



MILTON PARISH COUNCIL

Parish Council Office, Coles Road,

Milton, Cambridge, CB24 6BL.

Telephone: 01223 861447.

Email: clerk@miltonvillage.org.uk.

Website: www.miltonvillage.org.uk.

TO ALL MEMBERS OF THE PARISH COUNCIL

You are summoned to attend the meeting of Milton Parish Council to be held on
Monday 7 March 2022 at 7:30pm in the Bowls Pavilion, Coles Road
Members of the Public and the Press are cordially invited to attend.

Clerk's signature: *Sarah Coder*
Date of issue: 1 March 2022

AGENDA

1. **Apologies for absence:** to receive and approve apologies for absence
2. **To APPROVE the minutes of the meeting held on: Monday 7 February 2022 (Pages 1-5)**
3. **Declarations of interest and dispensations:**
To receive declarations of interest from councillors on items on the agenda;
To receive written requests for dispensations for disclosable pecuniary interests (if any);
To grant any requests for dispensation as appropriate.
4. **Public Participation – members of the public are invited to speak**
Public Participation of a maximum of fifteen minutes duration for members of the public to address Councillors. A member of the public may speak for up to 3 minutes to make representations, answer questions and give evidence at a meeting in respect of the business on the agenda (Standing orders 3e, 3f, and 3g).
5. **Clerk's/Chairman's Report and see Works Schedule (Page 6)**
MVAS Update: See Item 8
New Wooded Area (Orchard) – Fence has now been repaired and all tree saplings now planted
Willow Crescent – Clerk made contact with possible landowner but they do not hold the deeds to the land in question Ashtons Solicitors to contact previous landowner
Old School Lane – Ashtons Solicitors looking into MPC adopting Crown land
Bus Stop Winning Art Work – Due to be put up in the 3 bus stops (2 by Tesco, 1 by One Stop) around 6 April 2022
Ely Road Opposite NLP – Large overhanging tree branches have been reported to County Highways for removal
6. **Planning**
Under Delegated Powers
22/00116/FUL – (SCDC) Car Park Walking Way, Milton – Installation of a 10 bike shelter at the car park at Walking Way **HAS NO RECOMMENDATIONS. Comment: request for replacement tree**
Decisions:
21/04849/HFUL – 23 Shirley Close, Milton – Part single, part double storey side extension
GRANTED PERMISSION
New:
S/1320/16/CONDB – 26 Butt Lane, Milton – Submission of details required by condition 3 (Traffic management plan) of planning permission S/1320/16/FL **FOR INFORMATION ONLY**
S/4824/18/NMA1 – Land adjacent to Cambridge North Station, Milton Avenue, Cambridge – Non-material amendment on permission S/4824/18/VC to remove condition 6 (Boundary treatments and landscaping) **FOR INFORMATION ONLY**

22/00552/HFUL – 169 The Rowans, Milton – Two storey side and first floor side and rear extension

S/1084/18/VC – Land at Chesterton Sidings, Cowley Road, Cambridge - Removal of Condition 38. **To Propose to Suspend Standing Orders as decision was made less than 6 months ago - Previously objected** - PROPOSAL: "Milton Parish Council formally removes its objection to the Cambridge North Station application (reserved matter, re provision of continuous footway adjacent to Cowley Road). Reason: The land ownership at the right-angle bend where the industrial estate makes this difficult and instead the developers are contributing towards 2 bridges (minimum) across the drain where it is adjacent to Cowley Road. One of these will be close to the entrance to Cowley Road Industrial Estate (where the road turns a right angle), the other further up, possibly where the Waterbeach Greenway cycleway will meet Cowley Road. There is also now lighting on the foot/cycleway all the way besides the Business Park's wall, so the route will feel safer in the dark. We request more paint on the foot/cycleway to mark it as segregated, which is necessary now that more electrified bikes and scooters use it to access the station (Can Voi be asked to contribute?)

7. CAPALC

To **CONSIDER** membership renewal to CAPALC £807.53 or £857.53 to include DPO scheme

8. Mobile Vehicle Activated Sign (MVAS)

1. To note that Waterbeach PC "no longer want anything to do with the machine" and have not requested reimbursement

2. To approve in principle to repair the MVAS

3. To note the total cost of repairs is estimated to be £316 and to approve the cost of £316/2 = £158.00 for each two parishes

4. To approve Milton PC, pay the invoice for repairs and recharge half of the cost to Landbeach PC

5. To consider and if agreed put the MVAS on Milton PC's asset register and add to Milton PC's insurance policy

9. Brick Bus Shelters Refurbishments (Pages 7-8)

To **CONSIDER** quotes from CJ Murfitt £7,389.74 plus VAT and Pro-Serv £9,525 plus VAT for works required

10. Bills for Payment and Money Received (Pages 9-10)

To **CONFIRM** bills for payment

11. Capital Projects Working Groups (Pages 11-12)

To **NOTE** GW Shelters quote for £4,347.28 for the Bus Shelter artwork installation (within agreed budget)

12. To AGREE the Cycling and Walking Infrastructure Strategy Document (Pages 13-27)

13. Parking Issue on The Rowans (Tesco end) (Page 28)

To **CONSIDER** extending the current double yellow lines further down The Rowans to take parked traffic further down from the junction

14. Celebrating Her Majesty, The Queen's Platinum Jubilee (Pages 29-30)

To **CONSIDER** working with All Saint's Church on possible tea parties to be held on selected recreations grounds in the village or other suggestions put forward for celebrations

To **CONSIDER** purchasing Platinum Jubilee 2022 lamp post sign £4.99 each, bunting £12.99 each, large flag £15.99 each from the Royal British Legion

To **CONSIDER** applying to the South Cambs "Queen's Platinum Jubilee" Community Chest Funding for up to £700 (for a tree/bench or other suggestion)

15. To Receive County Councillor's Report March 2022 (Pages 31-32)

16. To Receive District Councillors Report March 2022 (Pages 33-36)

17. To Receive Milton Community Centre Report March 2022 (Page 37)

18. Correspondence (Emailed to Councillors)

IHMC Incident Report – January 2022

CAPALC February Bulletin

Planning Training Session 26 February for Parish Councillor

Waterbeach to Cambridge GCP Engagement Event 9 February – HMS report back

Butt Lane overnight work closure 21 March to 10 April 2022

CAPALC Affiliation request

Quarterly Planning Meeting – Area 2 1 March 2022 4:30pm

GCP East Community Forum meeting 21 March 6:30pm on-line

Adoption of Greater Cambridge Biodiversity SPD

19. Dates of next meetings

Monday 21 March 2022 – Planning 7pm – Maintenance 7:45pm

(Tuesday 29 March 2022 – Meet with Urban and Civic 7:30pm)

Monday 4 April 2022 – Parish Council

<p>The full agenda papers are available on the website www.miltonvillage.org.uk and at the Parish Council office.</p>

**Minutes of the Meeting of Milton Parish Council held on
Monday 7 February 2022 at 7:30pm in the Bowls Pavilion**

Present: H Smith (Chair) (HMS), J E Coston (JEC), P Ellwood (PE), A Horne (AH), R Farrington (RF)
D Owen (DO), A Markham (AM), A Latchem (AL), A Bradnam (arrived 8:40pm)

In Attendance: S Corder (Clerk)

Public: 9

1 Apologies for absence

None – Full committee

2 To APPROVE the minutes of the meeting held on: Tuesday 11 January 2022 and Monday 24 January 2022
JEC – To add wording “It was AGREED to consult with the winning artists to choose the colour of the bus stop frames and report back at the February MPC meeting” to the 24 January minutes. **JEC Proposed to accept both sets of minutes with the amendment included – HMS Seconded ALL AGREED**

3 Declarations of interest and dispensation

To receive declarations of interest from councillors for items on agenda: **RF Item 9 (Scout leader)**

To receive written requests for dispensations for disclosable pecuniary interests (if any): None

To grant any requests for dispensation as appropriate: None

4 Public Participation – members of the public are invited to speak

8 members of public attended to discuss Item 6: Planning – 10 Shirley Close

1 member of the public was in attendance for observation

Item 6 discussed next

5 Clerk’s/Chairman’s Report and Works Schedule

Training – Clerk Passed the Financial Introduction to Local Council Administration (FILCA)(SLCC)

MVAS Update: AB – no update given

A10 Trees – The trees alongside the paddock have been cut down where required and overhanging branches cut back. The surrounding fence will be repaired on 5/6 February 2022 at a cost of £525, do we invoice County Highways for the works? **HMS and AH agreed (under Committee allowance) MPC to pay for the repair. HMS Proposed to invoice County Highways for repayment of the repair work – JEC Seconded ALL AGREED. Clerk has contacted County Highways several times to report the damage to the fence but no reply as yet**

Willow Crescent – Clerk and JEC researching ownership of the land in question

Old School Lane – Ashtons Solicitors looking into MPC adopting Crown land

Pop-up Cycle Lane, Cambridge Road – Has now been removed

HMS: A Reporter from the Cambridge Independent came and took pictures of the 3 winners of the bus stop art competition along with their artwork. The winners chose the colour “Duchess Blue” for the new frame colour for the 3 bus stops where their art work will be installed

HMS awarded all the children who entered the bus stop art competition a merit prize of a £10 Tindall’s art voucher

6 Planning

Decisions Received:

21/04301/FUL – Land rear of 49 Cambridge Road, Milton – Erection of 4 dwellings following demolition of No 49b Cambridge Road and removal of 5no static caravan pitches **GRANTED PERMISSION**

21/04152/FUL – 37 High Street, Milton CB24 6DF (Ambassador Lodge) – Change of use from guesthouse accommodation to part education/office use **GRANTED PERMISSION**

21/03963/HFUL – 33 Willow Crescent, Milton CB24 6DF – Single storey extensions to the Front, side and rear. Single storey extension to the garage and to change the garage flat roof to a pitched roof including that of No 31 Willow Crescent **REFUSED PERMISSION**

21/04458/HFUL – 14 Old School Lane, Milton CB24 6BS – Front porch extension **GRANTED PERMISSION**

New:

22/00171/FUL – Cambridge Consultants, Jones Building, Unit 29 Cambridge Science Park, Cambridge – Replacement roof light and curtain walling **HAS NO RECOMMENDATION**

(HMS Proposed to suspend Standing Orders to allow members of the public to speak for this item – ALL AGREED)

22/00126/FUL – 10 Shirley Close, Milton – Erection of 1no 2bed new dwelling

OBJECT: 1. The Utility room on the previous planning application has been converted into a kitchen with the extractor fan facing out onto the neighbours back garden and patio area and will cause disruption to the neighbour's amenity. Can the extractor fan face out into the back garden of the property? 2. Location of bin store will cause an issue to neighbouring property entering and exiting their car. Deeds state that front gardens should be open plan. 3. Have the roof materials been approved as the slates are not in keeping with the street scene. 4. The division of the rear garden has already been carried out. 5. From GOV website:

Effective enforcement is important to:

- tackle breaches of planning control which would otherwise have unacceptable impact on the amenity of the area;
- maintain the integrity of the decision-making process;
- help ensure that public acceptance of the decision-making process is maintained.

