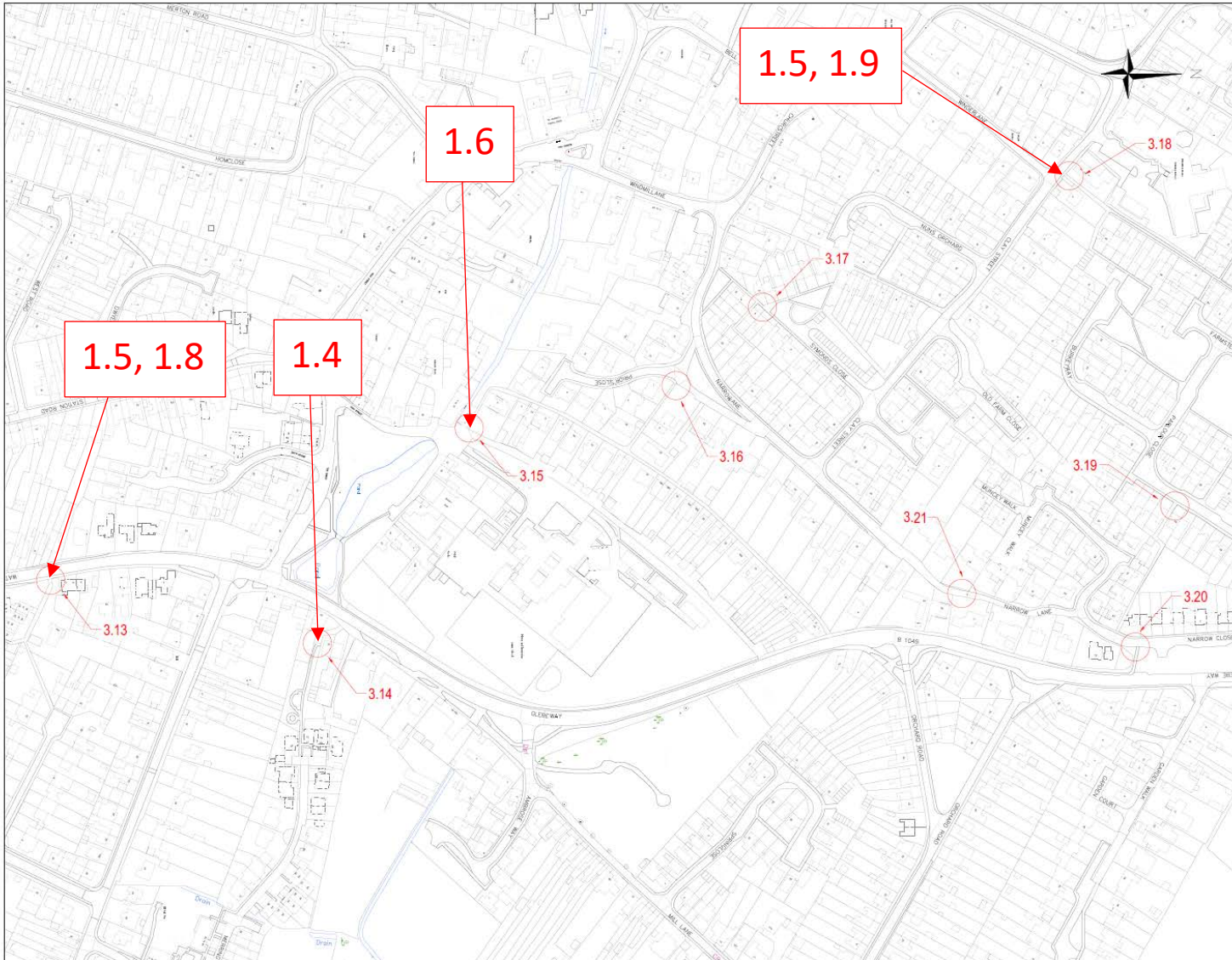
Project
**HISTON & IMPINGTON
ACCESS BARRIERS
PFHI**

The
**GENERAL ARRANGEMENT
SHEET 2**

Scale	Drawn	Checked	Date
1:1250 @A1	MHS		20/03/2023

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 - HT&IP_PFH001 - LOCATION PLAN & SCHEME OVERVIEW
 3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE SCHEMES ACCESS BARRIER SCHEDULE DOCUMENT, WHICH PROVIDES INFORMATION ABOUT THE PROPOSALS FOR EACH LOCATION.

