

**MEETING OF THE MILTON ROAD RESIDENTS' ASSOCIATION HELD ON
TUESDAY, 5 DECEMBER 2017**

AT 6.30 P.M.

Present: Current MRRRA committee members: Charles Nisbet (Chairman), Barbara Taylor (Secretary), Andrea Elliott Smith (Treasurer), Maureen Mace, Anne Hamill, Steve Brown, Yu Lee Paul, Dorcas Fowler

Other members of the MRRRA and other local residents

1. Welcome and thanks

Charles Nisbet (CN) welcomed everyone to the meeting and thanked those who had been instrumental in the organisation, including the provision of refreshments.

2. Chairman's review of the past year

CN reminded those present of the position held by the MRRRA at the previous year's AGM, specifically the residents' opposition to the plan set out in the Do Maximum scheme proposed by the Greater Cambridge City Deal (GCCD). This had included bus lanes on both sides of the road and very few trees. During 2017 the Local Liaison Forum for Milton Road had been established comprising representatives of MRRRA, HPERA (Hurst Park Estate Residents' Association) and The Old Chesterton Residents' Association together with councillors for the area as a means of consulting local residents. The LLF meetings had been effectively chaired by Cllr Jocelyne Scutt, and useful work had been done, although party politics had occasionally marred progress.

Two important commitments had been secured in writing from Lewis Herbert (Chair of the City Council and one of the three key members on the GCCD Executive Board), namely that bus lanes would be staggered (i.e. that at no point would there be bus lanes running along both sides of Milton Road) and that there would be an avenue of mature trees.

During the year the Milton Road Alliance was formed, adding CamCycle to MRRRA and HPERA. CN paid tribute to the work of Matt Danish of CamCycle who had spearheaded the development of the plan known as Do Optimum which was put to the GCCD. Key features were:

Dutch style roundabouts at Elizabeth Way and the Golden Hind/Kings Hedges Road

Good footpaths and cycle paths protected from traffic by trees and verges

Many trees and verges

Very few bus lanes

Bus priority via use of smart technology (traffic light sequencing etc.)

Repositioning of some bus stops

During the course of the year the Greater Cambridge City Deal had changed its name to the Greater Cambridge Partnership (GCP) and two appointments had been made: Director of Transport (interim) Christ Tunstall and Project Manager for Milton Road Paul van der Bulk. The MRRA had held hustings for the local government elections in April and the LLF had met 8 times, producing resolutions put to the GCP largely in support of Do Optimum. During this period much effort had been expended on attending meetings, asking questions, writing to the local papers and “selling” the Do Optimum plan with stalls outside the Guildhall and local

2.

statistical surveys. Maureen Mace and Matt Danish had carried out the latter on 21 and 22 June at two different points along Milton Road (the first by the 121 Café and the second at an imaginary line between Kendal Way and Woodhead Drive) counting the movements of cyclists and pedestrians inbound and outbound during the morning peak plus the movements by motorised vehicles at Kendal Way. (The GCP and their consultants had produced surveys on vehicular traffic only.)

The statistics obtained were interesting. For the period 8 a.m. - 9 a.m. when outside 121 Café, there were 534 cyclists, 416 inbound and 118 northbound, 185 pedestrians, 122 southbound and 63 northbound. When by Kendal Way 385 cyclists were logged and 93 pedestrians. 112 people crossed the road at Kendal Way. 955 vehicles of which 547 were outbound and 478 inbound. The following comments were made:

Cyclists had to give way at side roads, no properly segregated cycleways, children less confident on shared pathways, a number of tradesmen and delivery vehicle going southbound, if GCP approved a segregated cycle path for north side only more crossings would be needed.

Consultants had indicated to the GCP that their estimate was for 30,000 extra cars by 2030.

However, in reality most of the vehicular traffic coming off the A14 was for the Science Park and the difference which would be made once the Cambridge North Railway Station was fully operational could well be significant. There were also plans for a station near the Addenbrooke’s site.

The Chairman then outlined the main features of the Final Concept produced by the GCP:

The Elizabeth Way roundabout was retained (so Highworth Avenue was not cut off) but with traffic lights

No roundabout was to be substituted for the traffic lights at the Golden Hind junction

Many more bus lanes than in Do Optimum

Union Lane remained open

No right turns off Milton Road prohibited

Some bus stops re-positioned e.g. by the Co-op.

This showed that progress had been made, but it was important to keep up pressure and to work hard to ensure there was no “backsliding” by the GCP.

The workshops set up during the autumn had considered location of bus stops, junctions and crossings, and trees. A further meeting about trees

would take place in January. The design groups, which had included relevant professionals, had looked at the Elizabeth Way roundabout, cycling on the narrower portion of Milton Road, interaction with Mitchams Corner and bus lane lengths.

A general discussion followed about the idea of only having one dedicated cycle lane i.e. on the north side and that being bi-directional. Safety concerns were raised, including the potential risk of a raised kerb, even if shallow, the problems of side roads, and the feeling that cyclists were passing on “the wrong side”, the increased volume, even if southbound cyclists could choose to continue to use the bus lane as at present.

