

CAMBRIDGE CORE TRAFFIC SCHEME
STAGE 4: CENTRAL AREA MEASURES

To: Cambridge Environment & Traffic Management Area Joint Committee

Date: 16th January 2006

Electoral Divisions / Wards: Market

Purpose: To:

PART A

- i) consider the relocation of long distance bus stops from Drummer Street.

PART B

- ii) consider the response to public consultation on the Stage 4 measures still to be determined;
- iii) determine objections to the advertised Traffic Regulation Orders (TROs) still to be determined; and
- iv) consider a programme for scheme implementation.

Recommendation: The Area Joint Committee is recommended to:

PART A

- i) note the response to consultation on the relocation of stops to Parkside;
- ii) determine the TRO objections raised to the proposals for long distance bus stops at Victoria Avenue and Parkside without a public inquiry;
- iii) approve the measures shown in **Plan 5** and the associated TROs to provide long distance bus stops and a taxi rank in Parkside;
- iv) approve the changes to layover arrangements in Parkside and Victoria Avenue detailed in **Appendix A**, subject to a maximum stay of 60 minutes in the Parkside bay and 90 minutes in Victoria Avenue in the new and existing layover bay;
- v) not implement the advertised TRO for long distance bus stops in Victoria Avenue and the associated taxi rank

PART B

- vi) approve the measures and advertised TROs for Drummer Street, Emmanuel Street, Park Terrace, Regent Street and St. Andrew's Street as detailed in **Appendix H** subject to a reduced length of the short stay layover in Park Terrace as shown in **Plan 7** and the withdrawal of the objection by National Express;
- vii) call a local public inquiry to consider the objection by National Express raised to the one-way street TRO for Emmanuel Street, if the objection remains unwithdrawn;
- viii) approve the various bus stop TROs detailed in **Appendix H**; and
- ix) approve the 20mph zone speed limit, subject to the exclusion of Pembroke Street, Downing Street, Tennis Court Road and Fitzwilliam Street, with the limit applying in Trumpington Street immediately north of the Pembroke Street junction.

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1. POLICY BACKGROUND

1.1 The Core Traffic Scheme is the mechanism for delivering the following key objectives:

- remove through traffic
- improve conditions for public transport
- provide safer / convenient routes for cyclists
- create better / safer environments for pedestrians
- achieve an overall improvement in air quality
- provide opportunities for streetscape improvements
- minimise visual intrusion on the highway
- maintain essential vehicle access
- minimise visual intrusion on the highway
- achieve an **OVERALL** benefit

1.2 Stage 4 of the Core Traffic Scheme is a key element in achieving the County Council's target of increasing bus patronage in Cambridge by 70% by 2010 (from the 1999 base). Based on the anticipated growth in Cambridge and the surrounding area, it is expected that the number of buses to be accommodated in the city centre would increase by 40% by 2011.

1.3 Emmanuel Street, Drummer Street and St. Andrew's Street form the main focus of bus activity in the central area, where the present conditions are poor for all users. Tackling congestion in the Drummer Street-Emmanuel Street area, through the Stage 4 measures, is key to reducing vehicle-generated pollution in the area with the poorest air quality in the city.

1.4 The recent DfT *kickstart* award of £2.5 million will lead to increased frequency and capacity on several Stagecoach services over the next 3 years. The first phase of frequency enhancements will take place in July, 2006. This makes the need to ease congestion and improve access to bus stops in the Drummer Street- Emmanuel Street-St. Andrew's Street area even more important and pressing.

2. PROJECT DEVELOPMENT UPDATE

2.1 On 17th October 2005, the Area Joint Committee (AJC) received a report outlining key issues arising from consultation carried out in June 2005 on Stage 4 proposals for traffic management, streetscape and bus management measures. The associated Traffic Regulation Orders (TROs) were advertised concurrently with the consultation. The traffic management measures are shown in **Plan 1**.

2.2 Although the majority of respondents agreed with the main objectives of the scheme, areas of concern had arisen regarding the Regent Street/Downing Street/Tennis Court Road proposals and the possible

impact of increased traffic along Park Terrace and in the Kite residential area. Concerns had also been expressed about the proposed relocation of long distance buses to Victoria Avenue and it was noted that National Express had lodged a statutory TRO objection, which, if not withdrawn, would require a public inquiry to be held into the proposed one-way flow for Emmanuel Street.

