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Milton Road Project Update

Paul van de Bulk 30 January 2018

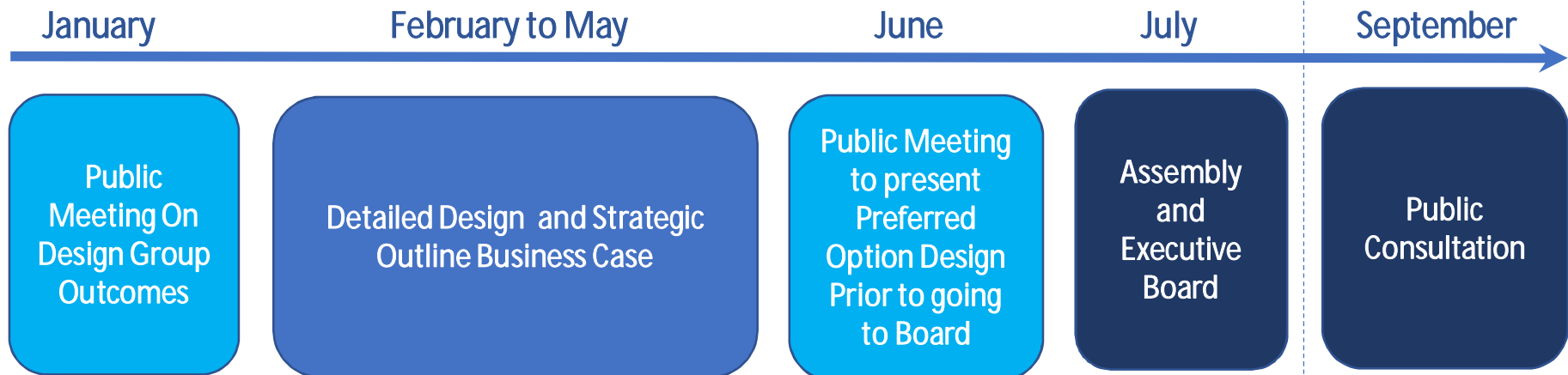


Milton Road Project Objectives

- Comprehensive priority for buses in both directions wherever practicable;
- Safer and more convenient routes for cycling and walking, segregated where practical and possible;
- Enhance the environment, streetscape and air quality;
- Additional capacity for sustainable trips to employment/education sites;
- Increased bus patronage and new services; and
- Maintain or reduce general traffic levels.



Programme and Timescales



- Preferred Option Design by May 2018 ready for June/July Assembly and Board Meeting



Design Workshops / Groups / Engagement

What has been happening

- Assessment of 2 way cycling – Identifying a design direction
- Bus stops and crossings (Workshop)
- Trees and Landscaping (Workshop)
- Elizabeth Way roundabout (Design Meeting)
- Mitchams Corner to Elizabeth way narrow section (Design Meeting)
- Mitcham Corner (Design Meeting)
- Bus lanes (Design Meeting)
- Individual Discussions with shop owners (Arbury Road area)
- Cycle Forum
- Officer meetings (signals/safety/cycling)



Design Direction: Assessment of Cycle Provision

Developing the Final Concept

A full assessment of a two way cycleway along the full length of the outbound side of Milton Road was undertaken. This highlighted a number of problems in being able to deliver this concept safely.

The most significant issues identified was the inability to provide Copenhagen style crossings at side roads. Which was supported by additional ATC surveys to identify level of traffic off each side road.

This has led us to a slight variation of the Final Concept, in order to provide the best balance of pedestrian and cycle provision



Design Direction

Developing the Final Concept

Lengths of two way cycleway in the final concept will be re-allocated as 2m uni-direction cycleway and 3m shared use path.

