

Tuesday 25 July

To: Members of the Greater Cambridge City Deal Executive Board:

Councillor Lewis Herbert	Cambridge City Council (Chairman)
Councillor Francis Burkitt	South Cambridgeshire District Council (Vice-Chairman)
Phil Allmendinger	University of Cambridge
Councillor Ian Bates	Cambridgeshire County Council
Mark Reeve	Greater Cambridge Greater Peterborough Enterprise Partnership

Dear Sir / Madam

Please find attached a supplement to the next meeting of **GREATER CAMBRIDGE PARTNERSHIP EXECUTIVE BOARD**, which will be held in **THE COUNCIL CHAMBER, THE GUILDHALL, CAMBRIDGE** on **WEDNESDAY, 26 JULY 2017** at **10.00 a.m.**

Requests for a large print agenda must be received at least 48 hours before the meeting.

AGENDA

6. Questions from Members of the Public

**PAGES
1 - 28**

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Agenda Item 6

AGENDA ITEM 9 – RAPID MASS TRANSPORT STRATEGIC OPTIONS APPRAISAL		
Local Member(s) wishing to speak		
-	Councillor Rod Cantrill	<p>Assuming the Board approves the proposed feasibility study into a Rapid Mass Transit system for the Greater Cambridge Area, does the Board not agree that work on the Cambourne to Cambridge busway project should stop until there is clarity on the way forward/</p> <p>Assuming the Board progresses a Rapid Mass Transit system following the feasibility study, does it not agree that the Cambourne to Cambridge busway project should constitute no more than a low level intervention along the lines of the LLF’s Option 6 and including smart transport features?</p> <p>This would still allow those living west of Cambridge to access the City quickly and reliably, yet would be far less expensive and would offer greater flexibility when Rapid Mass Transit decisions are made.</p>
General		
9 (a)	Roger Tomlinson	<p>The Mayor James Palmer of the new Combined Authority we are told has agreed with the Greater Cambridge Partnership to commission a study to establish an overall vision for transport for Greater Cambridge, including Light Rail and tunnelling options. However, consultants previously commissioned by the officers of the County Council and former City Deal have shown a bias to buses and excluded other options, and the community does not feel they can rely on their independence, indicated when one consultant told the LLF he was preparing a “rebuttal” of LLF views for the GCP.</p> <p>The question is therefore: Will the Executive Board please appoint new consultants with no previous involvement in planning for current schemes and options, and no contractual or personal ties to the County Council Directorate of Economy, Transport and Environment, or any other conflict of interest, to provide a genuinely independent study of the wider needs for transport, without influence by officers?</p>
AGENDA ITEM 10 – MILTON ROAD BUS PRIORITY		
Local Member(s) wishing to speak		
-	Councillor Damien Tunnacliffe (on behalf of Councillor Ian Manning)	<p>Please could the following statement be noted and read out to the executive board at the meeting next week?</p> <p><i>I cannot support the Milton Road scheme as presented and neither should the board.</i></p> <p><i>The original objections and controversy around the scheme came from the removal of trees. Despite repeated attempts at clarity we still do not have precise information on what replacement trees we can expect.</i></p> <p><i>The consultants have repeatedly failed to model the effect of walking and cycling trips on traffic levels & therefore are unable to take this into account into the design. The greater Cambridge partnership should not just be going with the UK "industry standard" but should be demanding a higher standard appropriate to Cambridge.</i></p> <p><i>The inability to consider Dutch Style roundabouts and lack of imagination around junction design are further reasons to reject this scheme.</i></p> <p><i>New York style trialing should be built into the project from this early stage, but despite repeated support for this concept at the LLF and local meetings, it STILL doesn't appear.</i></p> <p><i>There are enough City Deal schemes going forward, this one should not be given the go ahead at this stage.</i></p> <p><i>Please make sure it is noted that I support NOT banning parking 24/7 outside the Hairdresser and Fish and Chip shop on Green End Road.</i></p> <p><i>Although I'm no longer the local member as the Divisions changed in May, I was during the scheme development and it was me that originally proposed the entire scheme via S106 feasibility study.</i></p>
General		
10 (a)	Edward Leigh (Smarter Cambridge Transport)	<p>Will the Board:</p> <ul style="list-style-type: none"> • Review and restate objectives for Milton (and Histon) Roads so that they are clear, forward-looking and coherent across all projects? • Commission a feasibility study of connecting the Milton Park & Ride to the busway via the A14 underpass behind the Regional College, which would bypass up to a mile of queued traffic and five sets of traffic lights? • Commission analysis of Inbound Flow Control on Milton Rd as an alternative to constructing 1.3km of bus lanes?
10 (b)	Matthew Danish	<p>We ask the Executive Board:</p> <ul style="list-style-type: none"> • will you take up our proposal to put forward a hybrid design that is based on ‘Final Concept’ for the junctions and junction approaches while incorporating the concepts of ‘Do Optimum’ for much of the links in between? • Will you instruct officers to take into account the diminishing returns of lengthy bus lanes, and to consult the Local Liaison Forum to find when the costs of lengthy bus lanes exceed the benefits?
10 (c)	Erik de Visser	<p>The present plans of the GCP, whether Cambridge-wide or just for Milton Road, need major alterations or a different mindset before spending tax payers’ revenue on them.</p> <p>You aim to solve contemporary and future problems with somewhat outdated methods. In 2035 your present choice will be seen as antiquated. Your legacy will not be applauded.</p>

		<p>The question is: how will the GCP successfully manage a modal shift away from cars to trains and buses?</p> <p>It is high time this question is answered satisfactorily before new tarmac is put on Milton Road and elsewhere around the city.</p>
Trees and verges		
10 (d)	Anne Hamill	<p>Cllr Lewis Herbert’s letter of 14 September 2017, states that the Board supports ‘...an avenue of mature trees as a core design element along Milton Road, and also the provision of grass verges...’ but the ‘Final Concept’ doesn’t follow this through.</p> <p>The flat-plan graphic (Appendix D, page 1) shows a miniscule verge between Herbert Street and Chesterton Hall Crescent – too narrow for tree planting – conflicting with the letter’s commitment. The problem is this is the narrowest section of the road.</p> <p>However, at the 19 July Joint Assembly meeting, in his report on ‘Final Concept’, Chris Tunstall said that the officers will continue to look at this narrowest section of the road, and acknowledged that, here, there is no buffer of verges with trees. He also said that they could reduce some of the lane widths further, as well as the length of the bus lane.</p> <p>So to ensure there’s enough space for adequate verges with trees along the whole length, it’ll be necessary to vary the widths of the carriageway, pavements and cycleways locally – as well as minimise bus lane lengths.</p> <p>My question is: will the Executive Board commit to instructing the officers to use flexibility in determining the widths of the carriageway, pavements and cycleways, and the lengths of the bus lanes, to provide sufficient space to achieve healthy verges planted with mature trees on both sides along the whole length of Milton Road?</p>
10 (e)	Jamie Dalzell	<p>In a letter dated 26th September 2017, Lewis Herbert wrote to the Milton Road Local Liaison Forum on behalf of the City Deal Board to confirm your support of ‘an avenue of mature trees as a core design element along Milton Road’. The ‘Final Concept Design’ being discussed later, in an effort to squeeze in bus lanes, incorporates grass verges of only 1m width which would be insufficient for ‘mature trees’ and has now started to refer to ‘semi-mature trees’ as a design element.</p> <p>Will the Board therefore honour its commitment to local residents and reject the current proposals?</p>
Cycling, pedestrians and safety		
10 (g)	Gerry Rose	<p>QUESTION: What measure are being prioritised to ensure the safety of cyclists and pedestrians?</p> <p>If it is decided that the road-space is inadequate to support 3 motorised lanes, will the design team either remove the bus lane from the design or restrict the width of vehicles using Milton Road, effectively banning use by wide lorries?</p>
10 (h)	Barbara Taylor	<p>The Final Concept design increases the length of cycle lanes on Milton Road. However many local residents will be unable to access these lanes, as safe crossings with several side streets have not been included. At the Joint Assembly meeting officers promised to review potential crossings as part of detailed design.</p> <p>Will there be a commitment to allow all residents in side streets off Milton Road to access both north and south bound cycle lanes via the provision of safe crossings? Will these crossings be included at the earliest possible stage of detailed design development, rather than as an afterthought?</p>
10 (i)	Roxanne de Beaux	<p>We ask the Executive Board: will you instruct the officers to protect the segregation assumption of the model by</p> <ul style="list-style-type: none"> ensuring respectable signal timings for cycling crossings of carriageways, and reasonably scaling back the lengths of the bus lanes in order to provide safe bus stops, places for loading bays, and sufficient space for trees to grow? <p>With these changes, the integrity of the cycleways and footways is maintained</p>
10 (j)	Richard Taylor	<p>"I am surprised the results of a safety assessment are not available to inform today's decision on remodelling Milton Road. When a safety audit is carried out will it take account of risks to pedestrians and cyclists and will it be possible to amend the plans to implement any changes arising as a result of the safety audit process?</p> <p>Also In relation to Milton Road could we please have clarity on:</p> <ul style="list-style-type: none"> which, if any, elements of the plans are fixed today and what remains up for discussion who will be able to participate in and observe proposed workshops to discuss elements such as tree selection, bus stops, crossings and loading bays.
10 (l)	Michael Page	<p>I note that the 2031 predicted maximum inbound queue length at Gilbert Road junction is 12 cars, yet a 40 car length overtaking lane for buses is planned. At the Arbury Road junction the 2031 predicted maximum queue length is again 12 cars but an overtaking lane equivalent to 140 cars is planned.</p> <p>I believe that there is real scope here for further optimisation without compromising bus journey times or reliability. Any reduction in lane lengths would unlock the potential for accommodating properly-sized bus stop boarding areas or allow for better trees and verges and unloading bays which would help overcome some of the potential conflicts and safety fears which put off cyclists and bus users.</p> <p>Question: rather than accept that bus lane lengths “will be considered further” as in para 34 page 30 of the report, will the Board please make this more substantive by requiring officers to “make bus lane lengths</p>