Milton PC is concerned that the applicant has cynically applied for an extension knowing full well that they would build the new area with separate services and a new front door, and not put in the door connecting to the existing property. The amenity of the neighbour is impacted far more by this separate property, with kitchen extractor fan and a second bin store.

MPC supports the neighbours' objections and would ask that this application goes to the Planning Committee for a decision.

Please can the neighbours' objections be acknowledged?

7 Finance and Administration

The minutes of the Finance and Administration meeting held on Monday 17 January 2022 were received

8 Community Care

The minutes of the Community Care meeting held on Wednesday 12 January 2022 were received

9 Scout Store

To **CONSIDER** request from 50th Cambridge Milton and Landbeach Scout Group to erect a storage unit at the back of the Scout Store. **Clerk to check with MPC insurance that the MPC is covered for a building that is attached to another building that stores gas bottles either inside or outside the premises. Otherwise this request was approved, subject to the views of MCC**

10 Bills for Payment and Money Received

To **CONFIRM** bills for payment **AH Proposed to pay vouchers 312-346 – JEC Seconded ALL AGREED**

11 Tree Maintenance

To **CONSIDER** quote from Town and Country for tree works required at the Cemetery £1,430 + VAT and outside 45 The Sycamores £220 + VAT **JEC Proposed to accept the Cemetery tree work quote of £1,430 + VAT and send MCC The Sycamores quote – AB Seconded ALL AGREED**

12 Celebrating Her Majesty, The Queen's Platinum Jubilee

To **CONSIDER** hosting a village event to celebrate The Queen's Platinum Jubilee over the extended bank holiday, Thursday 2 June to Sunday 5 June 2022. **Ideas to be discussed at the Capital Projects Working Group meeting – bring back ideas to March MPC meeting. Liaise with All Saints Church on possible celebrations**

13 Street Trading Draft Policy November 2021

The draft proposed Street Trading Policy to take effect from 1 March 2022 was received

14 The Connections Bus Project

The Connections Bus Project termly report for Sept-Dec 2021 was received

15 Cambridgeshire County Council Historic & Natural Environment - New Local Heritage Listing Project

To **CONSIDER** local important heritage assets that could be put on the new website Local Heritage list. Their local importance will be officially recognised in the planning process **Clerk to share poster/information on MPC Facebook, webpage and in the Milton Village View. Poster to go up in the Post Office asking residents to**

consider any heritage assets within the village to be added to the list

16 Waterbeach Community

To **CONSIDER** any agenda items to be put forward for the next Waterbeach Forum on 2 March 2022 – **None**.
Comment: JEC asked that MPC have details of consultation deadlines and decision dates.

17 The County Councillor's Report February 2022 was received

Virtual decision-making for parish and local councils – please!: The legal requirement for parish, district and county councils to meet in person for formal decision-making is having an adverse effect on many councils as they try to maintain public health safety during the continuing pandemic, with meetings cancelled or minimized in terms of people attending and business covered. The Local Government Association (LGA) is lobbying government to reinstate provision for meeting virtually where councils feel the need to, but so far Central Government hasn't changed its position.

This is key time of the municipal year as budgets and precepts are being prepared by county, district and parish councils – but public participation is often difficult or not possible due to the need to minimize numbers of people in the meeting. While county and district councils live stream their meetings, parish councils are not set up to do so.

You may wish to express any views in this petition chnng.it/wXfPYW4d

Anglian Water Wastewater Treatment Plant relocation: Minutes of the Community Working Group on 13 Dec 2021 and 13 Jan 2022 have been issued. Meetings have considered transport route proposals including impact on the cycle path, odour impacts to residents amongst other issues. Phase three consultation is expected mid-February and will last for 8 weeks - on new landscape designs and new site designs, mitigations and environmental impact.

Household Support Fund – reminder – open until 31 March 2022: This fund aims to help those struggling to pay for food, energy or other essential items this winter. Cambridgeshire County Council has been allocated £3.58 million as part of the Government's Household Support Fund to help people who need financial support.

The fund usually provides £49 (for a family) or £29 (for an individual) to cover food or household energy costs, but more funding may be available for people who can demonstrate a higher need – for instance for higher costs of filling an oil tank or buying a new cooker. To be eligible for the Household Support Fund residents will need to earn less than £17,940 or receive any of various state benefits. See details here:

<https://www.cambridgeshire.gov.uk/residents/coronavirus/household-support-fund>

Roads and Transport

A10 pedestrian and cycle path improvements - Update in our District Councillors' Report.

The s278 Agreement (for works in the highway) was signed mid-January. Some residents asked AB if a safety audit had been done. AB explained in her email to parish councils (17/01/2022) County Highways officers have offered to present and explain the safety audits to the parish council at a convenient time, but this is still to be arranged.

Car Dyke Road, Waterbeach will be closed 24 Jan – 11 Feb initially for improvements to the A10 foot and cycle path at this junction. After this, path widening works will proceed over 12-18 months, first working northwards up to Denny End Road, then start from Car Dyke Road and work southwards.

Butt Lane, Milton will be closed 21 March - 10 April for Cambridge Water to make a connection. There will be 2-way lights during the day, but it will be open overnight

Thank you to all residents who report faults on the Highways reporting page – this is an essential step, to make sure problems are logged and Highways made aware. You can visit to see if a fault has already been reported here <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/roadworks-and-faults>

Grant funding for local businesses from the District Council: A great deal of support including grant funding information is available to local businesses via the Business page at SCDC: <https://www.scams.gov.uk/business/>

Covid in schools – staff impact: Case numbers in schools before Christmas broke records week after week, as parents and children will know all too well. In the first January week of return to school, about half of all cases of Covid in schools across Cambridgeshire represented staff. Thank you to all schoolteachers, support staff and community volunteers in helping schools administer the vaccination and testing programmes – and continue to deliver teaching.

Health and social care reforms juggling act: Report from County Councillor Susan van de Ven who chairs the **Cambridgeshire Health and Wellbeing Board** where the NHS and Local Authorities formally come together. This gives a flavour of what is going on in Health and Social Care.

“A major reorganization of health and social care is happening now, with legislation in the process of passing through Parliament. This is extremely complicated and affects us all.

The reforms include raising money through the National Insurance contributions that working people pay; widening eligibility for County-funded social care from about 4% of the population now to an estimated 14%, in Cambridgeshire (which must be paid for of course); and requiring the local NHS (our local GPs, hospitals, etc) and the Local Public Health and Social Care Authority (Cambridgeshire County Council) to collaborate, integrate and think at a 'neighbourhood' level. Prevention is a constant theme – how can we live better and avoid getting sick in the first place? How can we give children - from birth - the best chance of a healthy life? What more can local communities be doing to play a part?

18 The District Councillors Report December 2021 Cllrs Paul Bearpark, Anna Bradnam and Judith Rippeth was received (Full report on MPC webpage)

Omicron Hospitality and Leisure grants: The latest grant scheme to support businesses impacted by the Omicron variant launched in South Cambs on Monday 17th January. The initial fund allocation (90% of the full allocation) totals £1.428m and to date 103 applications have been received. Applications should be made by **18th February 2022** and final payments will be made by **31st March 2022**.

Emmaus – Landbeach: The community currently has an occupancy rate of over 90% with 41 of the 45 rooms filled, with one of those rooms being decorated so there is a gradual but ongoing refurbishment programme. The staff continue to support companions with regaining their independence and with both their physical and mental health needs. A planning application (Ref #: 21/04957/FUL) from the developer Hill Residential to install six modular homes (pods) for more independent living on site is currently live on the South Cambs website. Emmaus is advertising for an additional support worker as the number of the companions will obviously increase should the application gain approval. South Cambs have committed to fund the first year of that post which would then be funded by Emmaus in subsequent years from the additional revenue in housing benefit from the pods. The core business of the shop and café have weathered the storm of the latest Covid variant although takings were lower in December than in November which reflects the situation in retail across the country with early Christmas shopping followed by a hesitancy and thus a drop in sales and footfall with the onset of Omicron.

Water Resources East Consultation: Water Resources East has recently launched a consultation on its emerging water resources plan for the East of England. You can read a copy of the emerging plan. The consultation explores measures to address water demand as well as protect the environment. The deadline to respond to the Water Resources East consultation is **Monday 28th February 2022**.

A10 shared use path: The upgrade to the A10 path has been approved and the work to improve Car Dyke Rd junction and widen the path will be taking place over the coming months. Although there were several suggestions made for alternative approaches such as an alternative route for the path, carriageway re-alignment and covering the ditch none of these was within the scope of the condition agreed between CCC, SCDC and U&C which was to "improve and widen the existing path between Denny End Rd and Ely Rd Milton". There will be further opportunities to improve this path and the junction such as the sec 106 agreement with RLW and the future changes to the A10 currently being considered by the CPCA.

The Mere Way link over the bridge to the busway will be coming forwards soon and we will be campaigning to have the Greenway built as soon as possible.

19 The Milton Community Centre Report – February 2022 was received

Maintenance/Improvements: We have had the drains cleared at the Community Centre car park to reduce flooding in heavy rain and the car park area near the entrance to the Doctors surgery has been cleared of built up leaves. One of the pressure units has been moved at NLP plant room to an upright beam which should hold the weight. This will reduce the weight on the piece of wood that had been used to hold both units weighing approximately 25 kg each. The tennis courts have been cleaned and treated and we plan to retreat the court again in the next couple of months. We have also replaced the light switch on the 5-aside court as this kept failing.

Bookings: Prior to Christmas we experienced a significant number of cancellations for hall hire due to the increase in COVID numbers. We have seen most groups return but currently have 5 that still haven't returned. The British Red Cross who are hiring the Bowls Pavilion at present will be relocating to North Lodge Pavilion from mid-February. This agreement will be till the end of April initially and then reviewed on a weekly basis. Initial discussions had indicated mid-August however they are hoping it will be in advance of that.

Hard Courts: We have seen an increase in bookings with the courts in use most evenings for football and tennis. The tennis courts are in use 7 days a week and most evenings.

Youth Building: Eddies Artworks continue to use the Youth Building daily Monday to Friday and Youth Club on a Tuesday evening.

North Lodge: Inland Waterways, 1st Milton Brownies and 1st Milton Guides are using the Pavilion and we have just started a new weekly evening booking with Granta Blue Morris.
Red Cross are aware of the other hirers and will also undertake any cleaning required whilst they are there.

Sycamores Rec: We are seeking additional quotes for repairs to the basketball court

Vandalism and Crime: There had been little activity over the last quarter. We are however seeing an increase in recreational drug use at The Sycamores and Coles Road. There has also been minor damage to the Amazon Trail at Coles Road.

(RF and DO left 9:35pm)

20 West Wickham Neighbourhood Plan – Seeking views. Comments can be made from Tuesday 18 January to 5pm on Tuesday 15 March 2022. To view the plan: <https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/west-wickham-neighbourhood-plan>

Emailed to Councillors:

Road Victims Trust Annual Report

Cambridgeshire Flood Risk Management Strategy Consultation – Closed 23 January 2022

North East Cambridge Community Forum - Wednesday 09 February 2022 Time: 6pm – 7:30pm

Greater Cambridge Partnership -- Milton Road LLF on 3rd February at 6-7:30pm

Waterbeach to Cambridge Public Transport Scheme Stakeholder Workshop Wednesday 9th February at 13:30.