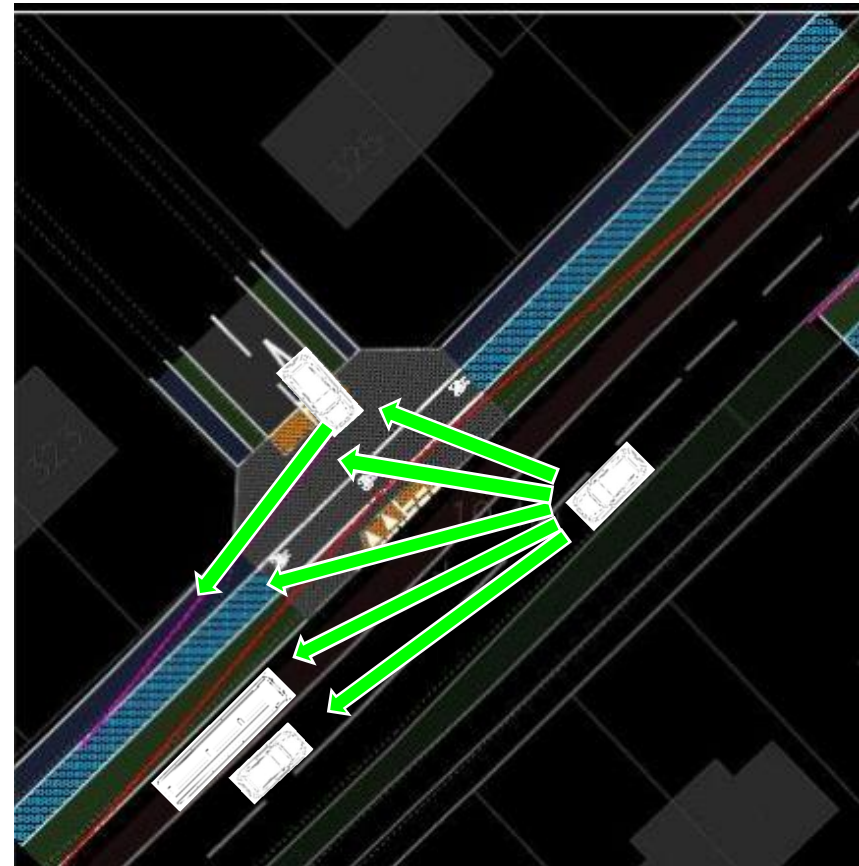
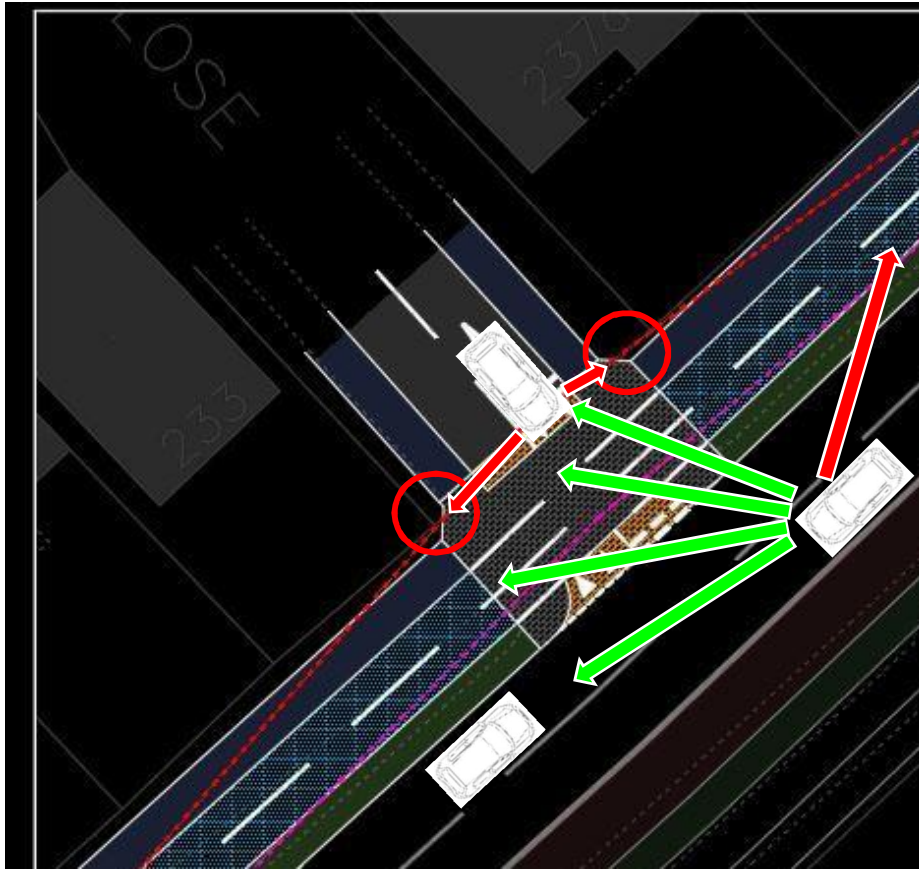
This will facilitate the use by school children, ensuring that they have an ability to cycle both ways on the outbound side of Milton Road. It will also enable priority for cyclists, traveling with the direction of traffic, at side roads.

Contraflow cyclists using the shared use path will be required to give way at side roads for the reasons of safety.

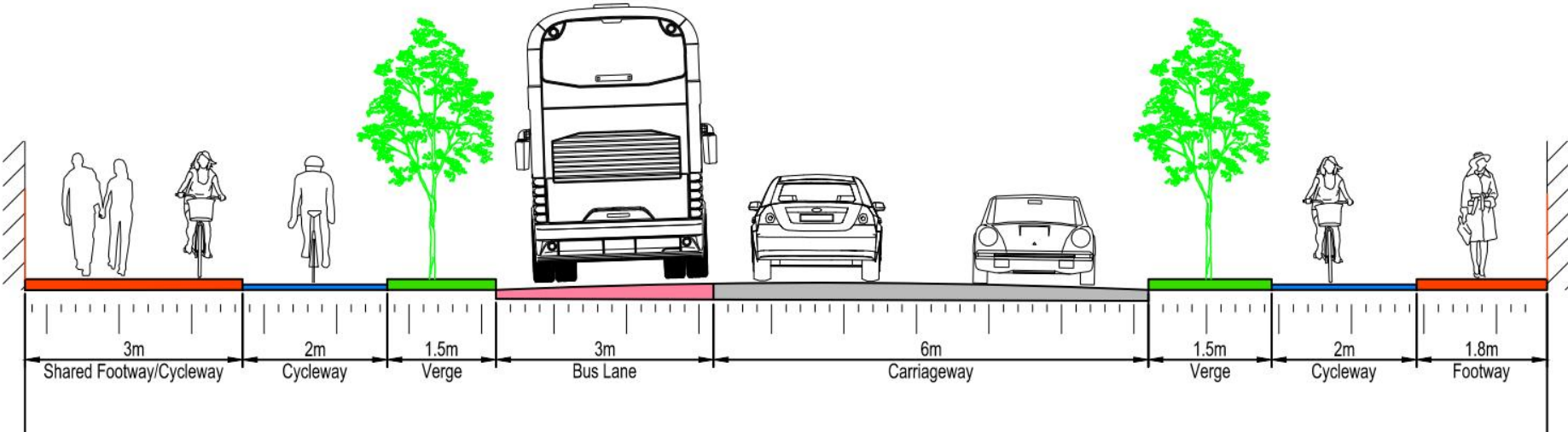
This solution is felt to offer the optimal provision and safety for all standards of cyclists.



