

## Appendix 2: Statement of Reasons, City of Cambridge (Mill Road) (bus gate)

### **CAMBRIDGESHIRE COUNTY COUNCIL**

### **CITY OF CAMBRIDGE (MILL ROAD) (BUS GATE)**

### **ORDER 20—**

### **Statement of Reasons**

The statutory purposes under section 1(1) of the Road Traffic Regulation Act 1984 for which the Council proposes to make the Order include:

For avoiding danger to persons or other traffic using the road or any road or for preventing the likelihood of any such danger arising.

For facilitating the passage on the road or other road for any class of traffic (including pedestrians)

For preserving or improving the amenities of the area through which the road runs.

In July 2020 the Department for Transport (DfT) launched 'Gear Change: A bold vision for cycling and walking' and 'Cycle Infrastructure Design Local Transport Note 1/20'. Both of these documents clearly set out the Government's commitment to a radical change in the provision of walking and cycling infrastructure - the value of cycling and walking in terms of physical health and mental wellbeing; the positive benefits to the environment in terms of better air to breathe and reduced noise pollution; and the positive impact on the economy for businesses in local streets is well documented.

Cambridgeshire and Peterborough Combined Authority (CPCA) is the local transport authority for Cambridgeshire.

Active and sustainable travel are amongst the objectives as detailed in the CPCA Local Transport and Connectivity Plan (adopted in November 2023). Cambridgeshire County Council, the local highway authority, has developed an Active Travel Strategy (adopted in March 2023) which sets out a range of policies to enable and encourage the increased use of active travel modes and reduce the number of journeys made by car. A Local Cycling and Walking Investment Plan (LCWIP) (adopted in October 2022) has also been developed and sits within the Strategy; following government guidance and utilising tools it identifies the best routes to create in order to increase levels of walking and cycling.

Mill Road has a range of issues that impact on health and safety for the people who live and work in the area: these include pavements that the Council considers are too narrow to accommodate the amount of footfall to shops, restaurants and businesses and a high volume of motor and cycle traffic sharing a carriageway of restricted width.

Mill Road suffers from high levels of through traffic, which combined with local traffic and the high number of pedestrians and cyclists, causes significant congestion, particularly at peak times, and an unpleasant environment. Air pollution and a poor road safety record are directly related to these issues.

## Information and Analysis

This Order relates to the proposed scheme to restrict most vehicular traffic over the Mill Road railway bridge, except for local buses, cyclists, pedestrians, taxis/PHVs, blue badge holders in transit who have registered with Cambridgeshire County Council and authorised vehicles which would all be exempt. The scheme includes:

- i. Bus Gate markings on red tarmac at either end of the bridge
- ii. Bus Gate signage in the enforcement area and wider area
- iii. Install a build out on the south side of the bridge to slow vehicles coming from the bridge
- iv. Install “other traffic” markings to divert general traffic along Argyle Street
- v. Adjust cycle parking on Argyle Street to increase carriageway width
- vi. Install ANPR cameras to enforce any restriction under the TRO.

Extensive public consultation was undertaken with local residents and businesses in Spring 2022. The Police, Fire and Ambulance Services, disability groups and other stakeholders have been consulted on the above proposals.

The Council’s reasons for proposing to make the Order are that a Bus Gate on Mill Road Bridge would reduce congestion and associated air and noise pollution, improve road safety and encourage active travel.

The new build-out south of the bridge requires the extension (by 16 metres) of the ‘No loading at any time’ restrictions on Mill Road. A separate TRO (PR0961) covers the extension of the restrictions and has been approved.