SCDC January 2022 Parish e-bulletin

IHMC Incident Report – January 2022

21 Dates of next meeting

Monday 21 February 2022 – Planning

Monday 7 March 2022 – Parish Council

Monday 21 March – Planning (7pm) – Maintenance (7:45pm)

To arrange to meet Urban & Civic on Tuesday 29 March 2022 at 7:30pm to discuss Milton cycle path updated plans

To arrange to invite Network Rail to attend the Planning Committee on 21 February 2022 at 7pm to discuss objections to Removal of Condition 38, (route of cycle/pedestrian path) Railway Station, Cowley Road

Meeting closed at 9:48pm Signed: Date:

Milton Parish Council

Work/Project Schedule List (as of March 2021)

Works Required	Committee	Progress
Removal of Trees by Allotments/A10 and planting of replacement trees	Carried out by County Highways	The 15 trees due to be removed Allotment/A10 side – works to be rescheduled for 2022 as a traffic order will be required.
Repairs to Humphries Way play park	Wicksteed	Delivery delay in the timber to replace the wobble board and the horizontal ladder cross bar (Monkey bars)
Improve crossing point at High Street/Fen Road	A14 Legacy Fund	(8/2/22) CCC Highways – waiting to hear regarding a start date – will be either late March or April
Bus Stop repairs – to brick bus shelters	Maintenance	Quote to be agreed
IN PROGRESS		
Power to Pond Green and Edmund Green – for Christmas lights etc	Maintenance/Capital Projects Group	Quote agreed from Balfour Beatty – Required works being confirmed by Assistant Clerk
New Village Signs	Capital Project Group	Design and quotes to be sourced
Bench/s on Pond Green	Maintenance/Capital Project Group	Design and quotes to be sourced
Village Pump Renovation	Maintenance/Capital Project Group	Hedge due to be removed by Buchans and replaced with a fence. Looking into restoration of the pump and possible art work to be erected by the pump

Clerk Milton Parish Council

From: David Coulson <david@cjmurfitt.com>
Sent: 21 February 2022 11:43
To: Clerk Milton Parish Council
Subject: Quote: Brick Bus Shelters

Good Morning

Please see our quotations below for the two bus shelters.

Cambridge Rd Bus Shelter

- Re- Roof Shelter including scaffold. (2 Layer felt)
- Provisional sum of £300 for unforeseen timber repairs.
- Replace set and decorate white to match existing.
- Remove pipe where it protrudes through seat.
- Make good concrete floor where it meets tarmac.

All for the sum of £3,498.37 Plus V.A.T.

Wagon and Horses Bus Shelter

- Re- Roof Shelter including scaffold. (2 Layer felt)
- Provisional sum of £300 for unforeseen timber repairs.
- Cut back and remove ivy.
- Replace set and decorate white to match existing.
- Make good concrete floor where it meets tarmac.

All for the sum of £3,891.37 Plus V.A.T.

We would need access to some welfare facilities somewhere in the village whilst we carry out the works or a suitable location where we could leave a portaloos etc.

Lead in time 4-5 Weeks from receipt of order.

Kind Regards
David

David Coulson

C J Murfitt Limited
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The Information contained in this e-mail is confidential and may be privileged



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CUSTOMER QUOTATION NO. 2199

Quote No: 2199
Site: Parish Council Office
Site Contact:
Phone: 01223 861447
Valid For: 30 Day(s)

Description

RE: Milton Parish Council - Bus Shelter Refurbishments

As per our recent site inspection, we now have the pleasure in submitting our quotation for the work required as detailed below:

- Bus Shelters are located opposition the Waggon & Horses Public House and on Cambridge Road by Stephanies Hairdressers. Each shelter is estimated at £4,762.50 + vat.

Schedule of Work:

- Replacement of existing roof structure and covering. Fascia's to be decorated to finish.
- Remedial brickwork to include supply of 200 No. bricks, raising seat level by 150mm, replacement of seat timber with jointed yellow pine, decorated to finish.
- Excavation of existing concrete floor replaced with new level screed to footpath.
- Disposal of all spoil.

Notes:

- Access will potentially be required to adjacent garden of bus stop located opposite the Waggon & Horse Public House. Please advise if this will be possible.
- Final price on structural work is subject to change depending on remedial works required once the roof structure is removed. Cost(s) will be confirmed prior to continuation of work.
- It is assumed that all existing wiring is sound and suitable for alterations and / or new points. Should this not be the case additional costs may be incurred. Cost(s) will be confirmed prior to continuation of work.

We look forward to receiving further instruction

Sub-Total ex VAT	£9525.00
VAT @ 20 %	£1905.00
Total inc VAT	£11430.00

Milton Parish Council
PAYMENTS LIST

Voucher Code	Date	Minute	Bank	Cheque No	Description	Supplier	VAT Type	Net	VAT	Total
347 Office expenses	16/02/2022		Lloyds Corporate Card	DD	Zoom	Zoom Video Communications	S	11.99	2.40	14.39
348 Allotment Maintenance	16/02/2022		Lloyds Corporate Card	DD	Padlock	Screwfix	S	29.16	5.83	34.99
349 Chair Allowance	16/02/2022		Lloyds Corporate Card	DD	Art vouchers	Tindalls	E	50.00		50.00
350 Bank charges	16/02/2022		Lloyds Corporate Card	DD	Bank Charge	Lloyds Corporate Card	E	3.00		3.00
351 S137: Warden's Phone	15/02/2022		Unity Trust Bank	DD	Mobile phone (Warden)	Tesco Mobile	S	16.53	2.36	18.89
352 Orchard maintenance	13/02/2022		Unity Trust Bank		Repair Orchard fence	N S Fleming	E	525.00		525.00
353 Tomkins Mead	14/02/2022		Unity Trust Bank		Tomkins Mead	Cambridge Sport Lakes Trust	E	1,250.00		1,250.00
354 S137: Warden's Mileage	15/02/2022		Unity Trust Bank		Mileage	T E	E	49.50		49.50
355 S106 Arts	17/02/2022		Unity Trust Bank		MCC Hall Hire - Bus stop Art	MCC	E	82.20		82.20
356 Allotment Maintenance	01/02/2022		Unity Trust Bank		Allotment	Buchans Landscaping & GroL	S	279.54	55.91	335.45
357 Cemetery Maintenance	01/02/2022		Unity Trust Bank		Cemetery	Buchans Landscaping & GroL	S	162.54	32.51	195.05
358 Grass Cutting	01/02/2022		Unity Trust Bank		Grass Cutting	Buchans Landscaping & GroL	S	731.88	146.38	878.26
359 MCC grounds maintenance	01/02/2022		Unity Trust Bank		MCC Costs Contribution	Buchans Landscaping & GroL	S	1,001.67	200.33	1,202.00
360 MCC-NLP grass cutting	01/02/2022		Unity Trust Bank		MCC Grant Paid	Buchans Landscaping & GroL	S	194.81	38.96	233.77
361 Office expenses	25/02/2022		Unity Trust Bank		Computer maintenance	World of Computers	S	92.00	18.40	110.40
362 Office expenses	24/02/2022		Unity Trust Bank		Computer maintenance	World of Computers	S	117.00	23.40	140.40
363 Website	23/02/2022		Unity Trust Bank	DD	1&1 Mail Pro Licence	1 and 1 Internet Ltd	S	3.99	0.80	4.79
364 Website	24/02/2022		Unity Trust Bank	DD	1&1 WP Plus	1 and 1 Internet Ltd	S	16.98	3.40	20.38
365 Office Sundries	23/02/2022		Unity Trust Bank		Speakers and microphone for I	Amazon	Z	38.58		38.58
366 Stationery	22/02/2022		Unity Trust Bank		12 edition of Local Council Adr	SLCC (Society of Local Council	S	129.00	0.80	129.80
367 Payroll Clerk	24/02/2022		Unity Trust Bank		Salary	S C	E	1,106.54		1,106.54
368 S137: Warden Salary	23/02/2022		Unity Trust Bank		Salary	T E	E	848.53		848.53
369 Payroll Asst. Clerk	24/02/2022		Unity Trust Bank		Salary	JB	E	345.60		345.60
370 Payroll Highways	24/02/2022		Unity Trust Bank		Salary	P A	E	277.89		277.89
371 GJK - RFO	28/02/2022		Unity Trust Bank		Professional Services	GJK Accountancy Ltd	E	150.00		150.00
372 Tree Maintenance	28/02/2022		Unity Trust Bank		Tree removal from allotment	N S Fleming	E	85.00		85.00
373 Photocopying	28/02/2022		Unity Trust Bank		Photocopying	CBS Office Solutions Ltd	S	32.30	6.46	38.76
374 Trolley Bus	28/02/2022		Unity Trust Bank		Dial-a-Ride	Cambridge Dial-a-Ride	E	114.00		114.00
375 Payroll Pension (Employee)	01/03/2022		Unity Trust Bank	DD	Pension payment	Smart Pension	E	62.60		62.60
376 Payroll Pension (Employer)	01/03/2022		Unity Trust Bank	DD	Pension payment	Smart Pension	E	62.60		62.60
377 S137: Warden's Pension (Em	01/03/2022		Unity Trust Bank	DD	Pension payment	Smart Pension	E	58.83		58.83
378 S137: Warden's Pension (Em	01/03/2022		Unity Trust Bank	DD	Pension payment	Smart Pension	E	58.83		58.83
Total								7,988.09	537.94	8,526.03

Milton Parish Council
RECEIPTS LIST

Voucher Code	Date	Minute	Bank	Receipt No	Description	Supplier	VAT Type	Net	VAT	Total	
167 Allotments Rents	04/02/2022		CBS General Purpose		Allotment fee	F1	E	15.00		15.00	
168 Community Care fees	31/01/2022		Unity Trust Bank		Community Care Fee	E HU	E	78.00		78.00	
169 Community Care fees	03/02/2022		Unity Trust Bank		Community Care Fee	P C	E	42.00		42.00	
170 Community Care fees	04/02/2022		Unity Trust Bank		Community Care Fee	B C	E	78.00		78.00	
171 Interest Santander S106 Arts	02/02/2022		Santander S106 Arts		Interest	Santander	E	37.92		37.92	
172 Community Care fees	09/02/2022		Unity Trust Bank		Community Care Fee	P H	E	78.00		78.00	
173 Community Care fees	02/02/2022		CBS General Purpose		Community Care Fee	T G	E	78.00		78.00	
174 Community Care fees	02/02/2022		CBS General Purpose		Community Care Fee	JB,MB	E	156.00		156.00	
175 Allotments Rents	17/02/2022		CBS General Purpose		Allotment fee	A6	E	15.00		15.00	
176 Community Care fees	16/02/2022		CBS General Purpose		Community Care Fee	J A	E	78.00		78.00	
177 Community Care fees	14/02/2022		Unity Trust Bank		Community Care Fee	M P	E	78.00		78.00	
178 Community Care fees	17/02/2022		Unity Trust Bank		Community Care Fee	M S	E	54.00		54.00	
Total									787.92		787.92