Design Direction: Assessment of Cycle Provision



ELIZABETH WAY APPROACH



Summary of Workshop and Design Group Outcomes



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Bus Stops and Crossings Workshop

Task 1:

Identify preferences for bus stop designs relative to:

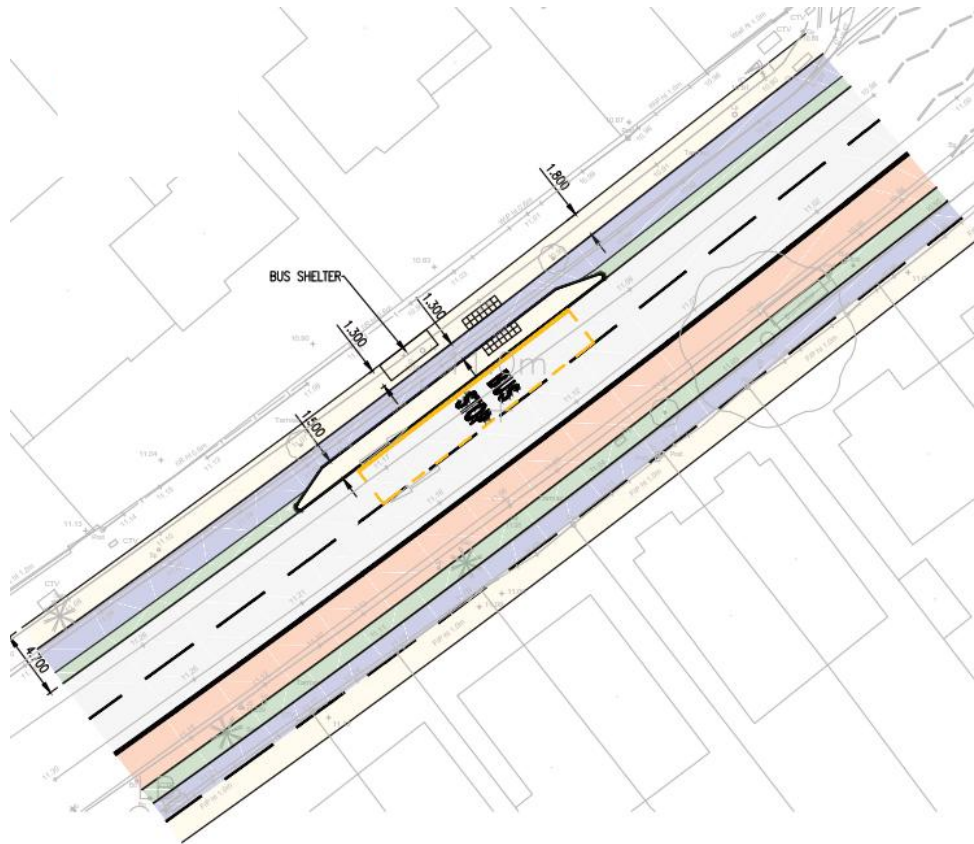
- (a) Ranking preference between 4 possible bus stop designs on the narrower sections of Milton Road (*3.5m to 4.5m width*)
- (b) Ranking preference between 6 possible bus stop designs on the wider sections of Milton Road (*4.5m to 6m width*)

Task 2:

Based on location plans of the Final Design Concept for Milton Road:

- Identify preferred locations for bus stops and crossings along Milton Road
- Provide reasons to facilitators for decisions on locations (*for example closeness to local school etc*)

Wider Section Bus Stop Preference: Floating Bus Stop



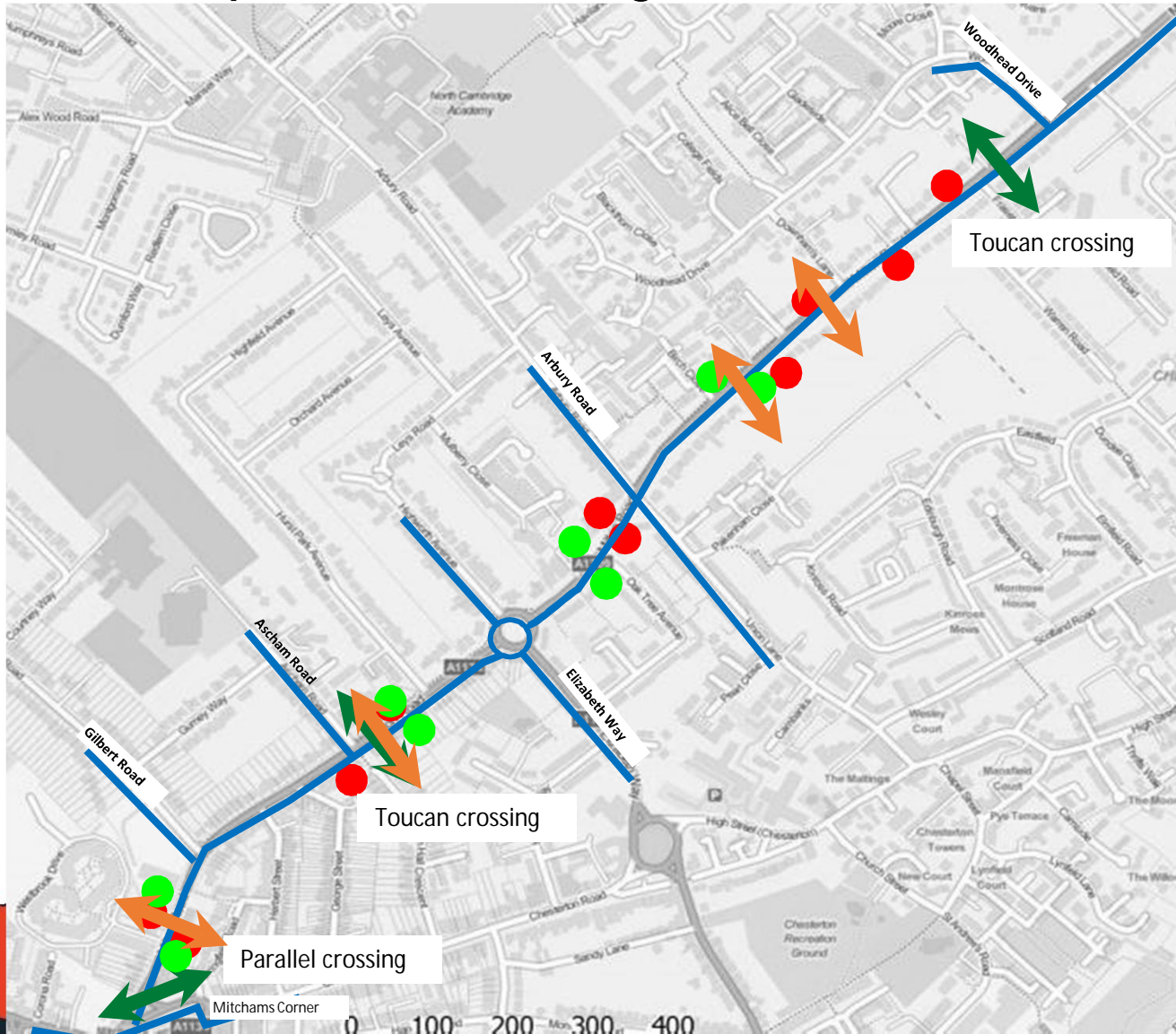
- Segregated space for ped, cycle and bus users for cycle, Each has their own dedicated space
- **Cycle users have priority in cycle lane** so bus users need to check and give way when alighting bus and crossing to pavement
- Only possible to deliver in **wider sections** of Milton Road
- Cambridge example can be found on Hills Road