		subject to further technical review with the objective of reducing their length wherever possible”.
AGENDA ITEM 12 – A428/A1303 BETTER BUS JOURNEYS SCHEME		
Local Member(s) wishing to speak		
-	Councillor Lina Joseph	<p>I share the concerns expressed in the most recent A428 LLF about the future proofing of the A428 busway scheme.</p> <p>Given the preferred 3a route is quite likely to run right along the entire length of both Hardwick and Coton villages, and given such future-proofing seems quite likely to involve buses travelling at 100+ mph, I can only imagine that the infrastructure required to keep our communities safe will be visually very significant indeed. I therefore ask you to release details of what the worst-case scenario could be.</p> <p>This is a major change from the scheme that has been consulted upon, so any decision that rules out alternatives should not be taken in September.</p> <p>In any case, no decision should be made until the true facts are known.</p>
Route options		
12 (a)	Dr Gabriel Fox	Will the Board accept that a fair allocation of scores of Options 1, 3a and 6 does not support the Interim Transport Director’s assertion at point 33 of his report that “Option 6 ... does not score as highly as Options 1 or 3a” and that Option 6 should therefore remain in the process and undergo a full, fair and, most importantly, independent assessment?
12 (b)	Allan Treacy	<p>With reference to Table 15 on pages 153 and 154 of the board papers, I have noted many glaring inconsistencies in the scoring. In particular I have noted that the promoters of Option 3A, the GCP transport officers, have estimated that Option 3A would deliver a modal shift from car to bus of 31% compared to 28% for Option 6.</p> <p>How many real people does that 3% represent and given the difference in capital cost, what does that equate to in £s per person?</p>
12 (c)	Alistair Burford	<p>Question in relation to Agenda item 12 A428/A1303 Better Bus Journey Scheme (further scheme development update (Park and Ride).</p> <p>Last week, the GCP Joint Assembly voted 10 to 1 (3 abstentions) in favour of removing Crome Lea from the A428 Cambourne to Cambridge Park & Ride shortlist.</p> <p>In order to restore some public confidence, will the Board confirm that this democratic decision will be upheld? If the Board is minded to reject the Joint Assembly’s recommendation then, could the Board explain the purpose of the Joint Assembly?</p>
12 (d)	Edward Leigh	<p>Will the Board</p> <ul style="list-style-type: none"> Accelerate the Rural Travel Hubs project, to bring a much-needed bus station to Cambourne? Commission analysis of Inbound Flow Control on the A1303 as an alternative to constructing 2 miles of busway or bus lanes? Examine the implications of adding connections and a Park & Ride at the Girton Interchange, as set out in our A428 LLF resolution?
Park & Ride site(s)		
12 (e)	Roger Tomlinson	<p>The ‘technical group’ of the Local Liaison Forum for the Cambourne to Cambridge Better Bus Journeys, and others, have identified glaring inaccuracies and blatant bias in the comparative assessment of route Options 1, 3a and 6, and in the assessment of Park+Ride sites by officers and their consultants. Experts have noted that this has occurred on previous reports.</p> <p>The question is therefore: Will the Executive Board please appoint consultants with no contractual or personal ties to the County Council Directorate of Economy, Transport and Environment, or any other conflict of interest, to provide a genuinely independent technical review of options, without influence by officers, for the A428 Cambourne to Cambridge Better Bus Journeys scheme?</p>
AGENDA ITEM 13 – CROSS-CITY CYCLING		
Local Member(s) wishing to speak		
-	Councillor Damien Tunnacliffe	
Green End Road		
13 (a)	Bill Jenks	<p>The proposed TRO is to impose double yellow lines [no waiting at any time] on both sides of Green End Road from Scotland Road to Chesterton High St where the cycle lanes end [there being none on the next section through Water Lane to Water Street].</p> <p>This is very short residential section of about 150 meters, on which 20 out of 30 houses have no space on their property for visitor parking, a number considerably underestimated in the officer’s report to committee. The no parking/waiting of any kind would deny 2/3 of our residents the kind of visitor parking which must be very near each property for serious matters including; essential maintenance by tradesmen with heavy equipment; essential care visits by social and health workers and other important services who do not have parking exemptions as a matter of routine; deliveries of heavy items; setting down, and picking up, including hospital cars and taxis.</p> <p>While understanding there is no right to parking on highways, there are basic legal and/or common sense rights in matters of personal health and safety including emergency/routine maintenance of properties which we strongly feel should not be prevented, and that doing so could result in the risk of real harm to residents and the general upkeep of the neighbourhood. Officers suggest in reports alternative parking spaces in nearby roads, however these are no longer free since the increase in high density buildings with no parking provision, and in any event any such spaces would not be appropriate for the type of essential visiting services parking we are very worried</p>

