

**Councillors Present:**

Arbury: Rhodri James, Alan Levy, Tim Ward  
King's Hedges: Louise Downham, Michael Pitt, Neale Upstone  
East Chesterton: Clare Blair, Jenny Bailey, Marian Holness  
West Chesterton: Ian Nimmo-Smith

County Councillors: Rupert Moss-Eccardt (Arbury)

**Action by**

**07/45** Before the start of the meeting, representatives from Groups who had received community development or leisure grants came for light refreshments and to meet councillors.

A brief presentation was then given by representatives of two of the organisations.

Neil Parry, Director of Romsey Mill, outlined the projects they had been able to undertake because of the grant they received. These included a transitions programme for children moving from primary to secondary school; a programme for young men at risk because they did not have the opportunities others might have; a young woman's group for those at risk of anti-social behaviour.

Peter Wetherall from Direction Plus explained that the generous grant had allowed them to target benefit take-up by older people, the disabled and carers. They were also able to help the over 65s to claim carers' allowance. The grant had been particularly welcome because of cuts in funding from Cambridgeshire County Council.

**07/46 APOLOGIES FOR ABSENCE**

Apologies were received from City Councillors Armstrong and Boyce and County Councillor Wilkins. Councillor Ward apologised (after the meeting) for leaving the meeting early due to feeling unwell.

**07/47 DECLARATIONS OF INTEREST**

There were none.

## **07/48 MINUTES**

The minutes of the meeting held on 26 July 2007 were confirmed as a correct record and signed by the Chair.

## **07/49 MATTERS ARISING FROM PREVIOUS MINUTES**

07/26 (07/05) – Trade vehicles parking - Cllr James said that the issue was on-going.

Cllr James

07/27 – Wheelie bins on Victoria Road – Cllr Ward reported that the Ranger had agreed to take some action on bins on Victoria Road, but that he had visited it again recently and found lots of bins still there and he undertook to contact the Ranger again.

Cllr Ward

07/29 – Pavement repairs – Cllrs Downham and Pitt said that the dropped kerbs on St Kilda Avenue were still inadequate and officers were asked to look at this again.

Emily Bingley

## **07/50 BUS SERVICES IN NORTH CAMBRIDGE**

The Chair welcomed Andy Campbell (Managing Director) and Philip Norwell (Operations Director) from Stagecoach and invited questions for them.

Residents and councillors raised the following to which Andy Campbell (AC) and Philip Norwell (PN) replied:  
Resident 1: In the morning the C1 service is not running to time and the reason quoted is a shortage of drivers.

AC: The problem is not lack of drivers. If a driver reports in sick then there is a pool of back-up drivers. He asked the resident to ring him with details of the late running so that he could investigate.

Resident 2: Why had the Park & Ride stop at the Arbury Road intersection been stopped?

AC: The purpose of the Park & Ride buses is to encourage car users not to drive in to the city. They will only use the P&R service if the journey into town is quick. The P&R service had stopped at other stops en route but now that there were alternative buses eg the C4 to Kings Hedges, the decision had been made to stop the P&R stops.

Resident 2: But the alternative buses all come together in a group.

AC: One of the alternatives, the X9, runs to a timetable to meet the needs of those in the outlying villages on its route into the city.

Resident 2: As an elderly person, it is a long walk from Sainsbury's to the stop in Downing Street to catch the C4. AC: Acknowledged that the Downing Street stop was not ideal. The opening of the Grand Arcade should help with the re-location of bus stops. The C4 is a 20 minute service and there are also the 9 and the X9.

Resident 2: No one really addressing what residents need and there are lots of buses which pass by because they are going to the depot.

Cllr Pitt: The 9 and the X9 are not new services and are not used by people in the city. The problem is with the claim that the C4 has replaced the P&R not stopping. How could a 20 minute service replace a 10 minute one?

AC: Of course a 20 minute service could not replace a 10 minute one. Buses on the way to the depot are not in service.

