

Notes from North Area Committee Sub-group meeting looking at issues around the Fen Road area. 21 March 2012

The Area Committee had agreed three priorities to investigate further and felt that the development of Chesterton Station might provide opportunities for progressing some of the priorities.

A. Access Issues for Fen Road

The station and its surrounds formed part of what is called the Cambridge North East area in the Local Plan. A new Local Plan was being developed to guide development in the area. A key part of this will be the preparation of an Issues and Options consultation document in the summer.

Action 1: The Sub-group agreed that it would feed its issues and proposals into the Local Plan, Issues and Options consultation document.

The new Local Plan will contain the detail about how the area will be developed. It will be finalised in the summer of 2013. The County Council will begin consultations about Chesterton Station this summer also. This will include proposals for access. A Governance Board, involving the three local authorities, has been set up to oversee this work. It was said that the station development was complex and involved a fragile coalition of partners, including Railtrack and the train operators.

Action 2: County Council to look at the option of a new crossing to the north of the station, with the present crossing closing. This would reduce closing times and the associated disruption.

A bridge has not been ruled out but it was said that assembling the finance, around £10m, would be difficult given the basis of the approval of the project. Criteria would be prepared to help local people understand what is feasible to include in the project, although at this point nothing had been ruled out.

Action 3: To consider the “sensitive” lobbying of the Minister to point out that access issues were important to local people and would need to be resolved as a part of the development.

Getting pedestrian access right should be a priority for the development. Some opportunities were present, such as the entrance at Moss Bank. Careful thought should be given to the use of parking restrictions around the station.

Action 4: The Sub-group agreed that it would feed its views into the consultation about the station development.

B. Policing of anti-social driving in and around Fen Road

The Community Police Officer attending said that unmarked police cars will be patrolling in the area during the evening to help identify anti-social driving, which might not otherwise occur if marked police cars are in attendance.

The officer asked if local people could keep a record of any incidents they witness and bring these to their attention, to help identify offenders. E-Cops, an electronic messaging service, which links directly to police officers can be used. More information can be found at: <https://www.cambs-police.co.uk/myneighbourhood/ecops/index.asp>

Action 5: Residents to report incidents of anti-social driving, where possible.

C: Highways and environmental issues

It was acknowledged that the existing traffic calming measures weren't working very well. It was said that the area wasn't presently on the County Council's list of priority sites because the accident intensity levels were low, compared to other roads in Cambridgeshire. To completely prepare a new package of traffic calming measures and put them in place could cost around £400,000. A detailed scheme couldn't be prepared without funding.

Possible sources of funding were discussed, especially Transport Corridor Funding. It was said that this was accrued from developers and had to be spent in mitigating a development's impacts. It was also noted that there was a proposal for a scheme to reduce cycle conflict at the Green Dragon Bridge and that a planning application was scheduled for the May meeting of the Area Committee. It was felt that this was less of a priority than improving the Fen Road highway.

Action 6: The County Council to investigate the type of funding available for any Green Dragon Bridge scheme (and whether it can be transferred) and to look at opportunities for utilising Transport Corridor Funding.

It was said that the removal of the present "sleeping policeman" and the addition of a small number of carefully placed bollards could improve the situation. In addition some existing damaged bollards could be repaired.

Action 7: The County Council to look at low cost solutions that could be carried out to improve the situation in the short-term.

It was said that the creation of "off road" parking bays in the Issac Way, Fallow Fields and Water Lane area could reduce congestion. Some felt that relatively narrow roads helped reduce speed. It was said that the remodelling of highways could be a cheaper alternative as a part of the station development and that this all should be looked at as part of an overview of the area.

Action 8: The Sub-group agreed to meet again next month.