6



Order Acknowledgement - Rev A

Your Order No	Email dated 27/01/2022	Date	01/02/2022	
GW Job No	GWSO587a	GW Quote No	GWQ818	
Customer	Milton Parish Council Parish Council Office Coles Road Milton Cambridge, CB2 6BL	Site Address	Various sites see below	
Contact	Sarah Corder clerk@miltonvillage.org.uk	Delivery Date	early April 2022	
Item No	Description	Qty	Unit cost	Total
Site 1. Cambridge Road outside Tesco - existing 2 bay Centro cantilever shelter FOP				
1a	1485 x 2050 x 4mm clear polycarbonate (our part number 13456C)	2	£153.59	£307.18
1b	1014 x 1485 x 6mm clear polycarbonate (our part number 13455C)	2	£76.79	£153.58
1c	Blue BS20C40 M6 x 16 button head fixing screws	50	£0.10	£5.00
1d	Rub down, spot prime and re-paint shelter framework to Blue BS20C40	inc in 4a		
Site 2. Cambridge Road opposite Tesco - existing 2 bay Centro cantilever shelter FOP				
2a	1485 x 2050 x 4mm clear polycarbonate (our part number 13456C)	2	£153.59	£307.18
2b	1014 x 1485 x 6mm clear polycarbonate (our part number 13455C)	2	£76.79	£153.58
2c	Blue BS20C40 M6 x 16 button head fixing screws	50	£0.10	£5.00
2d	Rub down, spot prime and re-paint shelter framework to Blue BS20C40	inc in 4a		
Site 3. Cambridge Road nr The Rowans - existing 2 bay shelter BOP				
3a	1485 x 2050 x 4mm clear polycarbonate (our part number 13456C)	2	£153.59	£307.18
3b	1014 x 1485 x 6mm clear polycarbonate (our part number 13455C)	2	£76.79	£153.58
3c	Blue BS20C40 M6 x 16 button head fixing screws	50	£0.10	£5.00
3d	Rub down, spot prime and re-paint shelter framework to Blue BS20C40	inc in 4a		
4. Installation				
4a	To deliver polycarbonate to BIG Printing in Huntingdon for anti-graffiti application and printing.	1	£250.00	£250.00
4b	Collect polycarbonate. Remove existing polycarbonate, rub down and repaint framework to BS20C40 and install new polycarbonate	1	£2,700.00	£2,700.00

4c	Standard traffic management	inc		
5. Exclusions				
5a	Out of hours working	exc		
5b	Exceptional traffic management	exc		
GRAND TOTAL				£4,347.28

SPECIFIC TERMS & CONDITIONS OF THIS SALE

- 1 Terms of payment - strictly 30 days nett
- 2 GW Shelter Solutions shelters are to be dug-in to the ground unless otherwise stated (to approximately 350mm)
- 3 Slopes in excess of 150mm must also be notified
- 4 Prices are exclusive of VAT and any charges relating to obtaining opening/planning notices & utility plans etc
- 5 Prices include for standard chapter 8 traffic management, anything extra such as traffic lights will be an extra cost

Please refer to additional document for full terms and conditions

GW Shelter Solutions Ltd
 28 Woodstock Avenue
 Horndean, Waterlooville
 Hampshire PO8 9TG

www.gwsheltersolutions.co.uk
sales@gwsheltersolutions.co.uk
 02392 210052

Registered in England: 11996824 VAT Number: 323 2730 36

Milton Parish Council

Cycling and Walking Infrastructure Proposal

OVERVIEW

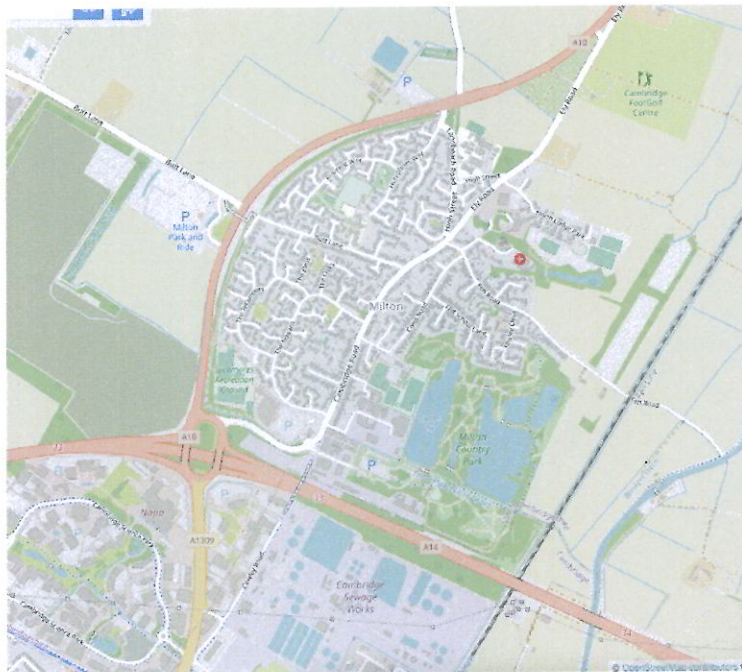
Milton Parish Council is adopting these proposals in consideration of improvements to walking and cycling infrastructure within Milton. We aim to make walking and cycling the natural choice for short journeys, encouraging a shift from motor vehicles.

Government guidance recommends that local authorities should develop Local Cycling and Walking Infrastructure plans for their area and the Department for Transport [Local cycling and walking infrastructure plans technical guidance \(publishing.service.gov.uk\)](https://www.gov.uk/government/publications/local-cycling-and-walking-infrastructure-plans-technical-guidance) has advised that local authorities who have formulated plans would be best placed for future investment. The strategy supports the transformation of local areas: change which will tackle congestion, change which will extend opportunity to improve physical and mental health, and change which will support local economies.

Cambridgeshire [Local Cycling and Walking Infrastructure Plan](#)

CPCA's local transport plan 2020 [LTP.pdf \(cambridgeshirepeterborough-ca.gov.uk\)](#) provides an overall strategy for investing in world-class walking and cycling facilities which will create sustainable travel opportunities, reduce traffic flows, and improve air quality through encouraging people to walk or cycle rather than drive for shorter journeys. It also states that we need to ensure that walking and cycling become more widespread.

The Greater Cambridge Partnership is also investing in major walking and cycling infrastructure in our area.



Inclusive cycling and pedestrian infrastructure are the underlying themes in line with the LTN 1/20 recommendations so that people of all ages and abilities are considered.

Objectives

- Increase walking and cycling activity by providing a safe, reliable way to travel short journeys
- Change priority from motor vehicles to cyclists and pedestrians
- Improve safety via a reduction in speed through the village, utilising changes in junction design and road layout
- Improvements to on- and off-carriageway routes that are suitable for all abilities
- In line with Government targets, improve the uptake of cycling and walking and increase local population uptake of active travel measures

Desired Tangible Outcomes

- 20mph limit achieved in the village
- A new zebra crossing in the High Street near Fen Road for the benefit of school children and others
- An additional safer crossing point on the High Street in the area near Barnabas Court
- Safer cycle and pedestrian crossing of side roads by the industrial estates in the south of the village

Audience and scope

This document is currently addressing the north-south route through the village, in expectation of improvements to this cycle commuting route to and from Waterbeach New Town. It is intended to be discussed with the developers Urban and Civic, who are committed to improving the cycling provision along this route in association with the new town construction.

This document aims to showcase the best or preferred options, along with some lower cost "quick win" alternatives. Future revisions will expand the scope to cover the whole of Milton village, and the connectivity to other villages.

OUR PROPOSAL

In the designs selected within this document we have referred to the Department of Transport's LTN 1/20 Infrastructure Design and 'Gear Change' document (2020) [Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/431212/cycle_infrastructure_design_ltn_1_20.pdf), ensuring visibility splays are provided for motor traffic on the main route approaching a crossing used by cycle traffic or pedestrian traffic.

We have also considered additional reference material including the Sustrans Handbook for Cycle Friendly Design and Department for Transport's Local Transport Note 1/07 Traffic Calming [Traffic Calming \(publishing.service.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/431212/traffic_calming.pdf).

The core principles for our plan of improvements are to provide facilities that are

Coherent	Link to places pedestrians and cyclists want to start and finish, which are consistent and easy to navigate.
Direct	Route for pedestrians and cyclists is as direct as possible, making it preferable to driving.
Safe	Safety is paramount in new designs, with the aim to change priority and reduce motor vehicle speeds.

Comfortable	Good well-maintained surfaces with minimal changes in gradients.
Attractive	Attractive well-maintained route to encourage its usage.

Surface treatment

Surface treatments have been considered for the High Street. Use of a textured surface can help to identify an area of speed reduction, providing an audible reminder to motor traffic to slow down. To reduce the effect on pedestrians and cyclists this would only be on the main carriageway.

Coloured surfacing has been included within the drawings to identify routes in the village, however this is not required and has no official legal meaning. When approaching a junction a coloured surface can help cyclists to follow a route or position themselves appropriately and remind pedestrians and motorists to look out for cyclists. The primary use would be at the mouth of junctions to identify the crossing.

Width and segregation

The pathway width is limited within Milton village and separated routes are not feasible southbound. The aim should be to increase the width of foot/cycleways along the full route (where possible) to utilise the area within the Highway Boundary, providing the maximum width available for the anticipated levels of use and to help to minimise the risk of conflict between different user groups. Along Cambridge Road, there should be 3-4m of space if the road is narrowed to remove the painted mandatory cycle lane.

A separation between pedestrians and cycles on the pathway has been noted to reduce conflict and fright when scooters and cycles pass close to pedestrians. Ideally LTN1/20 guidelines should be followed, but failing that the separation could be a raised painted line such as on the Jane Coston cycle bridge, so that the full width could be used for bikes to pass each other if there were no pedestrians present.

We are aware that in some locations this is not feasible due to trees and other infrastructure.

Maintenance

Poor maintenance can reduce the use of the facilities provided; it would be requested that this is given greater priority, and possibly devolved to Milton Parish Council with a budget for maintenance so that maintenance can be proactive rather than forgotten about.

LTN1/20 states "Autumn leaf-fall and subsequent leaf mould can be slippery and hazardous if not cleared. Unlike highways, there is no natural sweeping effect from the passage of cyclists and pedestrians. Where a traffic free route forms part of the local cycle network for utility trips it should be prioritised for snow and ice clearance"

It would be requested that this is taken into account and action taken to clear overgrowth on the current infrastructure. This will widen the available space, improve safety and encourage usage during autumn and winter months.

Junctions

Reducing kerb radii at junctions has been identified as a method of reducing speed of vehicles exiting onto Cambridge Road and High Street. A tighter radius would force vehicles to lower speeds when turning, forming a better crossing point for both pedestrians and cyclists.

When looking at the junctions, the following table from LTN1/20 has been used.