- 2.3 With regard to the Regent Street/Downing Street/Tennis Court Road proposals, the Area Joint Committee (AJC) resolved to defer a decision pending further investigation by officers of the effects the measures would have on deliveries to Tennis Court Road and the impact that the changing traffic flows would have on the Catholic Church junction.
- 2.4 In response to concerns over the possible impact of increased traffic in the Kite residential area, the AJC resolved not to approve the one-way flow option in Parker Street.
- 2.5 A decision on the possible relocation of long distance bus stops to Victoria Avenue was deferred to allow consultation on an alternative proposal for long distance bus stops in Parkside, concurrent with the advertisement of draft Traffic Regulation Orders.
- 2.6 The AJC also deferred taking decisions on the proposed traffic management measures and associated TROs for Drummer Street, Emmanuel Street, Park Terrace, Regent Street and St. Andrew's Street.

PART A : LONG DISTANCE BUS STOP RELOCATION

3. RELOCATION OPTIONS

- 3.1 A report to the AJC on 17th January, 2005 set out an assessment of five sites considered for the possible relocation of long distance bus stops.
- 3.2 Of the 4 existing long distance bus stops in Drummer Street, one is to be re-located into the end bay in the bus station to serve the X5 Oxford service which also fulfils a role for local journeys between Cambridge and St. Neots. It is proposed that the remaining three stops be relocated to Victoria Avenue or Parkside.

4. VICTORIA AVENUE RELOCATION OPTION

- 4.1 The proposals for the relocation of long distance bus stops to Victoria Avenue are shown in **Plan 2**.
- 4.2 At the meeting on 17th October last year, the AJC received a 125-signature petition opposing the proposal to relocate long distance buses to Victoria Avenue on the grounds that it would result in more traffic, pollution, noise and street lighting, spoil the environment of the

green spaces, transfer some of the anti-social behaviour from the city centre to Victoria Avenue and increase safety concerns for local residents.

- 4.3 Concerns were also raised about the distance of the proposed new facility from the city centre, lack of integration with local buses, the safety of long distance bus passengers at night, the lack of a drop off / pick up facility within the proposals and the disruption that might be caused by special events on Midsummer Common.

5. **PARKSIDE RELOCATION OPTION**

- 5.1 Following a site meeting with councillors in November, a draft Traffic Regulation Order for measures to accommodate long distance buses on Parkside was published on 18th November, 2005 as shown in **Plan 3. Appendix A** sets out the details of the proposals which also include a new layover bay or buses in the west lay-by on Victoria Avenue which would be used for long distance buses under the Victoria Avenue option.
- 5.2 The TRO notice was sent to statutory consultees, which includes bus operators and the emergency services. An information sheet describing the proposals was sent to all properties in an area bounded by Maids Causeway, Emmanuel Road, Regent Street and the inner ring road plus those people who had given their contact details and asked to be kept informed as part of their response to the Stage 4 consultation.
- 5.3 212 responses had been received before the Christmas holiday break, which are summarised in **Appendix B**. This includes 88 formal objections to the TROs which are summarised in more detail in **Appendix C**.
- 5.4 For completeness, extracts from the consultation responses to the Stage 4 measures relating to the Victoria Avenue site are attached as **Appendix D**.

6. **COMPARISON OF VICTORIA AVENUE AND PARKSIDE OPTIONS**

- 6.1 **Appendix E** sets out the key issues considered when deciding the new location for long distance bus stops. It is recognised that neither site is ideal and that there are advantages and disadvantages to both sites.

Safety

- 6.2 Safety is a major concern with both options. However, at Victoria Avenue, the concerns expressed focused on the safety of passengers at night whilst at Parkside the main concern related to the presence of Parkside Community College and Ace Nursery School nearby.

