

Operations & Amenities Committee

To: **Committee Members**

Cllrs Goodman (Chairperson), Bolanz, Chapman, Collins, Cooper-Marsh, Dunford, Hitchin, Johnson & Maslen

Copies: **Town Councillors** – not a member of this committee
Town Council Website & Noticeboard

Agenda for the meeting of the **Operations & Amenities committee** to be held on **8th April 2025** at **7.15pm** in the **Eaton's Community Centre, The Maltings, St Neots, PE19 8ES.**

Please be aware that meetings may be recorded and made available to the public. Your participation in the meeting indicates your consent to being included in these recordings.

Public Participation

There will be a 10-minute session before the meeting to allow any resident to address the committee on any matter appearing on the agenda for this meeting.

Members of the Operations & Amenities committee are hereby summoned to attend this meeting to consider the following business.

C Robson
Town Clerk

1. Apologies for absence

To receive and accept Councillor's apologies for absence.

2. Declarations of interest

To receive from Councillors declarations as to Disclosable Pecuniary Interests and/or Non-Statutory Disclosable Interests along with the nature of those interests in relation to any agenda item.

3. Minutes

Members to approve the minutes of the Operations and Amenities Committee held on 11th March 2025 as a true and accurate record.

Attachment 1

4. Action List

To receive a summary and status of ongoing actions and resolutions.

Attachment 2

5. Local Highway Initiative Bids

- i) To receive and consider a report and summary on the results of a second public consultation on a proposed one-way system for Luke Street and surrounding streets.

Attachment 3

- ii) To receive and note a change in the submitted LHI application for St Neots East and Grandson Ward. Attachment 4

6. Tree complaint

- i) To receive and consider correspondence and support documentation received on a Council owned tree. Attachment 5

- ii) To consider and resolve a response to the communication and whether the Council will confirm the removal of the tree.

7. Solar Panels for St Neots Museum and Gate Lodge

To receive and consider a report and estimated quotes from the Environmental Project Officer on the installation of Solar Panels at: Attachment 6

- St Neots Museum
- Gate Lodge

8. Heating Systems for Gate Lodge and SVDK Building A (Man Cave)

To receive and consider a report and estimated quotes from the Environmental Project Officer on the installation of new heating systems at: Attachment 7

- Gate Lodge
- SVDK Building A (Man Cave)

9. CCTV Data

To receive and consider CCTV data received from Huntingdonshire District Council for February 2025. Attachment 8

10. Date of next meeting

To note that the date of the next Operations and Amenities committee meeting will be 13th May 2025.



Operations & Amenities Committee

Present: Cllrs Goodman (Chairperson), Bolanz, Chapman, Collins, Dunford, and Maslen

In attendance: Town Clerk, Operations Manager, Project Deliver Manager

Absent: Cllrs Cooper-Marsh, Johnson and Hitchin

Minutes of the meeting of the **Operations & Amenities committee** held on **Tuesday 11th March 2025** at **7.15pm** in the Eaton's Centre, The Maltings, St Neots, PE19 8ES.

Public Participation

There were no members of the public present.

ACTIONS

114 Apologies for Absence

Apologies were noted from Cllrs Cooper-Marsh and Hitchin.

Admin

115 Declarations of Interest

There were none.

116 Minutes

RESOLVED to approve the minutes of the meeting of the Operations and Amenities Committee held on 11th February 2025 as a true and accurate record.

117 Action List

Members received and noted the committee action list.

118 Montague Square

Members received a report from the Town Clerk advising that there had been a request from a County Councillor that the Town Council consider approaching Cambridgeshire County Council to take on maintenance of planting at Montague Square, Eynesbury. The report was being brought forward to make Members formally aware of the request. Officers were recommending that the Committee defer making a recommendation on the matter until there was further outcomes from discussions with the County Council on grass cutting contracts, which includes rates for undertaking cutting for the County Council.

Members commented that the Council needs to better understand the current maintenance regime by the County Council along with resources and costs the Town Council would incur if it were to take on such maintenance. Officers had recently submitted updated grass cutting maps to County Council officers as part of their review of town and parish grass cutting, further discussions were due.



Members commented that the shrubs and hedges are not well maintained by the County Council and the square is an important entrance point for the caravan site. As well as unmaintained plants there is also rotting fencing.

The Operations Manager explained that the type of plants situated require cutting by hand and as all shrubs flower at different times this could be resource heavy for the Council team to take on.

It was agreed that the matter should be further considered following discussion and outcomes of grass cutting agreements with the County Council. The Clerk commented that due to resource implications and costs for maintaining an area such as Montague Square the Council should seek a higher rate than that of grass cutting.

RESOLVED to defer making a recommendation to the Council on maintenance of Montague Square until further information on resource implications and possible costs is clarified. That officers consider resource needed and implications of taking on maintenance of the area as part of discussions with Cambridgeshire County Council and reviewing grass cutting agreements.

The Chairperson asked that the matter to be added to the Action List for tracking.

119 Transition of Fleet to Plug-In Hybrid

Members received and considered a report from the Project Delivery Manager on the agreed purchase of new plug-in hybrid vehicles as part of transitioning the Council's fleet to environmentally better alternatives. The Project Delivery Manager outlined the Council's previous resolution to replace two vehicles with plug-in hybrids and explained that the increased cost is due a need to purchase new, rather than second hand vehicles. This is because the older generation of required vehicles are not capable of towing, which is essential for the operations team. A good deal has been secured on two new generation vehicles which requires up to an additional £3,000 in funding (£2,240 plus contingency).

RESOLVED to RECOMMEND to the Finance and Governance Committee to allocate funds of up to £3,000 (inc. contingency) to replace the 2010 Ford Ranger and 2013 Nissan Navara with two brand new PHEV Ford Transit Customs.

RESOLVED to RECOMMEND approving purchase of additional EV Charges from the 2025/26 revenue budget based on identified need following a period of operating the vehicles.

120 Operational Depot Door Replacement

Members received and considered a report from the Town Clerk on the replacement of front doors at the operational depot which were required following a recent break-in. Members noted that an insurance claim would be made to cover the costs



of 'like for like' doors, but that if a more secure steel option was wanted the increased costs would need to be funded by the Council.

Members discussed security at the depot building and the value of improving security through investment in steel doors. The Operations Manager outlined the benefits steel doors would provide, explaining that three previous break-ins had been through the PVC doors and expressed a preference for company C's quote.

RESOLVED to RECOMMEND to the Finance and Governance Committee that the Council install steel doors to improve security of the depot building and that additional costs required for these doors above the level of a 'like-for-like' UPVC option approved by the insurance company is allocated from the Council's General Reserve. That the purchase and installation is subject to signing of a new lease for the building.

121 CCTV Statistics

Members received and noted CCTV reports and statistics for January 2025.

122 Date of Next Meeting

Members noted that the date of the next Operations and Amenities Committee would be on 8th April 2025 at 7.15pm.

COMMITTEE CHAIRPERSON

ST NEOTS TOWN COUNCIL ACTION LIST 2024/25

The following Action List summarises outstanding resolutions and activities that are ongoing from the last Council and the current Council. The Town Clerk would like to continue to develop the Action List into a Committee Action Plan which sets out the project/improvement works the committee will be carrying out each year.

OPERATIONS AND AMENITIES COMMITTEE					
Minute	Project	Objective	STATUS	Responsibility	Timescales
Highways					
035/36 – 23-34	LHI Applications 2023/24	To submit LHI Applications for; <ul style="list-style-type: none"> • Crosshall Road, • Luke Street 	<p>Crosshall Road Consultation showed majority in favour of proposed scheme. Proposed amendments to double yellow lines within the scheme were consulted on. Based on consultation it is proposed to progress with the scheme as originally proposed. CCC have advised that no delegated decision was undertaken when this scheme was originally published in February 2024. Due to the length of time elapsed, combined with the fact there were several objections, the CCC is republishing both the Speed cushions and the Double Yellow Lines. This will lengthen the delivery period as notice publication is likely to take place in April 2025.</p> <p>Luke Street Second consultation letters issued the week of 3/2/25. Result of consultation to be brought to future Committee meeting for consideration.</p>	<p>1) Highways Authority</p> <p>2) Highways Authority</p>	<p>April 2025 for the republishing of the final scheme prior to delivery</p> <p>ON AGENDA</p>

AGENDA ITEM 4

ATTACHMENT 2

<p>075-23-24</p>	<p>LHI Applications 2024/25</p>	<p>To submit LHI applications for:</p> <ul style="list-style-type: none"> • Duloe Road • Town Centre Dropped Kerbs • Andrew & Caernarvon Roads • Kester Way & Dramsell Way 	<p><u>Town Centre</u> Highways Officer drawing up scheme (with costs) for the installation of dropped kerbing as per the LHI application. To be reported to the Committee for consideration once received. Currently with CCC.</p> <p><u>Duloe Road</u> Highway Officer drawing up a scheme (with costs) for village gateways to help address speeding traffic. To be reported to the Committee for consideration once received. Currently with CCC.</p> <p><u>Andrew & Caernarvon Road</u> The Committee has identified preferred signage and locations for two MVAS signs. Highways officer progressing purchase requests and installation.</p> <p><u>Kester Way & Dramsell Way</u> Highways Officer drawing up scheme (with costs) for give-way markings and signage. To be reported to the Committee for consideration once received.</p>	<p>1) Working Group</p> <p>2) Ops & Amenities</p> <p>3) Town Clerk</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>
<p>079-24-25</p>	<p>LHI Applications 2025/26</p>	<p>To agree the 2025/26 LHI submissions and instruct the Clerk to make the applications ahead of the 10th of January deadline</p>	<p>LHI Bids submitted in line with the committee’s resolutions;</p> <ul style="list-style-type: none"> • East and Gransden Ward to address safety concerns at the junction of Cambridge Road, Stonehill and Fox Brook. • Priory Park and Little Paxton Ward to address pedestrian safety concerns on Longsands Road and crossing a busy road in front of schools and a main through fare used by residents. 	<p>1) Working Group</p> <p>2) Ops & Amenities</p> <p>3) Town Clerk</p>	<p>Outcome expected October 2025</p>

AGENDA ITEM 4

ATTACHMENT 2

			<ul style="list-style-type: none"> • Eynesbury Ward to address highway safety concerns on Barford Road by the Cambridgeshire Hunter, caused by a mix of parked vehicles, speeding, blind spots, and a dangerous crossing point. • Eatons Ward to address speeding and safety concerns on St Neots Road, particularly in relation to double roundabouts at the junctions of River Road and Orchard Road. • Privately funded Local Highway Improvement bid for advisory signage at Peppercorn Lane to address issues of HGVs incorrectly entering the road. 		Outcome expected October 2025
Play, Sport and Wellbeing					
050-23-24	Inclusive Play Parks	Improving accessibility of SNTC Play Parks via installing wheelchair accessible play equipment at Brickhills/Henbrook Play Area.	<p>Installation of inclusive seesaw and associated surfacing and equipment was completed the week of 2/9/24. Accessible bench and surfacing installation completed</p> <p>Item left on action list while dropped kerb pursued with HDC.</p>	<ol style="list-style-type: none"> 1) Working Group 2) Ops Manager 3) Town Clerk 	Completed
050 – 23-24	Play Park Strategy	Undertake a play park review and bring forward a draft strategy document on management and investment in play areas.	<p>Play Park assessment completed, and results considered by the Committee. Priorities for the Play Park strategy agreed.</p> <p>Council agreed to prioritise bringing forward a project for a number of small parks in Eaton Ford to help address provision gap. Officers developing a project plan, timelines, costs and options for consideration by the Committee. Discussions with HDC ongoing over potential over different sites under their ownership.</p>	<ol style="list-style-type: none"> 1) Town Clerk 2) Ops Manager 3) O&A Committee 4) Working Group 	Update due 1 st QR 2025-26 F/Y

Building Maintenance/Management					
104-23-24	Museum Building Survey	Undertake a survey of the museum building to establish condition and required works.	Initial historic building condition survey completed. PDM identified priority work and Council agreed to implement full scale roof repairs. All work is now complete. No further works will be brought forward at present. The building will be left to 'dry out' for a period. This will be monitored any recommended next steps will be brought to the Committee later in the year for consideration.	1) PDM 2) Museum Trustees	COMPLETE
			Council agreed to the replacement of three old aircon units which had reached the end of their serviceable life. One unit is to be replaced (court room) on the 10/3/25. Two more complicated units will be replaced following a museum site meeting on 19/3/25. Works now completed.	1) Museum Trustees 2) Air-Con contractor	COMPLETED
046-24-25	Jubilee Garden Improvements	Priority maintenance improvements to be brought forward by Operations Team. Wider improvements to be further considered by Working Group.	Works completed (£9,571.00) to install slot drainage and resin in the area around the Jubilee Mosaic. Artist and Operations Manager to carry out a sit inspection in April 2025 agree cleaning and repair of the mosaic.	1) Ops Manager 2) Artist	COMPLETED 1 st Qrt 25-26 F/Y
044-24-25 111 – 24-25	Church Wall, St Mary's, St Neots	Repair of St Mary's, St Neots church wall, which is the responsibility of the Town Council as part of its role in maintaining closed church yards.	Council approved £250,000.00 (subject to the external grants funding availability) from General Reserve to rebuild the perimeter wall at St Mary's Parish Church in St Neots. Officers to continue work on finding alternative funding sources. PDM in communication with planners who have advised a planning application will be needed. This may result in a delay of physical works depending on application requirements and turnaround time.	1) PDM 2) Town Clerk	Ongoing