		<p>about.</p> <p>The question or proposal, therefore, is that some parking rights be retained on one side of the road only, the north/east side, where there are a few spaces in between large properties who benefit from large courtyards or drives for visitors. Perhaps it would be a reasonable compromise to have the lines on both sides but with the north/east side banning parking only between the busy commuting hours on weekdays, [perhaps 0730-0930 and 1630-1830?] when the cycle lanes are most used?</p> <p>Many of us have lived here for decades, are cyclists, and are broadly in support of the intent of the cycle scheme when it adds to health and safety, but not when it would seem to needlessly threaten the health and safety of people and property. Many residents did not realise the extent of the ban on parking and a petition and/or request for a judicial review is being prepared which, it is hoped, will not be necessary if a decent compromise can be achieved that allows improved cycling for visitors as well as vital services to local citizens.</p>
13 (b)	Roxanne de Beaux	<p>See attached PDF</p> <p>Will you support this resolution to create both a safe, protected cycleway and parking for the businesses?</p>
AGENDA ITEM 15 – IMPROVING GREATER CAMBRIDGE PARTNERSHIP GOVERNANCE		
15 (a)	Wendy Blythe	<p>You have received the following letter, now signed by 54 community and local-business groups:</p> <p><i>“Residents and businesses in Cambridge and the surrounding villages are concerned that the City Deal is rushing through plans for major development and transport schemes that lack a clear overall vision, are not evidence-based and have been progressed using a flawed model of top-down ‘consultation’.</i></p> <p><i>“The need to spend the first tranche of funding quickly has meant that so far this has not been a holistic programme to successfully manage rapid growth in a way that is sustainable and not environmentally damaging.</i></p> <p><i>“We call upon the City Deal to re-engineer the process to facilitate more effective partnership and collaboration so that the skills and talents of Cambridgeshire residents and businesses can also be engaged in proper research and evaluation of new infrastructure projects, in order to deliver a long-term vision for our region that is about health, well-being and community as well as economic success.”</i></p> <p>My Question is: will the Board act on this letter?</p>
NOT BEING ANSWERED AT THE MEETING AS QUESTIONERS NOT ATTENDING AND/OR THE QUESTION DUPLICATES ONE ANSWERED RECENTLY		
X	Dr Richard Baird	<p>Thank you for your work on planning for Milton Road.</p> <p>I local resident who cycles on a daily basis with children to Milton Road primary school and other local destinations. I am strongly in support of the ‘Do Optimum’ solution proposed by the Milton Road Alliance.</p> <p>I think this is likely to be safer, greener and will encourage more walking and cycling when people travel.</p> <p>Can this please be the option we go for?</p>
X	Adam Reynolds	<p>Regarding the recently approved concepts for Milton Road</p> <ul style="list-style-type: none"> • does the board not agree that forcing cyclists to cycle between parked cars, where it's likely to be common for doors to be opened into the cycle lane, and moving busses, where wing mirrors are likely to overlap the cycle lane due to the narrow width of the bus lane, is an inherently dangerous design that should be rejected as a flawed concept. • can the Board explain why a scheme has been approved that, in several places, gives more space to trees than it does to either cyclists or pedestrians? • Given that the average width of a bus is something over 2.5m, does the board think that having the concepts allow 3m, around 20cm either side, is an adequate amount of space? How fast would they be comfortable driving their cars through a gap with only 20cm either side of them, and how much would that speed be reduced by given that drifting outside that zone could result in the serious injury of whatever they hit? • is the board aware that many/most of the concept images supplied for the Milton Road scheme are inaccurate to the point of being useless. The relative widths of lanes are wrong and the verges for the trees are missing in several images, something that was seen as being crucial in this scheme. • Given that cycling is one of the key & core transport methods used in Cambridge, how can the board justify the use of modeling software that ignores cyclists and also pedestrians? It was also admitted that the modeling software in use can't model the Dutch style roundabouts that would make cycling significantly safer. It was recently revealed that such software exists and that if these concepts were being designed in Holland that software would be being used. Why is the board happy to settle for using consultants who are prepared to cripple their design simply because of the tools they choose to use. • One of the objectives for the Milton Road project is "Safer and more convenient routes for cycling and walking, segregated where practical and possible", given that aim what is the board's opinion of the recent decision to allow parking on a corner in the cycle lane on Green End Road, something that will force cyclists into traffic on a blind bend? Is there any provision for resurfacing of existing cycle lanes in Cambridge? <p>The poor quality of the cycle lanes are one of the reasons why they're not used (for example the lane around the leisure park on Newmarket Road is in very poor condition in places causing cyclists to have to move over into the bus/car lane to avoid the holes).</p>
X	Gabriel	<p>I am concerned to read that parking is going to be allowed in the cycle lane next to Dino's Barbers and The Mermaid Chinese Takeaway in Green End Road. According to previous statements made by the Greater</p>

	Bienzobas Mauraza	<p>Cambridge Deal this is being done to balance the needs of both cyclists and the businesses present but it is my opinion that this is not a balancing act but basically putting cyclists in harms way of parked and moving cars, which defeats the original purpose of the scheme. There are two consequences to be observed from this:</p> <ul style="list-style-type: none"> • Car drivers expect cyclists to be on cycle lanes – when cyclists don’t use these they will be berated by drivers. This intimidation might cause accidents. • Money was spent originally for a cycle path but instead some parking bays have been built. <p>All in all, it seems that the introduction of these cycle lanes where parking is allowed is detrimental to the cycling community of Cambridge so could the following be considered?</p> <ul style="list-style-type: none"> • Option 1: Remove the parking bays so that the cycle lanes can be fully enforced and used by current and future non-cyclists providing a safe space to ride. • Option 2: Remove the cycle lane and paint some parking bays and use the money which was spent in building these cycle lanes to be used as they were intended too. <p>I hope this can be considered, as the scheme, as it stands right now is a hazard to cyclists.</p>
X	Lilian Rundblad	<p>In a letter to Councillors Lewis Herbert and Roger Hickford on June 28th 2017, I expressed deep concern that the Histon Road LLF Resolutions adopted on January 30th 2017 had not yet appeared on the official website for the GC City Deal/Partnership (see attachment). No reply has been received to the letter and the Resolutions and Appendices have still not been published.</p> <p>The Joint Assembly has earlier questioned why full documentation has not been available in time for their meetings. In this case they may not even be aware that the Histon Road LLF Resolutions and Appendices exist and that they are the result of the hard work undertaken by the residents, associations, schools, small businesses, cycle groups, etc. which in some cases has produced alternative and preferable solutions to those of the officers and consultants. Their contribution should be appreciated and respected. The Chair of Histon Road LLF has several times reminded and urged the officers and staff to publish the documentation.</p> <p>My question is therefore: Why were the Histon Road LLF Resolutions and Appendices not published at the time they were adopted, together with the draft minutes of the January 30th LLF meeting, as in similar instances? I would like to have the answer in writing. I have a copy of the Resolution documents with me to gladly hand over to the Chair of the Executive Board meeting today.</p>
X	Paul Emmerson	<p>The current proposal is to retain the roundabout and add traffic light signalling control.</p> <ul style="list-style-type: none"> • I live at 3 Highworth Avenue. Currently for safety reasons we reverse park our cars into our drive. With the planned new lay-out this will become a problem, as we will no longer be able to pull across the left and out of the flow of traffic before reversing. How will safe access and egress to our drive be maintained? • If traffic lights are to be used to control the traffic, what advantage is there in maintaining the roundabout? Removing the roundabout would improve traffic flow, move the traffic away from residences, expand green spaces around the junction, and support access to our drive. • Why has the closure of Highworth Avenue access been dropped? For minimal disturbance to local residences traffic flow would be improved at one of the worst bottle-necks, and a much greater green area would be created.
X	“Rad Wagon” (name TBC)	<ul style="list-style-type: none"> • What tree species do they envisage in the 1m verge between cyclists and bus lane on Milton Road (this means a 50cm wide canopy)? • Will the tarmac used on the cyclepath be much more resilient to root damage, unlike we have on multiple cyclepaths in Cambridge, not least the recent examples on the Guided Busway path near Cambridge University Press? • What guarantees will be in place for the planting on the schemes, given that the recently done Arbury Rd has now been choked with bindweed by not finishing the plan? • If trained riders assess that the cyclepath is dangerous to use, has the traffic model included that a good number of riders will be using the road instead? • How does a scheme like Milton Road match up against the scheme in Trumpington Rd? How do we justify spending money on the same kind of infra that we are taking out on the other side of town? How do we justify putting people riding in the parked car doorzone, which has been found to be dangerous (with countless examples), and subsequently removed at an (effective) additional cost of £700k? • How much money was spent on the Green End Road “cyclelane”, which is demonstrably more dangerous to ride there now (http://radwagon.blogspot.co.uk/2017/04/green-end-road.html, as well as being taken over by a car park scheme) and can it be recouped for proper cycle infrastructure (and money already spent be accrued to “car parking”)? • Will the advice to police regarding leniency on pavement cycling (started in 1999 by Paul Boateng and repeated in 2014 by Cycling Minister Robert Goodwill www.roadsafetygb.org.uk/news/3319.html) be set in stone throughout these schemes?

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To: Greater Cambridge Partnership Executive Board
Date: 26 July 2017
Speaker: Edward Leigh
Contact: 01223 312 377 / edward@smartertransport.uk / [@SmarterCam](https://twitter.com/SmarterCam)

Part 1 Question (Milton Rd)

You have now spent over £450,000 proving that Milton Rd is not wide enough for HGVs, congestion-free bus routes, protected cycle lanes, footways, bus stops, loading bays and an avenue of trees. So what gives?

Because you set bus priority and preserving road capacity as your primary objectives, it is cycling provision that gives. That means we could have very expensive cycle lanes that, end to end, do not pass the 8-80 age test for safety, and therefore do not achieve the full potential for modal shift from cars for short journeys, for instance to/from school.

The objectives, which have been stated and interpreted in various inconsistent ways, are trying to please everyone, and failing to please anyone – as you have witnessed at every single Board, Assembly and LLF meeting.

