



GREATER
CAMBRIDGE
PARTNERSHIP

Growing and sharing prosperity

MILTON ROAD

Have your say on better public transport,
walking and cycling journeys



Have your say:

Please complete the survey inside this brochure or online at

www.greatercambridge.org.uk/MiltonRoadConsultation

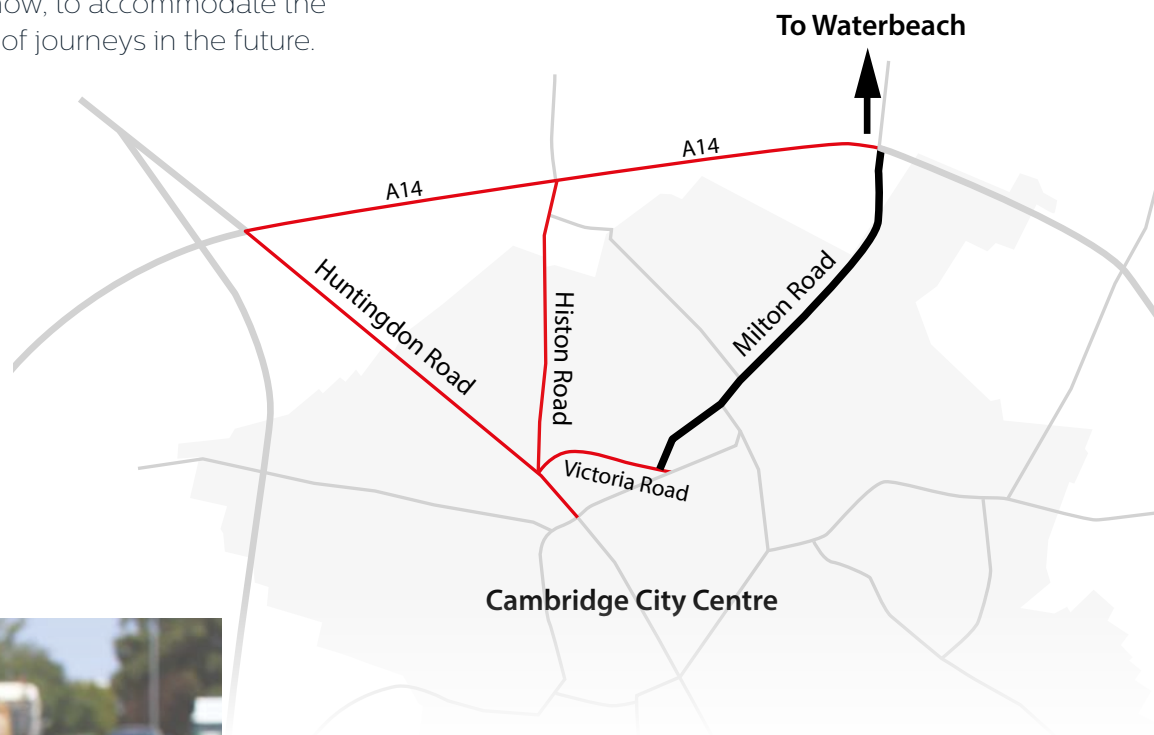
by Monday 29 October 2018

INTRODUCTION

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.

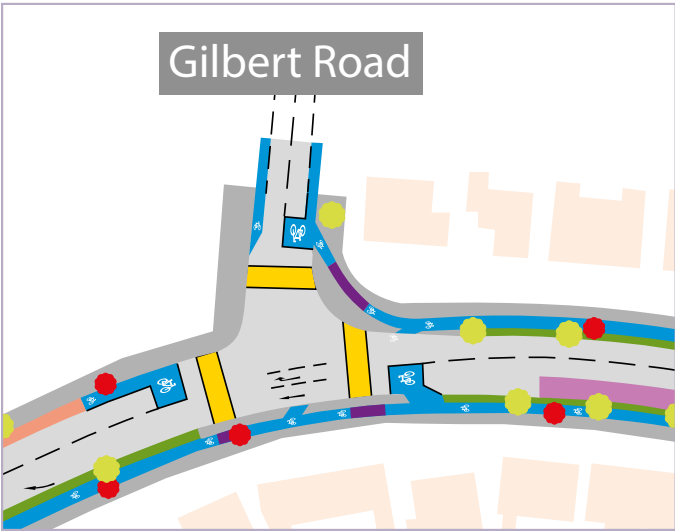


What is sustainable transport?