AGENDA ITEM 4

ATTACHMENT 2

FC230-24-25	War Memorial Cleaning	Professional cleaning of three war memorials managed by the Town Council.	The Council agreed to release funds from the War Memorial EMR for the professional cleaning of War Memorials ahead of commemorative events in May 2025.	1) Ops Manager 2) Appointed Contractor	COMPLETED
FC233-24-25	Depot CCTV	Installation of CCTV provision at St Neots Town Council.	The Council agreed to install CCTV at 12 Levellers Lane following a recent break-in. It was agreed the CCTV would be installed following the approval of a new lease with HDC for the building. Draft lease is awaited from HDC.	1) Town Clerk 2) HDC 3) Ops Manager	Ongoing
120-24-25	Depot Steel Door	Replacement of depot main doors with steel alternative	The Council resolved to approve the installation of steel doors at the Council depot building, subject to the renewal of a lease for the building with HDC. Draft Lease awaited from HDC.	1) Ops Manager 2) HDC	Ongoing
Open Spaces					
FC28-24-25	Medland Grove Land Adoption	Adoption and transfer of open space land at Medland Grove.	The Council resolved to adopt open space at Medland Grove from a developer for a one-off commuted sum. Following the Council's resolution solicitors have been appointed to begin transfer work. The developer will cover the Council's legal fees.	1) Town Clerk 2) Persimmon Homes	1 st Quarter 2025-26 F/Y
118-24-25	Montague Square	Consideration on whether the Town Council might take on maintenance of this space from the County Council.	CCC are reviewing grass cutting contracts and maintenance across its areas, including agreements with towns and parishes. Officers to include requested area within discussions and bring forward a report and recommendations on implications and costs if the Council were to take over maintenance.	1) Ops Manager 2) CCC	1 st Quarter 2025-26 F/Y
Vehicles					
119-24-25	Transition of Fleet to Plug-In Hybrid	Replace the 2010 Ford Ranger and 2013 Nissan Navara with two brand new PHEV Ford Transit Customs. Purchase one electric ride-on lawnmower	The purchase of the approved electric ride-on mower and the two replacement plug-in hybrid vehicles has been completed, and delivery has been taken of all three vehicles. Lawnmower is now operative and a report on its impact and operation will be brought to the Committee following the core grass cutting season.	1) Ops Manager 2) PDM	COMPLETED

AGENDA ITEM 4

ATTACHMENT 2

			<p>Two plug-in hybrid vehicles have been delivered and once Town Council branding/wrapping has been arranged these will become operational.</p> <p>Public communications on the lawnmower and the plug-in hybrids will be released, showing the vehicles in action and explaining the rational behind the Council’s investment.</p>		
Strategy					
065-23-24	Depot Provision	Review and bring forward options on future provision of the Council depot based on current and future needs.	Additional revenue funds have been allowed in the 2024/25 budget to increase depot capacity, no suitable provision was identified. As a result, and due to the purchase of new forklift equipment the funding for additional depot space was removed from the approved 2025-26 budget.	<ul style="list-style-type: none"> 1) Town Clerk 2) Operations Manager 	Ongoing
094-23-24	Cemetery Land	To review and bring forward a report on the lifespan of St Neots Cemeteries and consider options for addressing future need.	The likely life span of the Council’s cemeteries means that the Council needs to start thinking about future burial provision and whether it looks at acquiring more land for the purpose of cemeteries. Officers working on review of land/sites. National Highways confirmed they were not able to provide land for use. Site outside of St Neots parish boundary has been initially investigated and offices will consider this further, however an initial view is that it is not likely to be a suitable site.	<ul style="list-style-type: none"> 1) Town Clerk 2) Operations Manager 3) Senior Administrator 	Ongoing

O&A = Operation and Amenities Committee **Ops Manager** = Ian Webb, Operations Manager **Clerk** = Chris Robson, Town Clerk **Wrk Grp** = Working Group
PDM = Project Delivery Manager

ST NEOTS TOWN COUNCIL

Committee:	OPERATIONS AND AMENITIES
Date:	8th APRIL 2025
Title:	LUKE STREET LHI PROPOSAL CONSULTATION FEEDBACK
Author:	TOWN CLERK
Contact Officer:	TOWN CLERK

1. Purpose of the Report

- 1.1 To provide Members with the results of a second consultation carried out by Cambridgeshire County Council Highways on a proposed Local Highway Improvement (LHI) bid for either the creation of a one-way system and signage prohibiting of caravans at Luke Street and surrounding roads, or just the prohibiting of caravans down certain roads with appropriate signage.
- 1.2 To seek a recommendation from the Committee on whether to proceed with a LHI bid and if so to identify a preferred option.

2. Recommendation

- 2.1 That the Committee considers the feedback of a second consultation for the Luke Street and surrounding roads Local Highways Improvement bid.
- 2.2 That the Committee resolves whether, based on the consultation results, it wishes to proceed with a Local Highway Improvement bid and identifies the option it would like to progress with.

3. Background

- 3.1 The Council submitted a Local Highway Improvement (LHI) bid in January 2023 to address congestion and safety concerns at Luke Street and surrounding streets in Eynesbury.
- 3.2 The basis of the application was the introduction of a one-way traffic system and prohibiting caravans using certain roads. The bid was successful and moved through to feasibility and consultation.
- 3.3 A consultation was carried out by Cambridgeshire County Council and a summary of responses was reported to the Operations and Amenities committee for consideration at its November 2024 meeting.
- 3.4 The response to the consultation was considered low (27 responses) and did not demonstrate significant support for progressing with a one-way scheme.
- 3.5 A site meeting was carried out where a group of Councillors met with County Council Ward Cllr S Taylor, the Highways Project Officer and a small number of residents. Highway concerns and issues relating to the proposed LHI bid were discussed, with concerns were raised that not all residents in the streets impacted had received a consultation letter.

3.6 It was agreed that Cambridgeshire County Council would run a second consultation, this time putting forward two options for residents' consideration.

- 1) No one-way scheme but continuing with signage prohibiting caravans down certain roads.
- 2) Proposed one-way scheme and signage prohibiting caravans down certain roads.

3.7 Councillors agreed to hand deliver the consultation letters to ensure delivery.

4. Information Supporting Recommendation

4.1 Cambridgeshire County Council issued consultation letters (Appendix A) which volunteer councillors delivered by hand to residents in the following roads;

BUCKLEY ROAD
BERKLEY STREET
CALDECOTE ROAD
EYNESBURY GREEN
FERRARS AVENUE
GLENARIFF CLOSE
HARDWICK ROAD
HARVEY STREET
LANSBURY CLOSE
LUKE STREET & Sandy Court
MONTAGU COURT
MONTAGU SQUARE
MONTAGU STREET
OLD SCHOOL YARD
POPE ROAD
SILVER STREET
WASHBANK ROAD

4.2 Responses received to the consultation are provided in Appendix B. A summary of responses is provided below;

- 33 responses in total
- 12 support Option 1 (Prohibition only)
- 15 support Option 2 (Prohibition & One-Way System)
- The rest either object to both or provide unclear responses.

Key Highlights;

Support for Option 1 (Prohibition Only)

Some respondents favor Option 1 but object to Option 2, citing:

- Increased traffic issues if a one-way system is implemented.
- Concerns about access and inconvenience.
- Preference for minimal intervention.

Support for Option 2 (Prohibition & One-Way System)

Respondents who support Option 2 highlighted:

- Concerns about retaining wall damage due to current traffic.
- The need for better traffic flow and improved safety.
- Some respondents worry that without a one-way system, congestion will persist.

Objections to Both Options

A group of respondents objected to both options or provided unclear preferences:

- Some suggested alternative solutions rather than prohibition or a one-way system.
- A few responses were neutral but mentioned concerns over increased vehicle rerouting.
- A small number of responses showed no strong preference but questioned the necessity of changes.

Additional Concerns Raised

- Impact on local traffic patterns: Some worry that restrictions could push traffic to surrounding areas.
- Concerns about enforcement: Doubts about how effectively the measures would be implemented.
- Property and infrastructure concerns: Specific issues about potential damage from diverted traffic.

Overall Sentiment:

The consultation is somewhat divided, but slightly more people favor Option 2 (15 vs. 12). Several objections highlight concerns over increased traffic and unintended consequences.

5. Financial Implications

- 5.1 The Town Council has a revenue budget of £40,000 for the current financial year.
- 5.2 The Town Council has an earmarked reserve of an estimated £137,764 for Highways Improvements, this is subject to confirmation of year end revenue expenditure.
- 5.3 The cost of a one-way scheme for the Luke Street bid was originally estimated to cost £59,632.54, with the cost to SNTC at £34,632.54.

6. Appendices

Appendix A – Consultation letter and accompanying map

Appendix B – Consultation responses

7. Legal Powers

- 7.1 The action undertaken is covered by the Localism Act 2011, s.1 the General Power of Competence, for which St Neots Town Council is eligible and is a power of first resort allowing the Council to do anything an individual can do.



Frank Jordan,
Executive Director
Place and Sustainability

Contact: Matthew Larter
Telephone: 0345 045 5212
Email: Local.Projects@cambridgeshire.gov.uk

New Shire Hall
Emery Crescent
Enterprise Campus
Alconbury Weald
PE28 4YE

30/01/2025

Dear Sir/Madam,

Luke Street Area, Eynesbury, St. Neots – Proposed One-Way Roads &/or Prohibition of Towed Caravans – 2nd informal consultation

After discussion earlier this month with the Town Council, County Councillor and residents a second informal consultation is being conducted, due to the low response rate from the original April 2024 letter.

St. Neots Town Council were successful in securing a funding contribution from Cambridgeshire County Council's 2023/24 Local Highway Improvement budget for one of the following options:

Option 1

- The Prohibition of towed caravans on Luke Street, Montagu Street, Eynesbury Green, Buckley Road, Silver Street and Ferrars Avenue. This would not apply to residents living in these roads that may keep a caravan at their property.

Option 2

- Both the prohibition of towed caravans as above, AND Luke Street and Eynesbury Green, made into one-way roads. The permitted direction of travel on Luke Street would be from Berkley Street to Montagu Road. Similarly, the permitted direction of travel on Eynesbury Green would be from Berkley Street to Luke Street.
- This would make Luke Street No Entry from its junction with Montagu Street. In turn this would mean that the existing give-way line at the junction of Hardwick Road and Montagu Street would be removed so that one road would lead onto the other.
- The removal of the mini roundabout at the junction of Berkley Street and Luke Street. As traffic from Luke Street would no longer be exiting onto the roundabout, Berkley Street defaults to two-way traffic flow, making the mini roundabout redundant.

- Prohibition of towed caravans as per option 1 on Luke Street, Eynesbury Green, Buckley Road, Silver Street and Ferrars Avenue. This would not apply to residents living in these roads that may keep a caravan at their property.

The Town Council have requested the measures for the following reasons:

- A one-way street will enable traffic to flow more freely thereby reducing harmful emissions from vehicles whilst causing less congestion.
- Large, towed caravans have become stuck in Luke Street and required unhitching to enable them to be manoeuvred. Incidences have occurred where residents' vehicles have been damaged because of this action.
- Towed caravans have often been seen to mount the footway to enable opposing traffic to pass, this is intimidating for pedestrians walking along the footway.
- Access to the Caravan & Camping site is already signed via Hardwick Road.

Included in this letter are draft plans which show the proposed scheme..

It is worth noting there can be an increase in the speed of through traffic when a one-way street is introduced as drivers are aware that they will not have an opposing traffic flow.

Cambridgeshire County Council are inviting the public to comment on the proposals in writing by Friday 28th February 2025. Please can you state your name and address in your communication. If you would rather not disclose your exact address, then please give the street name of where you live.

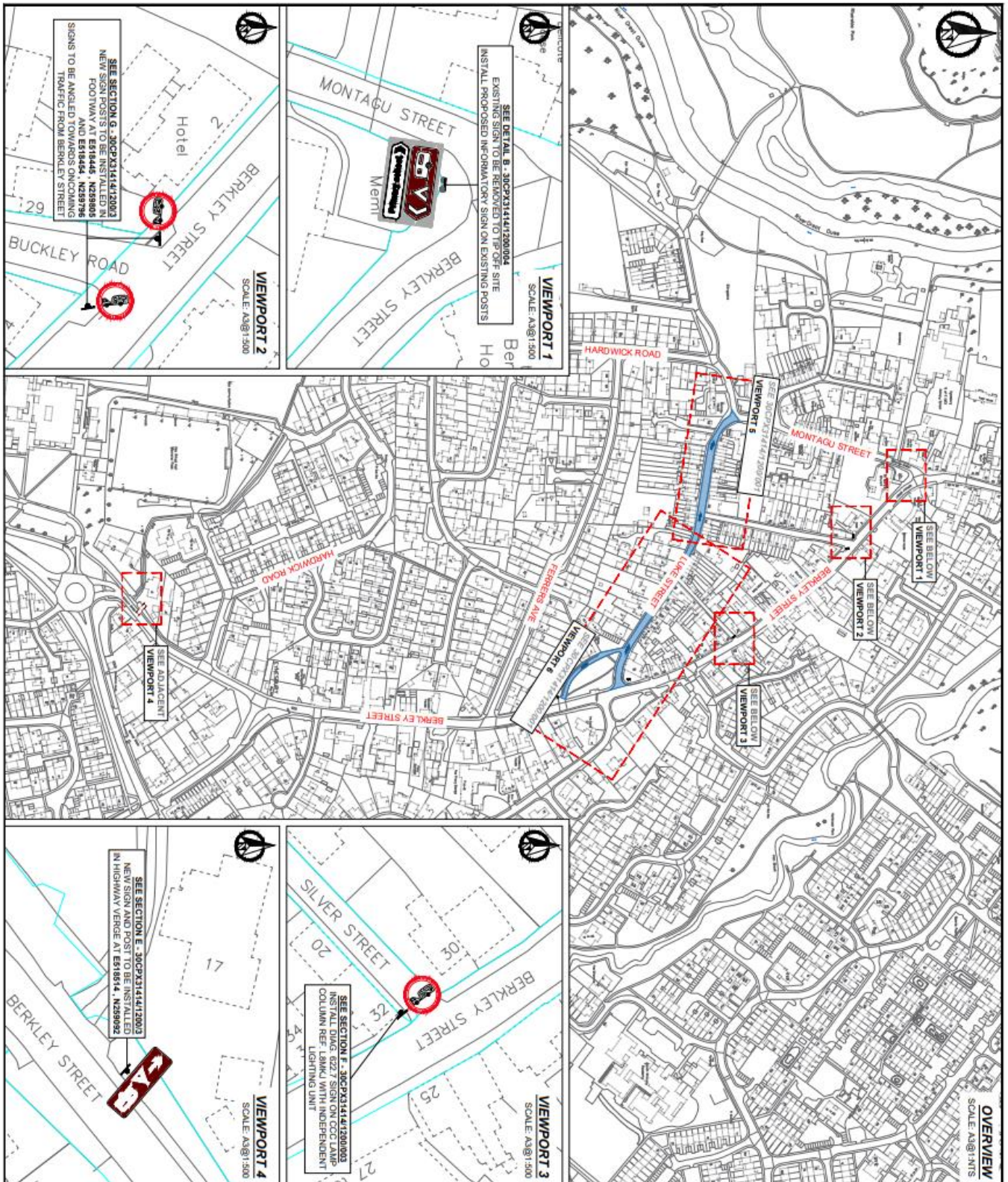
If we do not receive a response, then we will assume you defer to the applicant's (Town Council) favoured option. Previous responses to the first consultation need not reply again, unless you would like to comment further. Your responses will be included in the second consultation results.