Date	Rev	Description
30/03/23	A	DRAFT, FOR REVIEW



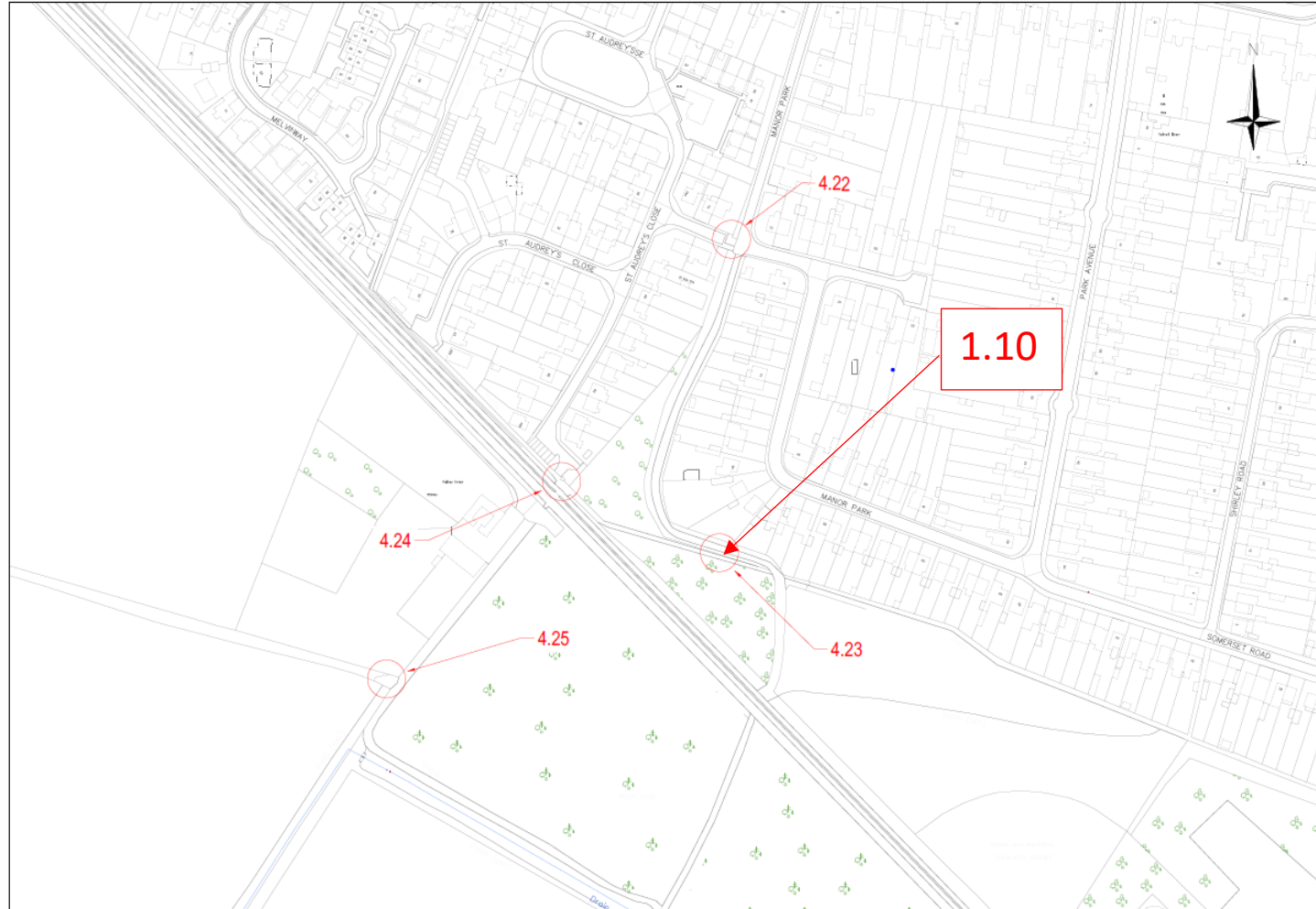
Project
**HISTON & IMPINGTON
 ACCESS BARRIERS
 PFHI**

