

2017 Annual General Meeting Minutes

Date: 21 September 2017

Chair: Edward Leigh

Secretary: Willa McDonald

Other committee members present: John Hall, Jim Chisholm, Sam Davies, Chris Rand, Nicki Marrian, Richard Cushing, Jean Glasberg, Emma Fletcher

Our thanks to Antony Carpen for filming the meeting: <http://bit.ly/SCT-AGM2017>

Election of officers

Chair: Edward Leigh (re-elected)

Vice chair: Lynn Hieatt (newly elected – after a break)

Treasurer: John Hall (re-elected)

Secretary: Willa McDonald (newly elected)

Accounts

Treasurer John Hall gave his report:

Cash flow

Starting bank balance 3/10/2016	£ 0.00
Donations	£ 486.67
Other income	£ 175.00
Loans	£ 477.20
Expenses*	£ (564.20)
Finishing bank balance 20/09/2017	£ 574.67

*principally printing costs (revised to include 2 omitted invoices)

Balance sheet as at 20 September 2017

	Assets
Cash in hand	£ 574.67
Unpaid invoices & liabilities	(£ 45.00)
Loans*	(£ 477.20)
Balance	£ 52.47

*Owed to Edward Leigh (no due date)

Review of the year

Edward Leigh started the meeting with an update and overview of the current situation regarding transport planning and delivery in Cambridgeshire.

The three bodies have responsibility for decision making and public spending: the Combined Authority (chaired by the mayor), Greater Cambridge Partnership (GCP, was Greater Cambridge City Deal), and the County Council. The officer team for GCP has seen a large expansion and changes at the top, including a new interim Director of Transport, Chris Tunstall.

The GCP Milton Rd scheme is much better than originally proposed, but disappointingly short of what we and residents aspired to because of the insistence of including bus lanes.

The GCP Cambourne to Cambridge busway project is still going forward because Cambridge and South Cambridgeshire councils regard it as essential to the viability of their draft Local Plans. This, despite alternative proposals for AVRT (Affordable Very Rapid Transit – promoted by Cambridge University) and light rail (promoted by the mayor and Cambridge Connect).

Cambridge North station needs more services and better bus connections (the bus service having recently been cut).

Rural travel hubs and greenways are GCP projects that we support.

A congestion charge could come back as a possible proposal for tackling congestion in the city centre.

The GCP A1307 project is still examining options, including reopening the railway line or building bus lanes/ways.

The mayor's proposal to dual the A10 north of Cambridge would create more problems than it would solve.

Smart technology is still under-resourced for the benefits it can deliver.

Smarter Cambridge Transport can claim to have helped progress:

- Rural travel hubs
- Improved early-stage consultation and engagement (though still a long way to go)
- Consideration of Inbound Flow Control
- ‘Fixing’ the Girton Interchange
- City-wide approach to neighbourhood parking
- Bringing ideas and expertise to the councils and to help inform others citizens.

Q&A

Issues raised in questioning included:

- Need to engage younger people and social groups who are harder to reach.
- Capacity of the city centre to accommodate more buses.
- Deterioration and repair bill (at least £36.5m) for the Guided Busway.
- Smart ticketing.
- Emulating Dutch design for cities (e.g. Groningen, though it was pointed out that the motorway ring-road is a key part of the design that allows vehicle movements to be restricted in the city centre).
- It is especially challenging for communities to engage with schemes funded by Section 106 developer contributions and time-limited grants.

Edward Leigh finished by citing an example of how making an argument persuasive (e.g. with councillors) can depend on framing it in the right way. A spokesperson for Stop Killing Cyclists was discussing in a radio interview the death of Kim Briggs, killed in a collision with Charlie Alliston. Because the spokesperson got drawn into debating the appropriateness of Allison’s prison sentence, the real message was lost: that people who kill with a motor vehicle typically receive much too lenient sentences.

Volunteering and donations

The meeting ended with a request for more people to join and volunteer with SCT, and for existing members to talk and write to their councillors to support SCT initiatives and ideas.

Volunteers are needed to help in many areas, especially with fundraising and graphic design (e.g. illustration and infographics).

Donations amounting to £151.35 were collected at the door.