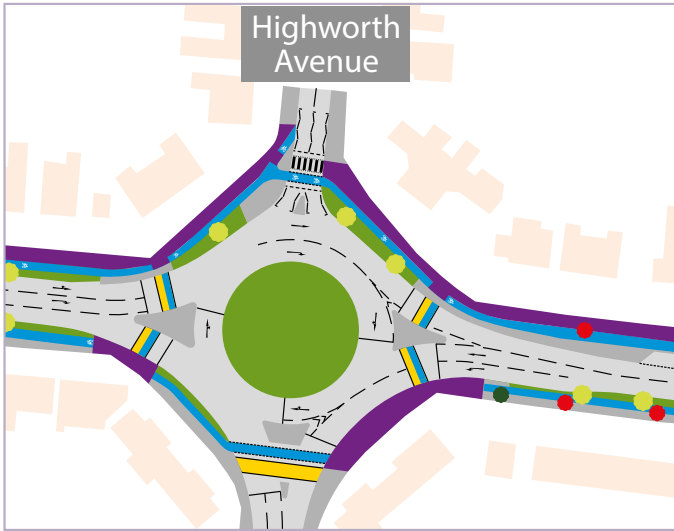
Sustainable transport includes any mode of travel, which is more environmentally-friendly. So rather than driving a car, people may take public transport, cycle or walk, which is healthier, helps reduce the impact on the environment, and provides increased space. **For example, one bus journey is more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



MILTON ROAD MAP



5 Gilbert Road junction redesign



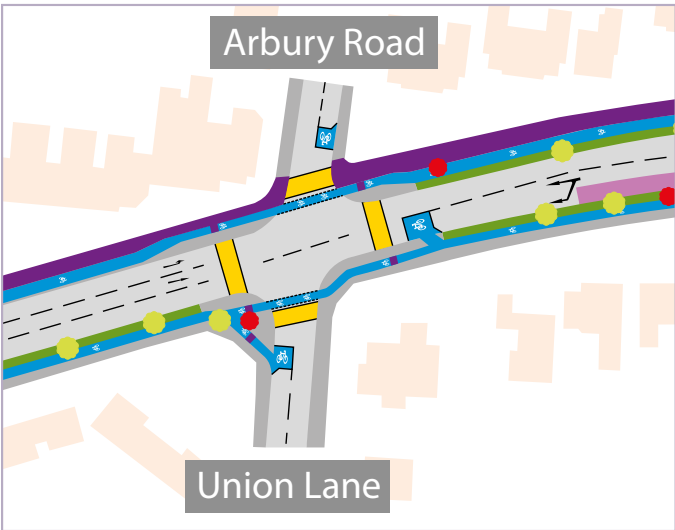
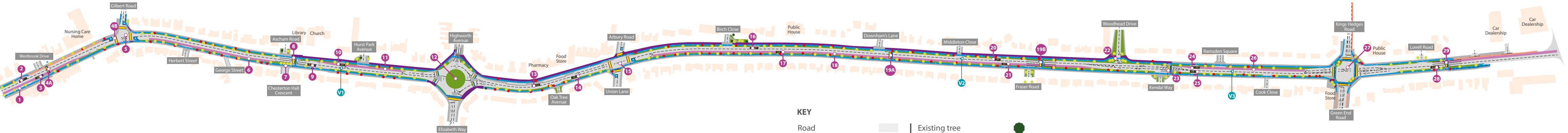
12 Elizabeth Way roundabout redesign



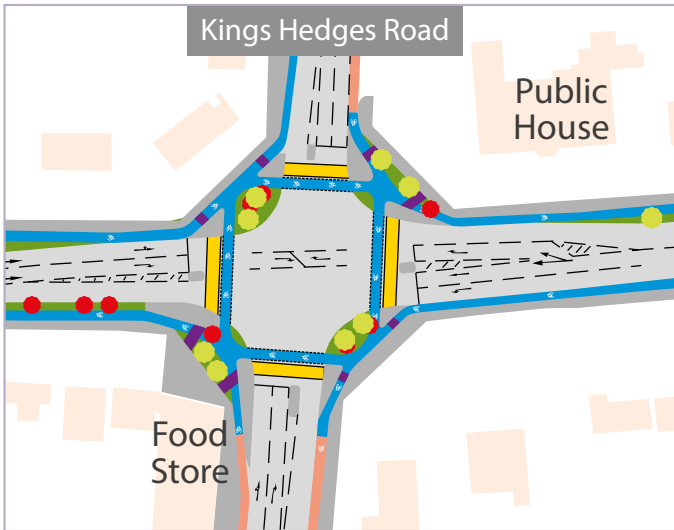
V1 Visualisation of Milton Road looking outbound in the vicinity of Hurst Park Avenue