Table 10-1: Application of core design principles to junctions and crossings

Core design principle	Design aspects to consider
Safety	Junctions should be designed to remove or manage conflicts between cyclists, motor traffic and pedestrians by one or more of the following: <ul style="list-style-type: none"> ➤ separating cyclists from motor traffic and pedestrians in space and/or time; ➤ banning one or more motor traffic movements; ➤ providing priority for cyclists over motor traffic; and/or ➤ reducing the speed and volume of motor traffic movements so that cyclists can safely be integrated with them Designs should identify and reduce conflict with Heavy Goods Vehicles.
Directness	The distance and time required for cyclists to travel through a junction should be minimised. Wherever possible their level of delay should be less than for motor traffic without increasing pedestrian delay. Exempting cycles from turning movements that are banned for other vehicles will significantly increase directness and should always be considered. Cycle crossings at junctions and across links should not be staggered.
Coherence	Junctions should enable and facilitate cycle movements in all permitted directions. These should be made in a legible manner, without requiring people to deviate significantly from their overall desire lines.
Comfort	The occasions when cyclists need to stop or to give way should be minimised. Routes through junctions should ease the passage of cyclists by providing a smooth surface of adequate width, with flush surfaces at transitions, and avoid street clutter.
Attractiveness	Junctions are often important places where people gather and should be designed to suit and enhance their context.

When looking at the junctions in Milton, the proposed changes have been identified as improving safety for all users and abilities and encouraging use of the facilities. Where possible, cycle and pedestrian crossings would be placed on raised areas and given priority over motor traffic.

20mph Limit

Milton Parish Council agreed in July 2020 and June 2021 to pursue a 20mph speed limit throughout the village. This was a measure found to have support among residents of the village. Cambridgeshire County Council has suggested that this is unlikely to be approved until additional traffic calming measures are in place to reduce ambient or “natural” vehicle speeds in the village. This document suggests possible traffic calming measures in order to achieve this goal.

Some possible implementations are:

- Narrowing the old A10 trunk road to the minimum recommended width along the whole route
- Priority entry “give way” barriers, eg in Cottenham and Stow cum Quy
- Sinusoidal speed bumps (LTN1/20 compliant)

Funding

Milton Parish Council does not have the funding or the powers to implement most of the measures described here. Any funding will have to come from external sources, such as:

- Developer Section 106 agreements
- County Local Highways Improvements Schemes (LHI)
- The Greater Cambridge Partnership
- Central Government Active Travel grants
- Other future grants

SCHEMES IN THE VILLAGE FROM SOUTH TO NORTH

Milton South

Proposed improvements to the shared access path and junctions have been looked at in conjunction with recommendations provided in LTN1/20 and the available space identified within the Highway Boundary.

All these junctions have been judged to have space available to provide priority crossings for non-motorised vehicles; the main design for the junctions would be a partial setback with raised crossings. This would be implemented in conjunction with changes to the radii. The requirement for drivers to give way to cyclists when turning, the change in road markings and radii would reduce the speed of through traffic increasing safety for all users.

A minimum of 3m wide bidirectional cycleway should be achieved here on the eastern side of the road, by removing laybys and the on road painted cycle lane.

TODO - existing peak traffic flow measurements, and the expected increase from Waterbeach new town.

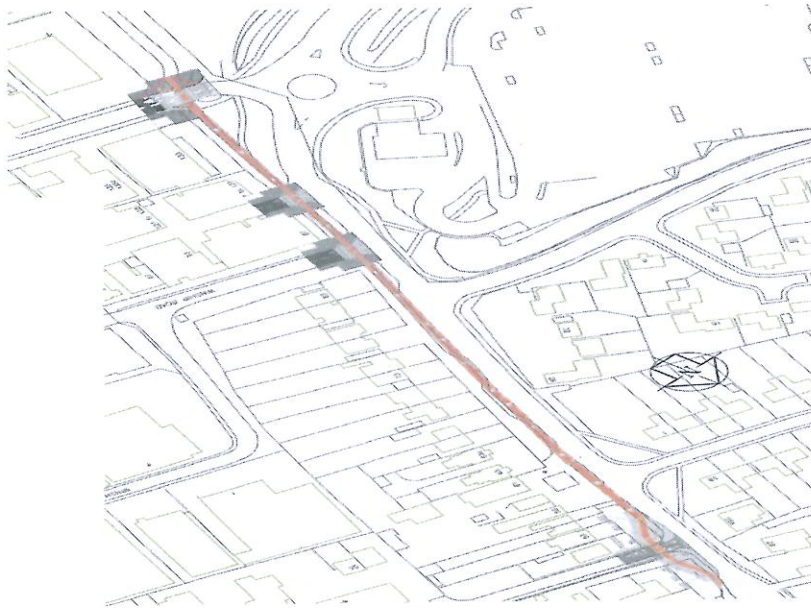


Figure 1 - Milton South Overview

Cambridge Road Industrial Estate (South) Junction

A full set back design is preferred for the junction at the roundabout and Jane Coston bridge. Priority for cyclists and pedestrians across the junction would be achieved through this design. The mouth of the junction would be redesigned to emphasise the continuity of the footway and cycle track.

Adding separate crossings for pedestrians and cyclists at this crossing may be justified as it has the potential for the largest levels of use; separation would reduce the risk of any conflict when crossing. An increase in the splay on the south side of the junction would provide significantly greater visibility for all users of the junction, allowing motor vehicles, pedestrians and cyclists improved safety.

Another example of a cycle priority crossing is the southern end of the Carter cycle bridge at Cambridge station, however the vehicle movements here may be higher.

Ideally, a planting block or similar on the eastern side would reduce the speed of vehicles near to the crossing, and stop vehicles parking directly on or before the raised table, reducing visibility. HGV drivers often stop here to access the kebab van, or to sleep overnight.

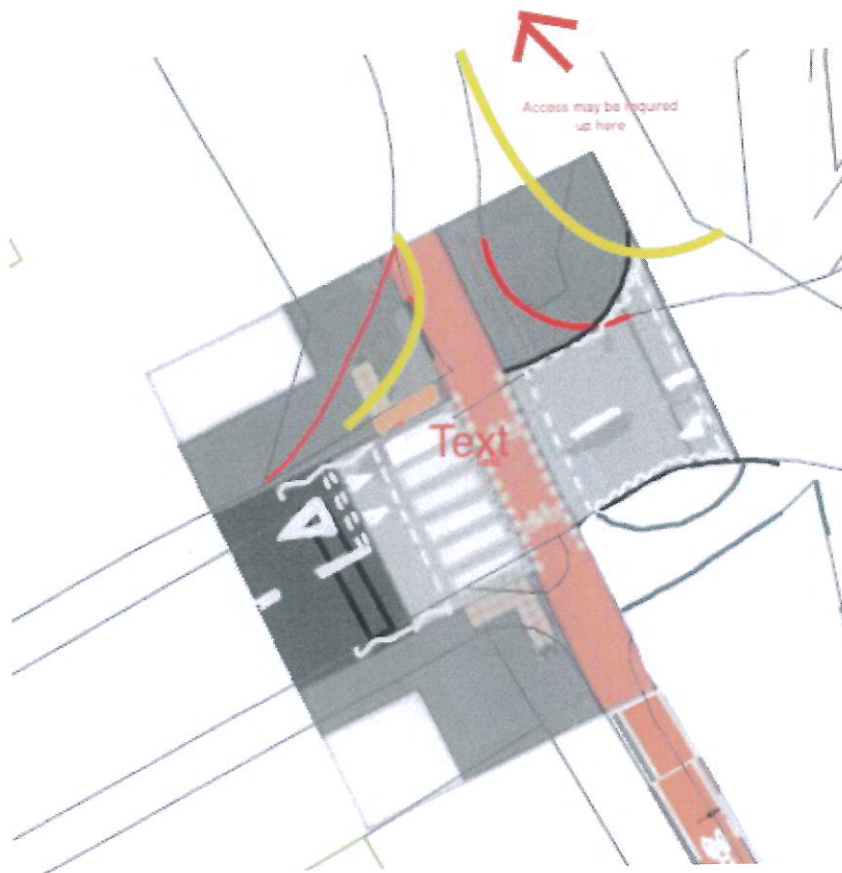


Figure 2 - Cambridge Road Industrial Estate (South) Junction

Cambridge Rd and Winship Rd Junctions

Partial setback with raised crossings. This could be implemented in conjunction with changes to the radii. The requirement for drivers to give way to cyclists when turning, the change in road markings and radii would reduce the speed of through traffic increasing safety for all users. To allow for the required space at these junctions, Cambridge Road may have to be shifted west slightly (this land up to the wall is all owned by county highways). Making provision for a bus layby here on the approach to the roundabout might improve safety.

Otherwise some narrowing of Cambridge Road here could act as an entry point to the 20mph zone of the village, and reduce the speed of incoming vehicles as they exit the roundabout, but before the zebra crossing.

The crossings at Norman Way and Winship Road industrial estates suffer from poor visibility, and this should be addressed as part of any improvements. A potential template is LTN 1/20 Figure 10-13

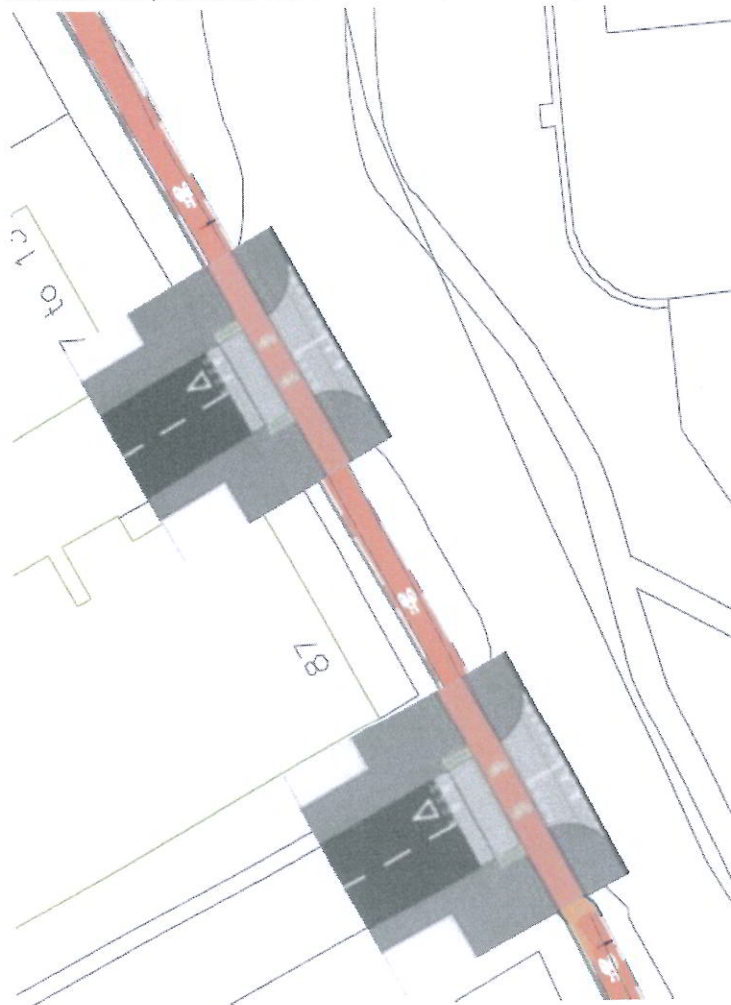


Figure 3 - Cambridge Rd and Winship Rd Junctions

Benet Close

A potential traffic calming measure could be to deflect the straight line of Cambridge Road into a slight chicane, by using part of the land in front of Benet Close (the whole triangle is Highways land). This deflection should naturally reduce traffic speeds and support a 20mph limit through the village. It could be nicely landscaped and possibly have a tree or sculpture to make it a landmark.

