GREATER CAMBRIDGE CITY DEAL

Greater Cambridge City Deal

MILTON ROAD LLF PROJECT UPDATE

9th May 2017

Project objectives

- Comprehensive priority for buses in both directions wherever practicable;
- Additional capacity for sustainable trips to employment/education sites;
- Increased bus patronage and new services;
- Safer and more convenient routes for cycling and walking, segregated where practical and possible;
- Maintain or reduce general traffic levels; and
- Enhance the environment, streetscape and air quality

Project update

- September-December design workshops undertaken
- LLF has prepared 12 design related resolutions for consideration by the Executive Board
- Resolutions accompanied by Do Optimum scheme design proposal
- Resolutions and Do Optimum design currently being assessed against project objectives
- Executive Board to consider LLF resolutions and Do Optimum design on 26th July

LLF resolutions: officer comments

R1. Accordingly, the Milton Road LLF requests the Board to direct officers to develop the Do-Optimum proposal, which is consistent with the Board's remit.

Do Optimum being evaluated as the basis for future design but changes may be required to deliver across all project objectives

R2. The Milton Road LLF therefore requests the Board to reject the closure of Union Lane junction as proposed and to direct officers to investigate alternative ideas for the junction, and to consider mitigation measures such as double yellow lines on the South-West side of Union Lane from the junction down to Pearl Close.

Impact of closure recognised, alternatives for Union Lane being considered, DYL ideas should be taken forward

LLF resolutions: officer comments

R3. The Milton Road LLF calls on the Board to take forward a roundabout design based on that in the 'Do-Optimum' scheme, which also includes vehicular access to Highworth Avenue.

Roundabout design could reduce junction capacity, increase queuing whilst limiting ability to coordinate operation with Arbury Road junction and does not facilitate bus priority at junction. Currently modelling impact.

R4. The LLF requests the Board to require that any plans carried forward for Milton Road should incorporate two-way cycling safety features at the following locations:

- between Ascham Road and the Kings Hedges Road junction on the N-West side where the majority of schools, pubs, shops, library and community hubs are located;
- between Herbert Street and the Ascham Road toucan crossing on the S-East side or, alternatively, by providing a two-way crossing between Herbert Street and George Street.

Two-way cycle facilities difficult to achieve within existing highway width in sections that also include bus lane. Cross sections are currently being reviewed.

LLF resolutions: officer comments

R5. The LLF urges the Board to instruct officers to implement segregation of pedestrians and cyclists from motor traffic by trees and grass verges on both sides of the road in any new design, consistent with the Board's letter of 14th September 2016.

Should be adopted for purposes of future design work, subject to cycleway minimum width.

R6. The Milton Road LLF considers that walking and cycling would be enhanced if footpaths and cycle lanes were to have priority over vehicle traffic at all minor road junctions not controlled by traffic lights, and the LLF requests the Board to require that any plans carried forward for Milton Road should incorporate safety features at minor junctions such as Copenhagen crossings, and that this should also incorporate intermediate level changes as an aid to persons with a visual impairment.

Should be adopted for purposes of future design work but some safety aspects to consider.

LLF resolutions: officer comments

R7. The LLF requests the Board to ensure that cycle and short-term car parking is properly catered for adjacent to the shopping areas of Milton Road near the Arbury Road junction and enter into negotiations with shop owners with a view to improving the quality of the streetscape.

R7a. The LLF requests the Board to ensure that cycle and short-term car parking is properly catered for adjacent to the shopping areas of Milton Road in the vicinity of Mitcham's Corner and to enter into negotiations with shop owners with a view to improving the quality of the streetscape.

Should be considered as part of future design work

LLF resolutions: officer comments

R8. The LLF requests the Board to instruct officers to carry out an audit of residential properties without off-road parking spaces and make suitable provision for them.