- 6.3 Whilst measures such as CCTV could be introduced at Victoria Avenue to mitigate safety concerns, passengers waiting at the proposed long distance stop at night would feel vulnerable and visitors unfamiliar with Cambridge may be especially at risk. For this reason, the Police prefer the Parkside option.
- 6.4 The implications for road safety of the 2 options have been assessed by safety audits (**Appendix F**). Slight modifications to each proposal would be necessary to overcome the risks identified. However, there is no reason why either option could not be progressed on road safety grounds.
- 6.5 At Victoria Avenue, two main risks were identified with the amended layout (**Plan 4**). Long distance buses pulling away from the stops could conflict with vehicles turning left into Jesus College. This could be overcome by road marking / red coloured surfacing to highlight the presence of the access road and by driver training. There is also a risk of increased conflict between cyclists and motorised traffic. At the exit from the *four lamps* roundabout, this problem could be overcome by a length of mandatory cycle lane extending from the roundabout past the taxi rank. At the proposed pedestrian refuge, traffic lanes in excess of 3.5 m would be maintained in each direction.
- 6.6 At Parkside, four risks have been identified with the advertised layout (**Plan 3**). There is a potential conflict between long distance bus passengers walking or waiting on the footway and cyclists using the shared use footway north of the path across Parkers Piece. The amendments suggested in 7.2 below (**Plan 5**) together with improved lining where the shared use footway ends will mitigate this risk. **Plan 5** also shows the taxi rank being set back by 10m and this will mitigate the effects of additional maneuvering by taxis on the approach to the pedestrian crossing. The west kerbline could also be built out by about 1m north of the taxi rank to help to deter U-turns close to the crossing. Siting proposed shelters at the back of the footway will leave 3m available for use waiting passengers and passing pedestrians. The number of people walking along this side of the street is low and officers do not consider that obstruction will be a problem at this location. The risk of queuing buses associated with loss of bus layover on Parkside could be mitigated by reducing the maximum stay to 30 minutes. Use of the Core Area bus layover will be monitored to assess whether a shorter limit would be appropriate.

Nuisance to residents

- 6.7 Residents of Maids Causeway and Brunswick Walk have expressed concern about nuisance from the use of the proposed stops on Victoria Avenue. However, the increased traffic is unlikely to be noticeable from general traffic flows in the Four Lamps roundabout area generally, and their homes are further away from the proposed stops than those proposed in Parkside. Homes on Parker Street may also suffer nuisance from wheeled cases being transferred between local and long distance bus stops during the day.

Operator staff facility

- 6.6 Initially, it is proposed to relocate the existing kiosk from Drummer Street to whatever new site is selected. The design of a new kiosk would be the subject of a planning application. National Express is keen to ensure that a good quality kiosk is provided which blends with the area. Therefore the use of the existing kiosk must only be regarded as very short term.

Integration with local bus services

- 6.7 25-30% of long distance bus passengers use local buses to access their coach. Both options offer less integration than the present arrangement. The proposed stops on Parkside are closer to the Drummer Street bus station. However, most buses serving the Huntingdon, Ely, Burwell & Newmarket corridors pass within 200m of the proposed Victoria Avenue stops. New local bus stops would be required on Victoria Avenue and on the south side of Maid's Causeway and Jesus Lane to take advantage of this interchange.

Other relocation options

- 6.8 Many responses asked for another option to be found within or close to the Core Area. Several other locations have been considered but rejected for various reasons detailed below. It is the Officers' opinion that there is no other viable alternative location available in the immediate future to accommodate long distance buses.
- Addenbrooke's Hospital bus station - good integration with local buses but the bus station is on private land, the existing stops are fully utilised by local services and there is no room for operator staff facility.
 - Lensfield Road or Chesterton Road - impact of buses stopping on already-busy roads likely to be significant and poor integration with local buses and taxis.
 - Parkside (west side outside Police Station) - footway width too narrow to accommodate waiting passengers without blocking passage of pedestrians, no room for operator staff facility, bus stopping would restrict the approach to the East Road junction traffic signals and have an adverse impact on efficiency of junction.
 - Trumpington Street (outside the Judge Institute) – problems associated with boarding and alighting large numbers of passengers across Hobson's Conduit and poor integration with local buses and taxis.
 - Adam and Eve Street car park - not enough space for buses to turn, unsuitable access and impact on surrounding residential properties.

Implication for local bus operations

- 6.9 The Parkside option has a slight adverse effect on local bus operations since the new layover site on the west side of Victoria Avenue, proposed as part of the Parkside option, is not as convenient as the current layover provision on Parkside.