Narrow Section Bus Stop Preference: Peds Give Way to Cycle



- Segregated space for ped, cycle and bus users for cycle, Each has their own dedicated space.
- Cyclists have priority over pedestrians at cross over point
- Need to be mindful of potential safety issues of moving cycle lane to back of highway boundary if driveways are present
- Can be accommodated in narrow section where floating bus stop not possible

Bus Stops and Crossings



- Current Bus stops
- Suggested Bus stops Location
- ↔ Current Controlled crossings
- ↔ Suggested Controlled crossings



Bus Stops and Crossings



- Bus stops
- Suggested Bus stops Location
- ↔ Controlled crossings
- ↔ Suggested Controlled crossings

Trees and Landscaping

TASK 1

Identify preferences for Tree types along Milton Road, relative to:

- (a) From 'Narrow' Tree short list. Each Group asked to select **top 3** preferred tree types (*South of Arbury Road Junction*)
- (a) From 'Wider' Tree short list. Each Group asked to select **top 2** preferred tree types (*South of Arbury Road Junction*)

NARROW TREE SELECTION

Chinese Birch

1

Betula sinensis
(Chinese Birch)
Height - 12-17m
Crown - pyramidal



Attributes - yellow leaves in autumn and yellow white flaking bark

Chinese Birch

2

Betula utilis
(European Chinese Birch)
Height - 12-17m
Crown - columnar



Attributes - yellow leaves in autumn and orange/brown flaking bark

Himalayan Birch

3

Betula utilis
(European Himalayan Birch)
Height - 12-17m
Crown - rounded



Attributes - distinct light white bark

Flowering Cherry

4

Prunus & hybrids
(Flowering Cherry)
Height - 10-20m
Crown - oval



Attributes - pink/red flowers in autumn, large white flowers

Ornamental Pear

5

Pyrus chrysantha
(Ornamental Pear)
Height - 10-15m
Crown - pyramidal



Attributes - early white flowers, autumn leaf colour

Grey Alder

6

Alnus incana (Grey Alder)
Height - 10-20m
Crown - pyramidal



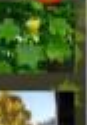
Attributes - large green foliage, yellowing in autumn, persistent catkins in early spring

BROAD TREE SELECTION

Tulip Tree

7

Liquidambar styraciflua (Tulip tree)
Height - 20m
Crown - columnar



Attributes - green yellowing in autumn, large yellow-green flowers, fragrant

Lime

8

Tilia cordata (Winter Orange Lime)
Height - 10m - 20m
Crown - rounded



Attributes - green leaf yellowing in autumn, distinct orange leaf, fragrance in early autumn

Silver Lime

9

Tilia tomentosa (Silver Lime)
Height - 20m
Crown - rounded



Attributes - large leaf with pale yellowish yellowing in autumn, clusters of small yellow flowers, fragrance in early autumn

American Lime

10

Tilia americana (American Lime)
Height - 10m - 15m
Crown - pyramidal



Attributes - large leaf with light green and yellowing in autumn, clusters of small white flowers, fragrance in early autumn

LANDMARK TREE SELECTION

Sweet Gum

11

Liquidambar styraciflua (Sweet Gum)
Height - 20m
Crown - pyramidal



Attributes - green yellowing in autumn, large yellow-green flowers, fragrant

Tulip Tree

12

Liquidambar styraciflua (Tulip tree)
Height - 20m
Crown - columnar



Attributes - green leaf shape, green yellowing in autumn, large yellow-green flowers, fragrant

Golden Rain Tree

13

Keteleeria pinnata (Golden Rain tree)
Height - 8-10m
Crown - round



Attributes - small yellow flowers in autumn, flowers in certain stages of leaf

Magnolia Catalpa

14

Magnolia catalpa (Magnolia)
Height - 10-15m
Crown - round



Attributes - striking pink flowers, heavy, thick to medium

Magnolia Kobus

15

Magnolia kobus (Magnolia)
Height - 10-15m
Crown - round



Attributes - profuse, early white flowers

Trees and Landscaping

Summary of Trees Outcomes

Wide Sections – (two species)

Tulip Tree and Silver Lime were the most popular choice from those put forward.