Should be adopted for purposes of future design work

R9. The Milton Road LLF requests the Board to direct officers to observe the design principles set out in the preamble to this resolution when siting bus stops on Milton Road and to provide the following at or near every bus-stop

a) a zebra crossing across the adjacent cycle path; and

b) a toucan crossing across Milton Road

All bus stop and crossing locations will be reviewed. Detailed design to be developed with LLF involvement later in the year.

LLF resolutions: officer comments

R10. The LLF urges the Board to consider new design options for the Golden Hind junction using protected crossings for both pedestrians and cyclists based on a continental-style roundabout or signalised crossing (see 'Do-Optimum' designs) and to consider locating a toucan crossing close to the Fraser Road junction

Design layout needs to be informed by modelling results but the design should provide more convenient crossing facilities for pedestrians and cyclists. The crossing near Fraser Road should be considered further

LLF resolutions: officer comments

R11. The Milton Road LLF urges the Board to use its influence with the County Council to

a) remove the charges at Milton Park and Ride site and

b) work together with Milton Road residents and residents of the Milton Road neighbourhood to tackle problems arising out of commuter parking in residential streets in this area and

c) further to b), where necessary and with agreement of residents, through the introduction of residents' parking schemes and

d) take this resolution into account in respect of all Park and Ride sites and problems of commuter parking throughout Cambridge.

The P&R charge is an issue for the County Council to consider. City Deal has committed to introducing further residents' parking schemes including for the Milton Road area

LLF resolutions: officer comments

R12. The Milton Road LLF requests the City Centre Access and Congestion Team to consider the ideas developed during the workshops, including re-routing of traffic flows around the inner ring road to avoid clogging the inner radial routes - possibly creating a one-way system as part of their work in tackling congestion.

City Deal Access Team to be made aware of re-routing ideas but proposals being developed at present do not include a one-way system option

Assessment of Do Optimum design

Design considerations

- How well does the design respond to all the project objectives?
- Does the design provide sufficient infrastructure to improve bus journey times and reliability?
- Would the design perform safely?
- Is it compatible with design guidance and standards?
- Are the key junction layouts the most suitable to achieve the right balance between traffic delays and improved bus journey times?
- Does the design fit within highway boundaries?

Assessment of Do Optimum design

Traffic modelling

Modelling of Do Optimum to include:

- Key junctions to assess queuing and delays (Elizabeth Way, Arbury Road, King's Hedges Road)
- Journey times for whole route (bus and non-bus trips)
- Comparison with Do Nothing scenario (based on 2031 flows
- Other options being considered to optimise bus journey times and manage car delays