Bus stop operation

- 6.10 Whether the long distance stops are re-located to Parkside or Victoria Avenue, the same operational regime will apply to the stops as will apply to all bus stops in the Core area. Dwell times will be restricted to that necessary to cater for boarding and alighting. The dwell times for long distance services are likely to be longer than those for local bus services as long distance users usually have luggage which can take some time to load. If longer dwell times are needed, drivers will be required to switch off engines. This requirement will be included within the quality bus partnership. Any layover requirements will be provided for within layover bays, not within bus stops. All buses using layover bays will be required to switch off engines at all times.

7. **POTENTIAL AMENDMENTS TO ADVERTISED LAYOUTS**

Victoria Avenue

- 7.1 The initial proposals (see **Plan 2**) allowed for a new 3-cab rank, to be constructed in the grass verge to serve long distance bus passengers. The taxi trade believe that this would be too small to cope with the peak demand when busy National Express services arrive. An alternative layout has been drawn up which would accommodate 6 taxis. This layout involves the removal of the bus lane between Four Lamps roundabout and the entrance to Jesus College. This approach would avoid the need for new road construction within the verge and would fit better with the idea of the site providing an interim facility for long distance buses. **Plan 4** shows the modified proposals.

Parkside

- 7.2 The advertised TROs for Parkside show a taxi rank extending for about 10 metres alongside the shared use footway linking to the cycle path across Parker's Piece. This is the extent of the current pay & display bay. The use of the bay for a taxi rank would mean that passengers boarding the leading taxi would obstruct pedestrians and cyclists on the footway. It is suggested that the taxi rank be reduced in length to keep taxi users off the dual use footway. Reducing the length of the build-out separating the long distance bus stops and the layover bay and shunting the long distance stops slightly further south east would still allow a taxi rank for up to 5 cabs to be provided. This alteration would enable flush kerbing to be installed to overcome the objection raised by the Cycling Campaign. **Plan 5** shows the modified layout.

8. STATION ROAD OPTION

- 8.1 Consideration has been given to providing long distance bus stops in Station Road. This would require the removal of the existing pay and display parking near the railway station to provide kerbside space for bus stops.
- 8.2 The footway by the stops is about 2 metres wide and would not give sufficient space for any staff facility and waiting passengers would probably impend the passage of pedestrians en-route to/from the railway station. A footway build-out could be provided similar to that proposed in Parkside to house a staff facility. There have been concerns expressed over the problems created as a result of allowing parking on both sides of Station Road; currently there is a taxi rank opposite the pay and display parking. Providing bus stops instead of parking spaces for cars would further exacerbate these problems, which affect cycles in particular.
- 8.3 National Express has been asked for its views on a facility in Station Road and it has indicated that it would not want to use the site because of the degree of congestion and delay that its vehicles would experience when using the area, particularly at the roundabout in front of the railway station which is not under the control of the highway authority. **Plan 6** shows a possible layout for bus stops in Station Road.

9. LONG DISTANCE OPERATOR VIEWS

- 9.1 National Express, the key long distance bus operator, has stated that it will want to continue to serve bus stops in the city centre to cater for its customer base. National Express is currently investing in improving the bus fleet serving Cambridge by, for instance, trialling WI-FI (wireless communication to the internet) for customers. Although its services do not cater for local bus journeys in any significant way, it must be recognised that it has the right, under current legislation, to be treated in the same way as any other bus operator. Therefore, the County Council is not in a position to stop National Express from using city centre bus stops, although it can apply controls on how bus stops are used which would be applied equally to all operators. Against this background, it is suggested that the best way forward is to work in partnership with National Express.
- 9.2 Provided a suitable site for long distance bus stops is selected, National Express have agreed to make changes to their operations to assist the aims of Stage 4. It is intended that an additional stop is introduced at Madingley Park & Ride, which will also provide further opportunities for “meet and greet” away from the city centre, and that the long dwell times for interchange between cross-country services are re-scheduled out of the city centre. National Express completely support the

increased use of Park & Ride as supplementary to a city centre location.

