

**Milton Parish Council (MPC) and Public Meeting to discuss the Greater Cambridge Partnership proposed Greenway from Waterbeach to Cambridge North (going through Milton)**

**Held on Thursday 2 November 2023 at 7:30pm All Saints Church**

Jane Coston (JEC) Vice-Chairman of Milton Parish Council opened the meeting and welcomed everyone in attendance. JEC introduced councillors Hazel Smith (HMS) – Chairman, Paul Ellwood, Don Wildman, Rob Farrington, David Owen and Anna Bradnam (AB) – Parish, District and County Councillor. She also introduced Rev. Alex Jeewan the new vicar.

JEC wanted the residents of Milton to know about the proposed plans and the consultation on 7 November 2023 at Milton Community Centre. Also to put forward MPC's concerns on the proposed plans.

JEC explained that the Greater Cambridge Partnership (GCP) is an organisation set up to deliver planned projects as part of the City Deal with central government, who provided £500 million funding for affordable homes and transport projects.

The GCP is made up of representatives from 5 groups – Cambridge City Council, South Cambs District Council, Cambridgeshire County Council, Cambridge University and the Local Enterprise Partnership which represents local businesses.

Twelve greenways were planned to link villages to Cambridge, and Waterbeach Greenway is one of these. The greenway was proposed to improve facilities for cyclists, walkers and horse riders. Around 5 years ago the GCP held a consultation event in Waterbeach about their ideas for routes to Cambridge for cyclists, walkers and horse riders.

JEC further explained that the original proposed route alongside the railway was to be wide and purpose built, for people to use to travel between the 11,000 homes at Waterbeach and the 10,000 homes due to be built on the sewage works site as well as homes and businesses in Cambridge.

The GCP agreed in September, without consultation, to drop the route along the railway and instead use a route straight through Milton High Street and possibly Coles Road as they said their original plans for the greenway were unworkable. The GCP had then given a presentation of their plans to the Parish Council.

The Parish Council were concerned that residents may not realise the full extent of the GCP plans and possibly also not know about the GCP's consultation events and so had decided to show their slides ahead of their main consultation event on Tuesday 7th November where members of the public are likely to be asked to fill in a questionnaire on their choices.

HMS then showed a plan with the original routes that were agreed on the screens, and explained where the proposed cycle routes and busway were to go.

HMS showed the slides (which are available on the GCP consultation website) of the route from Waterbeach through Milton and gave information about the proposed works and MPC views:

*MPC object to the main GCP Greenway from Waterbeach new town being routed down Milton High Street. This is the centre of our village and should not be a cycle highway. We recognise that it will be used by more cyclists commuting from the new town and want it made safer. The GCP proposal makes no mention of the location of Milton School, or the safety of families of children crossing this route at times in the morning when many cyclists may use it to commute in both directions for work. The new controlled crossing near Butt Lane may help, but only if cycles are using the road there.*

Starting at Car Dyke Road, Waterbeach, the cycle route would come behind the houses on the A10 and come out just before the Ely Road A10 slip road to Milton.

*Option: to close or reduce the width of the slip road to allow a wider shared path – MPC are in favour of the alignment of a new path behind the houses on the A10 from Car Dyke Road. MPC object to the proposal to close the slip road at Penfold Farm, A10, Ely Road. MPC favour narrowing the slip road and increasing the width of the cycle/footpath. The idea of closing that junction completely and instead using Humphries Way/Landbeach Road/High Street for all southbound traffic into Milton as well as the northbound traffic is not acceptable; Landbeach Road is narrow and has no footpath on one side, and the High Street near the Waggon and Horses with its bus stops should not take more traffic.*

Fen Road/Coles Road – Option: To install raised tables at the junction of Fen Road/Coles Road and install double yellow lines on Coles Road to formalise no parking zones – *MPC are unanimously against any changes in Coles Road; it works perfectly well as it is. Less confident cyclists can choose to take that route as they can now. We do not want to encourage its use. There is no need to put in any raised tables.*

Pond Green/High Street – to move current crossing south, to move it away from the entrance to the offices – *MPC favour a better crossing for children on their way to school. Avoiding the entrance to the parking under the arch is sensible, but the path shown across Pond Green does not follow the desire line (to Willow Crescent southern end). MPC do not want any more of Pond Green tarmacked over.*

Parking outside 27-33 High Street – *The conflict between cars and cycle provision starts in front of the cottages. They have no other parking and on-road parking should be retained. They tend to lose their wing mirrors and any narrowing of the road width here should be avoided. A wider cycle path will not fit safely even if the hedges are cut back to the highway boundary. Cycles should be on the road here.*

Junction of Butt Lane/High Street – *MPC welcomes a proposed zebra crossing where current Lollipop man is located.*