Comments can be e-mailed to Local.Projects@cambridgeshire.gov.uk or sent by post to Cambridgeshire County Council, Project Delivery Team, Place and Sustainability, New Shire Hall, Emery Crescent, Alconbury, Huntingdon PE28 4YE

If you have any questions or require additional information prior to making your comments, then please contact me using the details contained in the header of this letter.

Yours faithfully
Matthew Larter

Assistant Project Manager – Design & Delivery



NOTES:

1. ALL DIMENSIONS GIVEN IN THIS DRAWING ARE IN METRES UNLESS SPECIFICALLY STATED OTHERWISE.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT DOCUMENTS AND DESIGN DRAWINGS LISTED BELOW:
 - 30CPX31414/2000/001
 - 30CPX31414/2000/002
 - 30CPX31414/2000/003
 - 30CPX31414/2000/004
3. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE CAMBRIDGESHIRE HOUSING ESTATE ROAD THE SPECIFICATION FOR HIGHWAY WORKS (HW) IN EVENT OF DISCREPANCIES HEREIN WILL TAKE PRECEDENCE.
4. ALL STATUTORY UNDERTAKERS INFORMATION PROVIDED TO THE CONTRACTOR BY THE COUNTY COUNCIL, CANNOT BE HELD RESPONSIBLE FOR ANY INACCURACY, THE CONTRACTOR TO CARRY OUT THEIR OWN INVESTIGATIONS.
5. ANY QUANTITIES REQUIRED WITHIN DESIGN DRAWINGS ARE TO BE USED AS AN ESTIMATE ONLY AND TO BE RE-CALCULATED BY THE CONTRACTOR.
6. ANY ISSUES OR DISCREPANCIES TO BE REPORTED TO THE PROJECT ENGINEER AS SOON AS THEY OCCUR OR ARE DETECTED.

KEY:

- PROPOSED ONE-WAY SYSTEM AND CARAVAN PROHIBITION AREA

QUANTITIES:

ITEM	UNIT	QTY
INTERMEDIATE WHITE SCREEN (100mm)	m	27.5
INTERMEDIATE WHITE SCREEN (200mm)	m	23.5
DIAG 552 (450mm) W/AVY MARRON	No.	4
DIAG 622.7 (600mm)	No.	4
DIAG 606 (600mm) WITH SILVER PLATE	No.	4
DIAG 591 (600mm)	No.	2
DIAG 514.7 (SEE SECTION E)	No.	1
DETAIL A ADVANCED DIRECTION SIGN	No.	1
DETAIL B ADVANCED DIRECTION SIGN	No.	1
LIGHTING UNIT	No.	13
WIDE BASED SIGN, 140mm, 3mm POST	No.	9
SIZ FOUNDATION (0.05m ²)	No.	1
SIZ FOUNDATION (0.025m ²)	No.	1

ADDITIONAL QUANTITIES FOR BUILD OUT OPTIONS SHOWN IN DRAWINGS 30CPX31414/2000/002/3 & 30CPX31414/2000/004: OPTIONS TO BE PRICED UP SEPARATELY.

DRAFT

Date: 18/07/2024
 Drawn by: SHANICE AND BRUNO/OUT/ADDITIONS

Cambridgeshire County Council

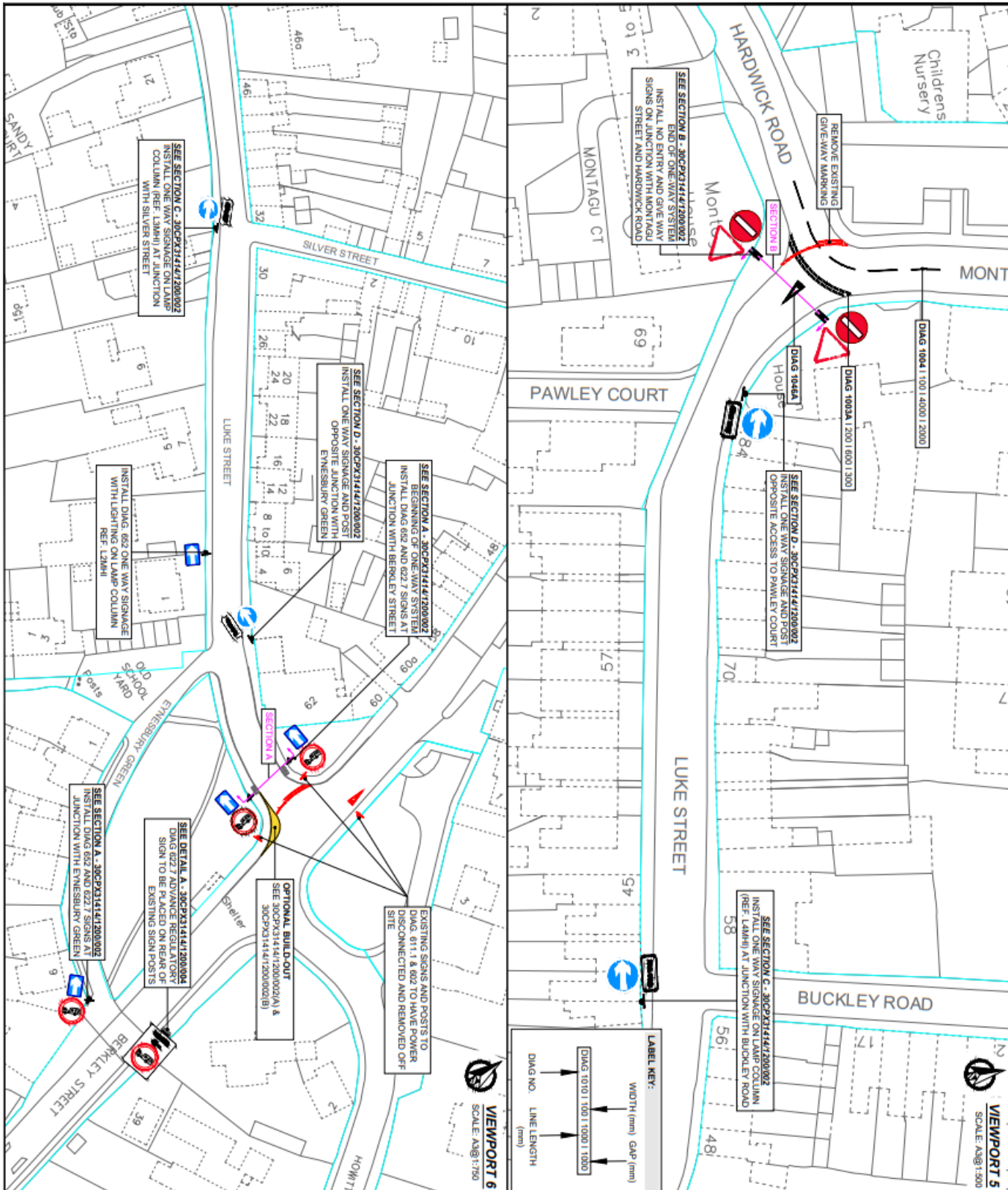
Project: LOCAL HIGHWAY IMPROVEMENTS
 2023 - 2024

Title: LUKE STREET ST. NEOTS ONE WAY AND CARAVAN PROHIBITION GENERAL OVERVIEW

Scale: A3@1:250
 Drawn: KILIAN
 Date: 19/07/2024
 Checked: KILIAN
 Date: 19/07/2024

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Drawing number: 30CPX31414/000/001
 Rev: A



VIEWPORT 5
SCALE: A3:1:500

NOTES:

1. ALL DIMENSIONS GIVEN IN THIS DRAWING ARE IN METRES UNLESS SPECIFICALLY STATED OTHERWISE.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE PROJECT PRE-CONSTRUCTION INFORMATION AND OTHER RELEVANT DOCUMENTS AND DESIGN DRAWINGS LISTED BELOW:
 • 30CPX1414/2000/01
 • 30CPX1414/2000/02
 • 30CPX1414/2000/03
 • 30CPX1414/2000/04
3. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE CAMBRIDGESHIRE HIGHWAYS STATE ROAD CONSTRUCTION SPECIFICATION (2023) (HERMS) & THE SPECIFICATION FOR HIGHWAY WORKS (SHW) IN EVENT OF DISCREPANCIES HERES WILL TAKE PRECEDENCE.
4. ALL STATUTORY UNDERTAKERS INFORMATION PROVIDED IS BASED ON RETURN C2 INFORMATION. CAMBRIDGESHIRE COUNTY COUNCIL CANNOT BE HELD RESPONSIBLE FOR ANY INACCURACY THE CONTRACTOR TO CARRY OUT THEIR OWN INVESTIGATIONS.
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6. ANY ISSUES OR DISCREPANCIES TO BE RAISED WITH THE PROJECT ENGINEER AS SOON AS THEY OCCUR ON ARE IDENTIFIED.

- KEY:**
- PROPOSED SIGN AND POST SIGN AND POST TO BE REMOVED
 - PROPOSED ROAD MARKINGS TO BE INSTALLED
 - EXISTING ROAD MARKINGS TO BE REMOVED

VIEWPORT 6
SCALE: A3:1:750



Date	18/01/2024	Issue No	1
Author	SL	Checked	KL
DRAFT			
DRAWN AND BUILT-OUT ADDITIONS			
REVISIONS			
<p>Project: LOCAL HIGHWAY IMPROVEMENTS 2023 - 2024</p> <p>Title: LUKE STREET ST. NEOTS ONE WAY AND CARAVAN PROHIBITION VIEWPOINTS</p> <p>Scale: A3:1:500</p> <p>Upranked: U1355</p> <p>Scale: A3:1:500</p> <p>Upranked: U1355</p> <p>Upranked: U1355</p> <p>Upranked: U1355</p> <p>Upranked: U1355</p>			
Drawing number:	30CPX1414/2000/01		
Rev:	A		

APPENDIX B

Luke Street Prohibition Signs/One Way System 2nd informal consultation responses							
Response Number	Option 1 (prohibition only)	Option 2 (Prohibition & One-Way)	Object to both	Full original email from correspondent	Comments - summarised	CCC Response	Overall Trends
1	x			<p>Dear Mathew,</p> <p>Thank you for your letter, dated 30 January 2025, regarding the proposed changes to traffic flow on Luke Street area, and / or prohibition of towed caravans. I'm in favour of measures that help to reduce speeds through residential streets and making them safer for both pedestrians and drivers. Having had a car written off as a result of a car speeding through the mini-roundabout at the junction of Berkley Street and Luke Street a few years ago, I welcome the proposed removal of this ill-conceived mini-roundabout.</p> <p>I have the following questions and comments that I hope you will be able to respond to and take into account:</p> <ul style="list-style-type: none"> You mention that the permitted one-way direction of travel on Luke Street would be from Berkley Street to Montagu Street. However, did yourselves at Cambridgeshire County Council or the St Neots Town Council consider the merits of a one-way traffic flow in the opposite direction? If so, can you advise what were the pros and cons associated with this. You point out within your letter "that there can be an increase in the speed of traffic when a one-way street is introduced..." However, as the newly installed 20 MPH speed limit signs on Luke Street have not resulted in all drivers obeying the speed limit, can you suggest what further measures will need to be introduced to limit traffic speed on Luke Street? (For example, Speed Bumps.). Otherwise, I fear that Luke Street will turn into a worse race track than it currently is. <p>Many thanks for your assistance in responding to the above questions. Kind regards,</p> <p>Dear Mathew, Many thanks for your reply below.</p> <p>On the basis of the funding not being available, at present, for speed restriction measures for a one way system, then my decision is that the Towed Caravan restrictions should be allowed to be implemented by yourselves. Kind regards,</p>	<p>Preference for option 1, object to option 2 based on the fact that speed restriction measures not available.</p>	<p>Standard response</p>	<p>38 replies 12 Support Option 1 15 Support Option 2 15 Object to Option 2 3 no clear option either way 3 objections to both options</p> <p>Support fairly evenly divided, speed of the roads the main concern, objections centre around likelihood that a one-way system will increase speeds.</p> <p>Support for one-way generally centres on belief that one-way will reduce speeds/ease congestion.</p> <p>Multiple requests for traffic calming measures or speed cameras.</p>
2		x		<p>Good afternoon,</p> <p>My preference would be for Option 2, but have a small concern over the effect this might have on traffic in Ferrars Avenue. If the volume of two way traffic were to increase in Ferrars Avenue it may cause problems.</p> <p>I think it would also help caravans to improve the signage with regard to the route they should take, because the Montague street turning is the only route to get access to the caravan site. If they miss the turning, it is not easy or obvious how to get back to it. Kind regards</p>	<p>Option 2 preference, concern over increase of traffic on Ferrars Avenue.</p>	<p>Standard response</p>	
3	N/A	N/A	N/A	<p>Dear Matthew,</p> <p>Thanks for the letter regarding the proposed traffic plans for the Eynesbury area. I've just got a question about which is the applicants favoured option, which I assume is Option 1? Is this due to the concerns over speed? Kind regards,</p>	<p>Opinion not specified, emailed to ask for resident's opinion, however no response received</p>	<p>Standard response</p>	