- 9.3 National Express has stated that it does not support stops being provided in Victoria Avenue and will not withdraw its objection to the Stage 4 TROs if this option is selected. This would automatically require the County Council to hold a local public inquiry into the proposed one-way system in Emmanuel Street which is at the heart of the Stage 4 proposals. The inquiry would not necessarily need to include the issue of where long distance bus stops were provided but the inquiry inspector may want to cover this aspect as part of the consideration of the impact that the one-way system would have on long distance bus operations. Any public inquiry would probably set back the implementation of the Stage 4 proposals by about a year without any certainty over the outcome. Unlike planning inquiries, the inspector's findings would not be binding on the County Council but there could be the risk of a judicial review if the council went against the findings without good reason or justification.

- 9.3 National Express has indicated that it is prepared to consider withdrawing its TRO objection if the AJC approves the provision of the Parkside stops and supports the provision of a suitable staff facility to replace the current kiosk provided in Drummer Street, recognizing the need for a planning application. However, before withdrawing the objection, the Board of National Express Limited requires certainty over the provision of the stops and staff facility.

10. LONG TERM OPTIONS

- 10.1 Many responses to the consultation have suggested that the long distance stops should be relocated to the railway station and that, until this alternative site is available, long distance buses should continue to be accommodated in the Drummer Street area. At the last meeting, the AJC confirmed its longer-term vision of long distance buses operating from the railway station area.
- 10.2 A planning application was recently submitted to the City Council for redevelopment of the area around the railway station. The application is supported by an Environmental Assessment and a Transport Assessment. In view of the scale and complexity of the development proposals, a determination of the application may not be made within the statutory 16-week timescale.
- 10.3 The City Council's planning brief for the area requires a minimum of ten bus stops and six spaces for bus layover plus two dedicated stops for the Guided Busway vehicles. The County Council, as Highway Authority, will be seeking the full provision of the facilities set out in the planning brief produced by the City Council and will also be seeking to adopt as public highway those roads upon which any new bus stops are provided to ensure that they are operated efficiently and enforced effectively to protect and promote the interests of public transport.

- 10.4 An initial assessment of the plans submitted by the developers suggests that the bus stop provision does not satisfy the planning brief and it is expected that further negotiations will be held to address this and other highways related issues connected with the proposed development. The main priority must be to accommodate local bus needs and it has yet to be determined through the planning process whether or not the proposed development has the capacity to accommodate the number of services required by bus operators providing local services.
- 10.5 The potential relocation of long distance buses to the railway station area is being considered as part of the planning application process and National Express will be involved in assessing its acceptability as a long-term base for its Cambridge operations. Whether or not the station area redevelopment provides a long-term base for long distance bus operations, National Express still expects that it will serve stops in the city centre. The station site could enable the removal of a staff facility from the city centre but some bus stop provision would still be needed somewhere in the Core area.
- 10.6 Space exists at Trumpington Park & Ride for an operating base for long distance services, many of which already stop at the site. This offers another possible longer-term site but National Express consider the site as supplementary to city centre stops and there would still be a requirement to provide some stop provision in the city centre.

11. **BUS LAYOVER**

- 11.1 The provision of bus layover bays in the city centre has helped to reduce the congestion and delays caused by buses being left unattended in Drummer Street and Emmanuel Street when drivers change shift or take rest breaks. However, the lack of a limit on layover has led to some buses being parked for long periods, thereby denying space for other buses to layover.
- 11.2 Under the Victoria Avenue option, the amount of layover space will be unaffected but suitable limits, potentially 90 minutes, need to be applied to control the duration of stay.
- 11.3 Under the Parkside option, the amount of layover space would be reduced in Parkside itself, with additional space provided in Victoria Avenue. If the Parkside option is approved it is recommended that a 60 minute maximum stay should be applied to layover in Parkside with a 90 minute limit in Victoria Avenue. Overall 1-2 bus layover spaces would be lost under the Parkside option.
- 11.4 The provision of suitable layover facilities is an important part of ensuring that bus services are operated efficiently and more attention needs to be given to assessing and providing an appropriate level of provision. A review will be undertaken to assess the impact of introducing layover time limits and what level of need there is for bus layover.