High Street to New Apostolic Church – Options: To remove parking bays outside shops and make the footpath wider and dual use. Move current bus stop to other side of zebra crossing to allow more parking spaces – *MPC favour cycles using the road and a pedestrian only pavement. This also safeguards the walking route to school. Bi-directional cycling shared with pedestrians requires a very wide swathe and this is just not available. A different surface beside the shops might help, but this needs to be suitable for cyclists and robust enough to take lorries and buses. MPC object to removal of any parking bays by the shops or by the New Apostolic Church.*

*MPC currently objects to removal of parking bays in Cambridge Road, most of these are used regularly and any resident who relies on using them, please let the Parish Council know.*

The slides were shown again as comments from the floor were taken:

- Parking outside the Brewers Inn pub on Fen Road on the double yellow lines: who is going to police the speed of cyclists? How will the elderly cope with cyclists sharing the pathway? Double yellow lines not working – no enforcement.
- Rather nothing than this
- The Coles Road route makes no sense, cyclists will end up doing 3 sides of a square. They will choose to go down High Street as fastest route. They should forget Coles Road.
- Milton has a lot of elderly residents, how would they cope with a shared path? Cyclists don't take notice of pedestrians.
- No double yellow lines on Coles Road, more zebra crossings to slow traffic. High Street has a good northbound cycle lane. Keep the A10 slip road open.
- Concerns over prospects of dual use paths by the shops – closing the parking outside the shops would cause issues with large delivery lorries.
- Mere Way is a link from Waterbeach to the busway with direction choices into Cambridge – why do they have to come through Milton? Cyclists seem to be getting priority.
- This will also be a route that Milton residents can use into Cambridge it's not just for Waterbeach. The path should not be shared use. This will benefit cyclists and walkers going to Cambridge on a better route.
- Do we want to ruin the High Street? The route could go by the dualling of the A10. This is an opportunity to make Milton safer.
- Why do we need 5 cycle routes from Waterbeach – Mere Way, guided bus cycle path, dualling of the A10 to provide cycle path, tow path and current route through Milton.
- There is not enough room by the Waggon and Horses pub to widen the footpath. This area is also used as a school pick up/dropping off point.
- If they close off the A10 slip road how would residents of Penfold Farm get in/out and how would deliveries access it?
- Closing the slip road would put more traffic on Landbeach Road, which is a narrow road already with narrow footpaths. Have they looked into improving the tow path?
- Residents north of the shops already find it difficult to access and exit their drives. This would be worse with fast cyclists on the pavement.
- The shop delivery lorries need the lay-by on the east side, to unload.
- The route along the railway is a good opportunity that is being thrown away – the train track does not flood.
- Pedestrian safety – pedestrians have to deal with cyclists and cars – cyclists have to deal with cars. Separate lanes for pedestrians, cyclists in the road. Pedestrians 1<sup>st</sup>, cyclists 2<sup>nd</sup>.
- The number of cyclists is likely to increase as Waterbeach NT is built, so it makes sense to improve safety through Milton. Cyclists will take the shortest route.
- Will any trees along the route be removed? AB answered No

- Agree with the PC, they are working for best interests. We do not need it.
- Proposals put forward are unacceptable – 3m shared path would not work.
- Why should Milton be a thoroughfare for other villages, they can use the current paths.
- Cyclists benefit all – less cars on the road. Would prefer an alternative route. Cyclists would use the road surface along High Street and not a shared path – do not want to dodge pedestrians.
- An opportunity to make Milton a nicer place to use a bike and move cars onto the A10. Not sure they are the right measures. Lorries and cars do more damage – keep the cars out of Milton.
- Thanked MPC for the presentation, he had accessed the GCP website but could not understand the impact of the proposals.
- Slow the village down a bit – consideration needed for wheelchair and scooter users.
- Are GCP legally bound to deliver a greenway – does it have to happen? AB: The GCP are tasked to set up infrastructure for houses and transport projects.
- Buying into this, yes or no – do we want these benefits in our village?
- GCP are saying conflicting things – 300 cyclists/pedestrians per hour??
- Bike Ability teach kids to ride safely. Milton is a good safe village. Would not use shared path by industrial areas – have to stop at each junction, safer and quicker on the road.
- More people cycling – as more people moving to electric. Will they be used more coming from the North on a shared path – should use the roads, make the roads better.
- How do we move forward with this – do we say no – can we say no? You can say no at question 19 on the form.
- Paths for pedestrians – road for cyclists and cars.
- Thanks to Council for organising the meeting.

JEC reminded everyone about the GCP Consultation meeting on the 7th November where they could see the plans and collect a form for responding to the consultation, and thanked All Saints Church who made it possible for the meeting and at short notice and all those who helped deliver the leaflets around the whole village raising awareness of some of the issues as well as this public meeting.

JEC closed the meeting and hoped everyone had a better understanding of the proposed Greenway plan and would be filling in the consultation form.