Do Optimum: Section 1

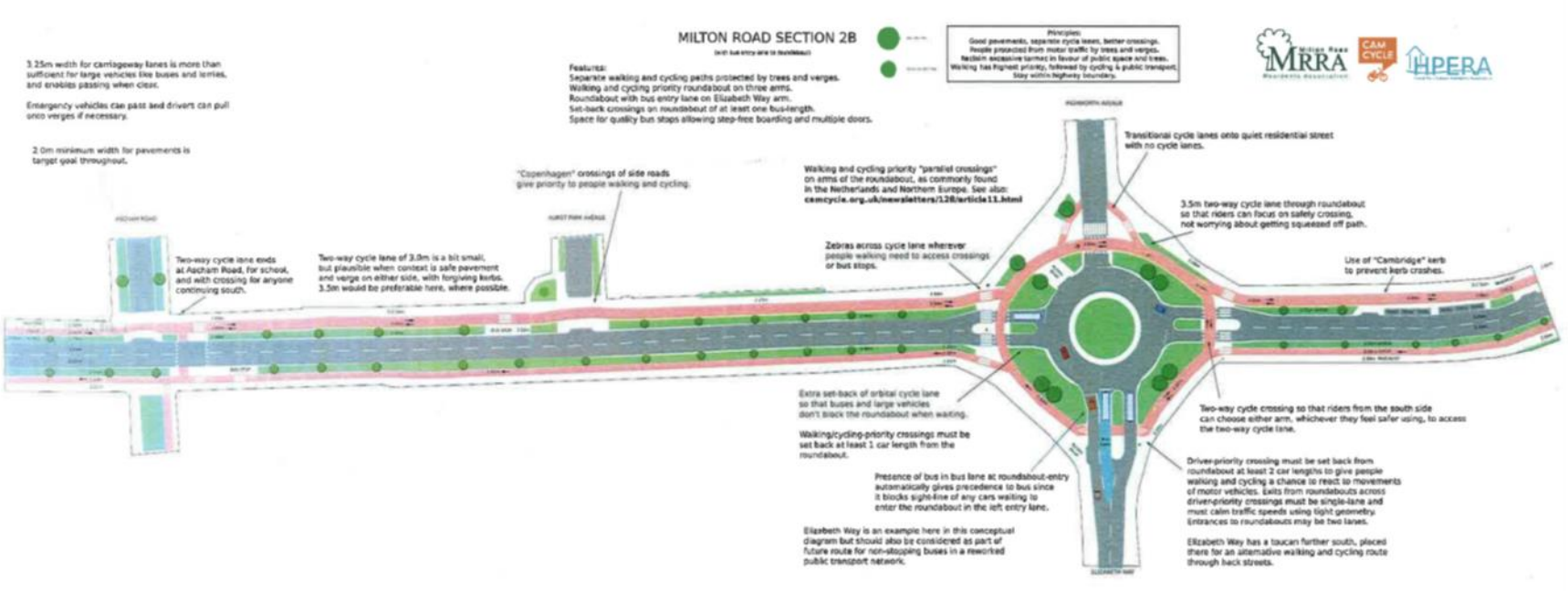
Considerations:

No priority for buses on Gilbert Road junction approach

Insufficient width available to accommodate current design and any bus lane

Is there a need for crossing at Herbert Street?

Do Optimum: Section 2



Considerations:

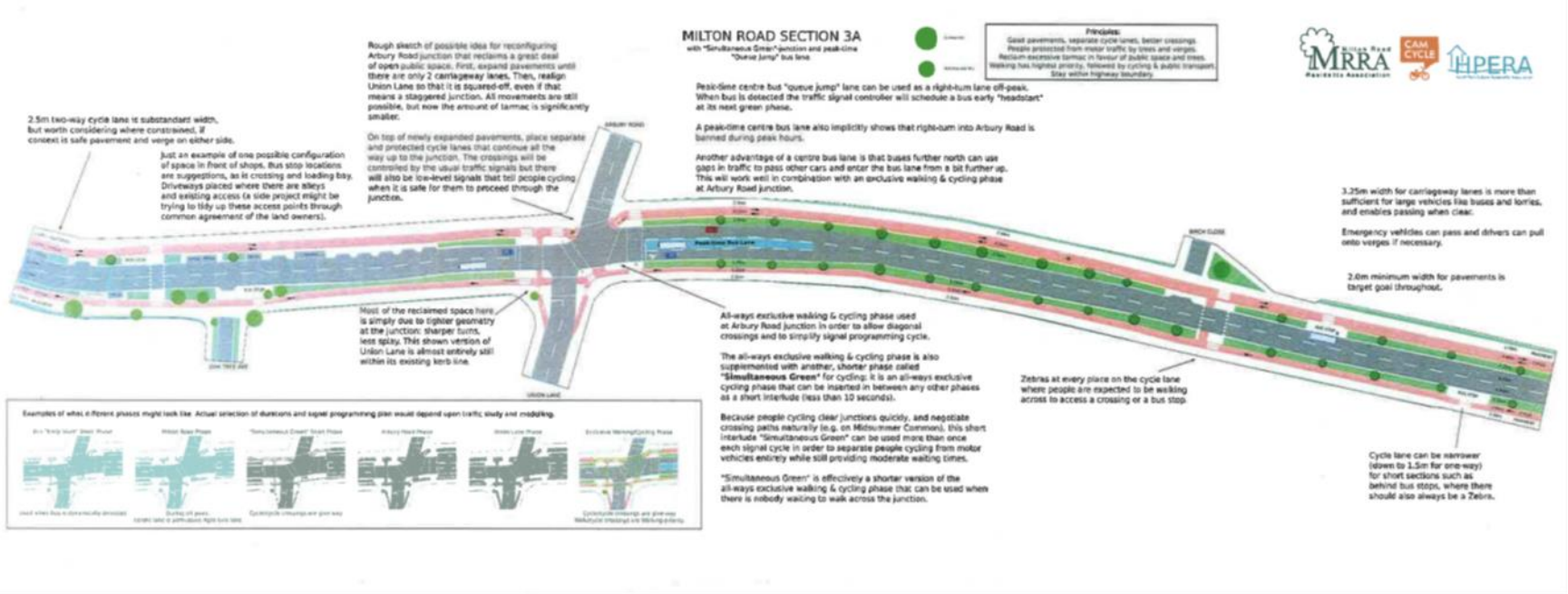
Does the Dutch style roundabout at Elizabeth Way provide sufficient capacity to manage queues?