One objective, to maintain road capacity, is directly at odds with an objective of the City Access project, to reduce traffic volumes and congestion in the city centre. Planning for bus lanes is a clear signal that you believe congestion is here to stay.

But congestion penalises businesses that need to use roads to deliver goods and services. Solving congestion would have economic benefit; it would improve public transport without the need for bus lanes; that in turns means we can have the best quality cycle provision, and plenty of public space with which to be creative.

So why isn't reducing traffic volume and maximising modal shift from cars the primary objective for the whole of the city?

Current objectives make evidence-free assumptions, for instance that today's traffic levels are somehow optimal or necessary; and that buses rather than cycles have the greater potential for modal shift from cars.

So, will the Board:

1. Review and restate objectives for Milton (and Histon) Roads so that they are clear, forward-looking and coherent across all projects?
2. Commission analysis of Inbound Flow Control on Milton Rd as an alternative to constructing 1.3km of bus lanes?
3. Commission a feasibility study of connecting the Milton Park & Ride to the busway via the A14 underpass behind the Regional College, which would bypass up to a mile of queued traffic and five sets of traffic lights?

Part 2 Question (City Access & A428)

I'd like to start with the Greater Cambridge Partnership good news:

- Building the evidence base
- Rural travel hubs
- Clean Air Zone
- The Chisholm Trail
- On-street parking controls
- Smart traffic signals
- Electric/hybrid buses
- Workplace Parking Levy
- Greenway cycle routes

Let's acknowledge and congratulate all the officers, Board and Assembly members who have championed these and are now working to deliver them.

But it's not all good news.

The A428/Western Orbital project is now mired in complexity and controversy, having now burnt through over £1.8m.

No longer are we looking at just a busway or bus lanes, but now potentially a bullet busway, a light rail line to St Neots, or even a monorail. Breezy assertions that the planned busway will be future-proof do not stand up to scrutiny. Each mode has completely different design parameters; and if there's going to be a tunnel, the route has to align with a viable entry point.

As with Milton Road, we don't have clear and agreed objectives – other than to fool the Planning Inspector into believing we know what we're doing. You're overlooking good options simply because they don't fit the flawed brief.

Transport is about moving *people (and goods)*, not cars and buses. So why don't we start by looking at how to improve the currently pretty miserable bus user experience?

Give Cambourne an attractive bus station close to the A428. Then the half-hourly Stagecoach X5 could join the Citi 4, 18 and Whippet X3 services, providing a service from 5.30am to 11.30pm that's almost as good as the Guided Busway service from St Ives.

Implement Inbound Flow Control on the A1303, condensing peak-time queues and giving buses priority with just a 500m bus lane up to Madingley Wood.

Those two things would achieve a step change in bus service quality. They're deliverable within two years, at much lower cost and controversy than the scheme you're currently pursuing.

So, will the Board:

1. Accelerate the Rural Travel Hubs project, to bring a much-needed bus station to Cambourne?
2. Commission analysis of Inbound Flow Control on the A1303 as an alternative to constructing 2 miles of busway or bus lanes?
3. Examine the implications of adding connections and a Park & Ride at the Girton Interchange, as set out in our A428 LLF resolution?

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JUNCTION DESIGN IS KEY TO REDUCED BUS JOURNEY TIMES AND AN OPTIMISED SOLUTION FOR MILTON ROAD

Dear Member of the Executive Board,

Milton Road Alliance has studied the officers' Milton Road report thoroughly and thanks to the data and analysis it contains we are confident that a solution that will meet the needs of all stakeholders is within our grasp. This is a turning point for the Greater Cambridge Partnership and, if the right decisions are taken now, it will bode well for the future of Milton Road and could beneficially influence the approach taken on other urban roads.

Please consider the following:

- The predicted journey times for all motor vehicles including buses under 'Final Concept' are better than the predictions for any of the 'Do Nothing' scenarios, and 'Final Concept' almost always shortens the queues at individual junctions, often considerably, compared to the 'Do Nothing' option.
- The modelling results for 'Final Concept' show that its predicted improvements to bus reliability and journey time have little to do with bus lanes and almost everything to do with the clever designs for the four major junctions along Milton Road. And that's without any bus priority measures incorporated into the junctions themselves, as yet.
- Bus lanes don't need to be much longer than the predicted maximum queue length at the approach to junctions.

We are aware that officers consider the bus lane lengths in 'Final Concept' to be the maximum likely but this is not a strong enough guarantee for us. Therefore we are asking you to recommend taking the junction designs from 'Final Concept' and combining them with the streetscape from 'Do Optimum' with its shorter length of bus lane; with its trees, verges and good bus stops; with its attractive walking and cycling facilities; and use that as a starting point for benefit/cost evaluation that will determine the basis for detailed design and preparation of business case. The **proposal** that follows this letter from Milton Road Alliance describes the procedure whereby the optimum lane lengths could be derived from a benefit/cost analysis.

If you allow our proposal to go forward then a fully optimised solution can emerge, one that we can all be proud to hand down as a legacy to the next generation.

Yours sincerely,

Michael Page, Charles Nisbet, Matthew Danish

The Milton Road Alliance

FULL PROPOSAL

In the officers' report, the predicted journey times for all motor vehicles under 'Final Concept' is better than the predictions for any of the 'Do Nothing' scenarios. Even more interestingly, the model predicts that 'Final Concept' will get better with age, as the results say that in the year 2031 the car commute into Cambridge would speed up by half a minute if 'Final Concept' were taken forward.

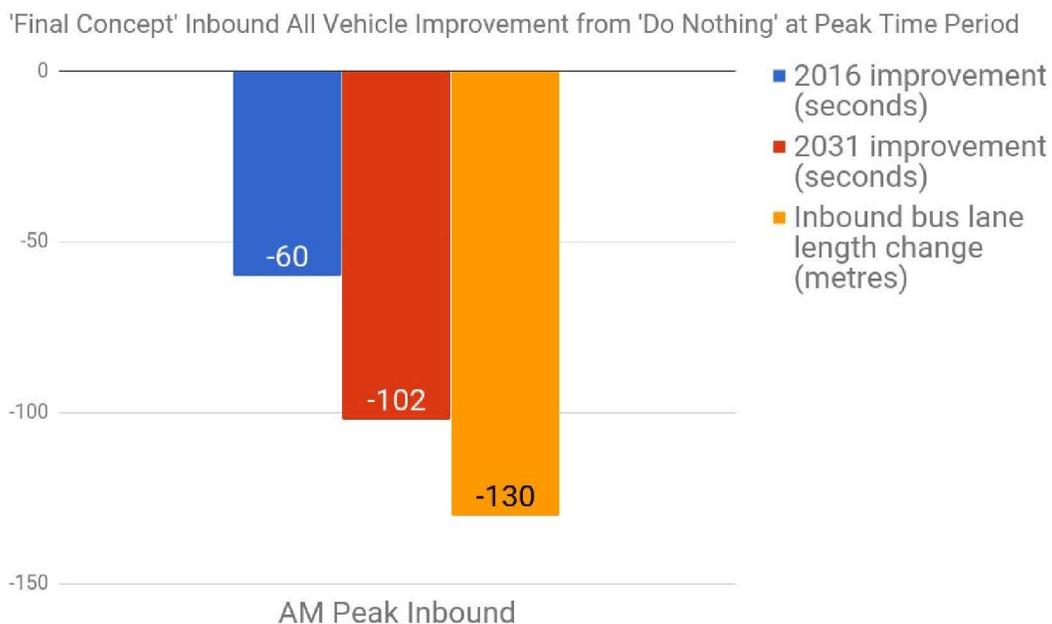
When we look at individual junction performance under all scenarios, the 'Final Concept' almost always shortens the queues, often considerably, compared to the 'Do Nothing' option.

Then there is this quote from the report:

"The 2016 AM 'Final Concept' bus reliability results shows improved bus reliability for both directions of travel, maintaining average bus journey times inbound (even with a reduction of bus lanes on this side of the road in comparison to 'Do Nothing')"

The modelling of 'Final Concept' shows that a reduction of bus lane length is compatible with improved bus reliability and journey time. Extensive data and selections from the report are shown and discussed in the Appendix below. It seems that the shorter queues at junctions mean that the bus lanes don't get a chance to provide much benefit after all.