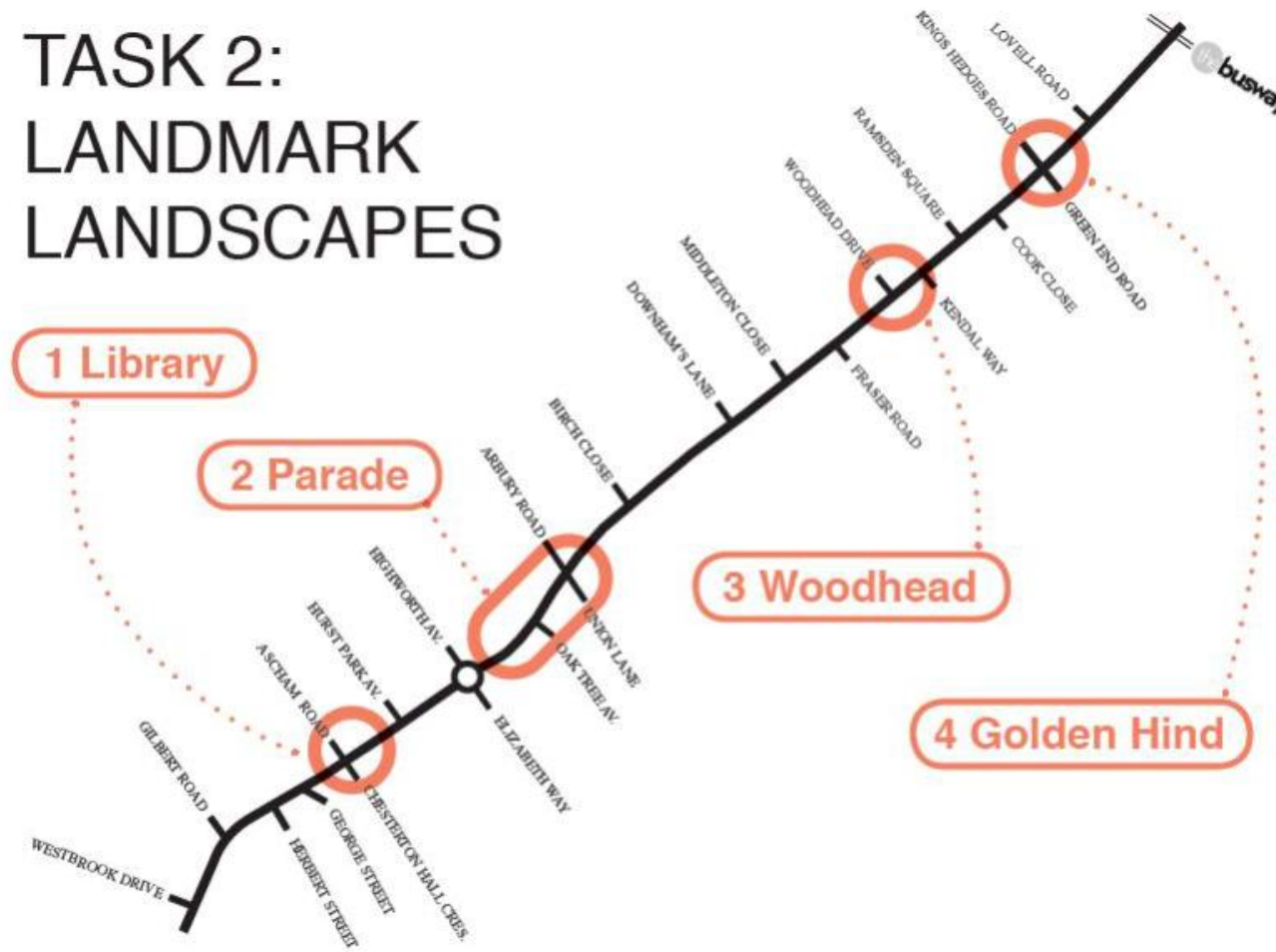
Narrow Sections (3 species)

Ornamental Pear was the most popular choice, followed by Flowering Cherry and then Grey Alder/Himalayan Birch



