

TRANSPORT WORKING GROUP (TWG) - ANNUAL REPORT

TWG was formed 5 years ago to collect the views and wishes of residents concerning traffic driving through the village, to carry out research, and to lobby the Parish Council for changes. There have been important successes: 40mph buffer zones, MVAS units, 20mph speed limit, and double yellow lines outside the Carpenters Arms. The formation of the new PC sub-committee, the Transport Highways and Cycleways Committee has changed the way that TWG goes about its work, but it is more than happy to support the HTCC with its responsibilities and aims.

In the last year, the Group has been able to help with the filing of an LHI (Local Highways Improvement) application for a zebra crossing outside the school. This has been a major demand noted in the residents' surveys undertaken by TWG, and we are delighted that success looks to be imminent. However, work is not complete: fundraising to pay for part of the installation will be necessary.

An important activity of TWG is to move the MVAS units around the village, to program them and to download the internal data. The units provide important information, including those for the LHI application, and are effective in reducing the speed of vehicles through the village. Data from last year has confirmed that the average speed of traffic driving through the village since the introduction of the 20mph limit has fallen by an average of 3 mph. However, the data also confirm some alarming driving, including far too many vehicles travelling at over 50mph as they approach the school, and one vehicle being driven at over 102mph on Mill Road close to the village.

The work of the volunteers who move the MVAS units has sadly been put in jeopardy by the Health and Safety Group of the County Council. MVAS units are often mounted on specified lampposts, but volunteers mounting units on these lampposts will shortly be required to hold a so-called G39 certificate designed for those who work in the vicinity of lampposts. Health and Safety are concerned that lampposts may be live, although the certificate is actually concerned with enabling workers to re-wire them. Obtaining a certificate requires a 6-hour training course and passing an exam, and those who have taken the course confirm that it is irrelevant. Our County Councillor has lobbied strenuously on behalf of the many Parish Councils affected by this new requirement, but without success. As a result, the village may lose volunteers, and Health and Safety will have made us less safe. With the help of TWG, the PC is seeking to avoid the problem by filing an LHI application for permanent fixed posts on which the MVSA units can be mounted, so avoiding the use of lampposts.

TWG has an excellent working relationship with the mill, S&J Herba Foods Limited in Fulbourn. Similar co-operations with other companies bringing HGVs through the village will be pursued.

More recently, TWG has helped to set up the Speedwatch surveys being carried out under the management of the Chair of the HTCC, Chris Page. Early results are very promising, and it is hoped that as drivers become more aware of Speedwatch, their speeds will be adjusted accordingly.

At the time of writing, we have just learned of the proposal to build the East West Rail Care Centre at Fulbourn. If the plans go ahead, there will be a substantial rail depot by the railway behind Earnest Doe. There is much to be concerned about but the most immediate matter is the proposal that **all** construction traffic will be 'mandated' to access the site from A11, up Mill Road and out through High Street and Station Road. HGVs coming from the north or west will go down Wilbraham Road to Six Mile Bottom and then out onto A11. The proposal has been made notwithstanding that these country roads are unsuitable for HGVs and are designated as such, and there are dangerous junctions and inadequate bridges. A large increase in HGVs travelling through the village will blight the lives of many residents. TWG anticipates that HTCC and the PC will oppose the proposal and TWG will do all in its power to assist them.

And finally. We need more volunteers to help TWG and with Speedwatch. Please let me know if you can help.

David Richer, 27 April 2026