These modelling results for motor vehicles under 'Final Concept' show that its predicted improvements to bus reliability and journey time have little to do with bus lanes and almost everything to do with the clever designs for the four major junctions along Milton Road. And that's without any bus priority measures incorporated into the junctions themselves, yet.



With these findings in mind, we have a compromise proposal that we believe can make everyone happy.

We ask the Executive Board: will you take up our proposal to put forward a hybrid design that is based on 'Final Concept' for the junctions and junction approaches while incorporating the concepts of 'Do Optimum' for much of the links in between? Will you instruct officers to take into account the diminishing returns of lengthy bus lanes, and to consult the Local Liaison Forum to find when the costs of lengthy bus lanes exceed the benefits?

We are aware that the officers have already offered to consider a reduction in bus lane length from the maximum proposed, but this is not a strong enough guarantee for us. Instead, we propose that since the greatest improvement comes from the 'Final Concept' junction designs, then we should start from a presumption of shorter bus lane lengths and work from there, calculating the costs and benefits along the way.

The procedure then goes:

- Calculate the benefit/cost ratio of this new 'Final Optimum' hybrid design starting with bus lanes only within the vicinity of junctions and no longer than their predicted queue lengths in 2031.
- Be sure to include benefits such as safe, attractive walking and cycling, sufficient verge space for high-quality bus stops, modal shift to sustainable transport in general, improved streetscape, local business, trees, air quality, etc, in addition to bus journey times and reliability.
- Then seek the optimum benefit/cost ratio by adjusting the length of bus lane.

This procedure will produce a scientifically driven business case that takes into account all stakeholders' concerns and objectives.

Bus lanes are a heavy-handed form of bus priority that obviate themselves if they are successful at reducing traffic congestion. Meanwhile, without a decently-sized verge, there is no space for safe bus stops, so passengers will be forced to unsafely board from and alight into the cycleway. And without space for loading bays, delivery vans will likely park on the narrow verge and also block the cycleway. People cycling will be forced to go in front of buses, defeating the whole point of a bus lane. The 'lengthy bus lane' approach of 'Final Concept' has the risk of producing a 20th-century-style white elephant. In contrast, bus priority via smart junction design doesn't suffer from these problems, and is a distinctly modern approach that leaves room for good trees, verges, bus stops, cycleways and footways.

By supporting this modification to the officers' recommendation you will be helping to hand down a proud legacy to the next generation, a world-class street that works for everyone, not merely controversial stretches of tarmac that will be rendered redundant even as they are built.

APPENDIX: discussion of data, graphs and diagrams from the report

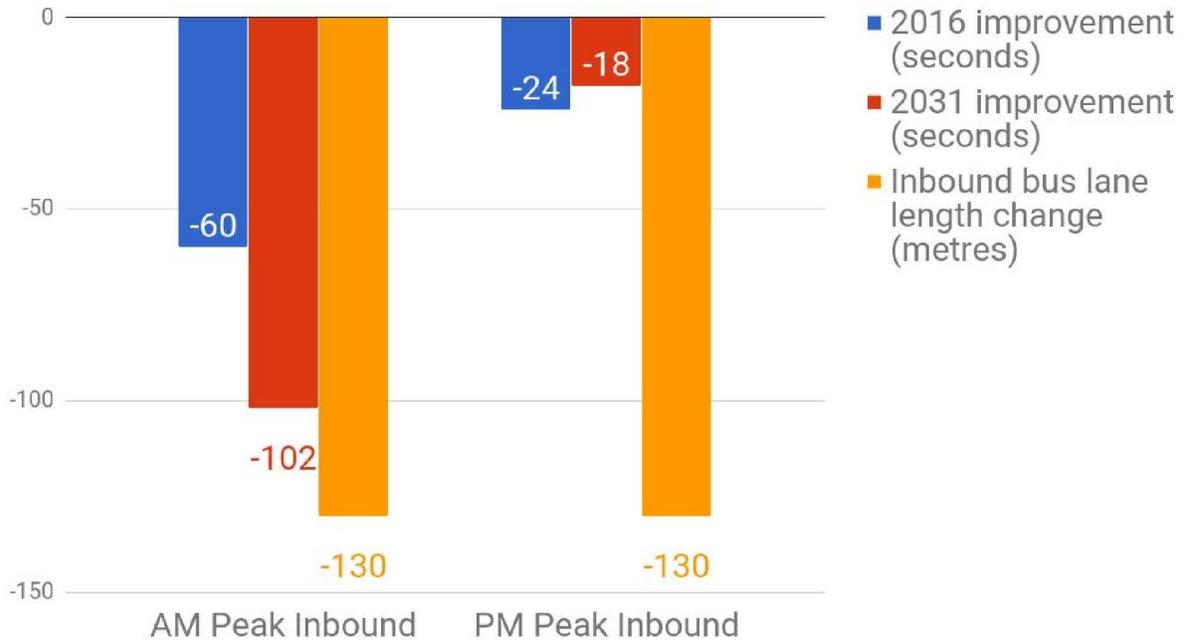
SUMMARY OF CHANGES IN BUS LANE LENGTHS

BUS LANE DIRECTION	Current	Final Concept	Difference
OUTBOUND	110 metres	430 metres	+320 metres
INBOUND	1015 metres	885 metres	-130 metres
TOTAL	1125 metres	1315 metres	+190 metres

The difference between 'Do Nothing' and 'Final Concept' bus lane lengths is shown in Appendix F of the official report. Overall there is an increase, but the inbound bus lane is shortened by 130 metres in the 'Final Concept' scheme compared to 'Do Nothing'. The remainder of this appendix will discuss the inbound side of the road only to show that a decrease in bus lane length is compatible with improved bus journeys.

Chart 1

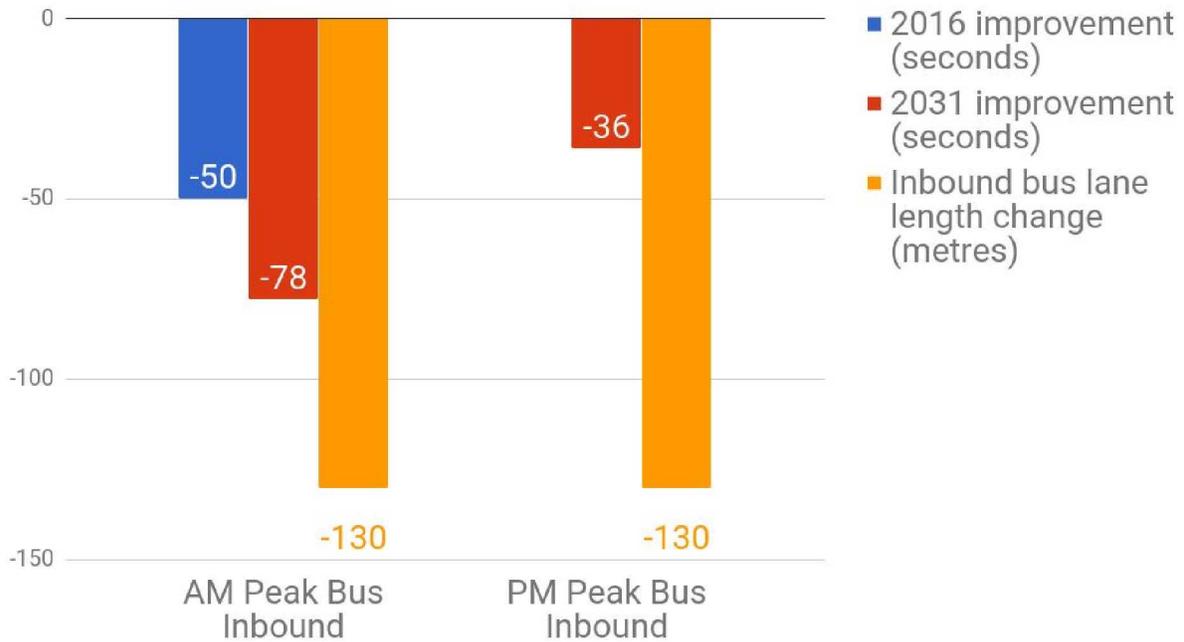
'Final Concept' Inbound All Vehicle Improvement from 'Do Nothing' at Peak Time Period



Inbound journey times improve for all vehicles and the inbound bus lane is shortened, compared to 'Do Nothing'. The morning inbound journey shows the greatest improvement and, intriguingly, gets better in the year 2031. The evening inbound journey slightly worsens in 2031 compared to 2016, but is still better than 'Do Nothing'.