Consideration will need to be given to the exits from the Fish and Chip Shop, Unicorn House and Godden Autos, and to help avoid nuisance parking. Better designed space for parking is needed here, but it is mostly on Godden Autos land.

Between Benet Close and Coles Road

This area of the village up to Coles Road lacks a suitable crossing point of Cambridge Road, and the parish council has requested a crossing here in the past. Perhaps a crossing with a central island would also act as a speed calming measure, as used in places like Harston.

The laybys on Cambridge Road between Benet Close and Coles Road could be reallocated to improve the width of the shared use pathway, with painted dashed line parking spaces placed on Cambridge Road instead. These parking spots can act as a natural give-way to reduce vehicle speeds and capacity, in order to achieve a 20mph limit for Cambridge Road.

There is currently a crossing of Cambridge Road just south of the Coles Road junction (with bumpy paving slabs for the blind). This crossing could have a central island to make it easier to cross the road.

Existing bus stops should be maintained, but the layby for the southbound route removed and the bus stop moved into the carriageway (as it is near to One Stop by the zebra crossing).

Coles Road Junction (South)

A full set back design should be retained, changes would focus on changes to the road markings to identify priority for cyclists and pedestrians and to provide the continuity of the footway and cycle track.

Changes in the road marking would allow the setting back of traffic from the crossing and provide greater segregation and safety for all users. Changes to the radii and the alteration to the junction, narrowing Cambridge Road, would have the effect of slowing traffic exiting the junction as well as slowing traffic through the village.

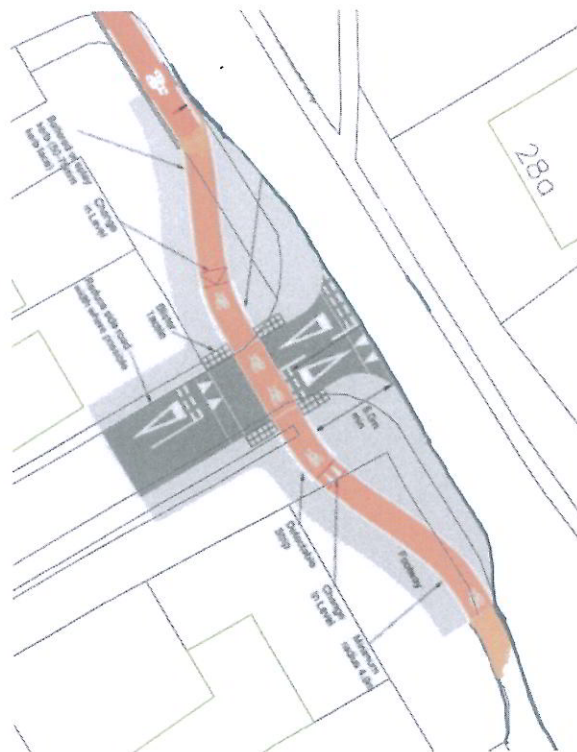


Figure 4 - Coles Rd Junction

How to cross when travelling northbound

One challenge is how to move northbound cycles from the shared path onto the carriageway in a direct and safe way, somewhere between Coles Road and the zebra crossing at the shops. Ideas could include:

- Widening the road to the west (land owned by Highways) between Coles Road and the zebra crossing, to fit in a wider shared pavement and a centre island in the road to allow safe crossing (which would also reduce speed to achieve 20mph limit)
- Narrowing the road and creating a wider shared pavement, which cyclists could use up to the zebra crossing, to enter the carriageway there. This would require removal of the layby outside the New Apostolic Church, and cycles may end up in conflict with vulnerable pedestrians using the bus stop

Centre of Milton

High Street - One Stop to Lion and Lamb pub

Due to the width constraints in this area there is minimal opportunity for changes to road layout and facilities. A segregated cycleway on the east side of the road would not leave enough space for pedestrian and motor vehicle traffic as well.

Surface treatments have been considered for the High Street in front of the shopping area; use of a textured surface such as blockwork would help to identify an area of speed reduction, providing an audible reminder for motor traffic to slow. To reduce the effect on pedestrians and cyclists this would only be for the main carriageway this would ensure a comfortable route when in use.

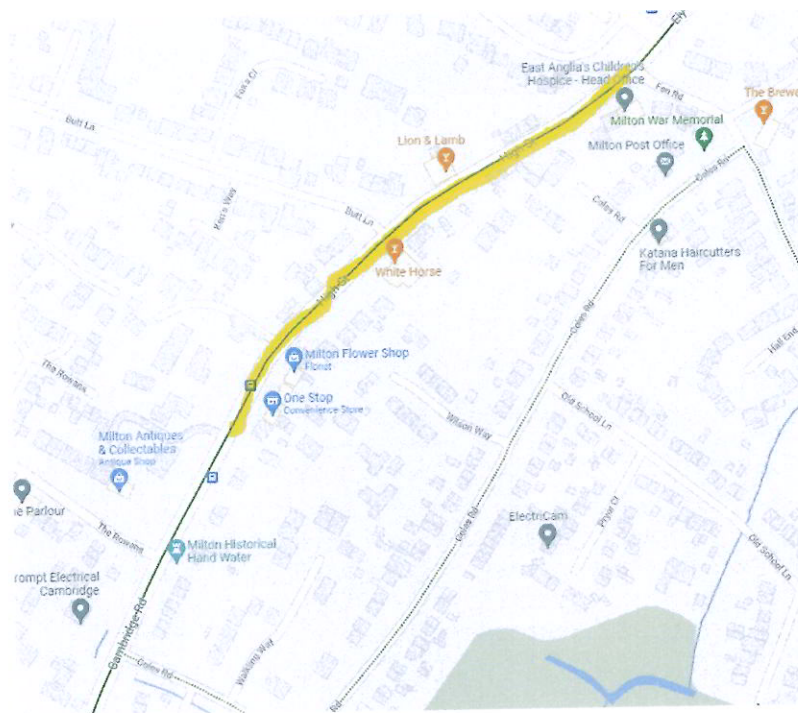


Figure 5 - High street One Stop to Fen Road

Additional traffic calming measures would be useful here due to the close proximity of cycles and vehicles, and the high pedestrian movements in this central part of the village. The speed cushions south of the White Horse pub were placed in 2001 and have minimal effect on wider vehicles like vans and SUVs. They are in a deteriorating condition and replacement with a sinusoidal speed bump or another traffic calming measure should be considered. High street - Lion and Lamb pub to Fen Road

One option that is available would be to extend the wider pathway on the east side of the High Street from the Fen Road junction southwards along the High Street.



Figure 6 - High Street between Butt Lane and Fen Road - potential widening of footpath on southbound side

This would have the effect of increasing the width of the footpath for all users and in turn reduce road width. Traffic would be slowed, increasing safety for all users of the pathway and maintaining routes for motor traffic.

Alternatively - There are often vehicles parked on the road outside the terraced cottages north of the Lion and Lamb pub. These act as a give way filter to slow traffic, but can also have the effect of squeezing cycles against oncoming vehicles. This parking could be formalised by build-outs into the road at both ends, creating a give way where vehicles heading southbound would have priority and northbound vehicles would wait until it is clear to pass. In order to provide safe and fast passage for cycles, there should be a safe cut through (free from door openings) for cycles travelling past. A gap is built between the pavement and the build out sign and the aim is to slow large vehicles, but allow cycles to pass through without stopping. This aims to make active travel faster and more convenient, and slowing larger vehicles improves safety. An example of parking like this is on Green End Road, Chesterton. The road width may not make this possible here however, given how narrow the pavements already are.

Milton North

Fen Rd, High Street and Ely Rd Junction

Partial setback with raised crossings. This could be implemented in conjunction with changes to the radii. The requirement for drivers to give way to cyclists when turning, the change in road markings and radii would reduce the speed of through traffic increasing safety for all users.

We suggest addition of a roundabout (or two mini-roundabouts) within High Street/ Ely road to slow traffic moving in all directions. The design could be a low-lying and informal one allowing buses and refuse vehicles to move easily through the junction.

Extending the pedestrian islands in the road to the north of the feature would provide a central crossing point and a direct route to the bus shelter for pedestrians. This is already planned and funded.

However, a roundabout close to the Fen Road exit may make vehicle movements unpredictable and lead to conflict with cycles using the carriageway. An alternative would be to narrow the radii and width of the roads at the junctions, to slow down the speed of vehicles negotiating the junctions. This would require safe, segregated cycle ways to avoid vehicles coming into conflict with cycles. .

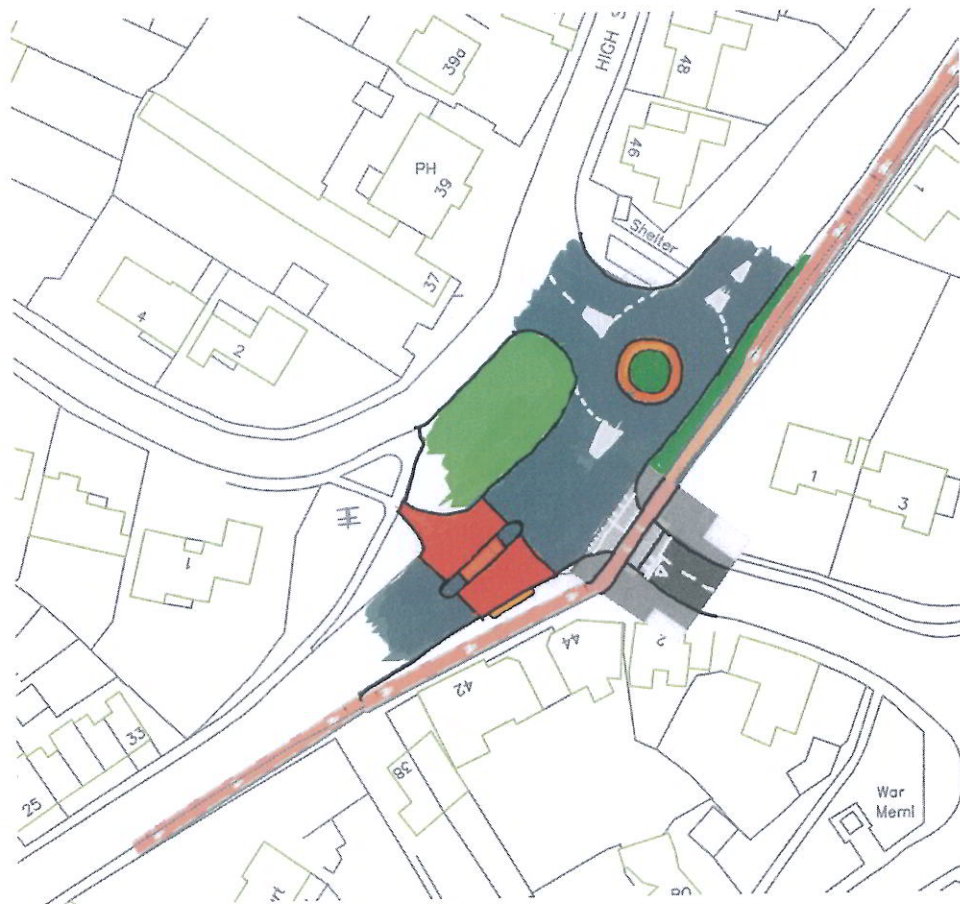


Figure 7 - Fen Rd, High Street and Ely Rd Junction

High Street Zebra Crossing

A zebra crossing of the High Street south of the Fen Road junction (in the area highlighted orange in figure 5) is strongly desired by Milton Parish Council. It is a primary walking route for children crossing the road to go to and from school. Objections have previously been made against implementing this due to it being in close proximity to the Fen Road junction, and to the car parking entrance of a local business (EACH). We do not believe these to be the most significant objections given the potential benefits, and the offices of EACH have since moved from this location leaving the premises vacant. This Fen Road/High Street area is a collision hotspot within the village, and improvements should be targeted here for safety.