The
**GENERAL ARRANGEMENT
 SHEET 3**

Scale	Drawn	Checked	Date
1:1250 @A1	MHS		30/03/2023

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 2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS:
 - HIST&IP/PFHI/0100/04 - LOCATION PLAN & SCHEME OVERVIEW
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Date	Rev	Description
30/03/23	A	DRAFT, FOR REVIEW



Project
**HISTON & IMPINGTON
ACCESS BARRIERS
PFHI**

The
**GENERAL ARRANGEMENT
SHEET 4**

Scale	Drawn	Checked	Date
1:1000 @A1	MHD		30/03/2023

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Drawing Number	Rev
HT&IP_PFHI/0100/04	A

Chelsea O'Brien

Subject: FW: Draft Allotment Working Group terms of reference / initial tasks

From: Geoff Moore <geoff.moore@hisimp-pc.gov.uk>
Sent: Thursday, January 4, 2024 4:52 PM
To: Chelsea O'Brien <clerk@hisimp-pc.gov.uk>
Cc: Tom McKeown <tom.mckeown@hisimp-pc.gov.uk>
Subject: Draft Allotment Working Group terms of reference / initial tasks

Hi Chelsea

I met with Tom just before Christmas as I realised this is an action on both of us to get something moving on an Allotments Working Group.

Here are some quick conclusions which provide an immediate way forward/work programme .

- Convene the working group formally - office to nominate staff member and suggest dates and times (preferably afternoons) for some initial meetings
- Re survey the allotment holders with a view to increasing the response rate, perhaps offer an incentive of Oakington Garden Centre vouchers. Gatehouse Rd response was extremely low.
- Calculate comparable rents per square metre from the raw figures provided by each provider. This to provide basis for this year's rent review , in the context of a medium-term business plan incorporating income and investment for the allotment sites.
- Update on plot clearing and any outstanding derelict plots still to be cleared.
- Maps of existing allotments showing which plots are tenanted and which ones cleared and awaiting letting.
- Update of the waiting list
- Turnover in the last two years on each site
- Review boundary ownership – hedges, trees, ditches and drains - surrounding Gatehouse Rd.
- Update borehole estimates
- Examine natural burial ground options for Gatehouse Rd
- Canvas views on skip provision at Gatehouse Rd
- Canvas views on brokering manure deliveries for both sites.

Regards

Geoff Moore
Histon & Impington Parish Council

New Bus Shelter

For Decision

Delegate to Clerk and Committee Chair a response to Greater Cambridge Planning requesting a bus shelter associated with planning application 23/04914/FUL.

Background

County Council Highways officer has offered to secure a new bus shelter for the Cambridge bound bus stop and a contribution of £10,000 for its ongoing maintenance in relation to the development at the Red House on Station Road.

Would the Parish Council be willing to accept the new shelter and maintain it into the future? While a shelter is not guaranteed, our support for the request might make it more possible.

23/04914/FUL | Demolition of rear warehouse and link structure and the construction of 5 No. 3 bedroom Mews style dwellings. | 135 Station Road Impington Cambridgeshire CB24 9NP

Planning committee have recommended refusal for this planning application. As their minutes are not published the provisional points raised were:

- * Loss of commercial premises (re Neighbourhood plan)
- * Loss of employment (another Neighbourhood plan point)
- * Insufficient parking and bad parking design restricting deliveries and movement of vehicles.
- * Cycle stands smaller than recommendations.

The final decision will be taken by South Cambridge District Council at the planning hearing on 16th February. Comments are required by 26th January.

The RFO advises that 'We have the [Bus shelters] we own cleaned on a regular basis, which is £72 a time and this happens about three times a year currently. [...] Otherwise repairs tend to be few and far between, mainly graffiti removal. However, we did replace a sheet of plastic as a whole for the one in New Road, including the Parish Council logo printing, and that cost us £807 in total.'

The bus stop near the Red House is on the Citi8 route into the city centre. It is the closest stop for all the offices on the Vision Park. Providing a shelter here would encourage greater use of the public bus service, with associated safety and environmental benefits from reduced private motor-vehicle use.

Proposal

Delegate to Clerk and Committee Chair a response to Greater Cambridge Planning requesting a bus shelter associated with planning application 23/04914/FUL in time for 26th January comments deadline.

"Further to the comments from HIPC Planning Committee if the South Cambridge District Council Planning Committee are minded to approve 23/04914/FUL HIPC support County Councils request for provision of a new bus shelter to be supported by this development."