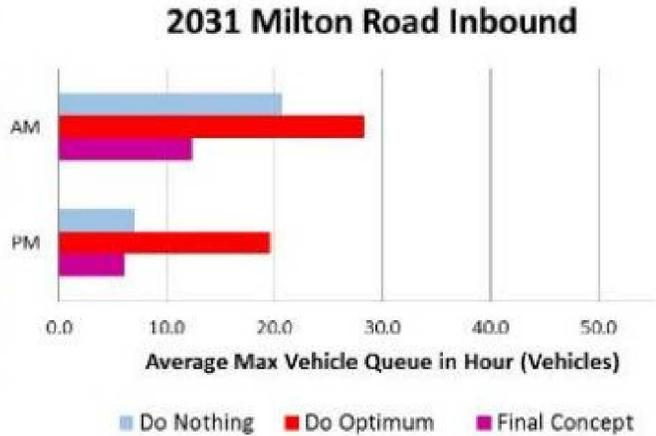
Chart 2

'Final Concept' Inbound Bus Improvement from 'Do Nothing' at Peak Time Periods



Focusing on the bus results: inbound bus journey times improve even as the inbound bus lane is shortened, compared to 'Do Nothing'. Morning inbound bus journeys are predicted to see the most improvement, and continue to improve through 2031. Evening inbound bus journeys in 2031 are also better than 'Do Nothing'. The comparison figures for 2016 bus journeys are not written into the report so they cannot be shown here. We believe that further shortening of bus lanes can be undertaken without overly affecting bus journeys.

Example from the report: Gilbert Road Junction (2031)



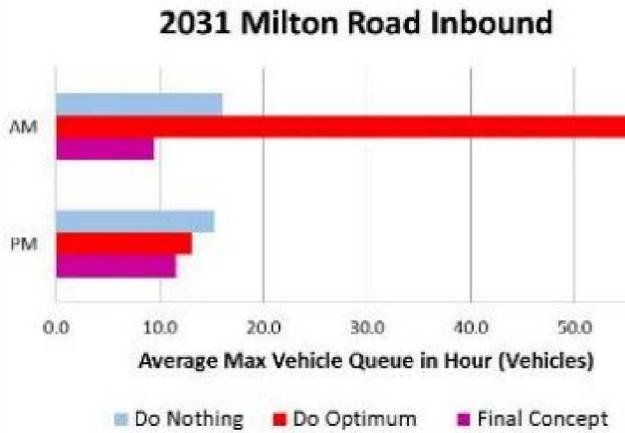
Predicted average maximum motor vehicle inbound tailbacks for 'Final Concept' in the morning and evening are 12 and 6 vehicles respectively, both better than any other alternative. Current 'Final Concept' plans for the bus lane approaching Gilbert Road inbound call for it to be about 40 car-lengths long, far more than could ever possibly be needed.



This diagram shows the length of a 12 car queue at Gilbert Road junction, which is the predicted average maximum tailback in 2031. Significantly shorter than proposed bus lane.

And in reality, the existing bus lane on Milton Road approaching Gilbert Road today is almost entirely unused by buses, save for when they have to pull into a bus stop.

Example from the report: Arbury Road Junction (2031)



Predicted average maximum motor vehicle inbound tailbacks for 'Final Concept' in the morning and evening respectively are 9 and 12 respectively, both better than any other alternative. Current 'Final Concept' plans for the bus lane approaching Arbury Road inbound call for the bus lane to be about 140 car-lengths long, all the way back to Woodhead Drive.



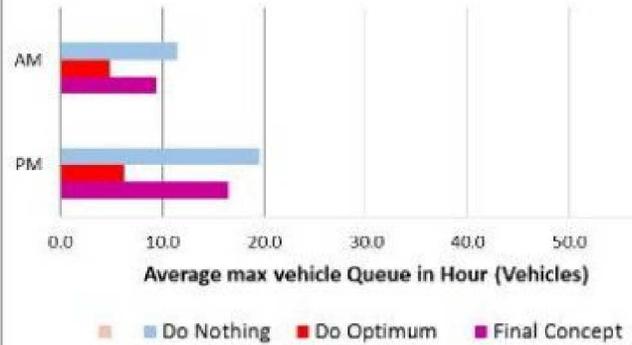
This diagram shows the length of a 12 car queue at Arbury Road junction, which is the predicted average maximum tailback in 2031. Significantly shorter than proposed bus lane.

In reality, longer inbound queues tend to form at this junction when a motorist is stuck trying to make a right turn onto Arbury Road: that one car can hold up the whole queue for an entire traffic light cycle, and lead to a build-up. This technical problem is corrected by both 'Final Concept' and 'Do Optimum' and should not be a cause of queues anymore after the new scheme is implemented.

Example from the report: King's Hedges Road junction (2031)

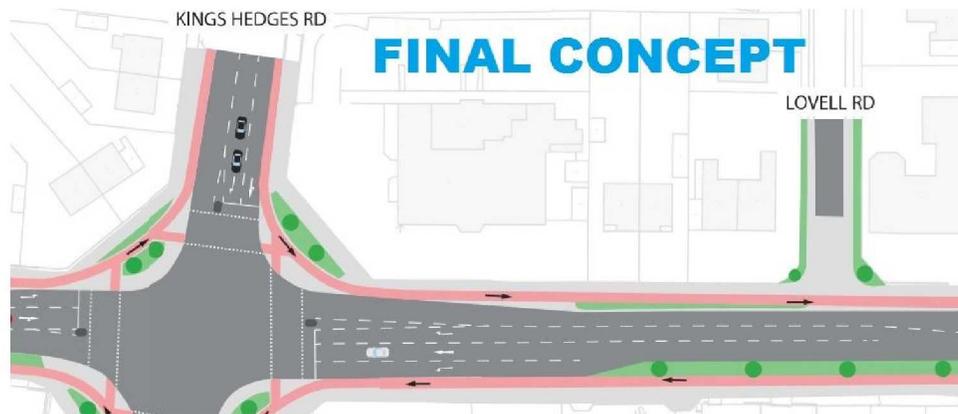


2031 Milton Road Inbound

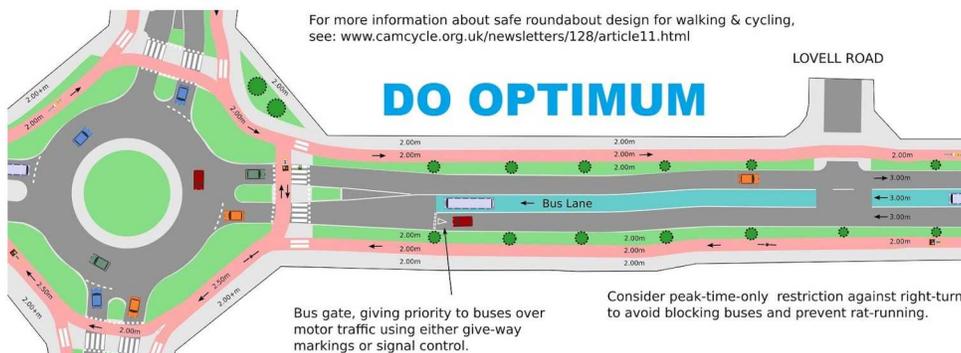


Predicted average maximum motor vehicle inbound tailbacks for 'Final Concept' in the morning and evening respectively are 10 and 16 respectively, both better than 'Do Nothing' but both worse than the roundabout proposed in 'Do Optimum' (to be fair, the model says that this advantage for 'Do Optimum' comes at the expense of long queues on King's Hedges Road).

Current 'Final Concept' plans do not propose a bus lane approaching King's Hedges Road junction at all, but in this case the 'Do Optimum' plan does propose an inbound bus lane leading towards this junction inbound on Milton Road. This is an example where the modelling reveals that 'Do Optimum' may have proposed an excessive length of bus lane.



For more information about safe roundabout design for walking & cycling, see: www.camcycle.org.uk/newsletters/128/article11.html



Bus gate, giving priority to buses over motor traffic using either give-way markings or signal control.