Fen Road Crossing

The cycleway crossing of Fen road currently suffers from very low visibility when travelling southbound (north side of Fen Road junction). This is due to a narrow pavement, and a highway boundary very close to the road. If land on that corner cannot be purchased, then the road should be shifted slightly south to allow for a wider pavement. There should be a raised crossing giving pedestrian and cycle priority.

Ely Road

This is a section of the old A10 trunk road, and the width should be narrowed to match the current usage. This should reduce ambient speed, and the space taken can be reallocated to widen the shared use path on the eastern side of the road. Between Fen Road and North Lodge Park, the current grass and hedge area should be preserved if possible, and space taken from the road. The path should be widened into a 3-4m wide segregated cycleway / footpath on the eastern side of Ely Road. This cycleway and footpath should have priority crossing at all side junctions (such as Milton Hall and North Lodge Park).

A zebra crossing on the raised hump by North Lodge Park (seen in early Urban and Civic proposals) is probably not warranted, due to it not being on the desire line, and the low footfall in this area.

Northbound cycles, how to cross onto the shared path along Ely Road

Cycles sharing the High Street with motor vehicles will need a safe and convenient way to cross over onto the proposed shared path alongside Ely Road. There are various potential options for this:

- At the new proposed zebra crossing south of Fen Road, by making it a "Tiger crossing" to allow cycles to cross without dismounting. There is enough width for this, and cycles could leave the carriageway on the Pond Green.
- After the Fen Road junction, on the raised table by North Lodge Park, there is already provision for this.
- After North Lodge Park, eg by the give-way build out

Keeping the cycle lane on Ely Road increases the minimum width of the carriageway. Our preference would be to reduce the carriageway width, to dampen ambient vehicle speed. An example template for crossing the carriageway to a bidirectional path would be CROW V24 (CROW Design Manual for Bicycle Traffic is a publication on bicycle transportation planning and engineering in the Netherlands)

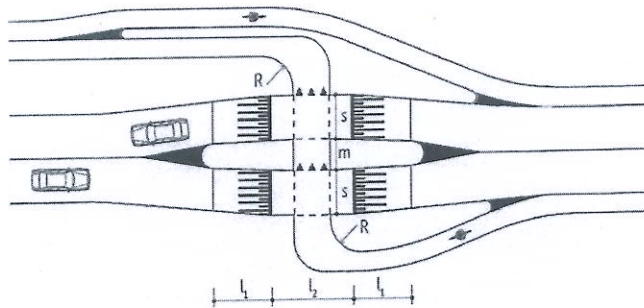


Figure 8 - CROW v24 as an example of carriageway crossing to a bidirectional path (Copyright CROW Platform - Design manual for bicycle traffic)

Special considerations

Heavy Goods Vehicles (HGVs)

Milton is frequented by HGVs daily, with common destinations being:

- Tesco - mainly from the A14 roundabout, little interaction with north-south cycle traffic, or pedestrians
- Industrial estates in the south of the village
- One Stop

Anecdotally, HGVs sometimes drive from the A10, down Ely Road north to south through the village to reach the Industrial estates at the south end. This should be deterred, for noise, pollution, road surface damage and safety reasons. Smaller vehicles should be used for deliveries in the central area of the village.

Potential ideas:

- HGV ban through the centre? (can this still allow buses?)
- Make the route slower to navigate for larger vehicles, so that drivers prefer to take the A10? (eg tighter radii, give ways etc)
- Time restrictions such as during peak hours or shop opening hours

Pedestrian movements

Common pedestrian routes that interact with the north-south Milton transit route include

- School runs to Milton Primary School, and to the bus stops
- To the post office and village shops on Coles Road
- To Tesco, including from over the Jane Coston bridge (often used at lunchtime by business park workers)
- From Benet Close area to the Community Centre

A lot of these end up crossing the Cambridge Road/High Street route, rather than traversing along it, so consideration should be made that safe and accessible crossing points form part of an accepted infrastructure proposal.

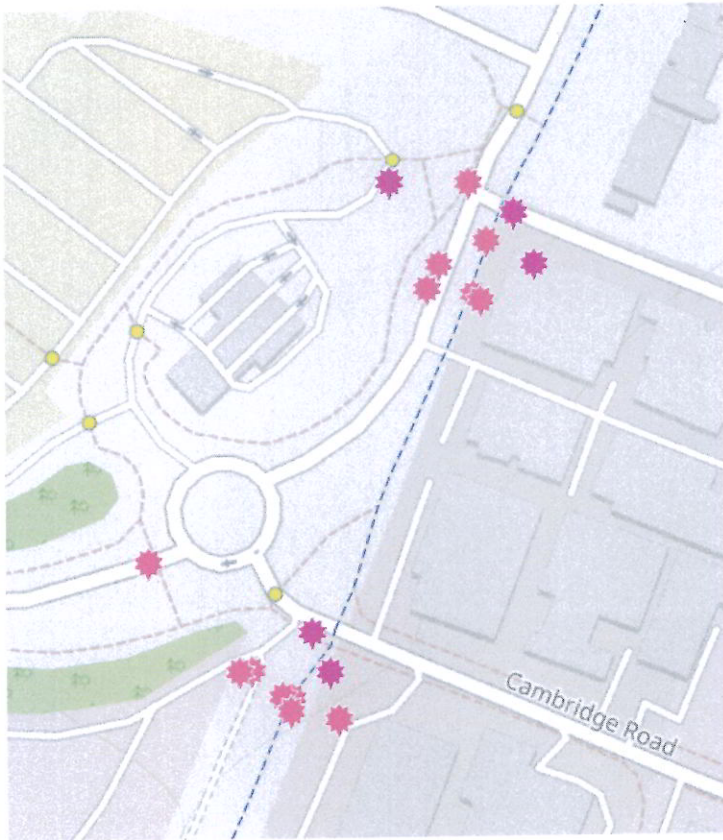
TODO - find gov guidance on road width, speed limit and time to cross with/without an island etc. Especially for vulnerable users.

Key pedestrian crossing points which would benefit from attention (in order):

- Fen Road junction (see County Council plans funded from the A14 legacy fund)
- Butt Lane exit (where the Lollypop man is)
- Cambridge Road between the 2 entrances to The Rowans.
- Near North Lodge Park (NLP) - zebra crossing planned in U&C proposal, but not on the desire line for NLP residents
- A14 roundabout to Milton entrance sliproad at Tesco roundabout (has island, but commonly crossed at lunchtimes)

TODO - Possible Healthy Streets design check to score street sections and generate recommendations for improvements for pedestrian provision.

TODO - Some analysis of any collision data would be useful here to target actions



Collision maps identifying the areas we are looking at from [Bikedata - collisions, traffic counts, cycle theft, cycleability ratings, photos, and more \(cyclestreets.net\)](#).

Cycle collisions - pink = slight accident, purple = serious accident

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County Councillor Report for Parishes – March 2022 – Cllr Anna Bradnam

Cambridgeshire County Council Budget

The Joint Administration agreed a 4.99% rise in Council Tax at the recent Budget meeting in order to close the authority's £16m budget gap this year. Next year's funding gap is likely to be even worse. 4.99% means an extra charge of £1.04 per week for a band B household and £1.19 per week for a Band C household. More than half of all homes in Cambridgeshire are in these two bands. Local government experts who visited last summer highlighted that historic decisions not to raise council tax in previous years had led to significant ongoing loss of income to support council services. The council is also proposing to set up and spend a £14m fund over the next five years to tackle inequality, improve lives and care for the environment.

In its first year the Just Transition fund will fund schemes that increase flood prevention in the county, continuing a recent rapid increase in gully clearing. It will also work towards tackling climate change; widen opportunities for children with special educational needs and disabilities; increase independent living services and expand direct payments and individual service funds – where adults assessed as needing support can choose and manage their own care services; and expand the 'Care Together' programme, providing care services close to where people live.

Strategy to move faster to tackle climate change approved by Full Council

An action plan setting out how and by when the council and the whole of Cambridgeshire will reach net zero was approved by Cambridgeshire County Council's Full Council in February. The strategy will mobilise all parts of the council to prioritise cutting carbon emissions and building community resilience to climate impacts.

It also outlines how the council will deliver on its commitments to reach net zero, work with the Cambridgeshire and Peterborough Combined Authority's Climate Commission and district council partners, and respond to the inevitable future challenges by setting a new ambition for Cambridgeshire to reach net zero emissions by 2045 and an organisational target for the county council to reach Net Zero by 2030 and highlights the need for the council and others to engage, support and collaborate with communities, partners and businesses to make positive changes themselves.

Ethics and Behaviour at the County Council

An independent investigation into the unpleasant situation known as 'Farmgate' concluded that the former Cambridgeshire County Council deputy leader, who was also a tenant of County Farms, breached the Council's Code of Conduct in six different areas. Ex-Councillor Hickford failed to treat Officers and others acting on behalf of the Council with respect and used a bullying manner to make the Council to pay for works that would otherwise be the responsibility of the tenant. He also used a bullying manner in order to set the terms of the lease for Manor Farm, Girton. He compromised Officers and others' impartiality in his dealings with regard to Manor Farm and his conduct towards Officers and others and his conflict of interest would have reduced the public's confidence in him being able to fulfil his role or the Council being able to discharge its functions.

He also used his position as Deputy Leader to receive concessions that the Council would not otherwise have agreed to and failed to register a disclosable pecuniary interest (the tenancy of Manor Farm) within 28 days and he failed to declare a non-statutory disclosable interest in meetings with regard to County Farms matters. You can read the report here

[Document.ashx \(cmis.uk.com\)](#) The Council is taking a wide range of steps to ensure that this sort of behaviour will not be tolerated again by officers or Councillors.

Civil Parking Enforcement

South Cambs District Council and the County Council are working together to introducing civil parking enforcement. This will see responsibilities for dealing with illegal parking shift from Cambridgeshire Police to Cambridgeshire County Council. So drivers parking illegally, such as on double yellow lines, could be issued a ticket by Civil Enforcement Officers and ordered to pay a penalty charge.

The County Council will prepare an application to the Secretary of State for a Special Enforcement Area, via the Department for Transport, to introduce the scheme.

Subject to the approval of this application, it is expected that civil parking enforcement could begin in South Cambridgeshire in the autumn of 2023.