Cllr Nimmo-Smith: Because of the preference given to the P&R service, there has been a deterioration in service for those living in the city. Why not lay on services that go direct to Addenbrooke's. But there are 29 buses an hour to Addenbrooke's although appreciate people don't like to change buses.

AC: The C1, C2 and C7 go direct to Addenbrooke's. Due to limited capacity at the terminus there, it is not possible to add additional buses.

Cllr Moss-Eccardt: This was a purely commercial decision. How much money was lost by stopping the P&R buses at these stops?

AC: The P&R bus not stopping at the Golden Hind had led to a commercial benefit of 4% in that there had been a 50% increase in passengers using the C2 and the other 54% had switched to the Cowley road site.

Cllr Pitt: Could the route of the C4 be extended?

AC: The extension of the C4 was part of the planning obligation funding from the Arbury Camp development. The problem was that the road layout at present meant that it was not safe to extend the service into the new development but it was hoped that this would change

soon.

Resident 2: Commercial viability seems to be at the expense of total disregard of residents. Drivers also have regular breaks at the terminus at Chesterton.

AC: Regulations govern when drivers are required to have breaks. Stagecoach has to make a profit to re-invest in the business. It has invested more in Cambridge than anywhere else in the country and the city is held up as an example of improved bus provision.

Resident 3: There is a problem on Chesterton Road because the C2 goes one way along it and the C4 the other way.

AC: The re-routing of the C2 had previously caused an uproar from residents in Union Lane and was changed as a result of those complaints.

Resident 3: Drivers pass by even though we flag them down.

AC: Any driver has to have permission from a supervisor to change a route which includes not stopping at a stop.

Cllr Upstone: With regard to the Milton Road P&R, could the extra stops not be put in when demand from commuters is lower eg during the middle of the day? Request for figures on Northampton Street stops as the county council employees no longer use it.

AC: At the moment the P&R service would not be able to keep to its time table if it stopped at extra stops. Investigations are under way to instal parking ticket machines at the P&R sites to facilitate the speed of ticket sales. AC gave an undertaking to look at the feasibility when the machines had been installed.

AC: Will be disappointed if the County Council do not now use the Park & Ride service as we are working with them on a green travel plan.

Cllr Downham: Thanked AC for responding to the request for more capacity on the C1 in the summer because of the tourists by supplying double decker buses.

Some buses are starting from the Jenny Wren and not from Hawkins Road as per the timetable. Some cut down Kilda Avenue.

AC: They should all start from Hawkins Road and he undertook to remind drivers. He asked people to let

him know if drivers were cutting or altering the route.

Resident 4: The buses in King's Hedges Road come in 2s.

PN: Following the meeting at North Area Committee last year the company had put on more buses. They put the maximum resource for the worst possible scenario in place. So when the worst scenario did not happen the buses would sometimes arrive early at the terminus, which is why you sometimes see 2 buses.

Resident 5: Re the C2 – can wait half an hour and then 3 come at the same time. They also sit for 15 minutes at Chesterton.

PN: Now that the road works have finished it may be time to review the service provision.

Resident 6: Most angry because the P&R service no longer stops at the Golden Hind. Buses pass with only 3-5 people on them. Do not accept that passengers held up the service by having to buy tickets; most had weekly tickets etc. The C2 service was terrible especially when the foreign students were here in the summer. But the worst problem was with passengers who behaved as if they were on drink or drugs and had dogs who were out of control. This was intimidating for other passengers and the drivers did not seem to be able to control the situation. The worst period was 12 noon-mid afternoon. Had phoned to complain about the level of service and had been told that there were 12 buses per hour.

AC: Said he would monitor the reliability of the C4 and the C2. Would involve the police in the issue about the intimidating situation described.

Resident 7: Would Stagecoach be a beneficiary if congestion charging came in. Were they lobbying the County Council.

AC: Stagecoach were not lobbying the County Council. If congestion charging came in there was a lot to be done to address the consequences. Segregated bus lanes would be required and fully discussed before any plans were implemented. Stagecoach would not want subsidised fares as increased passenger meant fare rises are kept to a minimum. My personal view is that any money raised from congestion charging should go back into the community, whether that is transport, education or health care.