Trees and Landscaping

TASK 2: LANDMARK LANDSCAPES



Trees and Landscaping



1 Library



2 Parade



3 Woodhead



4 Golden Hind



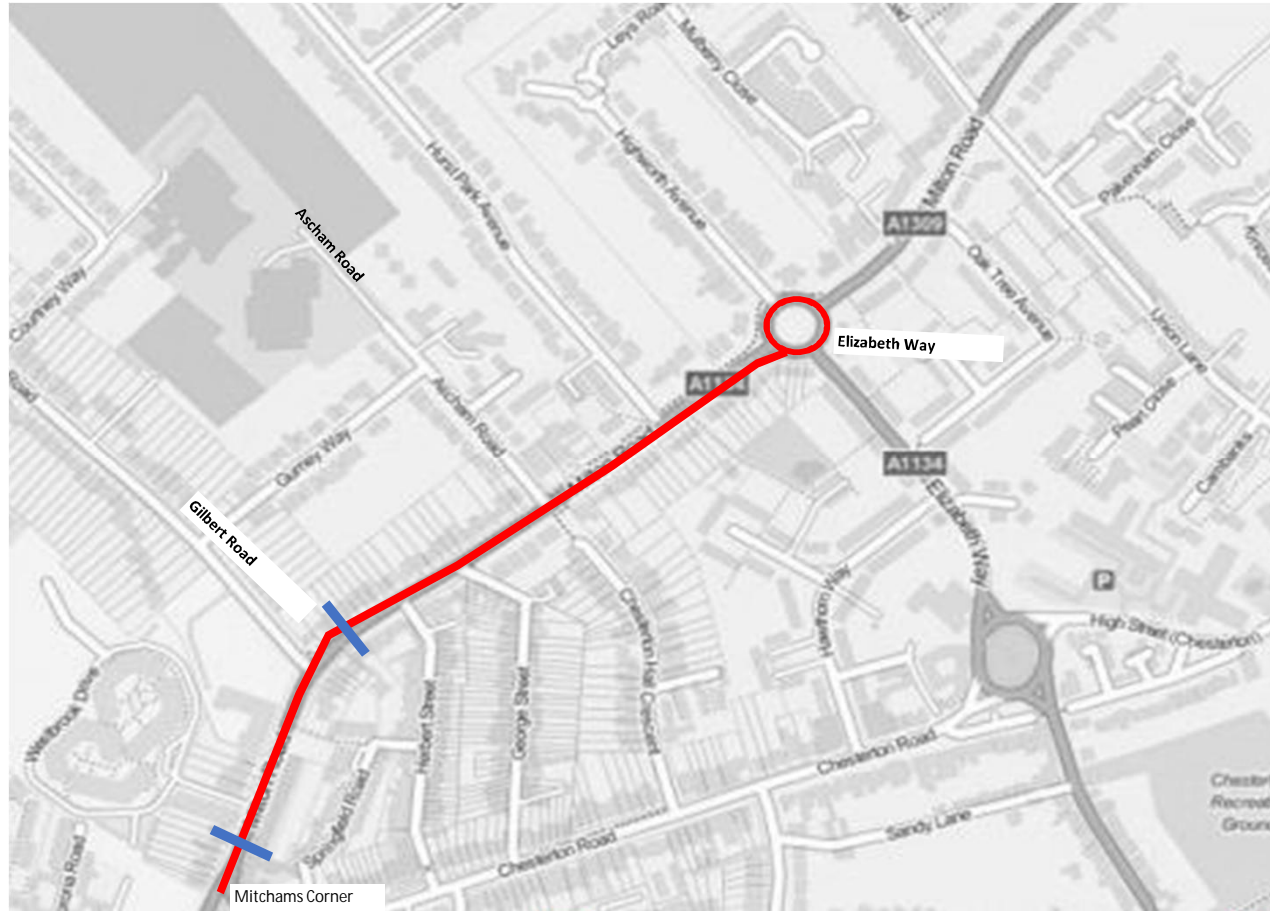
Elizabeth Way Roundabout



Elizabeth Way Roundabout – Work in Progress

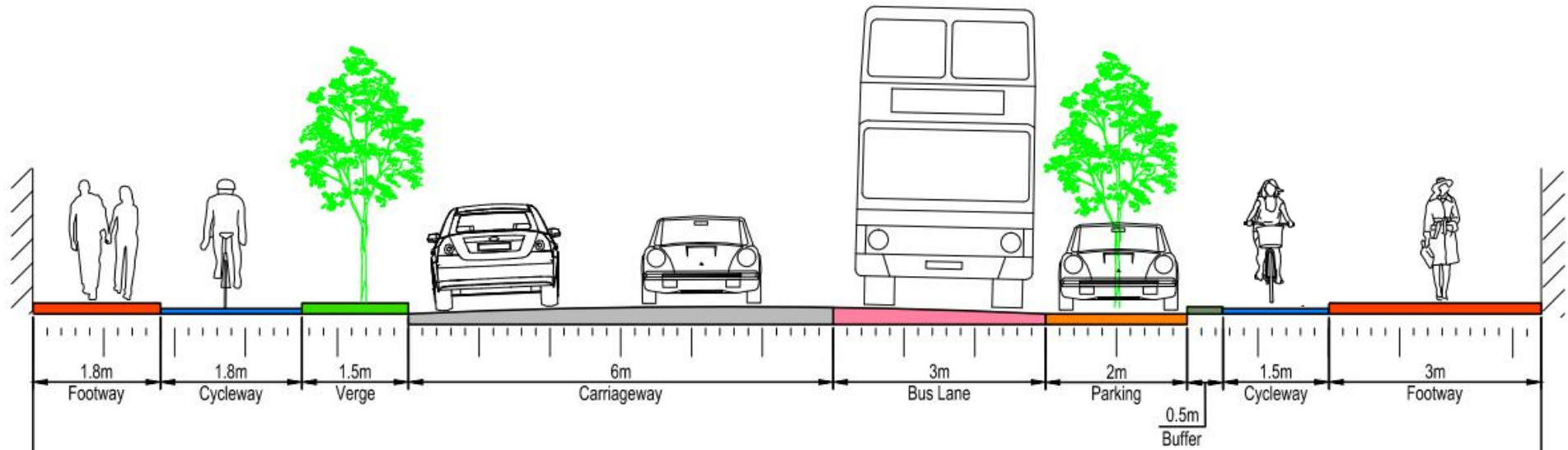


Mitcham's Corner to Elizabeth Way - Narrow Sections



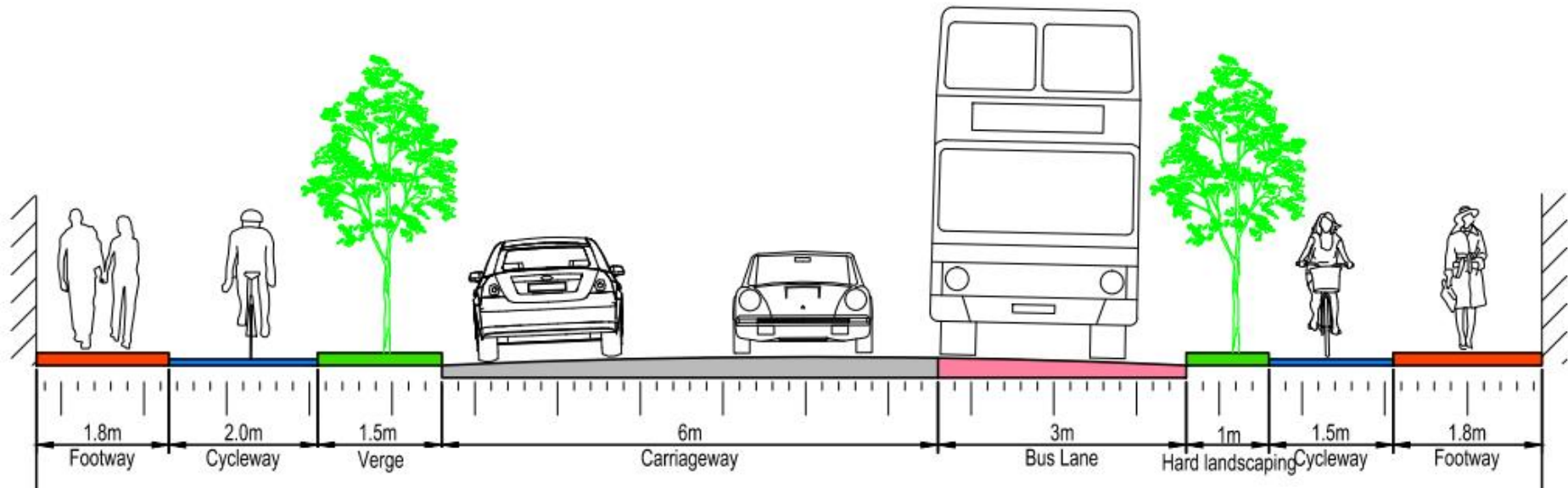
Narrow Sections

LEAVING MITCHAM'S CORNER



Narrow Sections

LEAVING GILBERT ROAD



Mitcham's Corner

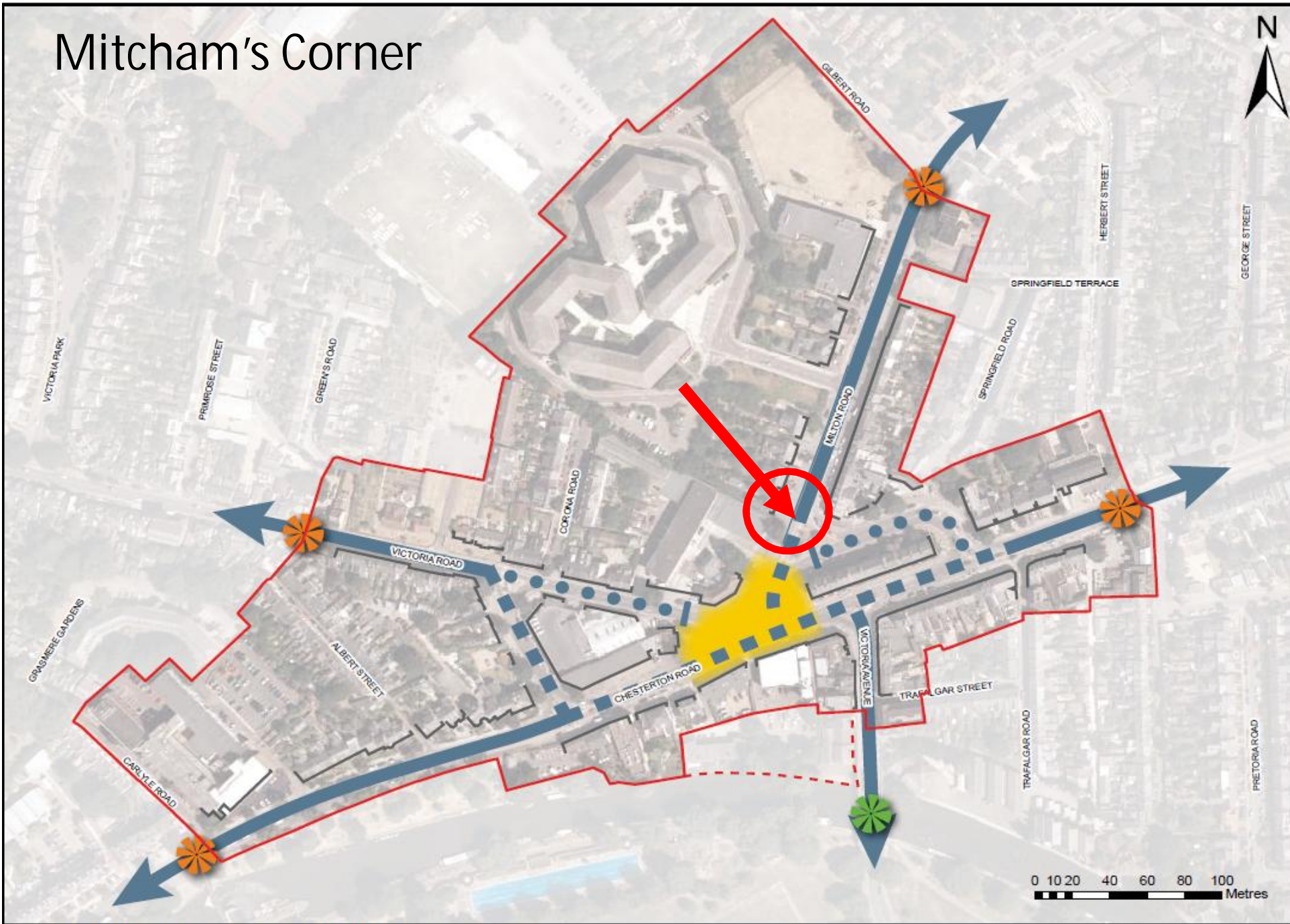


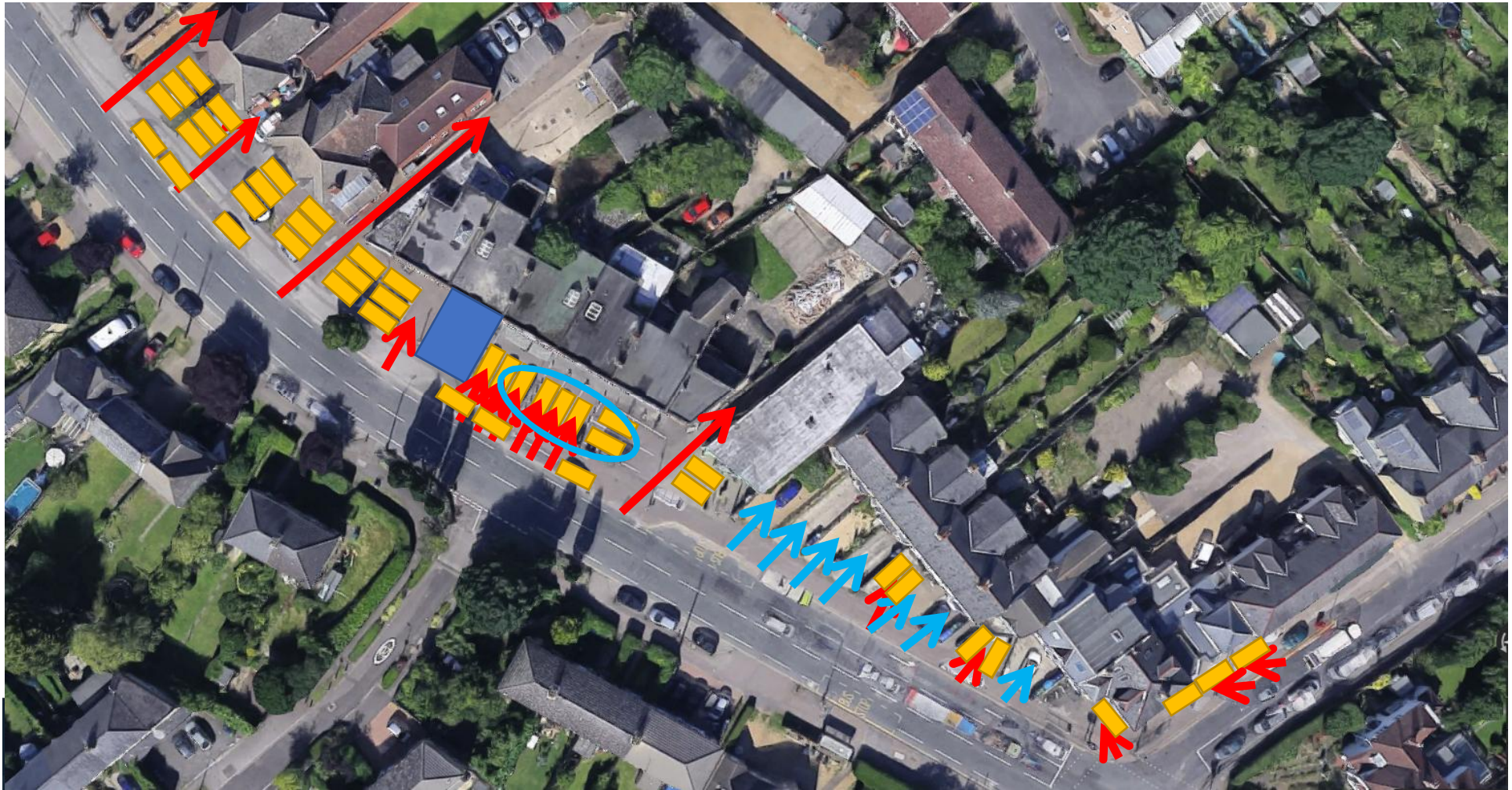
Figure 27: Preferred movement option for Mitcham's Corner

Bus Lanes

- Discussed each section of bus lanes with LLF attendees and design team