Unfortunately, general policy was to avoid new zebra crossings on safety grounds so any additional crossings would inevitably increase congestion.

3.

The Chairman took a vote on the idea of a sole bi-directional cycleway on the north side, and this was defeated with the majority opting for one inbound and one outbound with a shared way on the north side (which was the case for some of the route already, showing that residents emerging from driveways and cyclists had become accustomed to taking extra care).

3. Further thoughts and the future

The GCP's avowed intention was to produce a shift in behaviour by encouraging more use of public transport. The following points were made:

More local people would use buses if those running along Milton Road stopped more often e.g. Park and Ride and the Guided Bus (C) , which could, perhaps, be at specific times, the concept of an orbital road should be pursued linking with Park and Ride sites, since many who drove down Milton Road were not actually going to the city centre.

It was also remarked that statistics showing delays on buses were the result of the same journey times being stated for rush hours as during the day, whereas, inevitably during the rush hours journeys took longer.

A resident on Milton Road near Mitchams Corner expressed concern about the proposed cycle path since the road was narrow at that point and it was important to retain trees/verges. It was also a cause for concern that motorists parked their cars in that area blocking driveways. The Chairman said he would liaise with the Friends of Mitchams Corner about these issues so that they were not overlooked.

Although experience had shown that meetings were often delayed, the draft schedule was as follows:

Draft plan to LLF in January 2018

Detailed plan and outline business case to the Joint Assembly and the GCP Executive Board in March 2018

Preferred option put out to public consultation in May 2018

GCP Executive Board asked in autumn 2018 to authorise preparation of detailed engineering drawings (utilities etc.)

Work would start at the earliest in late 2019.

The general meeting then closed and the AGM began (only members of the MRRRA were entitled to vote).

Minutes of the Annual General Meeting of the Milton Road Residents' Association held on 5 December 2017

Present: Charles Nisbet (Chairman), Barbara Taylor (Secretary), Andrea Elliott Smith (Treasurer) and committee members: Maureen Mace, Yu Lee Paul, Steve Brown, Anne Hamill, Dorcas Fowler, plus other interested local residents

Note: According to the constitution a representative from 10 households was necessary for the meeting to be quorate - 12 households were represented.

1. Apologies for absence

8 apologies for absence had been received.

4.

2. Minutes of the previous meeting held on 29 November 2016

The minutes had been circulated to the MRRRA members via email and further copies had been made available at the beginning of the general meeting. They were signed as a correct record (proposed by Anne Hamill, seconded by Nick Torrens and agreed unanimously).

3. Matters arising

a. Associate members

A discussion of the FECRA proposal that the MRRRA should consider having associate members took place. However, it was agreed to retain the present system, whereby only residents of Milton Road could be members, but that those living in locally, e.g. on side roads, were very welcome to come to general meetings; the possibility of co-opting such residents onto the committee was provided for in the constitution.

b. Keeping members informed

Any member not on email or without reasonable access to the website should notify the Secretary and arrangements would be made to deliver hard copies of any minutes to their address.

4. Chairman's Report

Already given at the general meeting (see above)

5. Treasurer's Report

The Treasurer presented the accounts on a slide for all to view. The figures quoted were as at 28.11.2017. The key facts were that £193 had been received in donations and £134 had been spent on mailing, £10 on stall hire for the Chesterton Festival. Donations had been made specifically for banners. A balance of £33 had been carried over from the previous year leaving £82.

Donations had been greater in the past as a result of large general meetings, which had not taken place in the current year. The Chairman expressed concern about the balance and the likely need to step up publicity in 2018. It was noted that each mailing cost up to £30. It was suggested that the MRRA should approach the City Council to see if financial help could be given in respect of community support.

6. Secretary's Report

The Secretary reported that there were 80 members and urged those present to encourage neighbours to join, noting that there were 450 households along Milton Road.

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She explained that there were two mailing lists, one which was for members only, which went out with AGM notifications exclusively, and the other, larger, list for general mailing including updates.

7. Election of Committee members

The Chairman expressed his deep appreciation of the hard work of all the committee members, noting the usefulness of their willingness to express differing views and to present cogent arguments. On behalf of the committee he expressed his sense of loss, following the death of Marcus Smith who had made such a valuable contribution. The Secretary, Barbara Taylor, had worked tirelessly and gone far beyond the call of duty. In recognition of this, he presented her with a gift. BT had indicated that, although she was happy to continue on the committee, she was resigning from the office of Secretary.

No other proposals for membership of the committee being received, all current members were re-elected unanimously as they had said they were willing to stand.

The Chairman informed the meeting that he would be standing down at the next AGM. That would be the stage, in his view, for the MRRA to choose someone with project management experience and ideally an engineering background to look after the interests of residents during the preparation and execution of the works.

8. Volunteer to become Secretary of the MRRA

A volunteer to take on the role of Secretary was required and every effort was to be made to find one. Those present at the meeting were encouraged to help in that task.

It was a significant job, but did not necessarily have to be too demanding.

The meeting closed at 8.20 p.m.

DF/CN approved 16 Dec17