In response to a question, AC confirmed that the C4

went from Chesterton to the Grafton Centre as did the 16 or 17 from the Fen Estate.

In response to a question about bus shelters, Cllr Downham said that a proposal was being considered at the Cambridge Traffic Management Area Joint Committee for bus shelters outside the new John Lewis store.

Resident 8: Thanked AC for the way that supervisors at Emmanuel Street re-routed the C2 if there had been delays to try and reduce the long waits experienced by residents. He asked if the 16 and 17 which were hourly services could be more frequent.

AC: Little chance of that because they are subsidised by the County Council.

Cllr Bailey: Referred to the way that London monitor their bus services to see whether delays are due to congestion or to how the system is managed. A similar system would be useful here. Was information collected but not shared?

AC: A report had been sent to all city councillors and to the city's MPs giving the information. Praised the City and County Councils for using the information to make improvements to Station Road.

Cllr Blair: There was a need to address people's perception of the bus services eg that they were meeting the needs of those outside the city and not those within the city.

AC: Services provided within the city have grown over the past 2 years and had seen 77% passenger growth in the last five years

In response to a statement about the unsuitable location of some bus stops and suggestions about other locations, PN said that the location of bus stops had to be done in collaboration with the local authority.

## **07/51 OPEN FORUM**

Resident 9: Had lived in the city since 1939. Was now disabled. It would be unfair if congestion charges applied to residents and to those who work at Addenbrooke's.

Cllr Nimmo-Smith: The City Council agree with what you say and are working hard to get the County Council to think again. What is needed is enhanced public transport to stop people using their cars.

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Cllr Bailey: Workers at Addenbrooke's would be able to use the P&R services.

Resident 10: Had tried to go to a meeting about congestion charging promoted by the Chamber of Commerce and promoted in the Cambridge Evening News. Had been asked to pay £11 entry fee. Surely this was not the way to undertake consultation? Should councillors attend such meetings?

Cllr Nimmo-Smith: There is a place for meetings that are by invitation only eg to gauge the views of the business community. He said he had not known about the entry fee and was shocked. The City Council was pressing for a more open consultative process with all stakeholders including residents.

Several other councillors affirmed that while central government set the timetable for applying for funding, other local authorities had managed to consult. They agreed that it was vital that the County Council inform the government what would work in Cambridge.

Resident 8: Will the City Council confirm that it intends to abide by the Planning Acts and not demolish any premises at Cherry Hinton Hall without applying for Listed Building consent to do so.

Cllr Nimmo-Smith: Yes, the Council is aware of the planning requirements.

Resident 8: Will the City Council clarify the position on its parks and gardens and confirm that there will be no cessation of the carpet-bedding that makes travelling around the city a delight to residents and visitors alike.

Cllr Nimmo-Smith: Guarantee that the seasonal bedding plants would continue although there would also be more foliage shrubs as now behind the annuals.

Resident 8: What action is the City Council taking to halt the removal of houses and flats from the City's residential housing stock by 'apartment hotel' operators and to regain the Cost Codicil Tax on dwellings so removed from the housing stock. For example, one third of the flats in Meadowland had changed from Council Tax to Business Rate.

Rangers

Cllr Nimmo-Smith: The Council is investigating this.

Cllr Downham representing Resident 11 who could not

attend the meeting: Can something be done about the trip hazard outside number 12 Emperor Court. The wall of the drying area has been knocked down and willow tree roots are coming through the pavement.

Resident 8: Will the City Council support the residents of Chesterton and Milton in campaigning for an early start to the long overdue access to Chesterton Fen from the north and ensure that it is usable by all local traffic.

Cllr Bailey: Have been pushing for alternative public access for a long time from Fen Road via Cowley Road to the A14.

Cllr Moss-Eccardt: Graham Hughes at the County Council has said that with the development of north east Cambridge, there are opportunities. Cllr Moss-Eccardt

Resident 8: Will the City Council take action to ensure that clutter is removed from the highways and footways of the city. Two examples: an advertisement outside the Dog and Pheasant and the commercial activities of people at Riverside.

