

Report of a Meeting held on Thursday 19 December 1996 in Milton Community Centre to discuss the proposed cycleway from Milton to Impington.

Meeting started 9.40am

Meeting ended 10.35am

Present:

Bob Waters (Chair Milton PC)

Christine Cole (Histon PC)

Jane Coston (County Councillor and Milton PC)

Janet Pratt (Impington PC)

Neville Pritchard (County Councillor)

Hazel Smith (Milton PC)

Jim Daniels (clerk Milton PC)

John Richards (County Council [Dept of Environment & Transport] Cycling Officer)

Apology for absence: Richard Summerfield (District Councillor & Milton PC)

John Richards explained that he had asked WS Atkins for a feasibility study into a cycleway from Milton to Impington, given the budget available.

His aim was twofold:

1. To stabilise the edges of the carriageway.
2. To provide a path/cycleway (on the Southern side of the road).

The Department of Environment and Transport's intention was to preserve the character of this "C" class road. He pointed out that if the cycleway were not provided now funds might not become available.

The members present gave their views on the cycleway as proposed.

RLEW summarised their collective views:-

1. If the cycleway were to go ahead the 'free' bus from Milton to IVC would be withdrawn. More youngsters therefore might be taken to school by their parents thus increasing the traffic flow.
2. As the cycleway would be at the edge of the carriageway and two metres wide youngsters would be likely to cycle side by side or in groups and not in single file. Members were concerned about the obvious dangers. A one metre strip between the edge of the carriageway and the cycleway was a necessity.
3. The widening of the road by one-half metre would increase the likelihood of extra traffic using the road especially during the morning peak times as a route to the A14 via Oakington.
4. The Impington end of the route was crucial to the scheme. How would cyclists negotiate the dangerous bends?

5. **Lack of lighting along the route would cause problems especially in Winter for cyclists facing vehicle headlights. Cyclists would lose vision and motorists would have problems with cycle lights coming towards them seemingly on the wrong side of the road (especially as many motorists apparently suffer from myopia).**

Conclusion

The consensus of opinion was that the scheme should be done properly or not at all.

Members agreed with the proposals for repairs to be carried out to the edges of the carriageway.

J Richards agreed to report back to his Senior Managers.