APPENDIX B

4	N/A	N/A	N/A	<p>Hello</p> <p>Should Luke Street be made one way, it is obvious that traffic from Hardwick Road that presently travels down Luke Street, will then have to go along Montagu Street. On Montagu Street, there is often around a dozen vehicles parked nose to tail along the road. This causes many issues as vehicles try to pass one another. Many times a day, vehicles mount the pavement, causing great danger. This occurs more often when children are dropped off and collected from the local primary school. Some years ago bollards installed along the pavement. Three were installed. Two along side Plough Cottages, and one on the corner of Glenariff Close. This mostly cut out the issue of vehicles mounting the pavement. Shortly after being installed, the one by Glenariff Close was knocked over. It hasn't been replaced as Cambridgeshire Highways argued it would be a hazard if it was knocked over again. (That takes some comprehending, but it is what I was told).</p> <p>If this proposal is to be implemented, then at a minimum, the bollard on the corner of Glenariff Close should be replaced, as well as two or three more along that stretch of road.</p> <p>Regards</p>	<p>No clear option either way. Suggests not opposed to proposal, but would like bollard on Glenariff Close replaced.</p>	Standard response	
5	x			<p>Hi Team,</p> <p>We would be in favour of Option 1 only.</p> <p>observations and drawbacks of Option 2 would be the following:</p> <ol style="list-style-type: none"> 1. Accessibility of property would be compromised with the new one way system. 2. It also makes journeys South more inconvenient. 3. We are concerned that the implications of a one way road will cause issues with the increased use of the Nursery Car Park being used as a turn around point for those residents wanting to travel in the direction of town. 4. Given the peak season of caravanning is relatively short we do not believe the above works are worth it for the inconvenience caused and council funding that will be required to implement. <p>Many thanks,</p>	<p>Option 1 only favoured, option 2 would cause access issues and concern around necessity and congestion issues.</p>	Standard response	
6	N/A	N/A	N/A	<p>Hi,</p> <p>I write regarding a recent letter I received about the proposed one-way road of Luke Street (St Neots) and/or Prohibition of Towed Caravans.</p> <p>First, I have a question about the prohibition of towed caravans. This proposal will not apply to residents of "Luke St, Eynesbury Green, Buckly Rd, Silver St and Ferrars Ave" I just want to confirm that we will also be exempt from this prohibition, given that our only access our of our street goes onto Ferrars Avenue?</p> <p>Secondly, I have some comments about the new proposal for the one-way system in Luke Street. Monarch Road is particularly difficult to navigate and the proposed one-way system in Luke street would exacerbate this problem massively in my opinion.</p> <p>The 'problem' with Monarch Road is the severe lack of visibility for cars coming from Hardwick Road and going through Montagu Road towards St Mary's Street. Visibility down this road is limited, not only because of the bend in the road right at the intersection of Hardwick and Montagu Road, but also because of the many cars parked on the left hand side of Montagu Road. The parked cars form a type of 'tunnel' through which only one car can pass at a time, but if you're coming from Hardwick Road you cannot see whether another car is already in this 'tunnel' from the opposite direction (ie coming from St Mary's and heading towards Hardwick).</p> <p>This often leads to near-misses, lots of road rage and cars having to reverse to allow another one through (which is very dangerous, especially given that the primary school is near this road). If cars can no longer drive from Hardwick into Luke Street, then more traffic will be forced to go Monarch Road and this will exacerbate the problem even more. If this proposal were to go ahead, I would propose you also change the markings on Monarch Road so that cars must be parked on the right hand side of the road rather than the left. This will open up the visibility (in both directions on Monarch Road) and allow users to know when they can safely drive on this road without getting in the way of opposing traffic.</p> <p>Kind regards</p>	<p>No clear option either way. Suggests not opposed to proposal, but points out issues on Monarch Road.</p>	Standard response	

APPENDIX B

7		x		<p>In reply to your communication I am absolutely in favour of option 2. Luke Street is a nightmare at any time of the day for either passing vehicles or residents parking. I am fortunate enough to have a driveway but getting in and out from it is like an obstacle course at times. Some of the residents in the Victorian cottages have rather large cars and also have to park their work vans overnight with no other options. However as much I sympathise and understand their plight I have lost count of the number of times my low retaining wall has been knocked down and now resembles an untidy mess.</p> <p>Many 'accidents' occur at night when visibility is poor and curtains are closed, some blatantly use the drive as a turning point or for reversing, I have yet to find anyone take responsibility except for 1 Amazon delivery van who was very apologetic and tried to do a bit of a repair unfortunately he was no builder and is quite a mess.</p> <p>I think option 2 would be preferable as option 1 wouldn't help with the above.</p> <p>Regards</p>	<p>In favour of option 2. Damage to retaining wall, night time accidents and delivery drivers causing accidents.</p>	Standard response	
8	x			<p>To whom it may concern,</p> <p>I wanted to express my preference for the Luke Street Area, Eynesbury, St Neots - proposed one-way system and prohibition of towed caravans improvements. Recently we saw a decrease in speed limit to the area from 30 miles to the new 20 mile limit. 30 miles was too fast for the area and the new limit has done little to deter people from traveling beyond 30 let alone the new 20 mile limit on Ferrars Avenue & Luke Street or the B1043/Berkley Street daily.</p> <p>It would seem that a one way system will simply make it easier for those drivers already ignoring the rules to continue speeding, as oncoming traffic would no longer be a hazard for them to consider.</p> <p>There are a number of children, disabled people, elderly, pets, and wildlife that are regularly out and about using these roads and making it easier for drivers to speed is quite frankly dangerous.</p> <p>The traffic around Luke Street is rarely bad enough to worry about congestion so should not be of concern when trying to make improvements to the streets. My preference for the proposed changes is Option 1 - to have a prohibition of towed caravans on Luke Street, Montagu Street, Eynesbury Green, Buckley Road, Silver Street and Ferrars Avenue.</p> <p>Sincerely,</p>	<p>Preference for option 1, object to option 2 due to concerns of speeding within one-way system and 20mph already being ignored.</p>	Standard response	
9	x			<p>To whom it may concern,</p> <p>I would like to express my preference for the Luke Street Area, Eynesbury, St Neots - proposed one-way system and prohibition of towed caravans improvements. Recently the streets in question were reduced to a 20 mile per hour speed limit. 30 miles was too fast for these roads.</p> <p>The 20 mile limit has not stopped some people from speeding on Ferrars Ave & Luke St or the B1043/Berkley St daily.</p> <p>A one way system will just make it easier for those inconsiderate and dangerous drivers to continue speeding.</p> <p>There are a number of children, disabled people, elderly, pet cats, hedgehogs and toads that are regularly out and about using these roads and making it easier for drivers to speed is quite frankly a stupid idea.</p> <p>The traffic around luke street is rarely bad enough to worry about congestion so this should not even be considered an improvement to something that is barely a concern. Therefore my preference is Option 1 - to have a prohibition of towed caravans on Luke Street, Montagu Street, Eynesbury Green, Buckley Road, Silver Street and Ferrars Avenue.</p> <p>Sincerely,</p>	<p>Preference for option 1, object to option 2 due to concerns of speeding within one-way system and 20mph already being ignored.</p>	Standard response	

APPENDIX B

10	x		<p>Dear Mr Larter,</p> <p>Further to your letter dated 30/01/2025 I would like to again reiterate my thoughts on your proposed changes to the Luke Street area of Eynesbury. Unfortunately you haven't responded to my previous email (sent 10/05/2024, see below) so I want to make it abundantly clear that I totally object to making Luke Street a one-way road. This is due to serious safety concerns regarding the speed of vehicles along the street. Cars already speed along Luke Street causing a danger to the residents and with your proposal to make the road one-way this will only increase the chance of an accident or someone being seriously injured. As stated in your recent letter "there can be an increase in the speed of through traffic when a one-way street is introduced". For that reason alone I urge you to put the residents safety first and cease this plan altogether. Can you please advise on what is required in order to cease option 2 of this proposal - I am happy to start a resident petition to prove this proposal is a danger to Luke Street residents. Do you need a certain number of names from Luke Street and if so how many?</p> <p>I am happy to approve option 1 and that alone. I look forward to your response. Kind regards,</p>	<p>Option 1 only, strongly objects to Option 2 due to safety concerns regarding vehicle speeds.</p>	<p>Standard response</p>	
11		X	<p>Good afternoon,</p> <p>I have just read all the information about making Luke St one way. I have to say that it seems very complicated and incomplete. I understand that one way from Berkely St makes sense, but to stop the one way at Montague Square makes no sense at all.</p> <p>There is already a real issue with traffic flow from Montague Square along Montague St. I am always surprised that there hasn't been a major traffic collision along there already. The cars that park outside the houses at the start of Montague St block the view of oncoming traffic from the St Mary's St direction.</p> <p>Virtually every time I drive along there, I see cars driving very quickly from Hardwick Rd, left into Montague St and swinging out past the parked cars without assessing any oncoming traffic flow at all. (if you wish to see this, just spend some time parked alongside the post box opposite the Olive Restaurant and watch the flow at busy times). It isn't only domestic traffic that affects this, there is also a lot of commercial traffic in this area too. We often get a road repair vehicle parked half on/off the footpath by the post box overnight for example which further exacerbates the situation.</p> <p>It would make more sense to make Luke St and Montague St one-way all the way along (quite a lot of people won't now come down Montague St from St Mary's St and drive to the Luke St/Berkley St entrance because of this danger).</p> <p>I also think that the ban on towed caravans will push them along Montague St towards St Mary's St (sat nav will send them that way despite any signs put in place) and that is even narrower than Luke St, so it will add to the problem for oncoming traffic flow. Just how will you monitor the caravan situation along this part of the road anyway?</p> <p>Maybe signs need to be put up at the caravan site with clear directions as to traffic flow around the area for towed/large vehicles. There isn't any clear information on the access/egress to the site on the Caravan Club website either.</p> <p>Before you dismiss this as a resident just complaining, I am looking at this with the eyes of a retired police officer who worked in traffic (and have dealt with road traffic collisions in similar circumstances)</p> <p>Thanks for your time</p>	<p>Objects to both options. Suggests putting signs up at caravan site and suggests issue is with traffic flow from Montague Square along Montague Street.</p>	<p>Standard response</p>	

APPENDIX B

12		x	<p>Dear Mathew</p> <p>Thank you for your letter dated 30/01/2025</p> <p>We are in favour of the proposed No Entry from its junction from Montagu Street into Luke Street and making Luke Street one way only.</p> <p>We have been living the area for the past 34 years and have seen the increase in traffic over the last few years. Two things would would help us residents out.</p> <p>1). A sign needs to be erected which shows where the Caravan and Camping site is. We have too many Caravans/Campers coming into the area because they are lost, ie sat nav gives them directions to our area.</p> <p>2). When you leave Washbank Road (opposite Yummy,Yummy) and approach Montague Street, you cannot see very well to the left because of all the cars that mount the path on a bend or ignore the yellow faded lines. It has become a problem and I can see with the increased traffic the potential of accidents happening. This area is very congested at times because of school runs. It's invaluable we see a change.</p> <p>Look forward to your comments in these matters, hope you can help.</p> <p>Regards</p>	<p>Supports Option 2 for one-way system. Suggests sign for caravan park may be useful and a refresh of existing double yellow lining</p>	<p>Standard response</p>	
13		x	<p>Yes Option 2</p> <p>I always thought Luke St should be one way as navigating up or down can be difficult with parked cars on either side. And have always said both Luke and Montague Streets are some of the most dangerous in this area.</p> <p>If this proposal goes ahead double yellow lines would be needed on the left hand at Luke St bend from Montague Street as cars are frequently parked directly on the bend obstructing view from Montague onto Luke Street, it also faces the T junction for Hardwick Rd. Also yellow lines would be needed outside the 2 restaurants at the top of Montague Street as there is often cars parked opposite restaurants and outside restaurants also obstructing views if turning right into Hardwick Road</p> <p>Are there any plans for traffic calming on Montague street as 50% more traffic will be using this road. Speeding is already rife even though it is 20MPH. There are always a row of cars parked outside the terrace cottages on Montague all making this road hazardous</p> <p>There is over 60s housing on Glenariff Close that leads on to Montague Street, several occupants use mobility scooters or wheel chairs to go into town and as the pavements on Montague street are uneven and cambered they often have to go into the road to get onto Berkeley Street and then onwards to town.</p> <p>Through the summer months there are more caravans heading towards caravan park so I think the new signage at Hardwick Road should be a lot more visible than it is now.</p> <p>As a resident of this area and so I see the problems daily I would hope my views will be taken into consideration</p> <p>Thanks</p>	<p>Support for Option 2, suggestion for additional double yellow lining. Would like to see traffic calming measures.</p>	<p>Standard response</p>	