Consider peak-time-only restriction against right-turns to avoid blocking buses and prevent rat-running.

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Members of the Executive Board,

I am bringing a proposal for a compromise solution on behalf of Milton Road Alliance. This compromise combines the best of 'Final Concept' and 'Do Optimum' to produce a hybrid outcome that we believe will be broadly acceptable to everyone.

We have sent the full proposal with its assembled evidence to you and we hope that you have had a chance to read it.

Our confidence in this proposal has been bolstered by the words of the Interim Transport Director last week at the Joint Assembly.

Mr Tunstall: "It is the junctions, it's not the links in between, you get queues at junctions."

We agree, the key places for bus priority measures are at junctions.

Mr Tunstall: "We are only looking to place bus lanes where we need them, it is the Final Concept not the Final Design."

We welcome this approach if 'need' is strictly defined to be where a benefit has been demonstrated that outweighs the high cost and lost opportunity for other important elements of the street.

Mr Tunstall: "Actually the model does show that, notwithstanding the increased traffic flows in 2031, and the modal shift we are expecting, that traffic flows will be easier and there will be a bit better general traffic flow. As part of the detailed design we will probably be looking to pinch some of that and give it to buses. And all of that can help with the length of the bus lanes, which is still a really key issue."

Our full proposal basically makes this very same observation that Mr Tunstall has put forward, and that has led us to the idea of a hybrid design.

Mr Tunstall: "We can still look at the lengths of bus lanes, so yes we will continue to work with the Local Liaison Forum regarding the detailed design in respect of the mature trees planted in that area."

We are glad to hear the commitment to continue working with the Local Liaison Forum.

The following statement, however, worries us:

Mr Tunstall: "We've looked at where the queues would start, not necessarily at the point where the ultimate length of the queue occurs, but to allow for the fact that the traffic starts to slow as it hits the queue."

Here we must differ with Mr Tunstall because the benefits to bus journeys in this case seem very small, measured in mere fractions of a second, while the costs remain very high.

The extremely long bus lanes shown in the 'Final Concept' are squeezing out too many important things.

Large vehicles will batter down the trees planted in narrow verges too close to the carriageway.

Without an ample verge, bus passengers won't have safe space to board buses.

And delivery vans won't have a place to unload so they will wind up on the pavement or the cycleway.

But our proposal can help solve these problems by combining the best of both 'Final Concept' and 'Do Optimum' and then finding reasonable lengths of bus lanes that let buses skip the queues, while not neglecting all the other important functions and roles of a street.

We ask the Executive Board: will you take up our proposal to put forward a hybrid design that is based on 'Final Concept' for the junctions and junction approaches while incorporating the concepts of 'Do Optimum' for much of the links in between? Will you instruct officers to take into account the diminishing returns of lengthy bus lanes, and to consult the Local Liaison Forum to find when the costs of lengthy bus lanes exceed the benefits?

Thank you.

From Gerry Rose // 13-07-2017

Question regarding **safety concerns** of the Milton Road 'Final Concept'

This Question relates to Appendix E (cross-section diagrams) of the Final Concept report from WSP, dated 05/07/2017. Specifically, the cross-section diagrams: 2012-SK-050-054 (the two diagrams labelled "Gilbert Rd Approach"):

Diagram (I)

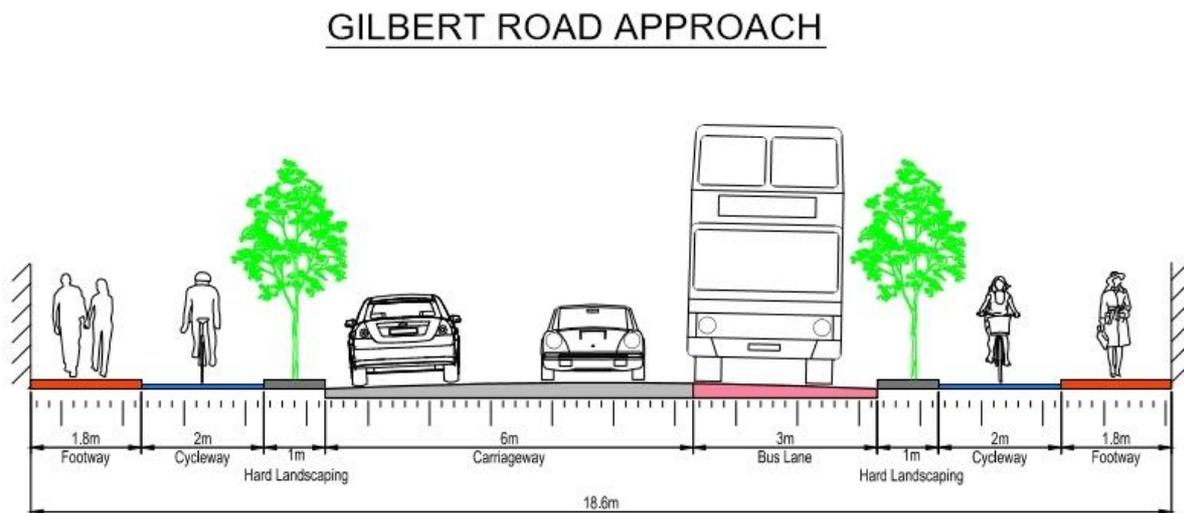
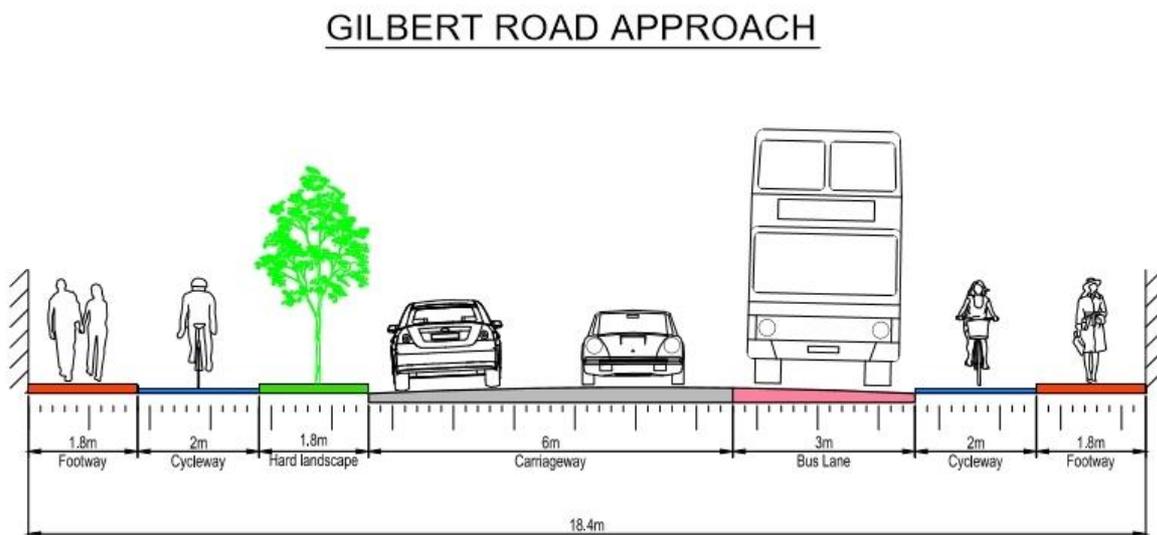


Diagram (II)

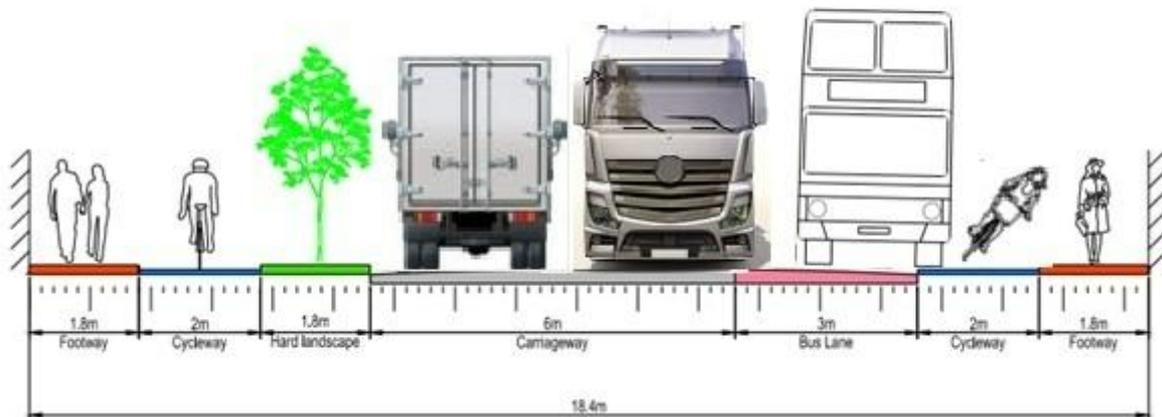


Note: these specific diagrams are chosen because they illustrate the safety point being made by the question. Other cross-sections published exhibit the same issues.

