

Minutes of a Highways, Transport and Cycleways Committee meeting held on 27 April 2026 at 7:30 PM in Great Wilbraham Memorial Hall

Present: Chris Page [Chair], Hilary Burton, Claire Daunton, Andy Martin, Robert McCubbin, David Richer and 6 members of the public.

In the absence of the Clerk, David Richer agreed to take the minutes.

Apologies for absence

Sam Chambers-Turner (Parish Clerk).

Minutes of the Meeting on 16 February 2026 and Matters Arising

The minutes of the meeting held on 16 February 2026 were approved, subject to a minor change and the correction of the names of Maria Packer and Simon Bergen.

EWR Proposal for Train Cleaning Facility at Fulbourn

- It was agreed that this important item should be dealt with at this point on the Agenda rather than delayed until Any Other Business.
- The Chair welcomed David Cottee from Fulbourn Forum, and GW residents GW concerned about the EWR proposal. All were invited to speak.
- Much new information had become available at the consultation exercise held in Fulbourn on 25 April. The event had landed at relatively short notice, although it was noted that the plans for both the site itself and the access routes were far advanced. Responses to the latest proposals were required by EWR by 9th June.
- If the construction of the proposed facility were to go ahead, it would have a considerable effect on Fulbourn, GW, LW and SMB. In particular, the last three villages would be badly affected by the proposal that all HGVs carrying construction materials would drive from the A11 down Mill Road and on to the site at Fulbourn. HGVs coming from the West and North would travel down Wilbraham Road to SMB and then onto the A11.
- Fulbourn had wider concerns relating to the impact of the site on local housing and infrastructure: electricity, water and waste disposal.
- It was agreed that the proposal to put the site in Fulbourn should be questioned, and that pressure should be applied to the possibility of locating it elsewhere. It was considered essential that the HTCC should concentrate on mitigating the effects on GW, LW and SMB if the proposal went ahead. The community must be kept safe. How can the three villages help EWR in this respect?
- EWR had stated that the local road network would be required to accommodate construction HGV's and that additional temporary and permanent changes to the network would be required. This might mean changes to Mill Road and to the Mill Road triangle, as well as Herrings House bridge. No information is available, but it was essential that the parish councils be kept informed
- It was agreed that residents' opinions of the EWR proposals be sought. The Chair agreed to prepare draft a survey to be delivered by volunteers who would be organised by TWG. This should be put in hand as soon as possible to be ready for the Annual Parish Meeting on 18th May.

- The Chair and HB have been invited to attend a meeting with EWR on 5th May. The Chair asked that all those present provide her and HB with suggested questions that could be put to EWR at that meeting.

Speedwatch

- Groups of volunteers had carried out Speedwatch surveys before Easter.
- A summary of the results, which had been sent to the Police, was presented to the meeting.
- In the meantime, the Police had approved further sites at which Speedwatch surveys could be carried out.
- More volunteers were needed, and it was agreed that a group from Speedwatch would host a table at the next Farmers Market to explain Speedwatch and to seek volunteers.
- The Chair reported the Parish Council's decision to purchase of Speedwatch signs to be mounted on the village gates.

MVAS

- Following questions from a resident, DR explained the practice behind the positioning the MVAS units within the village and on Mill Road. The locations were managed by Monique Bradley, present at the meeting, who confirmed the positioning and moving of the units by volunteers. Within the village, the units were mounted on lampposts agreed by CCC, but that would change if the LHI application for permanent posts was successful.
- The MVAS units have been successful in slowing traffic down, but moving the units was already complex, and the availability of volunteers with the now mandatory G39 certificates was limited. More units might result in drivers ignoring them and could also lead to complaints of excessive street furniture.
- The meeting confirmed and supported the current position. It was agreed that there was no need for further MVAS units.

Mill Road

- The bridge reports were still awaited, and until they were received, it was not possible for the Parish Council to comment on the bridges. The subject had become more important in view of the EWR rail proposals. CD agreed to prompt the County Bridge Officer.
- A resident had drawn attention to the burst water main in Mill Road, one of several fractures in recent years. There was concern that the increase in HGVs travelling along Mill Road was putting unforeseen pressure on the structure, and that this would increase if the EWR proposal went ahead. It was agreed that the matter must be kept under review.
- The Chair reported that finances for the modification of the triangle at Mill Road junction were still under consideration. No decision on money had yet been made.

Buses

- The Chair had met with Maria Packer and Stagecoach to discuss the position of the bus stop outside the school. This would be moved to a new location by the Recreation Ground. The bus stop by Church Close, which is too near to

the High Street/Church Street corner, would also be moved close to the Recreation Ground.

- It was agreed that the introduction of T4 buses had been a success, although there could be changes to the routes and timings. These would be discussed at a separate meeting.
- There was also a need to look at a network of connections which presently does not exist: particularly access to Cambridge North station. A possible questionnaire on these issues was being considered, and the subject would be discussed at the APM.

Cycleways

- RM reported that Bottisham Parish Council had expressed support for a crossing near the Airport Museum, although it was unlikely to make a financial contribution.
- It may be necessary to consider consolidation of money from various small funds.
- There might also be benefit for a cycleway from Reed, whose water supply line will extend from Quy to the pumping station at SMB.

Route to the Common: Pedestrian Safety

- Volunteer teams had cleared much of the verge from the village gate on Station Road to the gate to the common. This would make it easier for walkers to reach the Common, although there is as yet no official footpath. If the route is to be designated as a footpath, it may be necessary to submit an LHI application for barriers or raised kerbs to be erected at danger points.
- AM recommended that the chevrons originally positioned at the corner of Station Road by the access gate to the common be re-erected. These had previously had a significant effect on slowing traffic on that dangerous bend.

School Crossing

- With the problem of the adjacent bus stop having been resolved (see Item 7 above), most immediate problems for the construction of the crossing had been removed. Construction work would, of necessity, take place during a school holiday. The earliest likely date was Easter 2027.
- Additional funds would be needed to pay for the construction of the crossing. The Chair reported that there was a possibility that CCC might provide more money from a reserve relating to safety matters. However, there would still be a need to raise funds from other sources, both large contributions from companies, and smaller contributions from residents and parents with children at the school.

Date for next meeting

Tuesday 7th July 2026

Any other business

There were no other matters and the meeting closed at 9:40pm.