APPENDIX B

14		x	<p>You recently sent my father a form regards to consultation for Road work traffic calming.</p> <p>Cars are regularly getting hit and damaged as cars race down like street from both directions and get stuck, causing damage to parked cars. Changes should have been done years ago as more and more traffic and caravans even when my father is parked in a designated disabled parking space his car is hit weekly.</p> <p>I am surprised that you have not done this form as a tick choice with comments with self addressed envelope as most people are elderly and don't do emails hence lack of response last time.</p> <p>I would chose option 2 please no caravans and one way.</p> <p>Kind regards</p>	Support for Option 2 due to car crashes	Standard response	
15		x	<p>To whom it concerns.</p> <p>I have lived in the area 9 years now, the idea of option 2 sounds very appealing to me, however .. taking away the roundabout leaves the road straight. We have complained many times to police , council anyone who would listen that already people speed down berkley street at sometimes 60mph. The road has been made a 20mph in the last year or so but no difference has been made to young drivers with extremely loud exhaust systems. I love my cars but some of these cars are really loud to where they make our house shake. The point I would like to defer to is removing the roadabout gives these drivers a straight track to drive fast, so could the roundabout be removed and a speed camera added ? Or even some form of speed bumps ?</p> <p>I would love to hear a reply regarding this matter.</p> <p>Kind regards</p> <p>Good afternoon matthew,</p> <p>Thankyou for your reply, I have contacted local council many times before and was always met with the answer no enough people have died in order for a speed camera or action to be taken. I was under the impression that speed reduction measures were ment to prevent deaths and a death toll was not needed to justify such measures to be put in place?</p> <p>I will try again as myself and fellow neighbours would like to see a noise camera or something to be done.</p> <p>But yes I agree with option 2 .</p>	Support for Option 2, would like to see a speed camera or traffic calming measures due to high speeds.	Standard response	
16		x	<p>Dear Matthew Larter, Consultation I support both Option 1 and Option 2: Option 1, the prohibition of towed caravans on Luke St, Montagu St, Eynesbury Green, Buckley Rd, Silver St & Ferrara Ave.</p> <p>I think removal of towed caravans from these streets offers a safer environment to pedestrians, including children, and people who live on those roads and park their car there.</p> <p>I also support Option 2, the prohibition as option 1 plus making Luke St and Eynesbury Green one-way roads, SO LONG as the direction of travel is as set out in Option 2 ie from Berkeley St to Montague Rd. Berkeley St is often heavily parked so vehicles have to wait while the available single carriageway of the road clears. This wd be exacerbated if cars cd not enter Luke St from Berkeley St.</p> <p>Yours sincerely</p>	Support for Option 1 and 2	Standard response	

APPENDIX B

17		x	<p>My car is parked in a disabled blue badge bay. It has been hit with either speeding cars or where cars are coming in both directions at loggerhead and get stuck I lost count after five times in a matter of a few months. My car insurance has rocketed due to this and being on a pension, i now have just left even to the point they had dragged my bumper off. Police weee informed first few times they said cant do anything and claim on insurance. Car accidents constantly happen and the amount of people on push bikes having near misses is uncountable, so I'm great full at last you have decided to take some action.</p> <p>I would choose option 2 as caravans also regularly get totally stuck.</p> <p>My daughter has just come round now and just witnessed again two cars and one has hit the side of my car again trying to move around as both stuck.</p> <p>Kind regards</p>	Support for Option 2, due to multiple car crashes and bicycle near misses	Standard response	
18	x		<p>Dear Matthew Larder</p> <p>Thank you for your correspondence on the proposal for the changes to the road system regarding Luke Street and Eynesbury Green dated 30 January 2025. I currently live in the area and wish to query the changes to the one-way nature on both Eynesbury Green and Luke Street. I understand from the proposal that Eynesbury Green would become one-way with the direction of travel from Berkley Street to Luke Street. I am content with that, however I would like to understand that if follow that direction, that then wouldn't be able to turn right from Eynesbury Green onto to Luke Street to join Berkley Street, given that the mini roundabout would be removed? If I have read your proposal correctly, residents would then have to go all the way down Luke Street and Montagu Street to eventually turn right onto Berkley Street to head south towards One Leisure and Tesco? Or head down Luke Street and take a long detour down Hardwick Road or Ferrars Avenue? Equally, if residents wanted to go down Howitts Lane then we would have to make a much longer and frankly unnecessary detour instead of a very quick turning which currently exists?</p> <p>At this point, I'd also like to raise the parking on this road by patrons of the Hare and Hounds pub. I appreciate this may not be your department but the inconsiderate parking here sometimes, blocking driveways, leaving residents unable to leave or re-enter thier own driveways. On occasions, patrons have also parked on the Green which is both inconsiderate and unnecessary. Additionally, number of taxi drivers have been known to park on the entrance to Eynesbury Green or in the road causing frustration for the six households.</p> <p>When we responded to the initial proposals in 2024 we received no reply despite several emails. Please could you give us the courtesy on this occasion to respond to our concerns?</p> <p>Kind regards, Dear Matthew, I support Option 1 but object to Option 2 given the lack of flexibility this will give residents on Eynesbury Green and who therefore will have to increase the time taken to get to certain destinations if the proposals are approved.</p> <p>Kind regards,</p>	Support for Option 1, objection to Option 2 due to lack of flexibility for Eynesbury Green residents	Standard response	

APPENDIX B

19		x		<p>To whom it may concern, I am writing in response to your letter dated 30/1/2025.</p> <p>I would like to show my support for option 2 of the proposed changes.</p> <p>However I believe that having the one-way system in the other direction (from Montagu Road to Berkley Street) would better limit through-traffic and discourage it's use to non-residents.</p> <p>One other suggestion I might make for consideration relates to the note about a possible increase in speed in the one-way system. I would request that speed humps be installed at two or three points on Luke Street. This would reduce traffic speed and should not cause any problems with parking.</p> <p>Having witnessing damage from caravans, and also damage to parked cars due to driving at speeds beyond what are safe for road conditions, I worry that speeding may eventually have a human cost - especially on a road that has so many houses' doors opening straight onto the street.</p> <p>Whichever direction the one-way system is eventually set, I believe that it will have a net-positive effect on traffic and therefore improve living in Luke Street.</p> <p>Thank you,</p>	Support for Option 2, however would prefer a reversal of the one-way system. Would also like traffic calming measures.	Standard response	
20		x		<p>Dear Mr Larter, Thank you for your letter dated 30.1.25.</p> <p>I live in the area and walk around the streets surrounding Luke Street with my dog, so I get to see a lot of what happens on these roads.</p> <p>I think the prohibition of towed caravans is a no-brainer as I've seen them get stuck and it's very frustrating given the signs for them to use Hardwick Road – but I guess people follow their sat nav's and don't know the area.</p> <p>BUT if there is proper signage to say No Entry for Caravans, they may see that.</p> <p>Also, regarding the one way street plans – I think that's a good idea as Luke Street in particular can be a nightmare to get through, especially with the "blind bend" down the bottom (the opposite end of Eynesbury Green) I've seen many near misses – and you have lots of little kids being dropped off at the primary school and the Montagu Nursery in that area. I can't help but think this is an accident waiting to happen.</p> <p>I would like to suggest some speed bumps in this area as well as there are so many cars driving at excessive speeds along Luke Street, Buckley Road, St Mary's Street, and Berkley Street in particular. They ignore the 20 MPH signs and do as they please. There are speed bumps all over St Neots and Little Paxton – but none near the streets I have mentioned. I would love to see some speed reducing actions which people have to obey – and that's the main reason I'm sending this email.</p> <p>Whilst I'm here, I'd also suggest some double yellow lines at the junction of Buckley Road onto Luke Street as cars park so close to the end of Buckley Road where it joins Luke Street, and it makes it impossible for cars/vans, refuse collections – and God help a fire engine trying to get around there! Even in my small car I can't get around without a lot of effort as you just can't see what's up ahead or make the manoeuvre. There are simply too many cars parking on Luke Street, and not enough road. And the road was not built for cars back in 1895. It's especially tight as the road narrows, as the pavement gets wider. When someone parks outside number 35 it's almost impossible to get through and then we have to put up with cars beeping their annoyance at the ridiculous parking.</p> <p>Anyway, rant over.</p> <p>I just wanted to express my views as a person that's lived here and has seen more and more cars come up and down these streets, and most drive like they're in a real hurry despite the blind bend at the bottom, and the roundabout at the other end that people don't think is a roundabout!</p> <p>Yours sincerely</p>	Support for Option 2, due to speeding concerns and ignoring 20mph would also like traffic calming measures and additional double yellow lining at the Buckley Road/Luke Street junction.	Standard response	

APPENDIX B

21		x	<p>Hi,</p> <p>Thank you for sending out the letter regarding the proposed one-way road/Prohibition of towed caravans in the Luke Street Area. It's great to see that funding has been secured and that there is a scheme being planned.</p> <p>For where I live, my preference would be for option 2 to be the scheme that is implemented. The issues with on-coming traffic on streets lined with parked cars is a bigger one than towed caravans but I understand this may not be the issue for everyone in the wider area.</p> <p>Fearing you may get another low response rate, could I ask what the Town Council's preferred option currently is?</p> <p>My only comment for option 2 would be, has the impact on school and nursery parking been considered?</p> <p>Currently, both for the school & nursery drop off and pick up times, it gets a bit manic on Montagu Street with cars vying for a space. When a car cannot easily find a space, they will use the space at the nursery, the turning entrance to Hardwick Road and the turning entrance to Washbank Road to quickly spin round and continue looking for somewhere to park.</p> <p>It causes issues now but they are allowed to drive both ways down those streets to find a spot. With option 2, they will then be driving against the traffic and at those times, against a number of people all doing the same thing.</p> <p>I don't know what the solution to this is, it's more just the nature of the set up of the location but it's just a thought as I see it every morning and afternoon causing issues.</p> <p>Happy to chat further if that doesn't make sense. Good luck with the project!</p> <p>Kind regards</p>	Support for Option 2, however has concern for impact on the school and nursery parking.	Standard response	
22	x		<p>Dear Mr Larter,</p> <p>Please find our response below and attached. I will also put a copy in the post.</p> <p>Luke Street Area, Eynesbury, St Neots – Proposed One-Way Roads &/or Prohibition of Towed Caravans – 2nd Informal consultation</p> <p>Option 1 Prohibition of towed caravans on Luke Street This option would be our strong preference.</p> <p>Option 2: Option 1 and Luke Street and Eynesbury Green made in to one way roads. We are 100% in disagreement with this.</p> <p>2(i). We believe this would significantly increase speed of vehicles which would in turn increase accidents. The turning out of Sandy Court on to Luke Street is blind. The driver must put the nose of their vehicle out to see if anything is coming (worse when looking to the right where you propose the traffic to come from)...and I believe vehicles will be coming faster than currently if it is one way. There are four households here, I understand there will be more when the land adjacent is built upon.</p> <p>2(ii). In addition, we believe there is a lack of consideration of traffic flow under Option 2 which will result in further accidents. There will be increased traffic from Luke Street on to Montague Street. If there is no giveaway on Hardwick Road (and this junction is already busy) it becomes harder to turn on to Montague Road. Have you considered a roundabout here to ease the flow? Further, Montague Street will see increased traffic and is already difficult to use due to the number of parked cars. (for most of this road only one car can pass).</p> <p>Yours Sincerely,</p>	Support for option 1 and strong objection to Option 2 due to the increase of vehicle speeds and likely result in further traffic accidents.	Standard response	

APPENDIX B

23	x		<p>Good morning Matthew, as requested in our conversation please find attached my thoughts on the above consultation. My opinion is that option one would make the most sense for the following reasons:</p> <p>If the prohibition of caravans on certain roads works, there is absolutely no reason to go to the expense and trouble of turning Luke Street into a one-way road. The very fact that caravans would be prohibited from going down the road (the same as Montagu Street, Eynesbury Green, Buckley Road, Silver Street and Ferrars Avenue) would make the necessity to do this superfluous (because as with the other roads towed caravans would not be allowed down it). Further, if Luke Steet was made a one-way street and the give way sign / line was removed from Hardwick Road, making Montagu Street and Hardwick Road a continual road (one running into the other (second paragraph of option 2) this would encourage traffic to speed up as there would be no necessity to slow down to turn right into Hardwick Road anymore coming from Montagu Street. It is worth noting that there is a nursery school at the junction of these roads and a primary school in Montagu Street, so it would not be sensible to encourage the speeding up of traffic.</p> <p>Also one of the points that the Town Council has made under the heading 'The Town Council have requested the measures for the following reasons' is that "it is worth noting there can be an increase in speed of through traffic when a one-way street is introduced as drivers are aware that they will not have an opposing traffic flow". It seems very strange to want to increase the speed of cars down a road that has just (only a few months ago) been converted from a 30MPH road to a 20MPH in an effort to slow traffic down! It should also be noted this road is used by children walking to and from St Marys primary school in Montagu Steet on a daily basis. Also under the same heading it pointed out that "Towed caravans have often been seen to mount the footway to enable opposing traffic to pass, this is intimidating for pedestrians walking along the footway"; this is also the case in Montagu Street outside the school! This is another reason why option one would be better as it prohibits towed caravans from all the streets.</p> <p>There is also a point made about reducing harmful emissions by putting in a one-way street, this point is moot since introducing any or all of the proposals would mean that all the towed caravans would now have to go to the caravan site via Hardwick Road which is approximately .8 of a mile further so would negate all the emissions savings (if indeed there were any in the first place).</p> <p>So, to conclude, I do agree there needs to be the prohibition of towed caravans on all the roads proposed, but there is absolutely no necessity for Luke Street to be turned into a one-way street as, if prohibiting towed caravans will work on all the other roads it will surely also work on Luke Street, if this is not the case then the other proposed prohibitions are a nonsense.</p> <p>If there is anything that I have not made clear above or you need further clarification of any of the points, please do not hesitate to contact me.</p> <p>Kind regards</p>	Support for Option 1, does not support option 2	Standard response	
24		x	<p>Hi, My partner and I live in the area and support the option of making Luke Street a one way system. Given the traffic coming from the direction of Montagu Street, it sometimes can be problematic coming into Luke Street to get into Buckley Road. The proposed solution would ease the traffic issues sometimes encounter.</p> <p>Thanks</p> <p>Hi Matthew, I've no preference on the caravans being prohibited, but this would make sense given how tight the road can be. I do support the one-way system, so if that does mean the prohibition of caravans included in option 2 then yes, I vote for that option.</p> <p>Thanks</p>	Support for Option 2	Standard response	