Preamble: It seems that there is insufficient space to meet everyone's requirements. There is a trade-off between commuter convenience, pedestrian and cyclist safety, and environmental beauty. In all of these, it is generally agreed that **safety must come first**.

From Diagrams (I) and (II) it is clearly evident that if one adds in the vehicle wing mirrors, then 3m-wide lanes would **not be wide enough** to support 3 vehicles of bus-width passing alongside each other. To avoid an accident there is a danger in Diagram (II) of a bus veering into the cycle lane (easily mounting the curb) and fatally injuring a cyclist, or forcing a cyclist to veer into the pedestrian walkway and injuring a pedestrian.

GILBERT ROAD APPROACH



Observation: A tree/verge barrier as in Diagram (I) separating traffic from stylists **is essential for the safety** of both cyclists and pedestrians.

QUESTION: What measures are being prioritised to ensure the safety of cyclists and pedestrians?

If it is decided that the road-space is inadequate to support 3 motorised lanes, will the design team either:

- **REMOVE** the bus lane from the design;
- OR
- **RESTRICT THE WIDTH** of vehicles using Milton Road, effectively banning use by wide lorries.

The following questions are addressed to the members of the Executive Board.

Agenda Item 10 - Milton Road

The 'Final Concept' design is based upon a Paramics model of Milton Road that doesn't consider walking and cycling traffic.

Camcycle are worried about this omission because observations by volunteers have counted in just a single hour over 700 people walking and cycling along Milton Road. And we know that other upcoming Partnership projects are depending upon Milton Road to be a safe and welcoming gateway into the city, including schemes such as Cross City Cycling, and some of the Greenways.

The justification by the officers is that the model is valid because they assume people walking and cycling will be segregated from the carriageway.

However, there are several problems with the 'Final Concept' design that could challenge this assumption.

- It is not yet clear that the junction designs will provide respectable signal timings for the segregated cycleways where they must cross flows of car traffic. If not, many people cycling will take their chances in the carriageway rather than being needlessly delayed.
- The extremely long bus lanes used in the 'Final Concept' design narrow the verges and leave little or no space for safe bus stops, loading bays, or decently sized trees in many sections of the road.
- At bus stops, bus passengers would be forced to directly board from and alight into the cycleway.
- In other places, parked cars and delivery vans will block the cycleway and footway, as we see happening on Green End Road, for example. The police don't have the resources to constantly chase this problem and the van drivers need to have somewhere safe to unload.

Blocked cycleways will leave people no other choice but to ride in the carriageway, mixed with cars and buses, breaking the segregation assumption of the model.

Then the Paramics modelling results that underlie 'Final Concept' will be completely invalid. We don't want that to happen. We want the cycleways to succeed and the model's assumption of segregation to hold true.

Therefore we ask the Executive Board: will you instruct the officers to protect the segregation assumption of the model by (a) ensuring respectable signal timings for cycling crossings of carriageways, and (b) reasonably scaling back the lengths of the bus lanes in order to provide safe bus stops, places for loading bays, and sufficient space for trees to grow? With these changes, the integrity of the cycleways and footways is maintained.

Agenda Item 13 - Cross City Cycling

Camcycle believe that the proposal to permit car parking in the cycle lane on Green End Road is dangerous and ruins the entire purpose of the scheme in the first place. We request that the Executive Board please reject the proposed traffic-regulation order and instead restore double-yellow lines to the entire cycle lane. In the case of the businesses that believe they will need car parking directly outside their premises, we note that the planning application currently filed for the property offers an opportunity to resolve this issue: through the creation of a segregated cycleway next to the footway, in a manner that puts parking spaces for cars between the cycleway and the carriageway. We ask the Executive Board: will you support this resolution to create both a safe, protected cycleway and parking availability for the businesses?

QUESTION TO EXECUTIVE BOARD

26 July 2017

The GCP transport officers have provided a comparison of Options 1, 3a and 6, using a “multi-criteria assessment” methodology intended to provide a simple, unweighted score for each route option. The methodology and criteria were agreed during constructive workshops held with the LLF technical group. Fifteen criteria were agreed upon, of which 13 could be determined at this stage, and it was agreed in advance that no weighting would be applied. Unfortunately, the scoring was then done unilaterally by the transport officers and their consultants, without LLF collaboration, and there are a number of areas of significant concern in their final output.

Three categories are sufficient to illustrate these concerns:

- 1) **Journey Times.** Despite the agreement that no weighting would be applied, one criterion, journey times, has been afforded four separate scores, thus giving it four times the weighting of any other criterion. As a result, journey time contributes almost 40% of the total score for Option 3a (20 out of 51 points). There is no reasonable basis for selecting one criterion for such special treatment. Just applying a single score for journey time would completely eradicate any difference between Option 6 and Option 3a. (Incidentally, it is interesting to note that in the October 2016 board minutes, Option 3/3a is described as offering “a 28 minute return journey between Cambourne and Cambridge”; now it seems as though this has become a 46 minute return journey as far as Grange Road. Would the Board have expressed the same preference for Option 3/3a had they received less inaccurate information at that time?)
- 2) **Constructability.** In the board reports for the September 2016 meeting, it was stated that “delivery will be most complex where the route options include a new bridge over the M11”. The constructability risk of Option 3/3a was scored as 1, the highest risk; while Option 1 had a score of 2. Option 1 still scores 2 points, but the score for Option 3a has now changed to a very low risk 4, on the grounds that a brand new M11 overbridge is “more straightforward than widening”. Not only does that fail to explain the change with regard to Option 1, it is also irrelevant to Option 6, which does not require the existing M11 overbridge to be widened. An Atkins report of June 2016, eventually disclosed some months later, makes it clear that a bus lane could be introduced on the M11 bridge by reducing the south-side pavement and reducing lane widths to a perfectly acceptable 3 metres – the same width as being proposed at this meeting for the Milton Road corridor scheme, incidentally. It is clearly preposterous to claim that a complete 10 km off-road busway over open countryside, with unknown flooding and other risks and including multiple new road junctions and a new motorway bridge, is less complex than a simple on-road scheme like Option 6.
- 3) **Stakeholder Support.** Despite the metric being agreed as “based on 2015 consultation responses and LLF support”, Option 6 has been scored as just 2 for stakeholder support, compared to 1 for Option 3a and 4 for Option 1. The rationale for the low Option 6 score is “not tested in public consultation”. This is completely false. The consultation document provided to consultees in 2015 did not mention Option 1 or Option 3/3a; it referred to a “central” route, specifying a “bus lane into Cambridge from the Madingley Mulch roundabout along

Madingley Rise and Madingley Road”, which closely matches the Option 6 proposal. Even the initial outline costs stated (£18m) were remarkably close to current estimates for Option 6. If anything, the consultation document may have under-represented the benefits of Option 6, since it offered “no improvements outbound”. This description garnered 67% stakeholder support. Since then, Option 6 has been overwhelmingly endorsed by the LLF. A score of 2 is absurd and unjustifiable.

In most cases, these are not simply differences of opinion or “judgment calls”; they are clear errors of fact or misapplications of the agreed metrics or methodology.

Importantly, correcting these errors and defects would result in a final score that marginally favoured Option 6 over Option 1 and clearly favoured both over Option 3a, even before the benefit-cost ratio is added in.

Will the Board accept that a fair allocation of scores for Options 1, 3a and 6 does not support the Interim Transport Director’s assertion at point 33 of his report that “Option 6 ... does not score as highly as Options 1 or 3a” and that Option 6 should therefore remain in the process and undergo a full, fair and, most importantly, independent assessment?

Dr Gabriel Fox