Have your say:
Please complete the survey inside this brochure or online at www.greatercambridge.org.uk/MiltonRoadConsultation by Monday 29 October 2018
Milton Road is a well-known and busy residential area in Cambridge that also acts as a key route between the city centre, the A14 and A10, as well as the nearby villages of Milton and Waterbeach.

As a key arterial route, Milton Road has been identified as vital to the local economy. However, growing levels of peak-time traffic congestion threaten the continued economic growth of the local area. With the population of Cambridge and South Cambridgeshire expected to grow by around 28% over the next 15 years, improvements to Milton Road will need to be made now, to accommodate the increasing number of journeys in the future.

The Milton Road project aims to improve public transport, cycle and walking infrastructure to make these sustainable travel options a more attractive alternative to the car, and to encourage the continued economic growth of Greater Cambridge, without harming existing communities, and the environment.

**What is sustainable transport?**

Sustainable transport includes any mode of travel, which is more environmentally-friendly. So rather than driving a car, people may take public transport, cycle or walk, which is healthier, helps reduce the impact on the environment, and provides increased space. For example, one bus journey is more environmentally-friendly than 40 separate car journeys.
**MILTON ROAD MAP**

**TECHNICAL DETAILS**

What is a Copenhagen style crossing?

A Copenhagen style crossing provides a continuous of the footway whilst cycling across an on-road cycle junction. Though the design it should made obvious to others approaching the junction that the cycleway is separated from the road by a cycle barrier. This makes it easy for people using the cycleway, who are often on push bikes, to avoid accidents as the barriers ensure that the corners are reasonably high.

**Floating bus stops near Jackson Road (inbound & outbound)**

- Relocate the existing bus stop to a more suitable position.
- Provide secure passenger waiting facilities.
- A new bus stop will be provided.
- Improved pedestrian access and safety on Jackson Road.

**New outbound bus lane approaching Elizabeth Way roundabout**

- The new lane will increase cycle capacity.
- It will shorten the existing bus lane.
- Provide for safer bus and cycle movements.
- It will enable a safer connection with the bus stop.

**Kings Hedges Road junction redesign**

- Provide a traffic signalised junction with resurfacing.
- To provide a traffic signalised junction with resurfacing.
- The existing bus stop needs to be relocated.
- Reposition and convert to floating bus stops.

**Elizabeth Way roundabout redesign**

- The existing crossing point needs to be relocated.
- Provide for safer bus and cycle movements.
- The existing crossing point needs to be relocating.
- Relocate both bus stops further away from Arbury Road.

**New inbound bus lane approaching Oak Tree Avenue (inbound & outbound)**

- The new lane will increase cycle capacity.
- It will shorten the existing bus lane.
- Provide for safer bus and cycle movements.
- It will enable a safer connection with the bus stop.

**New outbound bus lane near Bromley Road (inbound & outbound)**

- The new lane will increase cycle capacity.
- It will shorten the existing bus lane.
- Provide for safer bus and cycle movements.
- It will enable a safer connection with the bus stop.

**Floating bus stops near Lovell Road (inbound & outbound)**

- Provide a traffic signalised junction with resurfacing.
- To provide a traffic signalised junction with resurfacing.
- The existing bus stop needs to be relocated.
- Reposition and convert to floating bus stops.

**What is a floating bus stop?**

A floating bus stop has a segregated bus lane within an existing walking area. There is a crossing point over the cycleway between the footway and the walking area. The advantage of this arrangement is that people walking and cycling have dedicated space, which is protected from vehicles, improving safety and ease of use. Floating bus stops to be located at 2, 9, 10, 11 and 17, 21, 26.
Floating bus stops near Ascham Road (inbound & outbound)

- Relocate inbound bus stop slightly north and convert to floating bus stops

New outbound bus lane approaching Elizabeth Way roundabout

- Addition of a new length of outbound bus lane to shorten outbound peak-time bus journeys, and to give priority to buses approaching the roundabout

Elizabeth Way roundabout redesign

- Signalise the roundabout to improve the balance of priority at each arm, and to enable the addition of safe pedestrian and cycle crossings. The Highworth Avenue arm has very low traffic flow so will not be signalised but will include a parallel zebra crossing for pedestrians and cyclists

- Creating off-road cycle provision around the roundabout will help to remove conflict with motor vehicles

Floating bus stops near Oak Tree Avenue (outbound & inbound)

- Relocate both bus stops further away from Arbury Road junction and convert to floating bus stops

