

## Minutes of spotlight group meeting on 22/05/2017

Present: Barbara Kettel (chair), Jim Rickard, Jim Chisholm, Miranda Fyfe, Peter Fane, Sheila Fettes, Bill Powell, Jill Stevens.

Absent: David Pepperell

### **DATE OF NEXT MEETING: 17<sup>TH</sup> JULY @ 9:30 @ 3 ADCROFT PIECE.**

We began by a resume of the last meeting as new people had joined the group.

The main issues from the previous meeting were that we would like to monitor journeys across the area to evidence where issues occur. Shelford Parish Council are monitoring parking around 9am but we need more than this.

More speed monitoring cameras have been bought by Shelford PC due to the encouraging response from the existing one. General speed across the area is a problem and there is already a proposal for a 20mph speed restriction within the confines of the area.

1. We have been asked to produce the objectives of the Transport and Travel spotlight group.

Discussed and accepted by the meeting.

- To collate evidence of the needs and views of residents regarding travel by all modes within, through and to and from the Neighbourhood Plan area.
- To understand where there are shortcomings or obstacles to meeting those needs and views.
- To influence proposals which will
  - a) represent the views of residents to providers of public transport and of the infrastructure for private travel.
  - b) ensure that residential and commercial developments within the NP area are in accordance with those needs and views.

NB – In the above the term ‘residents’ includes other stakeholders such as businesses or educational establishments operating within the NP area.

The emphasis of this statement is to 'evidence' views and discussion continued around how such evidence would be obtained.

- There was recognition that the future developments proposed around the train services would actively affect the road system.
- The possibility of the Cambridge Metro would also affect the same.
- At present the 7A and 31 buses run practically empty. Neither service is well publicised, each demand change onto Stage Coach to reach the City Centre and hence double charges, frequency is poor and in general the population do not know when they run or where they run to. We recognise that we have no power to affect the public transport system but would like to provide information to the firms for their future planning of routes.
- The provision of school buses was discussed but again we cannot affect this. We also need to recognise that there are strict regulations around young and vulnerable people that have to be adhered to regardless of our views.

We still have the problem of collecting evidence before we can begin to formulate proposals for the NP.

It was suggested that we need staged questionnaires to make progress in this area. Jim Chisholm has prepared an in-depth paper which is on the website and the proposal is that we each familiarise ourselves with this before the next meeting. At this meeting we will take the paper paragraph by paragraph and unpack how to evidence each part.

It was also suggested that we could look at other NPs and see the type of questions they used to acquire their evidence.

Barbara will bring this report to the next steering group meeting on 24<sup>th</sup> May

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