V2 Visualisation of Milton Road looking outbound in the vicinity of Middleton Close

















15 Arbury Road junction redesign



27 Kings Hedges Road junction redesign



V3 Visualisation of Milton Road looking outbound in the vicinity of Ramsden Square

KEY			
Road		Existing tree	
Bus lane		Proposed tree	
Segregated cycle lane		Tree to be removed	
Raised cycle lane		Pedestrian crossing	
Shared surface		Pedestrian/Cycle crossing	
Footway		Bus stop	
Landscaping		Visualisation viewpoint	

TECHNICAL DETAILS

- 1 Retained parking bays interspersed with trees
- It is planned to break up the existing layby into a series of shorter parking bays separated by verge and trees

- 2 & 3 Floating bus stops near Westbrook Drive (outbound & inbound)
- Relocate the outbound bus stop closer to Mitcham's Corner and convert to floating bus stops

- 4A Pedestrian/cycle crossing near Westbrook Drive (option A)
- A crossing in this location would provide a link for cyclists turning both into, and out of Westbrook Drive

- 4B Pedestrian/cycle crossing on southern arm of Gilbert Road junction (option B)
- The current design includes a standard crossing layout at this junction. Relocation of this crossing to Westbrook Drive would create more space for segregation between cyclists and pedestrians, while having very little effect on general access to locations on Milton Road

- 5 Gilbert Road junction redesign
- Provide a traffic signal controlled junction with pedestrian crossing facilities and full segregation for cyclists where space allows
 - Inbound cyclists will be off-carriageway and can therefore bypass the signals at the junction

- 6 Shorter inbound bus lane between Ascham Road and Mitcham's Corner
- Shorten the existing bus lane to enable a safer pedestrian/cycle crossing point near Ascham Road, and to reassign space to the outbound bus lane approaching Elizabeth Way roundabout

- 7 & 22 Landscaping areas
- Landscaping opportunities opposite Ascham Road and to the entrance of Woodhead Drive

- 8, 23 & 29 Retained pedestrian/cycle crossings

What is a Copenhagen style crossing?

A Copenhagen style crossing provides a continuation of the footway and/or cycleway across a minor side road junction. Through the design, it should be made obvious to vehicles approaching the junction that they must give way to pedestrians and cyclists. This is achieved by including ramps, markings, colouration of surfaces and by ensuring that the corners are relatively tight.



9 & 10 Floating bus stops near Ascham Road (inbound & outbound)

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

11 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

12 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

13 & 14 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

15 Arbury Road junction redesign

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

16 & 17 Floating bus stop near Birch Close (outbound & inbound)

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

18 Retain inbound bus lane approaching Arbury Road junction

- Retain the existing inbound bus lane to provide reliable peak-time bus journeys in this section of Milton Road, and to give priority to buses approaching the Arbury Road Junction

19A Pedestrian/cycle crossing near Downhams Lane (option A)

- Alternative option for a new signalised pedestrian/cycle crossing

19B Pedestrian/cycle crossing near Fraser Road (option B)

- Alternative option for a new signalised pedestrian/cycle crossing

20 & 21 Floating bus stops near Fraser Road (outbound and inbound)

- Reposition outbound bus stop and relocate inbound bus stop closer to Fraser Road and convert to floating bus stops

24 & 25 Floating bus stop near Kendal Way (outbound & inbound)

- Reposition and convert to floating bus stops

26 New outbound bus lane approaching Kings Hedges Road junction

- Addition of a new length of outbound bus lane to shorten outbound peak-time bus journeys in this section of Milton Road, and to give priority to buses approaching the junction

27 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

28 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:

LOCATION	DATE	TIME	ADDRESS
Arbury Road Baptist Church	Wednesday 26 September 2018	16:00 – 19:00	Arbury Road Baptist Church, 20 Arbury Road, Cambridge, CB24 2JE
All Saints Church	Tuesday 9 October 2018	16:00 – 19:00	All Saints Church, Church Lane, Milton, Cambridge, CB24 6AB
St George's Church	Tuesday 23 October 2018	17:00 – 20:00	St George's Church, Chesterfield Road, Chesterton, Cambridge, CB4 1LN

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



Complete the paper questionnaire and return by Freepost or at a public event



@GreaterCambs #MiltonRoad



Facebook.com/GreaterCam



consultations@greatercambridge.org.uk



@greatercam

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.

EARLY 2019

Final preliminary design presented to Executive Board

LATE 2019

Final detailed design presented to Executive Board

EARLY 2020

Construction of the scheme expected to begin

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