APPENDIX B

25		x	<p>Please do not progress plans to turn Luke Street into a one way area.</p> <p>The reasons for my objections are: Turning Luke Street will result in increased speeding on the road. This is a narrow residential road.</p> <p>By diverting town based traffic down Luke Street, speeding on the already speed abused Berkely Street will increase. Diverting town based traffic away from the Onestop show will reduce their trade, resulting in possible closure. This shop is a lifeline for many vulnerable individuals in the area.</p> <p>Creating a one way system will result in Silver Street and Buckley Street becoming 'rat runs'. These streets are too narrow to accommodate increased traffic. Cars coming from opposite directions will be force to reverse onto on one way systems.</p> <p>Residents of Luke Street, Buckley Street and Silver Street will be required to towards town in order to leave town. During rush hour, this will cause congestion outside of the nursery on Montague Street.</p> <p>With the proposed growth of the area (Tempsford), the one way system will promote Luke Street as the main ingress to St Neots town centre, greatly increasing traffic in the area.</p> <p>As a resident in the area, I have yet to see an issue with caravans. Improving signage at Hardwick Road is a sensible idea but if holiday makers to the town miss that turning, refusing access to Luke Street results in them having no alternative options. The objective of this proposal is unclear. I hope the proposer of the plan has declared any conflicts of interest that they may have.</p> <p>Thank you for your consideration.</p>	Objects to both options.	Standard response	
26		x	Resident letter scanned in with option 2 circled and "Option 2 My Preferred Option"	Support for Option 2	Standard response	

APPENDIX B

27	x		<p>Hello, I would like to raise the following concerns and comments regarding the proposed changes to Luke Street.</p> <p>I would like it noted that I object to the proposal to make Luke Street one way for all vehicles (Option 2).</p> <p>Luke Street being one way for all vehicles (Option 2) will make it very difficult for vehicles coming out of Silver Street onto Luke Street. Silver Street is incredibly narrow and most residents bar one use Silver Street as one way heading from Berkley to Luke Street due to the parking requirements on the road (everyone parks on the left). The only resident who uses it in the other direction is the landscaper at number 10 where swinging his truck into his driveway from the other direction is more difficult. Luke Street being one way will make our journeys longer as we have to unnecessarily use Buckley Street to get back onto Berkley Street whereas we can just turn left now to get to the roundabout.</p> <p>Turning out of Silver Street onto Luke Street will be made more difficult if it is one way. At present, it is far easier to turn left than right onto Luke Street. As cars park on the left in Silver Street (going from Berkley to Luke Street direction), it means that moving vehicles naturally are positioned on the right. As you come out of the end of Silver Street, cars are usually parked on both sides of the end of the road (Luke Street), sometimes hanging over the end, making it naturally difficult to turn out onto Luke Street either way. But it is easier to turn left as your car is positioned on the right. Turning right we would have to edge out into Luke Street to move to the left, to then swing round a parked car to turn right.</p> <p>Luke Street being one way will push more vehicles down very narrow Silver Street and Buckley Street (which is also narrow as it has on street parking and houses each side) as they are used for cut throughs. If you are coming from town, you will no longer be able to turn down Luke Street from Montagu Street. Therefore people will use Buckley or Silver Street as cut throughs to get up to the middle of Luke Street rather than going all the way round to the main junction between Luke Street and Berkley Street where the mini roundabout now is. Also, as cars can no longer turn left on Luke Street, residents from Eynesbury Green and the Berkley end of Luke Street will use Silver or Buckley as cut throughs to get out onto Berkley to then go down Tescos way and the A428. If you have more cars turning from both directions using the roads as cut throughs, problems with navigating the roads are going to happen as these roads are small and not built for heavy traffic. Blockages will occur and damage could occur to parked cars or accidents could happen. Increased traffic will be detrimental to residents on these roads and pollution will be higher.</p> <p>Making Luke Street one way to all vehicles will just encourage speeding in a residential area. As noted in the correspondence, it is known one way can increase speed as drivers are aware nothing should be coming the other way. In an area that has just implemented 20mph speed limits to reduce speed of traffic, I cannot understand how this proposal fits with this previous speed control measure. Also increased speed risks damage to parked cars as well as injury to pedestrians, particularly as Luke Street is narrow itself with cars parked on each side.</p> <p>I am in support of Option 1 as I do see this as a benefit to the residents of the areas specified. However, please could you specify how this will be policed? Is anyone going to take any notice? What about large campervans?</p> <p>I would also like to make several comments regarding our local area which relate to this discussion:</p> <ul style="list-style-type: none"> - Ideally Silver Street would be one way - it is narrow, cars park on one side, it is a very difficult street to navigate. If you encounter a car in the other direction, there is no way you can pass each other, and someone has to reverse quite awkwardly and dangerously in one direction, sometimes back out onto the adjoining roads (Luke or Berkley Street), which could cause an accident. The only resident this may negatively affect is the landscaper at number 10 but otherwise it is likely to be a positive benefit for all residents. - Get rid of the mini roundabouts at Berkley/Montagu and Berkley/Luke Street - they serve absolutely no purpose and are a hazard rather than a help. On multiple occasions, someone has sped over the roundabouts, not aware they exist and I have been at risk of being hit or being in an accident. I can't see how making these areas normal junctions would be an issue. The junction from Howitts to Berkley Street poses no issues so why can't these areas become the same, particularly if towed caravans are being prohibited from Luke Street. <p>I hope these comments are useful to you and please could you confirm receipt. I would be very happy to be contacted again should you need. Best wishes</p>	Support for Option 1, strong objection against Option 2	Standard response	
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APPENDIX B

28		x	<p>As a resident of the area and an observer of the traffic situation I would prefer Option 2.</p> <p>Despite signage indicating a 20mph speed limit this is routinely ignored so it is possible that the speed of vehicles may only increase to slightly above what we have become used to experiencing. Speeding drivers may be an insoluble problem!</p> <p>May I perhaps suggest that vehicles be prevented (by yellow lines?) from parking on the corners of Buckley Road and Luke Street. Parked vehicles obscure vision and also make it difficult for vehicles to turn into Luke Street.</p> <p>Very good luck with this project.</p> <p>Kind regards,</p>	Support for Option 2, speeding drivers main issue, would suggest double yellow lines on the junction of Buckley Road/Luke Street.	Standard response	
29		x	<p>Dear Mr Larter,</p> <p>I am writing to express my objections to the proposal to turn Luke Street into a one-way road.</p> <p>There are several concerns I believe need to be considered:</p> <ul style="list-style-type: none"> • This change will likely lead to increased speeding on Luke Street, which is a narrow, residential road. • Diverting traffic down Luke Street will only exacerbate the speeding issues on Berkeley Street, which is already being affected by this. • Silver Street and Buckley Street will likely become 'rat runs' for through traffic, but these streets are too narrow to safely accommodate additional cars. There is also the danger of cars having to reverse into one-way systems when meeting in opposite directions. • Local residents will be forced to travel through town to exit, particularly during rush hour, which will cause even more congestion, especially outside the nursery on Montague Street. • A one-way system could restrict emergency vehicle access, slowing down response times when time is critical. • The proposal could lead to increased congestion at key junctions and make it harder for local residents and visitors to get around. • Local businesses, including those relying on deliveries, may face disruptions due to more complicated access for delivery drivers. • Luke Street is also a route that many children use to walk to the local school in the mornings. Diverting more traffic through the area and increased speed could make this journey more dangerous for young pedestrians. <p>As a local resident for six years, I've never encountered issues with caravans. While improving signage at Hardwick Road makes sense, restricting access to Luke Street would leave holidaymakers with no alternative options. I can see how banning caravans could disproportionately affect the campsite, which is an important business for our town. It's unclear to me what the objective of this proposal is, and I hope any potential conflicts of interest from those involved in this decision-making process have been properly declared.</p> <p>Thank you for taking the time to consider my thoughts on this matter. I hope that Luke Street will stay a two way road.</p> <p>Best regards,</p>	Objection to both options	Standard response	

APPENDIX B

30	x		<p>Hi,</p> <p>This is in reference to the 'Luke Street' area proposal.</p> <p>I'm writing to express that our preference is Option 1. We do not support the introduction of a one way street on Luke Street.</p> <p>This is due to the increase in traffic to Berkley Street due to being funnelled in that direction. I would ask you:</p> <ol style="list-style-type: none"> 1. Why would you look to increase traffic flow on a street that is subjected to vehicle and property damage all year round as opposed to just seasonally? a. A straight prohibition of caravans would achieve the same goal. 2. To point 1 our property was significantly damaged in 2023 due to a collision between a speeding vehicle and an incorrectly parked vehicle. What are you doing to ensure this doesn't happen again with the proposed increase in traffic? 3. Have you considered the impact to Montagu Street that is effectively single file already with the additional traffic? Especially with the planned expansion to the pre-school. <p>I really hope you consider these points.</p> <p>Thanks</p>	Support for Option 1, does not support option 2	Standard response	
31		x	<p>Dear Matthew,</p> <p>Thank you for your letter about the proposed changes to road priorities at Luke Street and Eynesbury Green.</p> <p>I wanted to write and let you know that I have no objects but was pleased to be consulted, apologies this reply is a day late!</p> <p>I find Luke Street almost impossible to navigate in my Volvo and so never use the road in my car, although I often walk along Luke Street on my way to the conygeare and the park.</p> <p>Kind regards,</p>	No objections	Standard response	
	x		<p>Dear Sir/Madam,</p> <p>Thank you for you letter.</p> <p>I live in the area and feel very strongly about the proposed one-way system.</p> <p>I would support Option 1, but not Option 2</p> <p>I have concerns about Luke Street and Eynesbury Green becoming one-ways roads.</p> <p>My key concerns are:</p> <p>The increased speed of vehicles travelling along Luke Street and Eynesbury Green if it became one-way. This is due to poor visibility on Berkley Street. Even on Luke Street, due to parked cars and vans near the turning, visibility is poor, however, it is less dangerous. If the traffic was one-way and the speed increased it would be harder and more treacherous for drivers to pull out.</p> <p>The proposed one-way system would increase traffic along Silver Street, Buckley Road and Montagu Street. These are narrow residential streets with parked cars and I feel increasing traffic would be hazardous to residents, especially on Silver Street where there are no pavements.</p> <p>I strongly object to this proposat and would be happy to discuss further if needed.</p> <p>Please acknowledge receipt of this email.</p> <p>With many thanks,</p>	Support for Option 1, objection against Option 2	Standard response	

APPENDIX B

	x		<p>Dear Sir/Madam,</p> <p>Thank you for your letter.</p> <p>I live in the area and feel very strongly about the proposed one-way system.</p> <p>I would support Option 1, but not Option 2</p> <p>I have concerns about Luke Street and Eynesbury Green becoming one-way roads.</p> <p>My key concerns are:</p> <p>The increased speed of vehicles travelling along Luke Street and Eynesbury Green if it became one-way. This is due to poor visibility on Berkley Street. Even on Luke Street, due to parked cars and vans near the turning, visibility is poor, however, it is less dangerous. If the traffic was one-way and the speed increased it would be harder and more treacherous for drivers to pull out.</p> <p>The proposed one-way system would increase traffic along Silver Street, Buckley Road and Montagu Street. These are narrow residential streets with parked cars and I feel increasing traffic would be hazardous to residents, especially on Silver Street where there are no pavements.</p> <p>I strongly object to this proposal and would be happy to discuss further if needed.</p> <p>Please acknowledge receipt of this email.</p> <p>With many thanks,</p>	Support for Option 1, objection against Option 2	Standard response	
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ST NEOTS TOWN COUNCIL

Committee:	OPERATIONS AND AMENITIES
Date:	8th APRIL 2025
Title:	St NEOTS AND GRANSDEN LOCAL HIGHWAYS IMPROVEMENT BID
Author:	TOWN CLERK
Contact Officer:	TOWN CLERK

1. Purpose of the Report

1.1 To provide Members with information on an amendment to the January 2025 Local Highway Improvement Bid (LHI) for St Neots East and Gransden Ward.

2. Recommendation

2.1 That the Committee notes the information provided.

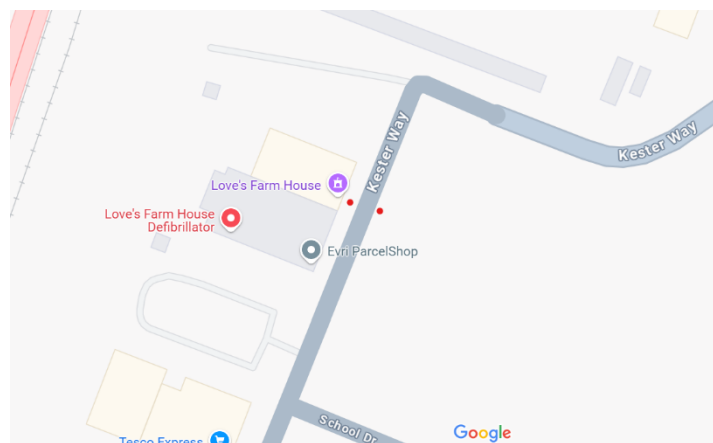
3. Background

3.1 A complex LHI bid was submitted as part of the 2025 submissions looking at potential solutions for traffic flow at the area of the junction of Cambridge Road, Stonehill and Fox Brook. The bid was put forward based on initial discussions with Loves Farm Community Association and HDC Cllr Lara Davenport-Ray following the identification of safety issues.

3.2 Based on feedback from the Highways Authority and Loves Farmhouse Community Association an amendment has been requested to the LHI submission to instead submit a non-complex bid that would address a safety concern in a different area for which there is a clear risk a solution.

4. Information Supporting Recommendation

4.1 An amendment has been requested to the St Neots East and Gransden 2025 LHI bid to instead apply for the installation of one streetlight in the public area near the Loves Farmhouse. This would be located on Kester Way, outside of the community building in order to illuminate the area around the front entrance. Two potential locations for the streetlight are shown in red on the image below.



4.2 The bid addresses a known safety issue with a non-complex and practical solution that is support by the community association and seen as a greater safety priority for which a obvious solution is proposed.

5. Financial Implications

5.1 The Town Council has a revenue budget of £40,000 for the current financial year.

5.2 The Town Council has an earmarked reserve of an estimated £137,764 for Highways Improvements, this is subject to confirmation of year end revenue expenditure.

ST NEOTS TOWN COUNCIL

Committee	OPERATIONS AND AMENITIES COMMITTEE
Date:	8 th APRIL 2025
Title:	SAXON GATE OPEN SPACE TREE COMPLAINT
Author:	TOWN CLERK
Responsible Officer:	OPERATIONS MANAGER

1. Purpose of the Report

- 1.1 To receive and consider communication from the representative of a resident which seeks the removal of a tree on Town Council land.