- Inbound bus lane approaching Gilbert Road junction. Agreed within detailed Design Group to review how this interacts with Ascham Road crossing in order to improve safety.
- Long section from Kings Hedges, inbound approach – it was discussed that this would be reviewed in terms of length. We need to assess this in terms of final junction designs and implications on traffic flow.
- Camera controlled enforcement was supported.
- Signals team gave strong preference for bus detection at junctions over bus gates
- Loading restrictions during peak hours was discussed. Some support for a 24 hour ban on loading . This is still being considered in more detail.



Shopping Area near Arbury Road



Next Steps



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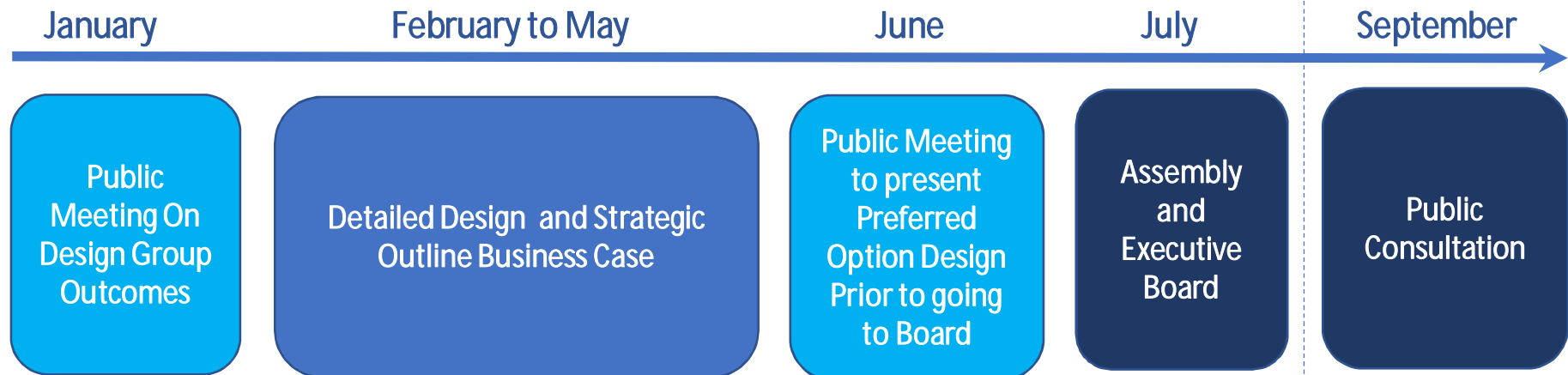
Next Steps

Continued Development of the Preferred Option:

- Extensive work is taking place with the Signals and Safety team to ensure the junction designs are both safe and function correctly.
- Further residential surveys on parking requirements following onsite dropped Kerb Audit
- Parking survey to be undertaken and mitigation measures to be developed.
- Ongoing development of landscaping ideas (as captured at the workshop), including the main shopping areas on Milton Road
- Strategic Outline Business Case (SOBC) for scheme to be developed



Programme and Timescales



- Preferred Option Design by May 2018 ready for June/July Assembly and Board Meeting



Discussion



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