- 11.5 It is recognised that layover bays adjacent to open spaces are intrusive and it should be the aim to reduce or, if ever possible, to remove layover bays from these locations, particularly from Parkside, if alternative sites can be found. Time limits at layover bays will need to be monitored and lowered, if appropriate, to avoid any unnecessary bus parking. As part of the Quality Bus Partnership, it is expected that the County Council will work with bus operators to develop additional sites for bus layover outside the city centre.
- 11.6 If the layover bay in Parkside could be reduced in length, this would allow any long distance bus stops in Parkside to be moved further away from the residential properties closer to being opposite the Police station.

CONCLUSIONS

- 12.1 Officers consider that both options could be made to work on highways grounds. Both sites are not ideal but relocating the long distance bus stops is key to the central area improvements and any adverse outcomes from relocation need to be weighed against the significant benefits that the Stage 4 measures will achieve for city centre users, particularly bus users.
- 12.2 When assessing and comparing both options the outcome will depend on the weighting given to individual aspects. Victoria Avenue site would have the least effect on nearby residents. It also offers the potential for the least long distance bus mileage within the Core area if combined with a new long distance bus stop at Madingley Park and Ride site. However, significant concerns remain about the safety of passengers waiting at the stop and pedestrians accessing the stop at night. These concerns would be exacerbated by any potential measures to reduce the traffic on Victoria Avenue as part of Stage 5 of the Core Traffic Scheme since this provides the only means of natural surveillance.
- 12.3 The Parkside option offers much better integration with local buses and provides a safer night-time environment for passengers waiting at and walking to / from the stop. With the amendment described in Section 7, Officers consider that the paths and pedestrian crossings in Parkside are no less safe than at present throughout the school day. The number of buses manoeuvring in Parkside will not be significantly altered by the measures. However, it is accepted that there will be increased manoeuvring by taxis as a result of the proposals and this could increase the risk of injury to cyclists riding along Parkside. This increased risk will apply to any new on-street location for the long distance bus stops. National Express is aware of the school's concern and has given an undertaking to determine whether any service timings could be altered to avoid the periods immediately before the start and after the end of the school day, although the customer travel demand at these times and timing constraints along the route may make changes impractical.

- 12.4 The use of either site will result in some degree of additional visual intrusion in valued open green space. Having said this, both sites are currently used for bus parking, namely bus layover at Parkside and tourist coach facility at Victoria Avenue. In Victoria Avenue, long distance buses would be reasonably well screened by very mature trees. In Parkside, the reduction of bus layover space would mitigate the impact of introducing long distance bus stops.
- 12.5 Some of those commenting on the proposals for both sites portray the long distance bus services in a negative light. However, it must be born in mind that they offer an important service to the travelling public, many of whom live, study and work in the city centre. Whilst not as high a priority as purely local bus services, in terms of allocating roadside space, they still form an integral and important part of the transport strategy for the city.
- 12.6 The AJC has indicated that it views any relocation option as an interim measure and, whilst further engagement with National Express over a longer term solution needs to be a priority, it is not possible at this time to indicate any likely lifespan for whatever relocation option is chosen as an operating base for long distance buses. Unless there is a change to legislation, any moves towards a long-term solution will need to bear in mind the rights of long distance bus services to access city centre bus stops.
- 12.7 It is recognized that the decision the AJC is being asked to make over which relocation option to select is very difficult. However, given the strategic importance of relocating long distance buses to facilitate the implementation of the Stage 4 measures, it is important that this matter is resolved as soon as possible. There is no viable alternative that Officers can put forward and either the Victoria Avenue or Parkside option needs to be approved.
- 12.8 Arguments can be made for both options but in putting forward a recommendation, the deciding factor for Officers has been the attitude of the long distance bus operator. The successful operation of either site will require working in partnership with the operator and, taking into account the views expressed by National Express, it is recommended that the AJC approves the Parkside option for relocating long distance buses. If the AJC is unable to determine which site to select, the matter would need be referred to the County Council's Cabinet for determination.

PART B – REMAINING ELEMENTS OF STAGE 4 MEASURES

13. PROPOSALS AND CONSULTATION

- 13.1 The report to the AJC on 17th October set out the response to consultation and the objections received to the associated TROs. The report is available as a source document:

<http://www2.cambridgeshire.gov.uk/db/council2.nsf/c3cf865e3cc1131380256a6b0037e439/438857f49507d112802570930032ef38?OpenDocument>

- 13.2 The AJC resolution from the last meeting is shown in **Appendix G**. **Appendix H** sets out the recommendations for the remaining measures originally advertised in June 2005.