Arbury Road junction redesign

- Provide a traffic signal controlled junction with pedestrian crossing facilities and full segregation for cyclists where space allows

Floating bus stop near Birch Close (outbound & inbound)

- Relocate bus stops closer to Birch Close and convert to floating bus stops

Arbury Road junction redesign

- Provide a traffic signal controlled junction with pedestrian crossing facilities and full segregation for cyclists where space allows

Kings Hedges Road junction redesign

- Provide a traffic signal controlled junction with pedestrian and off road cycle crossing facilities on all arms of the junction. An all green crossing phase will allow cyclists to turn right in one crossing phase

Floating bus stop near Lovell Road (inbound)

- Reposition and convert to a floating bus stop

What is a floating bus stop?

A floating bus stop has a segregated footway, cycleway and passenger waiting area. There is a crossing point over the cycleway between the footway and the waiting area. The advantage of this arrangement is that people walking and using the bus have separate space from people cycling, and everyone is protected from motor traffic.

Floating bus stops to be used at 2,3,9,10,13,14,16,17,20,21,24,25,28
BACKGROUND

An initial consultation was held in the winter of 2015/16 that considered bus priority, cycling and walking measures along Milton Road.

The results of the previous consultation, plus further engagement work with the local community, including Local Liaison Forums and design workshops, have helped the Project Team to develop the Milton Road proposals which are now being put forward for consultation.

The scheme aims to:

- Allow faster and more reliable public transport journeys
- Provide better cycling and walking links
- Enhance the streetscape with improved and additional landscaping
- Reduce peak-time congestion and limit growth in traffic
- Aid future economic growth
- Reduce air pollution and improve public health

What are we consulting on?

The Milton Road scheme includes:

- Public Transport priority measures that include new sections of outbound bus lane and new floating bus stops
- Improved cycle facilities with segregated cycle provision along both sides of Milton Road and priority over side roads. This requires the removal of the existing pavement parking on Milton Road
- Improved pedestrian and cycle facilities, including Copenhagen style priority crossings at side roads, segregated features at all main junctions, and the relocation of some crossings
- Landscaping to areas where more greenery can be included
- The development of a traffic regulation order to ban all parking on verges

All improvements will be within the highway and do not require the purchase of private land.

As part of the scheme, the Project Team will be replacing the existing trees on Milton Road with an avenue of semi-mature trees, which are more suited to the local environment. The Project Team also aim to increase the overall number and quality of trees along Milton Road.

The scheme looks to provide a 3m wide pavement on the outbound side of the road that has the option to be designated as shared use in order to allow inbound cycle movements on this side of the road.

It is envisaged that the construction cost of Milton Road will be £16m.

Further details of the Milton Road scheme, including a map and technical details, can be found on the centre spread of this brochure.
YOUR VIEWS AND NEXT STEPS

Join us to find out more at a public exhibition:

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<th>LOCATION</th>
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<th>TIME</th>
<th>ADDRESS</th>
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<tbody>
<tr>
<td>Arbury Road Baptist Church</td>
<td>Wednesday 26 September 2018</td>
<td>16:00 – 19:00</td>
<td>Arbury Road Baptist Church, 20 Arbury Road, Cambridge, CB24 2JE</td>
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<tr>
<td>All Saints Church</td>
<td>Tuesday 9 October 2018</td>
<td>16:00 – 19:00</td>
<td>All Saints Church, Church Lane, Milton, Cambridge, CB24 6AB</td>
</tr>
<tr>
<td>St George’s Church</td>
<td>Tuesday 23 October 2018</td>
<td>17:00 – 20:00</td>
<td>St George’s Church, Chesterfield Road, Chesterton, Cambridge, CB4 1LN</td>
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There are a number of ways to respond to the consultation:

- Fill out the online version of the questionnaire at www.greatercambridge.org.uk/MiltonRoadConsultation
- Greater Cambridge Partnership, SH1317, Shire Hall, Cambridge CB3 0AP
- @GreaterCambs #MiltonRoad
- Complete the paper questionnaire and return by Freepost or at a public event
- Facebook.com/GreaterCam
- @greatercam
- consultations@greatercambridge.org.uk

More information including detailed background documents can be found online at: www.greatercambridge.org.uk/MiltonRoad

If you would like a copy of this leaflet in large print, braille, audio file or in another language, please call 01223 699906.

Please note timescales are indicative, subject to change and dependent on approvals.