Are bus lanes required on the Milton Road approaches to the roundabout?

Would a signalised T junction or cross roads work better?

Option of a signalised roundabout also being assessed

Do Optimum: Section 3



Consideration:

Potential Impact of multiple signal sequence on queuing at Arbury Road

Other junction options being assessed to optimise junction performance including - No left turn from Union Lane, Union Lane arm to run every other signal cycle.

Is bus lane length sufficient to bypass expected queues?

Longer bus lane would compromise design given width constraints

Do Optimum: Section 4

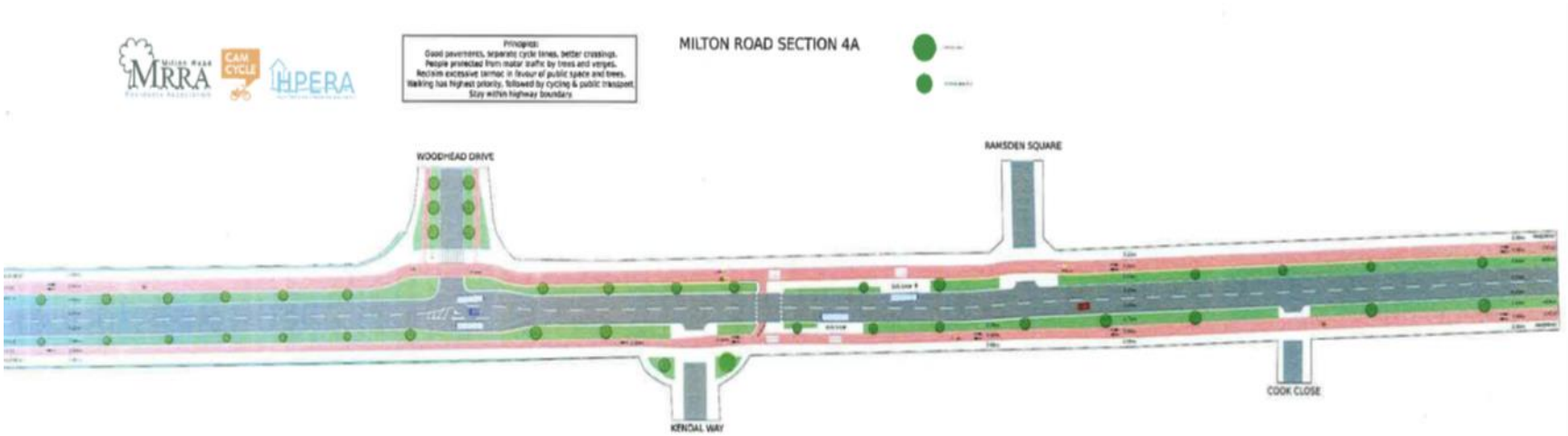
Considerations:

Anticipated queues likely to require space for bus lanes.