Cllr Moss-Eccardt: To be taken up with the Highways Authority.

The Chair explained that a question from Resident 11 relating to one of the planning applications later in the agenda could not be considered because the rules referring to consideration of planning applications had to be adhered to.

## **07/52 COMMUNITY DEVELOPMENT & LEISURE GRANTS**

In answer to a question from Cllr Nimmo-Smith, the Grants Manager confirmed that the balance of funds (£6548 for Community Development projects) could be spent using Chair's action between now and February and again by the committee at their meeting in February.

The committee agreed unanimously the following grants:

Akeman Street over 50s Group - £500

Directions Plus - £1480

Meadows Family Wing - £983

Action Plus Guides Kids Club - £450

Cambridge Musketeers Colts Football Club - £1479

North Cambridge Sports Association - £2000

St Andrew's Hall - £2003

## **07/53 NORTH AREA NEIGHBOURHOOD POLICING**

Sergeant Jason Wragg introduced the report. He said that total crime figures were down although there had been an increase in drug offences. A successful undercover drugs operation had had an impact on both anti-social behaviour and crime in the area. Twenty one arrests had been made and more were anticipated. Multi-agency work continued with regard to street life issues around Mitcham's Corner and Victoria Road. There were 2 dedicated street life officers. A number of Anti Social Behaviour Orders (ASBOs) had been issued in East Chesterton. However more than 50% of the work was establishing Acceptable Behaviour Contracts (ABCs). Those responsible for a racist attack on foreign students in the summer were to appear in court. Use of mobile CCTV is helping. While there had been a drop in burglary incidents in Arbury and King's Hedges and a number of significant arrests, the police anticipated a rise in October/November with the darker evenings.

Cllr Downham asked how many ASBOs had been issued and how many were on ABCs.

Sergeant Wragg said an average of 15 ABCs per beat area. The multi-agency team work was essential and as a last resort council tenant families could be evicted when they would not co-operate in ABCs.

Cllr Bailey had accompanied the police between 7pm and 3am one night. She asked if the police and the Council could work closely together to reduce the incidence of boredom among young people out on the street, the boredom then leading to crime.

Sergeant Wragg confirmed that the police worked closely with all agencies to provide diversionary activities for young people.

Resident 10: Had not had a good experience of the

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police. Had been stopped for looking over a fence and for taking photos of public areas. He was required to give information so that the police could fill in a form. He asked for guidance as to whether he was required to give his name and address and for how long such records were kept. He asked that the public be informed of their rights when so stopped.

Sergeant Wragg said people who were stopped did not have to give their name or their address but that the police were required to fill a form in. He undertook to follow up this individual case.

Cllr Moss-Eccardt: Explained that the “all stops procedure” had come into force following the Lawrence Inquiry. The form was protection for the individual as there could be independent monitoring of those whom the police were stopping.

Sergeant  
Wragg

Sergeant Wragg confirmed that the information collected on the forms was kept on a database.

Resident 12: had used e-cops and had had a good experience of the police who had responded quickly.

The Committee considered the recommendations. Cllr Downham asked that flytipping in King’s Hedges be added to the recommendations.

Sergeant Wragg said that other agencies were better placed to pick up this issue. The Council’s Safer Communities Section Manager, Alastair Roberts, undertook to follow this up.

Alastair  
Roberts

The Committee unanimously agreed the recommendations:

- Youth related ASB in East Chesterton should continue as a priority.
- ASB in the Molewood, Hazelwood and Meadows estate should be adopted.
- Although burglary has been low during the past 4 months, it traditionally increases in the North of the City during the autumn months and therefore consideration should be given to retaining burglary across the neighbourhood as a priority, with the initial focus being crime prevention.
- Theft from vehicles in Kings Hedges has been especially high during the period and should be adopted as a priority.

## 07/54 ENVIRONMENTAL IMPROVEMENT PROGRAMME

The Landscape Architect tabled amendments to some of the schemes.

