

District Councillor report to Parish Council August 2021

Police and Crime Commissioner (PCC) announces measures to tackle crime

With a number of the villages within the Fen Ditton and Fulbourn ward being surrounded by landscape, I was pleased to see the PCC taking rural crime seriously as one of his first acts in post. Below I have copied a statement from the PCC's website as to how he will make a start in tackling rural crime more proactively.

CAMBRIDGESHIRE Countryside Watch (CCW) is stepping up efforts to prevent crime in rural communities thanks to a funding boost from the county's Police and Crime Commissioner Darryl Preston.

The group, which has a mix of paid staff and volunteers, will be working in partnership with the force's Rural Crime Action Team (RCAT) who will be welcoming an extra four staff in the coming months.

These two additional Police Officers and two Special Constables will bolster the RCAT to enable them to better respond to information passed to them from CCW.

"Countryside Watch are central to the fight against crime in rural communities," said Darryl, "because of their information criminals have been disrupted, arrested and prosecuted along with stolen property being returned. The additional £25,000 I have awarded to them will enable them to play a greater role in preventing people becoming victims in the first place. Where members of the community do become victims they will ensure they are helped to access support services."

Will Mumford, Chair of Cambridgeshire Countryside Watch, thanked the Commissioner for the opportunity. "This will enable us to put into action many new initiatives to reduce crime and improve the feeling of security and wellbeing in our countryside," he said. "The impact of crime strains rural business to the limit and, unfortunately, sometimes beyond, creating huge anxiety in an already isolated section of our community. The help they need is often scarcer, further away and harder to reach and we aim to change that."

Over 90% of the county's land is classified as rural.

Darryl added: "There is no silver bullet in tackling any type of crime but clearly the combination of these extra resources can only be a positive move. Just last month I met with National Farmers' Union (NFU) members who were full of praise for the RCAT. The expertise within the team in combatting rural crime cannot be overstated."

The Commissioner has featured rural crime as an early priority area within his Police and Crime Plan which is currently out to public survey.

“The priorities presented in my current survey are by no means final,” Darryl said. “I want to know what matters most to those living and working in Cambridgeshire and Peterborough. Feedback received will help inform the content of the full Plan and detailed priorities as it is developed.”

A link to the survey which closes on 30th July can be found here:

www.cambridgeshire-pcc.gov.uk

Anyone wishing to share their views by telephone or email can do so by calling the Office of the Police and Crime Commissioner on 0300 333 3456 or by emailing cambs-pcc@cambs.pnn.police.uk.

Consultation on £20m cycling plus

Parish Councillors and residents still have until the 16th August to make representations to the Greater Cambridge Partnership’s consultation on the 13 possible corridors put forward for investment. I will be taking part in this consultation, putting forward proposals that residents have fed back to me and my own views as someone who cycles to work from Fulbourn to Addenbrookes Hospital and to and from the City. What I would say is that I have not forgotten about the cycle greenways that are so vital for the Fen Ditton and Fulbourn ward, it is hugely frustrating that these projects have not yet come to fruition. I started campaigning for the route between Fulbourn and the city over 7 years ago and still there are no spades in the ground. I will continue to complain to anyone who will listen that this is not moving fast enough for the residents of the Fen Ditton and Fulbourn ward. This said, I do think it is important to take part in this consultation because the Government nationally has put a lot of emphasis on cycling schemes and the money will be channelled through the Greater Cambridge Partnership so it is important that our views are heard on how this money should be spent in the future.

Below I have given you the link so if you wish to do so you can take part in the consultation.

www.greatercambridge.org.uk/cycling-plus

Spending boost to tackle speeding

I am pleased to see that the PCC has already brought forward proposals to tackle speeding in our villages and communities. It is in my view a small amount of money but it is a good starting point. I have tried to work with residents across the Fen Ditton and Fulbourn ward via making Local Highways Initiative (LHI) bids myself, working with community groups and Parish Councils to make LHI bids, signposted

and helped residents set up community Speedwatch groups, presented the mobile speeding device to a number of PCs within the ward, located and moved the mobile speeding device around Fulbourn and lobbied the Police locally for fine checks within our villages off the back of collected data.

Below I have copied a statement off the PCC website as to how they will be moving forward with community Speedwatch projects.

POLICE and Crime Commissioner for Cambridgeshire and Peterborough, Darryl Preston has pledged a special funding boost to tackle speeding in local communities.

In the space of two weeks he has agreed funding to replace equipment used by local Community Speedwatch Scheme volunteers and for dedicated marked vans so the special constabulary can join the education campaign. Initially end of life police vans will be used; these will be replaced later in the year with three new vans to provide volunteer support across the whole county.

“Many people who live and work in the county tell me that they are concerned about speeding vehicles in their village, town or city,” said Darryl. “It is really important that we educate these drivers about the dangers of speeding and prevent crashes before they happen; the Community Speedwatch Scheme harnesses the passion of local communities to do just that. The marked vans staffed by members of the Special Constabulary will also act as a visible deterrent to those not paying attention to speed warning signs.

“These volunteers all make a real difference to the safety of others which is why I am genuinely pleased to fund the equipment they need to do that job.”

Community Speedwatch is not an enforcement tool, it is about educating motorists about speeding and monitoring speeding trends in neighbourhoods. Volunteers are trained in the use of speed indicator devices (SIDs) which display a vehicle’s speed. The registered owner of any vehicle seen exceeding the speed limit is sent an advisory letter from the force, explaining that speeding is unacceptable to the local community. Repeated speeding results in a letter hand delivered by a police officer. There are currently 135 schemes running in the county.