Is there sufficient room for bus lane and two-way cycling facility?

Number and location of trees will be determined by private accesses

Do Optimum: Section 5



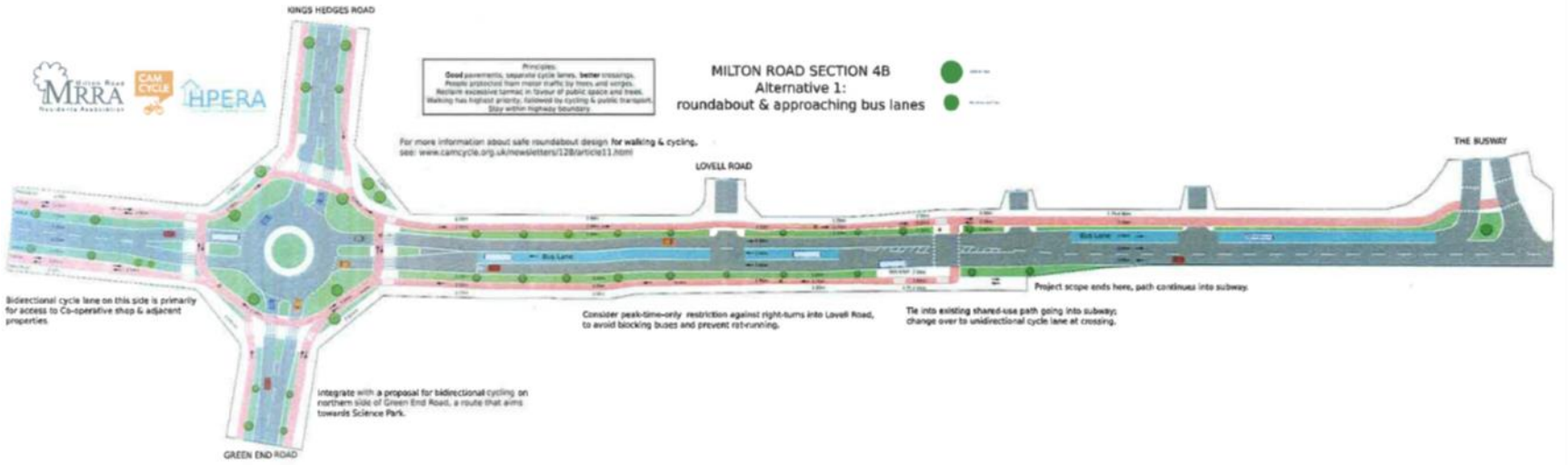
Considerations:

Anticipated queues likely to require space for bus lanes.

Is there sufficient room for bus lane and two-way cycling facility?

Number and location of trees will be constrained by private accesses.

Do Optimum: Section 6



Considerations:

Potential Impact of reducing capacity with ‘Dutch’ style roundabout.

Limited bus lanes on approach to roundabout.

Would a signalised cross roads work better with improved facilities for pedestrian and cyclists?

Design surveys

- Further data being recorded on location of private accesses
- Additional surveys organised to assess local crossing movements (pedestrian and cycle)
- Laser survey of road cross section being undertaken

Timeline to Board meeting

Early/Mid June	LLF meeting to consider Officer update including outcomes from modelling work and options for design changes
6th July	Board report published Stakeholder briefing (LLF invited)
19th July	Joint Assembly meeting (LLF chair to attend)
26th July	Executive Board meeting (LLF chair to attend)

Executive Board report

To include:

- Review of delivery priorities for the Milton Road and Histon Road schemes
- Evaluation of the Do Optimum proposal
- Responses to the LLF resolutions
- Recommendations on any changes required to the Do Optimum design
- Need for mitigation measures (side road parking and through traffic)
- Next steps in scheme delivery
- Updated project programme

GREATER CAMBRIDGE CITY DEAL

Questions

facebook.co//gccitydeal | twitter.com/gccitydeal

www.gccitydeal.co.uk