The Committee agreed the following schemes:

Penny Ferry, the Haling Way (by 8 votes to 0) to consult the public, the Cambridge Cycling Campaign and the Conservators of the River Cam to pick up any additional suggestions before bringing a report back to the Committee.

Campkin Road Car Park: the amended scheme included a tree in the central planter and that the roses that were to be removed be replaced with more suitable plants.

Cllr Downham proposed an amendment that the roses not be replaced. This was lost by 6 votes to 1.

She also proposed an amendment that omitted the tree from the central planter. This was carried by 3 votes to 2.

The scheme as amended was agreed by 8 votes to 0.

The committee agreed the removal of the following pinch points:

Ramsden Square (by 8 votes to 0)

Atkins Close (by 8 votes to 0)

Arbury Court (unanimously)

Perse Way (by 8 votes to 0)

Following considerable discussion of new schemes proposed at the December 06 workshop and more recently, the Committee agreed

1) To progress the following immediately (many of which require consultation with other agencies):

- Warren Street/Eastfield Lane link
- Verge Parking, Milton Road/Ramsden Square – put a bollard in and re-seed. The rest to wait for the outcome of the pilot in Mowbray Road/Fendon Road
- Path from Campkin Road to Ramsden Square
- Shrub Island, Campkin Road
- Edgecombe Flats
- Hawkins Road and Downham's Lane Fencing

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- Milton Road shop frontages
  - Pavement bollards, Trafalgar Street/Victoria Avenue
  - Footpath next to St Laurence's School
  - The Ship Pub Car Park – land ownership needs to be sorted out
  - Nun's Way Car Parking Areas – consultation with the Arboricultural Team required
- 2) To defer the following to 2008/09
- Arbury Road/Milton Road shop forecourts
  - St Albans Recreation Ground lighting
  - Campkin Road verges
  - Windsor Road/Histon Road shop frontages
  - Buchan Street shops
  - Chesterton Road bus stop – the committee only want to pay a percentage of the costs
  - Stretton Avenue/Akeman Street planters

**07/55 APPLICATIONS FOR PLANNING PERMISSION**

**10.1**

**Site**

90 King's Hedges Road, King's Hedges

**Proposal**

Erection of two semi-detached houses following demolition of existing bungalow

**Recommendation**

Approve with conditions

**Application No**

07/0907/FUL

**Applicant**

Mr P Munro, 52 Denny End Road, Waterbeach, CB5 9PB

**Public Speakers**

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The Planning Officer referred to the amendment sheet circulated at the meeting. This detailed the additional comments received from the Arboriculture Team and the Head of Engineering Services (Highways). These had resulted in the need for two additional conditions:

Condition: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), there shall be no Part 1, Class A extensions or additions to the dwellings hereby permitted.

Reason: To protect the amenity of adjacent residential occupiers and to prevent an overdevelopment of the site, (Cambridge Local Plan 2006 policies 3/ 4 and 3/12).

Condition: Prior to the commencement of development, a

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scheme of replacement tree planting shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the proposed times of planting, species, maturity and locations of planting. All planting shall be carried out in accordance with the approved details and at the agreed times. If within a period of five years from the date of planting, any tree, or tree planted as a replacement for it, is removed, uprooted, is destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted in the same place, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the satisfactory implementation and maintenance of replacement tree planting in the interests of amenity. (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3, and Cambridge Local Plan 2006 policies 3/4, 3/7 and 4/4).

**Decision** **Approved** (unanimously) subject to satisfactory completion of the s106 agreement by 3 October 2007 and to the conditions in the officer report and including the two conditions above.

**10.2**

**Site**

4 Mortlock Avenue, East Chesterton

**Proposal**

Conversion of dwelling house into 2no. 2 bed flats and ground floor rear extension

**Recommendation**

Approve

**Application No**

07/0722/FUL

**Applicant**

Mr Whistler, 21 Caraway Road, Fulbourn, Cambridge

**Public Speakers**

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**Decision** Approved (unanimously) subject to the conditions in the officer report.

The meeting finished at 11.10pm

**Chair**