2. Recommendations

- 2.1 That the committee received and consider Appendix A which sets out a request that the Town Council remove an oak tree at Saxon Gate open space.
- 2.2 That the committee receive and consider the reports provided under appendix B – E as provided to the Council in support of the tree removal request.
- 2.3 That the Committee advises whether it is minded to progress with removal of the tree subject to confirmation of costs, or if it wishes to recommend the Council undertake and commission its own surveys in relation to the tree and its impact.

3. Background

- 3.1 The Town Council is the owner and maintainer of open public space land at Saxon Gate, Eynesbury. The site is mainly grassed area, with a play park and a number of trees. The site is surrounded by residential properties.
- 3.2 The Council has received a communication raising concerns about the roots of an oak tree and seeking the removal of the tree which it is reported is causing damage to the foundations of a residential property due to the removal of moisture from the soil, resulting in clay shrinkage.
- 3.3 The Town Council undertakes a full inspection of its tree stock on a 5-year basis. Town Council trees were last inspected in 2023.
- 3.4 The Town Council introduced a tree maintenance and management policy in 2024 to help guide how it addresses complaints about trees under its ownership.

4. Information to Support Recommendations

4.1 The basis of the request to remove a tree at Saxon Gate open space is that the roots of the tree are drawing moisture from the ground/foundations of the property, causing shrinkage. The following documentation has been received in support of the request to remove the tree;

- Explanation letter
- CET – Site Investigation Factual Report
- CET Monitoring Details
- Insurance Claim
- Arboricultural Assessment Report

4.3 The tree believed to be the tree identified in the request is highlighted on the map below. The information below is as reported in the last professional tree inspection undertaken in February 2023.

Tree Number (SNTC ref):	T030
Species:	Turkey Oak (<i>Quercus Cerris</i>)
Life Stage:	Mature
Life Expectancy:	50+ years
Survey Notes:	Occluding wounds, light deadwood, decay pockets
Condition:	Good



5. Financial Implications

- 5.1 The Town Council has a revenue budget for the current financial year of £15,000 for tree maintenance.
- 5.2 The Town Council has an estimated earmarked reserve of £30,000 for tree maintenance. This is subject to confirmation of year-end balances in the 2024-25 revenue budget.
- 5.3 At present a cost has not been obtained for the removal of the oak tree identified in the communication received. It is anticipated the costs of removing the tree could be accommodated in the Council's annual tree maintenance budget.

6. Appendices

Appendix A- Explanation letter
Appendix B - CET – Site Investigation Factual Report
Appendix C- CET Monitoring Details
Appendix D- Insurance Claim
Appendix E- Arboricultural Assessment Report

7. Legal Powers

- 7.1 The action undertaken is covered by the Localism Act 2011, s.1 the General Power of Competence, for which St Neots Town Council is eligible and is a power of first resort allowing the Council to do anything an individual can do.

Front view



Rear view (close)



Rear view (Far) – full tree



rear view (patch to house)



ST NEOTS TOWN COUNCIL

Committee	OPERATIONS AND AMENITIES COMMITTEE
Date:	8th APRIL 2025
Title:	SOLAR PANELS FOR ST NEOTS MUSEUM AND GATE LODGE
Contact Officer:	ENVIRONMENTAL PROJECT OFFICER

1. Purpose of the Report

- 1.1 To receive and consider a recommendation from the Environment and Emergency Committee.
- 1.2 To receive and consider a report and estimated quotes from the Environmental Project Officer on the installation of Solar Panels at:
 - St Neots Museum
 - Gate Lodge

2. Recommendations

- 2.1 The following recommendation is presented from the Environment and Emergency Committee:

Resolved that the Environmental Project Officer proceeds to get quotes for solar panels with optional batteries for Gate Lodge and the Museum and **RECOMMENDS** these quotes and the installation of solar panels on both buildings (Museum and Gate Lodge) to the Operations Committee unless there are concerns with the quotes that require further consideration by the Environment and Emergency Committee.

RECOMMENDED that if solar panels are installed on the Gate Lodge and Museum the occupants of these buildings will be asked to pay for battery installation if this option is wanted.

RECOMMENDED that if solar panels are installed on Gate Lodge this is conditional on reagreeing the lease for the building.

- 2.2 The following recommendations on solar panel providers are presented from the Environmental Project Officer:
 - a) That the Council moves forward with Company B to install solar panels at the St Neots Museum at an estimated cost of £4,671.67.
 - b) That the Council moves forward with Company B to install solar panels at Gate Lodge at an estimated cost of £6,220.84.

3. Background

- 3.1 The Environment and Emergency Committee commissioned energy audits of its buildings to bring forward recommendations on how to improve the efficiency of buildings and progress the Council towards its net-zero targets.
- 3.2 At the January meeting of the Environment and Emergency Committee it was resolved that the Environmental Project Officer would source quotes for installing solar panels on both the St Neots Museum and Gate Lodge, with quotes for batteries and an EV charger (Gate Lodge only) to also be obtained on the basis that these would be optional for purchase by the tenants.
- 3.3 Solar panels have been recommended for both buildings within the energy audit reports and contribute to the Council’s carbon net zero commitments. Retrofitting our buildings has been identified in the Council’s Climate Action Plan as a key objective in achieving our targets, and solar panels on these two buildings look set to reduce emissions by 2tCO2e.

4. Information Supporting Recommendations

- 4.1 Three estimated quotes were obtained for both properties (see below). Company B is recommended as being the preferred contractor for the works due to value for money combined with the contractor’s professionalism. Whilst Company C has quoted lower prices for both projects, concerns were raised about their limited assessment of the properties and thus the risk of costs rising exponentially.

SOLAR PANELS - GATE LODGE								
Company	Site vist?	Cost*	Spec	Output	Estimated payback	Cost of battery*	Battery size	EV Charger
A	Yes - detailed	£7,110.00	12x 435W Longi HiMo6 Explorer panels	5.3kWp	~9 years	£4,465.00	9.5kWh	£1,400
B	Yes - detailed	£4,671.67	12x 440W Jinko Tiger Neo panels	5.28kWp	7 years	£3,722.50	5.12kWh	Not quoted
C	Yes - basic	£4,222.40	12x 450W DMEGC Solar Infinity panels	5.4kWp	5-6 years	£1,274.00	5.18kWh	Not quoted
SOLAR PANELS - ST NEOTS MUSEUM								
Company	Site vist?	Cost*	Spec	Output	Estimated payback	Cost of battery*	Battery size	
A	Yes - detailed	£10,980.00	15 x 445W Trina Vertex panels	6.67kWp	~10 years	£4,637.00	9.2kWh	
B	Yes - detailed	£6,220.84	13x 500W Eurener Nexa panels	6.5kWp	8 years	£4,288.34	10kWh	
C	Yes - basic	£4,234.00	8x 450W DMEGC Solar Infinity RT panels	3.6kWp	7-8 years	£1,701.00	5.18kWh	

- 4.2 *Costs are exclusive of VAT

5. Financial Implications

- 5.1 If the recommended contractor is used, there would be a total estimated cost of £10,892.51 to the Council for the installation of solar panels on both properties.
- 5.2 Further costs for batteries and/or an EV charger (Gate Lodge only) would be funded by the tenants if they opted to do so.

5.3 The Council has an earmarked reserve for Community Buildings Maintenance of approximately £163,347. This is separate to the earmarked reserve for the acquisition of buildings/land.

5.4 The Council has an earmarked reserve for Carbon Neutral Projects of £21,887.

6. Legal Powers

6.1 The action undertaken is covered by the Localism Act 2011, s.1 the General Power of Competence, for which St Neots Town Council is eligible and is a power of first resort allowing the Council to do anything an individual can do.

ST NEOTS TOWN COUNCIL

Committee	OPERATIONS AND AMENITIES COMMITTEE
Date:	8 th APRIL 2025
Title:	HEATING SYSTEMS FOR GATE LODGE AND SVDK BUILDING A
Contact Officer:	ENVIRONMENTAL PROJECT OFFICER

1. Purpose of the Report

To receive and consider a report and estimated quotes from the Environmental Project Officer on the installation of new heating systems at:

- Gate Lodge
- Steve Van De Kerkhove Building A (Man Cave)

2. Recommendations

2.1 The following recommendation is presented from the Environment and Emergency Committee:

Resolved that the Environmental Project Officer obtains quotes for replacing electric heaters with Air-conditioning at the Steve van De Kerkhove Community Centre and Gate lodge and to **RECOMMEND** the replacement and quotations to the Operations and Amenities Committee.

RECOMMENDED that if electric heaters are replaced with air-conditioning units at Gate Lodge this is conditional on reagreeing the lease.

2.2 The following recommendations on solar panel providers are presented from the Environmental Project Officer:

- a) That the Council moves forward with Company C to install new heating systems at Gate Lodge at an estimated cost of £5,783.50.
- b) That the Council moves forward with Company C to install new heating systems at SVDK Building A at an estimated cost of £4,071.00.

That if electric heaters are replaced with air-conditioning units at Gate Lodge this is conditional to re-agreeing the lease.

3. Background

3.1 At the January meeting of the Environment and Emergency Committee it was resolved that the Environmental Project Officer would source quotes for installing new heating systems (AC heat pump units) in both Gate Lodge and Steve Van De Kerkhove Building A (Man Cave).

3.2 AC heat pump units have been recommended for both buildings within the energy audit reports and contribute to the Council’s carbon net zero commitments. Retrofitting our buildings has been identified as a key objective in achieving our targets, and AC heat pump units in these two buildings look set to reduce emissions by 1tCO2e.

4. Information Supporting Recommendations

4.1 The current heating systems (electric wall heaters) are not only inefficient, and thus electricity-intensive, but they fail to appropriately heat the buildings. Tenants at both buildings have complained that their buildings are too cold in the winter. At least one heater in the SVDK Building A has failed and requires replacing.

4.2 A/C heat pump units are recommended as replacements to the electric wall heaters due to greater energy efficiency, and greater effectiveness in heat distribution. They have the added benefit of being able to provide cooling in hot temperatures if required, though the tenants have not highlighted this as a specific need.

4.3 Three estimated quotes were obtained for both properties (see below). Company C is recommended as being the preferred contractor for the works due to value for money combined with the contractor’s professionalism. Whilst Company A has quoted lower prices for both projects, concerns were raised about their limited assessment of the properties and thus the risk of costs rising exponentially.

HEATING SYSTEM - GATE LODGE						
Company	Site vist?	Cost*	Spec - internal units	Total size	External unit details	Estimated payback**
A	Yes - basic	£5,214.60	3x Fujitsu Aseh 12/9kmcg AC units	9.5kW	2x external units	3.3 years
B	Yes - detailed	£5,930.00	3x Mitsubishi inverter heat pump AC units	Unknown	2x external units	3.7 years
C	Yes -detailed	£5,783.50	3x Mitsubishi Electric Split AC units	9.5kW	3x external units	3.6 years
HEATING SYSTEM - SVDK BUILDING A (MAN CAVE)						
Company	Site vist?	Cost*	Spec - internal units	Total size	External unit details	Estimated payback**
A	Yes - basic	£2,488.70	1x Fujitsu AOYG36KMTA unit	10kW	Unknown	8.3 years
B	Yes - detailed	£5,480.00	3x(?) Mitsubishi inverter heat pump AC units	Unknown	2x external units	18.3 years
C	Yes -detailed	£4,071.00	2x Mitsubishi Electric Split AC units	7kW	2x external units	13.6 years

4.4

*Costs are exclusive of VAT

Payback is estimated using the calculation **Payback Period = (Initial Investment- Incentives) / Annual Savings, where ‘Annual Savings’ data has been taken from the Energinet reports.

5. Financial Implications

- 5.1 If the recommended contractor is used, there would be a total estimated cost of £9,854.50 to the Council.
- 5.2 There would be an additional cost for submitting planning applications to Huntingdonshire District Council due to both buildings being in a Conservation area and requiring more than one external unit which means the works fall outside of permitted development. The cost of this has not yet been established.
- 5.3 The Council has an earmarked reserve for Community Buildings Maintenance of approximately £163,347. This is separate to the earmarked reserve for the acquisition of buildings/land.
- 5.4 The Council has an earmarked reserve for Carbon Neutral Projects of £21,887.

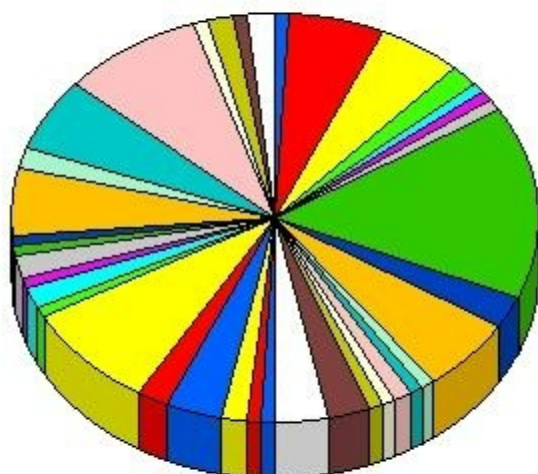
6. Legal Powers

- 6.1 The action undertaken is covered by the Localism Act 2011, s.1 the General Power of Competence, for which St Neots Town Council is eligible and is a power of first resort allowing the Council to do anything an individual can do.

