PROJECT OBJECTIVES

- To provide comprehensive priority for buses in both directions along Milton Road and where possible, on Histon Road
- To make provision for cyclists along Milton Road and Histon Road which is segregated from buses and general traffic wherever possible
- To improve provision of cyclists and pedestrians in line with the public realm proposals at Mitcham’s Corner whilst maintaining traffic flow through the junction
- To generate options capable of maintaining traffic levels at today’s levels in Cambridge
- To consider the potential for enhancing the environment, streetscape and air quality in these corridors
- To assess the impacts on existing residents and highway capacity for each option
DESIGN OBJECTIVES & COMMITMENTS

⇒ City Deal commitment to provide (linked to City Deal Transport Strategy)

1. Increased bus reliability and improved journeys, leading to new services, increased frequency and reduced congestion

2. High-quality cycling infrastructure and pedestrian provision

3. High-quality design and public realm

⇒ Further City Deal commitment to provide:

- Avenue of mature trees
- Provision of grass verges and planting with effective wider public realm and landscaping
- Avoid the need for double bus lanes on any stretch of the road
LLF WORKSHOP OVERVIEW

→ Two further workshops held – Workshops 3 & 4
→ Workshop 3 focussed on junctions of Elizabeth Way, Union Lane and Kings Hedges Road AND key cross-sections nr Ramsden Square and nr Herbert Street
→ Workshop 4 focussed on parking and off route traffic management
→ Workshop feedback is varied and should be read as a whole to obtain a balanced view
GENERAL FEEDBACK THEMES

- Preference for designs which incorporate significant cycle provision and green verges
- Generally, ‘Do Something’ designs are scored higher than existing but own table designs are scored highest
- Concerns of ‘rat running’ should any scheme go ahead
- Peak time enforcement only for mitigation / design measures
- Parking on Milton Road proper is not desirable with Residents Parking Scheme viewed as an option
- Local residents do not see the road as just a ‘strategic transport corridor’
KEY FEEDBACK THEMES – ELIZABETH WAY ROUNDABOUT

→ ‘Do Something’ design rated higher than or similar to existing roundabout

→ Many tables expressed a preference for the Dutch style roundabout design presented by MRRA, Cam Cycle & HPERA

→ Additionally, roundabouts could be signalled only at peak times

→ Through road arrangement with access to Highworth Avenue retained

→ Potential staggered T junction
MILTON ROAD:
Highworth Avenue roundabout
"Do Optimun" version

Walking and cycling priority
"paralel crossings" on each arm
of the roundabout, as commonly
found in the Netherlands and
Northern Europe.

ALTERNATIVE DESIGN B (MARK=UP THIS PLAN)

LIMITED
master
use

EXCEPT
T JUNCTION

 pedestial

parsons
brinckerhoff
Nearly all tables ranked the ‘Do Something’ design higher than the existing layout

High degree of variability in other potential designs with Union Lane remaining open or closed in peak times only

Other designs included parallel pedestrian & cycle crossings and Dutch style mini-roundabout
ROADS STAGGERED

TRAFFIC LIGHTS REMAIN

UNION LANE REMAINS OPEN

PEAK TIME CLOSURE

PARALLEL CROSSINGS FOR CYCLES AND PEDESTRIANS

RIGHT FILTER

AND CARS OUTSIDE RUSH-HOUR

ACCESS TO URBAN LANE FOR CYCLISTS ONLY - ON DEMAND SIGNAL STAGE TO BE PROVIDED FOR CYCLISTS TO APPROACH AMLURY ROAD (STRAIGHT AHEAD) AND MILTON ROAD NORTH (RIGHT-TURN)

PED CYCLE TREES/GRADE

Consider Closure near Med. Culv.
Expand pavements.
Separate cycle lanes brought up to junction.

Square off junctions to regain space.

- Dutch safety crossing
- No traffic lights
- Hump
- Zebra crossing for cycles & pedestrians

WSP | Parsons Brinckerhoff
KEY FEEDBACK THEMES – KINGS HEDGES JUNCTION

- Most assessments rate the ‘Do Something’ design higher or equal to the existing layout.
- Split between the proposed designs asking for a Dutch-style roundabout and a signalled junction.
Golden Hind junction with roundabout
KEY FEEDBACK THEMES – NR HERBERT STREET CROSS-SECTION

➔ Only two tables assessed the cross section
➔ One said the ‘Do Something’ was preferable with one saying the existing layout was preferable
KEY FEEDBACK THEMES – NR RAMSDEN SQUARE CROSS-SECTION

→ Only one Table assessed the cross section
→ One said the ‘Do Something’ was preferable
→ The layout they produced was ranked highest
KEY FEEDBACK THEMES – MITIGATION IDEAS & CONCERNS

- Parking – highway parking on Milton Road (and side roads) is not desirable and potential need for Residents Parking Scheme with appropriate street design
- Lack of visitor parking for local small businesses and traders
- Rat running concerns, particularly if Union Lane is closed