

## **Milton Road Local Liaison Forum Meeting – Minutes**

**Date:** Tuesday 30<sup>th</sup> January 2018

**Time:** 18.00 – 20.00

**Venue:** Rex Freeman Hall, Chesterton Community College, Gilbert Road, Cambridge CB4 3NY

### **Present – LLF Members**

Cllr Jocelynn Scutt, Cambridgeshire County Council (Castle)

Cllr Ian Manning, Cambridgeshire County Council (Chesterton)

Cllr Claire Richards, Cambridgeshire County Council (Castle)

Cllr Elisa Meschini, Cambridgeshire County Council (Chesterton)

Cllr Ysanne Austin, Cambridge City Council (West Chesterton)

Michael Bond, Old Chesterton Residents Association

Cllr Gerri Bird, Cambridge City Council (East Chesterton)

Charles Nisbet, Milton Road Residents Association

Michael Page, Hurst Park Estate Residents Association

Cllr Martin Smart, Cambridge City Council (king's Hedges)

### **Present – Greater Cambridge Partnership**

Paul van de Bulk – Project Manager

Peter Blake – Director of Transport

Andrew Walker – Communications Officer

Lesley Hoyle – Note Taker

### **Present – WPS**

Neil Poulton – Associate Director WSP

### **Apologies**

Cllr Mike Sargeant

Cllr Peter Sarris

Meeting commenced 6.06pm

### **Minutes and matters arising:**

The Chair welcomed everyone.

LLF members introduced themselves.

Apologies were made for the lack of microphone.

Minutes of last meeting were agreed as an accurate record.

### **Chair's Update**

At the previous meeting it was reported that there would be a series of workshops on bus stops and trees to inform the project design. People participated in the workshops as stakeholders and residents of Milton Road and neighbouring streets. It was open to them to complete forms made available at the last LLF meeting to indicate a wish to participate. Design concept groups were organised on a smaller scale so that there could be focused discussion.

The project is not proceeding as quickly as originally thought because more time was needed for modelling and investigation as a result of information that came from the workshops and design concept groups. This is positive because it means that the discussions have had an impact and will influence the outcomes.

### **Officer Presentation: Project Update**

Peter Blake was introduced as the new GCP Director of Transport, replacing Chris Tunstall.

An update on the project to date was led by GCP Project Manager and WSP Project Manager. The presentation can be found here:

<https://t.co/A9YF0J0XF5>

In summary:

- The objectives of the project were displayed.
- Timescales have slipped slightly because of additional work undertaken assessing cycleway options. It is planned to take the preliminary design to the Executive Board in July 2018 rather than March 2018 as originally proposed.
- A full assessment of the proposed 2-way cycling provision (on outbound side of the road) has taken place to facilitate the safe moving of children to and from school.
- Also investigated was the possibility of extending the 2-way section of cycleway the whole length of Milton Road rather than just the section originally proposed in the final concept.
- However the safety audit highlighted significant concerns about the visibility of cyclists for car drivers turning in to side roads with the 2-way cycleway design.
- It is therefore proposed to go ahead with more conventional one way cycle ways on both inbound and outbound side of the road, but leaving a 3m wide path on the outbound side of Milton road to facilitate the movement of children to school.

A summary of outcomes from workshops and design groups was presented:

- Bus Stop and Crossing Workshop: Floating bus stops was the preferred option for wider sections of the road. Officers will look to implement these in as many sections as possible. In narrow sections of the road it was preferred that pedestrians should give way to cyclists. Preference was towards some small movement of the placement of existing bus stops and small changes to road crossings locations too. It was noted that any new crossings have to be safety audited.
- Trees and Landscaping Workshop: Preferred species for narrow and wider sections of the road were identified. In the wider section it was agreed that Tulip Tree and Silver Lime were the most popular whilst in the narrow section Ornamental Pear was the most popular. The project will look to provide some landscape features and the team are working with a landscape architect on this.
- Elizabeth Way Roundabout Design Meeting: The project team have reviewed 3 accesses onto the roundabout and have spoken with many of the residents. Consideration is being given to how the crossings work and potential restrictions of movement. A design group has looked at how to manage cyclists and pedestrians in the shop vicinity.
- Mitcham's Corner to Elizabeth Way – Narrow Section (Design Meeting). The project team looked at where there should be a buffer zone between car area and cycle area. Looking to break up parking bays with planting. From leaving Gilbert Road, the cycleway will have to be reduced.
- Mitcham's Corner Design Meeting - The vision for the Mitcham's Corner area is to create a calmer shopping and residential area. This is in conjunction with Cambridge City plans supplementary planning document. The document can be found at <https://www.cambridge.gov.uk/mitchams-corner-spd>
- GCP is now having to decide whether to take this aspect of the project on board as part of the Future Investment Strategy. For the Milton Road project, the focus must be on how cyclists can access Mitcham's Corner safely.
- Bus Lanes Design Meeting – Each section of the route was explored. For Gilbert Road/Ascham Road officers are looking at how to reduce the bus lane for safe crossing. For Arbury Road to Kings Hedges officers will look to see if the bus lane can be reduced. Camera controlled enforcement was supported. The Signal Team support bus detection at junctions over bus gates. There was support for a 24 hour ban on loading and this is being considered.