Incidents Summary Analysis by Zone

01/02/2025 00:00:00 to 28/02/2025 23:59:00

No. of Incidents by Sub Category



Aggravating Behaviour	5.9%
Assault	5.1%
Attempted Shoplifting (Deterred)	1.7%
Building	0.8%
Burglary	0.8%
Business	0.8%
Concern for Person	15.3%
Dangerous Driving	2.5%
Drink Driving	5.9%
Drug Dealing	0.8%
Drunk & Disorderly	0.8%
Fire Arm	0.8%
Free Runners	0.8%
High Risk (Vulnerable) Misper	0.8%
Huntingdon	2.5%
Intruder Alarm	3.4%
Local Authority Property	0.8%
Missing Person - Child	0.8%
Missing Persons - Adult	1.7%
Observation Request	3.4%
Other	1.7%
Person(s)	8.5%
Possession	0.8%
Public Disorder	1.7%
Total:	100.0%

<u>Category</u>	<u>Total</u>
Affray	1
Aggravating Behaviour	7
Assault	6
Attempted Shoplifting (Deterred)	2
Building	1
Burglary	1
Business	1
Concern for Person	18
Dangerous Driving	3
Drink Driving	7
Drug Dealing	1
Drunk & Disorderly	1
Fire Arm	1
Free Runners	1
High Risk (Vulnerable) Misper	1
Huntingdon	3
Intruder Alarm	4
Local Authority Property	1
Missing Person - Child	1

	<u>Total</u>
Missing Persons - Adult	2
Observation Request	4
Other	2
Person(s)	10
Possession	1
Public Disorder	2
Ramsey	1
Retail Theft	2
RTC	1
Sexual Assault	1
Shoplifting	6
St Ives	2
St Neots	7
Sub Category Not Defined	10
Theft of Vehicle	1
Threats of Violence	2
Vehicle	1
Violence with Weapon	2
Total No. of Incidents	118

Call Source Summary

Zone: Huntingdon

<u>Call Source</u>	<u>No. of Incidents</u>
Ambulance Service	1
CCTV Airwaves Police - Outbound	4
Data Handling Request - Internal	1
Data Handling Request - Police (Dams)	2
HBAC Radio (Day/Night Time) - Inbound	17
Non Used - Monitored Only	6
Police - Telephone	1
Police Airwave - Inbound	26

Total No. of Incidents in Zone Huntingdon: 58

Zone: Ramsey

<u>Call Source</u>	<u>No. of Incidents</u>
Data Handling Request - Police	1
Police - Telephone	1
Police Airwave - Inbound	6

Total No. of Incidents in Zone Ramsey: 8

Zone: St Ives

<u>Call Source</u>	<u>No. of Incidents</u>
CCTV Airwaves Police - Outbound	1
CCTV HBAC - Outbound	1
Data Handling Request - Police	1
Data Handling Request - Police (Dams)	1
HBAC Radio (Day/Night Time) - Inbound	3
Non Used - Monitored Only	2
Police - Telephone	1
Police Airwave - Inbound	12
Police Airwave - Monitored Only	1

Total No. of Incidents in Zone St Ives: 23

Zone: St Neots

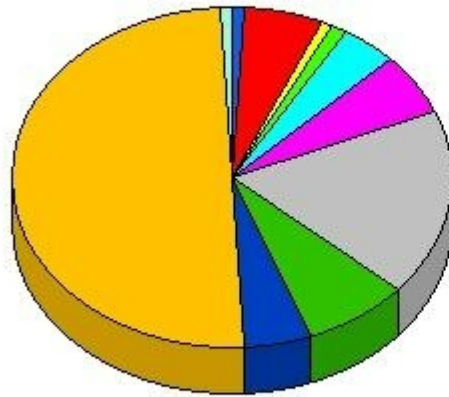
<u>Call Source</u>	<u>No. of Incidents</u>
CCTV Airwaves Police - Outbound	2
Data Handling Request - Police	3
Data Handling Request - Police (Dams)	4
HBAC Radio (Day/Night Time) - Inbound	1
Non Used - Monitored Only	1
Police - Telephone	3
Police Airwave - Inbound	15

Total No. of Incidents in Zone St Neots: 29

Total No. of Incidents :

118

No. of Incidents by Call Source



Ambulance Service	0.8%
CCTV Airwaves Police - Outbound	5.9%
CCTV HBAC - Outbound	0.8%
Data Handling Request - Internal	0.8%
Data Handling Request - Police	4.2%
Data Handling Request - Police (Dams)	5.9%
HBAC Radio (Day/Night Time) - Inbound	17.8%
Non Used - Monitored Only	7.6%
Police - Telephone	5.1%
Police Airwave - Inbound	50.0%
Police Airwave - Monitored Only	0.8%
Total:	100.0%

Camera Summary

Zone: Huntingdon

<u>Camera Name</u>	<u>Camera Location</u>	<u>No. of Incidents</u>
1001 High St St Marys St 73	High Street/St Marys Street	6
1002 High St Hartford Rd 74	High Street/Hartford Road	7
1003 High St/St Benedicts Co	High St/St Benedicts Court	15
1004 High Street/Germain Wa	High Street/Germain Walk	9
1005 Market Hill (79)	Market Hill	10
1006 High St George St 80	High Street/George Street	11
1007 High Street North (81)	High Street North	5
1008 St Johns Street/High St	St Johns Street/High Street	8
1009 St Benedicts Court Cen	St Benedicts Court Centre	5
1010 Princes Street/All Saints	Princes Street/All Saints Passage	4
1011 Princes Street/Bus Stat	Princes Street/Bus Station	7
1012 Princes Street Car Park (	Princes Street Car Park	6
1013 Trinity Place Car Park (	Trinity Place Car Park	11
1014 St Benedicts Court/Wait	St Benedicts Courtb/Waitrose	4
1015 Chequers Court/St Germ	Chequers Court/St Germain	14
1016 Grammer School Walk (	Grammer School Walk	2
1017 Walden Road/Bus Stat	Walden Road/Bus Station	2
1018 Great Northern Street C	Great Northern Street Car Park	2
1019 Sallowbush Road (90)	Sallowbush Road	3
1020 Suffolk House (92)	Suffolk House	4
1021 Oak Tree Centre/Sapley	Oak Tree Centre/Sapley Shops	1
1022 Huntingdon Rec Centr	Huntingdon Rec Centre/St Peters Road	3
1023 Huntingdon Rec Centr	Huntingdon Rec Centre/Swimming Pool C	3
1024 Riverside Car Park (98)	Riverside Car Park	5
1025 Sainsburys CP 1 (99)	Sainsburys Car Park 1	12
1026 Sainsburys CP 2 (100)	Sainsburys Car Park 2	14
1027 Bridge Place CP 1 (110)	Bridge Place Car Park 1	3
1028 Bridge Place CP 2 (111)	Bridge Place Car Park 2	3
1029 St Peters Road/Clifton R	St Peters Road/Clifton Road	1
1030 Castle Hill (114)	Castle Hill	4
1031 Medway Centre 1 (105)	Medway Centre 1	1
1033 St Germain Street Car P	St Germain Street Car Park	4
1036 Brampton Road/George	Brampton Road/George Street	10
1037 High Street South/Rive	High Street South/Riverside Road	6
1038 Ermine Street (120)	Ermine Street	4
1039 Nene Road (76)	Nene Road	1
1040 Stukeley Meadows Ska	Stukeley Meadows Skate Park	2
1043 Huntingdon Bus Station	Huntingdon Bus Station	1
1044 Huntingdon Bus Station	Huntingdon Bus Station	1
1045 Huntingdon Bus Station	Huntingdon Bus Station	1
1046 Huntingdon Bus Station	Huntingdon Bus Station	1
1047 George Street/St John S	George Street/St John Street	12
1048 Bloomfield Park	Town/Bloomfield Park	1
1049 Coneygear Park	Coneygear Road	1
1501 Huntingdon MSCP Gro	Huntingdon MSCP Ground Floor	4
1502 Huntingdon MSCP Gro	Huntingdon MSCP Ground Floor	1
1503 Huntingdon MSCP 1st F	Huntingdon MSCP 1st Floor	1
1504 Huntingdon MSCP 1st F	Huntingdon MSCP 1st Floor	1
1505 Huntingdon MSCP 2nd F	Huntingdon MSCP 2nd Floor	3
1506 Huntingdon MSCP 2nd F	Huntingdon MSCP 2nd Floor	3
1507 Huntingdon MSCP Roo	Huntingdon MSCP Rooftop	4

1508 Huntingdon MSCP Roo	Huntingdon MSCP Rooftop	2
1509 Huntingdon MSCP Sta	Huntingdon MSCP Stairs Ground Floor	1
1510 Huntingdon MSCP Sta	Huntingdon MSCP Stairs 1st Floor	1
1511 Huntingdon MSCP Sta	Huntingdon MSCP Stairs 2nd Floor	1
1512 Huntingdon MSCP Sta	Huntingdon MSCP Stairs Rooftop	1
1513 Huntingdon MSCP Left	Huntingdon MSCP Left Lift	2
1514 Huntingdon MSCP Rig	Huntingdon MSCP Right Lift	1
1519 Emergency Stairs 1st to 2	Huntingdon Multistorey	1
1520 Emergency Stairs 2nd E	Huntingdon Multistorey	1
1521 Emergency Stairs 2nd t	Huntingdon Multistorey	1
1522 Emergency Stairs 3rd E	Huntingdon Multistorey	1
1523 Main Stairs Ground to 1	Huntingdon Multistorey	1

Total No. of Incidents in Zone Huntingdon: 58

Zone: Ramsey

<u>Camera Name</u>	<u>Camera Location</u>	<u>No. of Incidents</u>
1401 High Street/Great Whyt	High Street/Great Whyte	6
1402 Great Whyte/Little Why	Great Whyte/Little Whyte	7
1403 Little Whyte (35)	Little Whyte	4
1404 The Mews Car Park (3	The Mews Car Park	2
1405 Ramsey Fire Station	Great Whyte	3

Total No. of Incidents in Zone Ramsey: 8

Zone: St Ives

<u>Camera Name</u>	<u>Camera Location</u>	<u>No. of Incidents</u>
1301 Market Road/Priory Ro	Market Road/Priory Road	9
1302 Market Hill (49)	Market Hill	4
1303 Bridge Street/Crown St	Bridge Street/Crown Street	5
1304 The Broadway (51)	The Broadway	9
1305 The Waits/Ramsey Roa	The Waits/Ramsey Road	5
1306 White Hart Lane/The Q	White Hart Lane/The Quadrant	4
1307 Crown Place East Street	Crown Place East Street	2
1308 The Quay/Bridge Street	The Quay/Bridge Street	3
1309 Warners Park (58)	Warners Park	2
1310 Globe Car Park/West S	Globe Car Park/West Street	2
1311 Waitrose Car Park (43)	Waitrose Car Park	6
1313 Short Stay Car Park Cen	Short Stay Car Park Central	5
1314 Bus Station/Cattle Mark	Bus Station/Cattle Market Car Park	5
1315 Darwood Road Car Par	Darwood Road Car Park	2
1317 London Road (59)	London Road	2
1318 Ramsey Road/Kings He	Ramsey Road/Kings Hedges	3

Total No. of Incidents in Zone St Ives: 23

Zone: St Neots

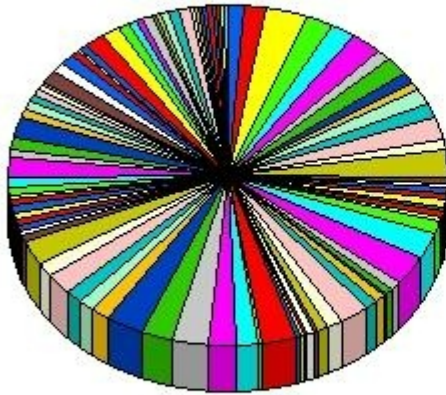
<u>Camera Name</u>	<u>Camera Location</u>	<u>No. of Incidents</u>
1101 Riverside Car Park (1)	Riverside Car Park	8
1102 Market Square 1 (2)	Market Square 1	9
1103 South Street/High Street	South Street/High Street	13
1104 High Street (6)	High Street	11

1105 High Street/Huntingdon	High Street/Huntingdon Street	13
1106 Market Street 2 (3)	Market Street 2	7
1107 South Street (4)	South Street	6
1108 Lidl Car Park (8)	Lidl Car Park	6
1109 Tebbutts Road Car Park	Tebbutts Road Car Park	9
1110 Priory Lane (10)	Priory Lane	7
1111 New Street/Tan Yard (	New Street/Tan Yard	11
1112 Skateboard Park (13)	Skateboard Park	3
1113 Rowley Arts Centre Car	Rowley Arts Centre Car Park 1	2
1114 Rowley Arts centre-En	Rowley Arts centre-Entrance Road 1	3
1115 Rowley Arts centre-Pl	Rowley Arts centre-Plaza Car Park	3
1116 Rowley Arts centre-Pl	Rowley Arts centre-Plaza	3
1117 Rowley Arts centre-En	Rowley Arts centre-Entrance Road 2	3
1118 Rowley Arts centre-Car P	Rowley Arts centre-Car Park 2	3
1119 Brook Street (19)	Brooks Street	2
1120 Priory Park Pavillion 1 (	Priory Park Pavillion 1	4
1121 Priory Park Pavillion 2 (	Priory Park Pavillion 2	4

Total No. of Incidents in Zone St Neots: 29

Total No. of Incidents : 118

No. of Incidents by Camera



1001 High Street (73)	1.2%
1002 High St Hartford Rd 74	1.5%
1003 High St/St Benedicts Court (75)	3.1%
1004 High Street/Germain Walk (78)	1.9%
1005 Market Hill (79)	2.1%
1006 High St George St 80	2.3%
1007 High Street North (81)	1.0%
1008 St Johns Street/High Street (108)	1.7%
1009 St Benedicts Court Centre (77)	1.0%
1010 Princes Street/All Saints Passage (82)	0.8%
1011 Princes Street/Bus Station (83)	1.5%
1012 Princes Street Car Park (84)	1.2%
1013 Trinity Place Car Park (86)	2.3%
1014 St Benedicts Court/Walrose (89)	0.8%
1015 Chequers Court/St Germain (97)	2.9%
1016 Grammer School Walk (115)	0.4%
1017 Walden Road/Bus Station (117)	0.4%
1018 Great Nothern Street Car Park (88)	0.4%
1019 Sallowbush Road (90)	0.6%
1020 Suffolk House (92)	0.8%
1021 Oak Tree Centre/Sapley Shops (94)	0.2%
1022 Huntingdon Rec Centre/St Peters Road (95)	0.6%
Total:	100.0%