In South Cambridgeshire, the upfront costs of introducing civil parking enforcement will be funded by the Greater Cambridge Partnership, including a full review of road lines and signs. They will also cover any financial deficit of the scheme for the first five years and all income that is generated by fines will be used to help pay for the costs of running the scheme.

Water Supplies

It was extremely worrying to hear, via a journalist, that there may have been a pollution incident in South Cambs around Duxford, Shelford and Stapleford. As soon as SCDC learned about this they immediately contacted Cambridge Water, seeking an explanation. As soon as SCDC were in possession of the facts, they checked their own responsibility for monitoring private water supplies, which amounted to a small number of private wells and bore holes in the district. All these bore holes were subsequently confirmed to have water that is deemed to be 'wholesome'. Cambridge Water has now published a lot of information about this on its website.

Reduce your energy costs with Solar Together

Registrations for Solar Together, which helps homeowners reduce their energy costs and boost renewable generation through solar panels, are now open. CCC are working in partnership with independent experts iChoosr to help make the transition to clean energy as cost effective and hassle-free as possible. See here [Solar Together Cambridgeshire - Cambridgeshire County Council](#)

Cervical Cancer

A national campaign will be launched next week to encourage eligible people aged 25-64 to respond to their cervical screening invitation letter and book an appointment. If you missed an appointment during the pandemic call your GP and make an appointment now.

Libraries

See here [Libraries - Cambridgeshire County Council](#) for Library Services

District Councillors' Report to Parish Councils – Mar 2022

SCDC Budget

On February 22 South Cambridgeshire District Council approved its budget for next year and set its council tax charge from April.

Councillors agreed to raise council tax by 10 pence a week or £5 a year for a Band D property to enable the Council to continue to transform council services and deliver £230,000 of savings every year. SCDC continues to have one of the lowest council tax charges in the country.

SCDC is one of a few councils in the country to have set a balanced budget for the coming financial year with a small surplus going into reserves to off-set possible deficits in the future. Not to have raised council tax by even this small amount would have led to a deficit of £1.5 million over the coming five years and cuts.

The budget also supports the Council's zero carbon strategy with over £6 million to be spent on items such as a solar farm for our Waterbeach waste depot, more electric bin lorries, electric vehicle charging points and more money for the renewables fund which we use to fund green community initiatives across the District.

The Council's housing stock is now growing again. 189 new council homes having been built over the past three years. The stock now stands at over 5,500. Rents will bring in nearly £32 million in the coming year. SCDC will be spending £17 million on new build and £7 million on refurbishing existing stock to reduce tenants' heating bills.

During these difficult times the council supports those on lower incomes who are struggling with officers advising those finding themselves in financial difficulty. The council also pays Citizens Advice £85,000 a year to help residents. Apart from housing benefit we also have a Local Council Tax Support Scheme and discretionary support for council tax.

Last year SCDC was the best council in the country for collecting council tax and in the top ten for the collection of business rates.

New street trading policy for all South Cambridgeshire streets

A new street trading policy has been approved by SCDC to ensure local businesses are supported whilst providing residents with a varied choice of goods and services.

The Council, in relation to its responsibility for street trading, has designated that all streets in the District will now come under its remit with the exception of the A11 and A14, and any area of land which is in direct ownership and control of the County, District or Parish Councils.

All designated streets will be subject to the new regulations which aim to create an environment which complements premises-based trading, is sensitive to the needs of residents, provides diversity and consumer choice, and enhances the character, ambience, and safety of local environments.

The new policy was approved at a meeting of the Council's Licensing Committee at South Cambs Hall yesterday (Wednesday 23 February) and will take effect from March 1, 2022. It will run for the next three years and will be kept under review.

The new rules will apply to the issuing of consents for selling, exposing, or offering for sale of any article (including a living thing) or service in any of its designated streets, roads, highway verges, footways, beaches, or other areas to which the public has access without payment.

They cover static, mobile or layby traders, such as food vans, ice cream vans, flower sellers or vans selling bread, cakes, vegetables etc., and encompass areas such as:

- Public Safety – is there a substantial risk to the public from obstructions, fire hazards, unhygienic conditions or any other danger that may occur
- Proximity to the highway – to ensure there are no dangers to those who have a right to use the highway and no obstruction for emergency access
- Compliance - trading must only be conducted only from a trading unit that complies with relevant legislation
- Food Safety - vendors must be registered with the Environmental Health Service in the area in which they are based for food hygiene inspection and food vendors should have an FSA food hygiene rating score of 3 or more
- Public Order- whether the street trading activity represents or is likely to represent a substantial risk to public order
- Avoidance of Public Nuisance: Whether there is a substantial risk of nuisance to the public, particularly in residential areas, such traffic, noise, rubbish, potential for the harbourage of vermin, odour, or fumes.

Previously, street trading did not apply to the whole of the District, which resulted in some street traders operating in areas with the consent of the local Parish or Town Councils.

To support those current traders now coming under the new regime, which will go 'live' from April 1st, the Council is to introduce grandfather rights for those trading up to the period ending 1 March 2022, so they will have the right to retain their pitch or pitches subject to basic safety principles being adhered to within a grace period of up to six months.

In addition, a new streamlined regime (which has been welcomed by the trade and the National Caterers Association) is to be introduced for owners of outside areas such as pub car parks. This will allow them to be used on an ad-hoc basis such as for pop-up food traders and also non-food articles like Christmas trees.

More time to apply for latest business support grants

The deadline for South Cambridgeshire businesses to apply for the latest COVID Government support grants has been extended until Friday 11 March 2022. SCDC is currently administering two business support grants. One is the Omicron Hospitality and Leisure Grant (OHLG) and the second is the Additional Restrictions Grant (ARG). The deadline to apply for both grants, previously in February, has now been extended until Friday 11 March 2022 to give local businesses more time to apply. Payments will then be made by 31 March 2022. Full details are available in this [recent news release](#).

Outdoor activities to support young people’s wellbeing: Wild Minds expands for spring

SCDC’s Wild Minds programme has opened for registration for March 2022 with an expanded programme. The age-range has widened to invite 12-17 year olds to register (sessions will be run in separate groups of 12-14 year olds, and 15-17 year olds). And the course will also now run in two locations, continuing at Milton Country Park where the programme was first established, and expanding to run at Wandlebury Country Park for the first time.

The sessions run for an hour and a half, for eight weeks, with different activities on offer each week. Young people benefit from spending time in a therapeutic outdoor environment with qualified activity instructors, trained youth workers, and a small group of peers. The course is designed to help teens tackle things like mild anxiety, low mood and depression; and to improve self-confidence and esteem. A clinical psychologist oversees the course, providing support to young people who may otherwise go without, due to not meeting the threshold for NHS mental health care.

Young people who would like to attend, or parents or carers who think the course may be suitable for a young person in their care, can [register now online](#).

CLLrs Paul Bearpark, Anna Bradnam and Judith Rippeth

Noteworthy schemes/strategies and projects to be consulted on in future / consultations recently closed

Scheme name	Type of scheme	Main consultation contact	Status of consultation	Website link
Cambridge Wastewater Treatment Plant relocation	Nationally significant infrastructure project	Anglian Water	Phase 3 Consultation 24 Feb to 27 April 2022	Link – Anglian Water project page Link to Consultation
Water Resources East Water Resource Management Plan (WRMP)	Water Resources Management Plan updated every five years	Water Resources East Ltd	Consultation Jan 17 to Feb 28 2022	Link to Water Resources East website Link to Consultation
Parking Issues in Cambridge		GCP	Consultation 21 Feb to 21 Mar	Link to Consultation
North East Cambridge Area Action Plan	Area Action Plan	South Cambridgeshire District Council & Cambridge City Council	Approval to progress to consultation Spring 22. Formal engagement phase (Reg 19) to follow conclusion of Development Consent Order process for	Link to Greater Cambridge Shared Planning website

			Cambridge Wastewater Treatment plant relocation (see below)	
East West Rail	Nationally significant infrastructure project	East West Railway Company (Created by Department for Transport in 2018)	Latest consultation closed in June 2021. A statutory consultation is expected next year when communities will be asked to give their comments on detailed proposals.	Link – East West Rail company
Cambourne to Cambridge	Transport and Works Act Order (TWAO)	Greater Cambridge Partnership	Environmental Impact Assessment consultation due to take place during 2022	Link to Greater Cambridge Partnership website
Waterbeach to Cambridge	Transport and Works Act Order (TWAO)	Greater Cambridge Partnership	Aim is to undertake a public consultation on the preferred route for the Waterbeach to Cambridge project later in 2022	Link to Greater Cambridge Partnership website
Cambridge South East Transport	Transport and Works Act Order (TWAO)	Greater Cambridge Partnership	Application to Government for TWAO to build busway and active travel route in 2022	Link to Greater Cambridge Partnership website
Cambridge Eastern Access	Transport and Works Act Order (TWAO)	Greater Cambridge Partnership	Consultation was held in late 2021. The results of this consultation will be taken back to the GCP Executive Board - alongside further technical work – in 2022 to decide on next steps on the preferred options.	Link to Greater Cambridge Partnership website
Greenways	12 x local greenways feeding into Cambridge	Greater Cambridge Partnership	Agenda items at GCP Assembly and Exec Board in Feb and Mar 2022	Link to Greater Cambridge Partnership website
Cambridge South West Travel Hub	Local - A new Travel Hub site at Junction 11 of the M11	Greater Cambridge Partnership	Application currently with Cambridgeshire County Council – determination delayed	Link to Greater Cambridge Partnership website

Managers' Report, Milton Community Center, 28th February 2022

Maintenance/Improvements:

We have had the drains cleared at the Community Center car park to reduce flooding in heavy rain and the car park area near the entrance to the Doctors surgery has been cleared of built up leaves.

One of the pressure units has been moved at NLP plant room to an upright beam which should hold the weight. This will reduce the weight on the piece of wood that had been used to hold both units weighing approximately 25 kg each.

The tennis courts have been cleaned and treated and we plan to retreat the court again in the next couple of months. We have also replaced the light switch on the 5 aside court as this kept failing.

Bookings:

Prior to Christmas we experienced a significant number of cancellations for hall hire due to the increase in COVID numbers. We have seen most groups return but currently have 1 that still hasn't returned.

The British Red Cross who were hiring the Bowls Pavilion have relocated to North Lodge Park. This agreement will be till the end of April initially and then reviewed on a weekly basis. Initial discussions had indicated mid-August however they are hoping it will be in advance of that.

Hard Courts

We have seen an increase in bookings with the courts in use most evenings for football and tennis. The tennis courts are in use 7 days a week and most evenings.

Youth Building:

Eddies Artworks continue to use the Youth Building daily Monday to Friday and Youth Club on a Tuesday evening.

North Lodge

Inland Waterways, 1st Milton Brownies and 1st Milton Guides are using the Pavilion and we have just started a new weekly evening booking with Granta Blue Morris. Red Cross are aware of the other hirers and will also undertake any cleaning required whilst they are there.

Sycamores Rec

We are seeking additional quotes for repairs to the basketball court

Vandalism and Crime:

We have seen an increase in recreational drug use at The Sycamores and Coles Road with alcohol cans and bottles and NOS canisters being left behind. There has also been minor damage to the Amazon Trail at Coles Road.

Andy West, Community Centre Manager 28/2/22