Nationally more than twice as many people are killed in traffic collisions as are victims of all forms of homicide combined, and six times as many as are killed as the result of knife crime. Last year the county established a local Vision Zero Strategy which houses one simple ambition, that no human being should be killed or seriously injured as the result of a road collision.

The partnership’s Delivery Manager Matt Staton, says speeding has been identified as top priority for all agencies to achieve ‘vision zero’ and that the evidence is clear,

“the faster a vehicle is travelling the more likely someone is to get hurt if it is involved in a crash”.

In 2020 a total of 34 people were killed on the county’s roads.

The Commissioner awarded £15,000 to replace equipment used by Community Speedwatch Scheme volunteers and £56,000 to fund marked police vans to be used by Special Constables. This includes an estimated £50,000 to cover the cost and fitting out of three new vans which are expected to arrive later this year.

If you would like to join your local Speedwatch team visit:

www.cambs.police.uk/information-and-services/Road-safety/Speedwatch/About-Speedwatch

New town formally named Waterbeach

I have copied below the statement from the SCDC website regarding the naming of the Waterbeach New Town development which will now just be called Waterbeach. As you will see from the article below, there seems to have been a lot of time and effort about what the new town will be called. After a lot of time and effort and consultation, the decision has been taken to call it Waterbeach. I hope as much time and effort will be given with regards to planning infrastructure and building new communities in this town but as it is our neighbouring ward, I have copied the information from the SCDC website for your information below.

A new town known through the planning process as Waterbeach New Town has been formally named Waterbeach – the name of the neighbouring village - after the majority of people opted for it following a 12 week public consultation.

The formal adoption of the name took place [at a Cabinet meeting](#) at South Cambridgeshire District Council today (Friday 30 July 2021) after councillors considered a report by the two developers of the new town – Urban&Civic and RLW.

The first phase of the consultation found that just over half (53%) of people who responded to the consultation preferred the name to cover both the new town and existing village. Of those people who preferred one name for both town and village, 76% opted for Waterbeach. The view was further explored and endorsed by workshops with the parish council and local elected county and district councillors, a workshop with the Waterbeach heritage group and local interested parties, and one with younger people: representing the past, present and future of the communities.

The developers’ public consultation included delivering consultation booklets to more than 3,000 homes in Waterbeach and the surrounding villages, online webinars to discuss key issues, and the workshops.

The consultation also showed that 87% of people felt the name of the original village of Waterbeach should be updated to Waterbeach Village, to mark the historic area of the village, and ensure it retained the village identity and culture. Councillors noted this outcome and said they would work with the local parish council if updating the name was something people locally wanted to pursue.

The consultation on the name of the town was made up of two phases, both lasting six weeks, to consider ideas and test them through workshops. Urban&Civic also consulted at the same time on a naming strategy for the streets, green spaces and key locations in the 6,500 home phase of the town they have outline planning permission for. Urban&Civic's phase of the town is more advanced and RLW will consider the naming strategy for their phase at a later date.

Both the overall name and the street naming consultations were both informed by the developers' existing engagement with the local community and ongoing research on the heritage of the area, which the developers say the consultation responses and suggestions have further enriched.

Caroline Foster, Senior Development Manager for Urban&Civic, who are taking the development forward on behalf of the Defence Infrastructure Organisation, said: "This has been a hugely important process to work through. The name of a place is such a huge part of its culture and identity and we believe this approach captures the sense of connection and difference expressed through the discussion, but most of all celebrates a continuity of those historic farming and military connections through the centuries: embodied by the reconnecting of the Causeway links through the site. We are enormously grateful for the time, expertise and reflections people have shared during this long consultation, which has also provided a great resource for future approaches for street and park names. We look forward to continued work with the parish council and local communities as the development moves forward"

Chris Goldsmith, Director of RLW, said: "It has been fantastic to hear residents' thoughts on the name of the new town. The conclusion that the new settlement should share the name of Waterbeach with the existing village reflects the history of the area and a desire to form a cohesive community between new and existing residents. We look forward to delivering new homes and facilities that both existing and future Waterbeach residents can feel proud of."

South Cambridgeshire District Council's Lead Cabinet Member for Community Resilience, Health and Wellbeing, Cllr Bill Handley, said: "It is really good to see the developers using workshops to try and get good feedback and engagement from existing and future residents and it was particularly pleasing to see younger people getting involved in the process. Naming a new town or village will always attract divergent views but the workshops have been very effective at testing the outcomes

of the wider public consultation; as always, the views of local people are of paramount importance.”

Cllr Barbara Bull, Chair of Waterbeach Parish Council, said: “We are pleased to see the special identity of Waterbeach village has been recognised in the discussions on the name of the town and the relationship it has with the village. The workshops we were involved in helped us look at the issue in more detail and it has been good to see that local heritage groups and younger people have also had their voices heard in deciding on a whole place approach of Waterbeach for the village and town.”

Local transport plan

The Combined Authority board is reviewing the local transport plan with a view to bring it back to the board in September. I was very sad to see that work to deliver the Cambridgeshire Autonomous Metro (CAM) has already been suspended, in my view a real shame given the work that has already been carried out on this project. I still believe a Metro system is right for Cambridge and shows the best long-term vision of how public transport could be improved. Ultimately, I have always backed an off-road solution which is more costly, especially when sections of this would need to go underground. This would be a system that would be super green, fast, reliable and future-proofed and getting around many of the difficult issues regarding Victorian street styles and layouts and on road systems constantly being stuck in traffic. I do wonder if in the future we will go back to some sort of Metro scheme but time will tell.

Thank you for taking the time to read my report. I am happy to answer any questions over the phone or via email. 07595 361 285. Grahamcone@aol.com