- Individual Discussions with Shop Keepers – Shop keepers on Arbury Road area raised issues regarding access to the rear of the shops being required. The next step is to look at ways of improving the existing layout to tidy it up and make it safer.

The next steps for continued development of the preferred option were outlined, together with project time frame.

The Chair thanked officers for the presentation.

### **Question and Answers:**

Questions from the public were welcomed by the Chair. Due to time limitations, those who did not have the opportunity to ask their questions were encouraged to email them to the Chair.

Q – The speaker complimented those involved in the consultation process. How is uni- directional cycling enforced?

A – This will be addressed as best as possible through infrastructure design. A wider 3m shared use section has been allowed for in areas where (inbound direction) school children are expected to use the cycle route each morning.

Q - How do you enforce a driver to give priority to cyclists?

A - Through infrastructure design and surfacing.

Q - How will Arbury Road be linked to Milton Road?

A – The project managers for both schemes are in regular communication.

Q – Concern was raised about safety of cyclists on Copenhagen style crossings. Has the level of risk been assessed?

A - Priority over side roads was identified as key and this concept is the solution for Copenhagen style crossing.

Q - Do any of the schemes involve the acquisition of private land?

A – No.

Q – Will cyclists have to cross verges to get across to the other side of the cycleway?

A – This is being considered on a case by case basis. There will be breaks in the grass verge for the many driveways on Milton Road.

Q – Why can't the cycleway be separate rather than shared with pedestrians?

A – Segregated cycleway is proposed for the whole length of Milton Road. On the section between Ascham Road and Ramsden Square it is proposed to also provide a wide share use path. This path is primarily for pedestrian use but it is thought that inbound school children will also use this shared use path each morning on their bikes and scooters.

Q – Concern was expressed that floating bus stops can result in poor visibility of cyclists which poses a danger for children exiting a bus.

A – This concept is balancing all safety risks and this the optimal compromise that has been reached.

Q– The bus stop on Union Lane has been moved slightly. Will be it be cut out of the existing pathway?

A – There will be no lay-bys.

Q – Concern was raised regarding the safe use of floating bus stops for disabled members of the public as it can be difficult to cross the cycle lane safely and quickly enough to get to the bus before it leaves.

A – Project officers instigated the workshop around bus stops because it was a known issue. What was presented at the workshop were 6 possible options. The floating bus stop was the preferred option coming out of the workshop process.

Q - Will there be a master plan in terms of an urban corridor for wildlife?

A – The most appropriate options for the environment on Milton Road will be taken on board such as plans to use as much rain water as possible.

Q – Given the narrowness of the verges, how the trees will be maintained and growth facilitated?

A – A lot of work has taken place to identify the best species for the project. This will form part of the detailed design work.

Q – Can trees be planted so not to collide with buses?

A – There has been overwhelming support for trees to be used for safety and as a buffer. High canopy trees will be used and mature trees will be planted from the beginning.

The Chair thanked Cllr Ian Bates for attending the meeting as he was leaving.

Q - Elizabeth Way roundabout – Concern from 1 specific resident on Elizabeth Way roundabout that he should be consulted once the design is ready for review.

A - This was duly noted.

Q – Mitcham’s Corner shops – will there be a cycle path at the end?

A – The exact designs have not been finalised at this stage.

Q – Will consideration be given to cycle parking needs?

A – Yes.

Q – When driving out of a side road, can you cross a bus lane?

A – Yes.

Q – Concern was raised regarding the amount of tarmac to be used and loss of grass.

A – There will be an avenue of trees. Visual representations will be available closer to completing the design.

Q – Why are bus lanes dedicated to buses 24/7 when this is not necessary?

A – This is why officers are considering using bus lanes for loading outside peak times.

Q – There appears to a lot of discussion around parking in the area. Residents’ parking schemes do not go ahead unless a majority of residents in each zone support it. Is this a concern?

A – GCP is talking with Cambridgeshire County Council who are working with residents on parking schemes.

Q – How do you prevent people parking on verges?

A – Through detailed design. The verges are narrow, only 1.5m width and trees will be planted to curtail parking.

Q – Have services already been investigated?

A – Yes. At each stage of the design process officers liaise with service suppliers to check for services. Bore holes help determine the depth of services. More detailed designs will be sent to utilities companies. Services can be moved if deemed in the best interest of the project.

Q – Will there be compulsory purchase of land outside Milton Road shops?

A – No, there is no compulsory purchase. The project team have spoken to shop owners and will try to secure agreement with them to improve the tarmac area.

Officers thanked everyone for all input and time.

The Chair thanked everyone for attending and confirmed there is ongoing discussion about the trees. The public were encouraged to email further questions to the Chair.

Meeting closed 20.05.