

Transport Infrastructure Policy

GREAT SHELFORD PARISH COUNCIL

ADOPTED: 15TH MARCH 2023

PURPOSE

To maintain a strategic overview that can be used to influence the delivery of a cohesive transit and transport network and avoid damaging, piecemeal interventions.

To provide a village view to influence other decision-making agencies to deliver effective, safe and sustainable transport routes through the village without damaging the character and heritage of the village.

To support Great Shelford Parish Council's (GSPC) commitment '*to preserve and improve Great Shelford's character as a vibrant and pleasant destination village*'.

The seemingly simple issue of traffic flow through any conurbation has many facets: transit, public health and safety, enjoyment of the area, access to amenities, protection of property, preservation of the character of the village, to name just a few.

In our case, over-arching the many issues, is the desire to maintain Great Shelford's character as a vibrant and pleasant destination village, and GSPC recognises it has a responsibility to both preserve and improve the locality. Therefore, decisions made by other agencies regarding proposals for traffic improvements need to take on board a wide gamut of social, economic and cultural implications, and not be based purely on speeding up the flow of traffic, providing access for any nearby location, or any other single measure.

It is taken as read that any proposals for highways adaptations will be consulted upon with residents and the relevant authorities or advisers.

Similarly, it is fully appreciated that Great Shelford is not an isolated village and the interests of those in adjacent and nearby villages are inherent in all considerations. The 'ribbon village' phenomenon that unites the Great and Little Shelfords and Stapleford is well established. This coalition of semi-rural villages, with a strong agricultural heritage, and a reputation as a residential base and source for 'workers' for the University and the city, dates back to the 1300s.

The geographic and historic importance of this early Saxon village should be respected, and the environmental and heritage features of our tracks, paths and roadways must be recognised in all infrastructure and housing plans.

The drive for economic growth in the area, led by the assertion that Cambridge and the Cambridge Biomedical Campus (CBC) are national assets, is supported by our District and County Councils and this is accepted. However, the southern villages on the edge of Greater Cambridge are disproportionately impacted, and a 'special case' argument exists for managing traffic and transport through these areas in the present, future and long-term, in the interest of existing and future communities. This policy is relevant to all GSPC committees and working groups.

POLICY

- GSPC will proactively support and initiate improvements to local public transport seeking to improve and maintain the village's connectivity

- GSPC will highlight the modern stresses placed on our aged roadways, recognising that this is fundamental to preserving and improving the village character and locality and will seek to reduce road traffic movements where possible to improve the quality of life for residents
- GSPC will consult with the local community to record incidents, accidents and issues on our roads, paths and tracks to help inform local authorities
- GSPC will liaise with local businesses, service providers, police, County and District Councillors and all stakeholders in order to gain understanding of, and support for, road scheme improvements within our locality in order to preserve and improve the village character and mitigate potential negative impacts of city-centric economic growth
- GSPC will continue to highlight to local and central government the cumulative impact of regional and national transport projects and the growth of the Greater Cambridge economy on our community
- GSPC will seek to increase and improve access and safe routes for non-motorised transport and pedestrians
- GSPC will work with national and regional bodies, experts and advisors to help ensure that our region, world-leading in so many fields, is equally creative in terms of its neighbourhood planning and transport infrastructure

Document History		
Status	Date	Version
Drafted by Traffic & Transport Infrastructure Working Group	March 2023	1.0
Draft to Council for debate	15 th March 2023	
Council Approved	15 th March 2023	