14. **STREETSCAPE IMPROVEMENTS**

- 14.1 At the last meeting, the AJC noted progress on the development of streetscape enhancement proposals for Emmanuel Street and Drummer Street and supported further design work to take forward to public consultation and concurrent advertisement of the associated TROs.
- 14.2 The key element that is influencing the design is the layout of bus stops. A 'saw-tooth' design is still considered important to maximise the stop capacity in the city centre. Saw tooth bays will help to optimise stop capacity and will increase the number of fully accessible bus stops. Fewer accessible stops could be provided if a conventional parallel kerb layout were retained.
- 14.3 A plan will be on display at the meeting showing the preferred layout for Drummer Street and Emmanuel Street. The design encourages pedestrians passing through Emmanuel Street to use of the north-western footway, leaving the south-eastern footway primarily for bus passengers. The design aims to keep the streetscape as clutter free as possible by erecting all street furniture at the back of the footway. The bus shelters will be an open/glass cantilever design, with supports also sited at the back of the footway. Where possible signs and bus timetables will be fixed to the shelters and not erected on posts.
- 14.4 Street lighting will form an important element of the streetscape a design to achieve lighting levels in accordance with the agreed lighting strategy has been developed. The suggested design will require 8 metre columns to be erected at the back of the footways in a staggered arrangement. The idea of procuring a bespoke product is being revisited to see if the costs are viable. It may be possible to reduce costs by abandoning the idea of the design being unique to Cambridge and allowing the product to be purchased by others. The Grand Arcade developers have indicated that they may be prepared to offer financial support for any quality lighting scheme for the area.
- 14.5 Another important element of the streetscape design is the choice of surface materials. Some suggested materials are shown on the display. It is proposed that a flexible (asphalt) surface is used for the carriageway that will provide a durable surface on the areas heavily used, especially by buses turning into and out of the stops. It will also be relatively easy to maintain. The footways could be surfaced in natural stone which would offer the best appearance but will be subject to cost considerations. A cheaper alternative is to use a man made

materials which may be acceptable in a busy area. Such issues will be subject to wide public consultation.

- 14.7 Pedestrian crossing movements on Emmanuel Street have to be catered for. It is proposed that raised uncontrolled crossings are provided with ramps for vehicles at a gentle gradient. This approach is considered appropriate for an area of high pedestrian activity within a 20mph speed limit zone.
- 14.6 These design principles will be the subject of wide public consultation and as part of this process it is intended to advertise new TROs associated with the new layout in Emmanuel Street, Drummer Street and St. Andrew's Street (south of Emmanuel Street) including new bus stops, relocated taxi rank, loading bay, contra-flow cycle lane and any other necessary parking controls. The advertisement of any new TROs for the pedestrian zone part of St. Andrew's Street will be considered in a further report to the AJC on this element of the streetscape measures.

15. **IMPLEMENTATION**

- 15.1 **Appendix I** sets out a tentative timetable for implementation with some indicative costs.

16. **SCHEME EFFECTS**

Estimated cost

- 16.1 See **Appendix I**.

Signs and Environmental impact

- 16.2 The proposed measures offer an opportunity to reduce street clutter and minimise signing wherever possible and practical as well as enhancing the street scene. Some additional signing will be required as part of the whole package of measures for Stage 4 but it will be subject to an audit procedure to ensure that there is an identifiable need for each and every element of street furniture.
- 16.3 The streetscape proposals, in particular, give an opportunity to enhance the visual environment of the area as well as being a potential catalyst for other improvements in and around the Emmanuel Street area, notably the entrance to Christ's Pieces

Disruption from construction

- 16.4 When implemented, the measures will cause some level of disruption to the historic area, primarily for buses. Careful consideration will be given to the phasing and timing of each element of the project. Developing a communication strategy to explain how the works will be undertaken and how they will operate when completed will be a key element in managing any disruption.

Estimated timescales

16.5 See Section 15.

BIBLIOGRAPHY

Source Documents

Location

Agenda and Minutes
Cambridge Environment and Transport Area Joint
Committee 20/10/03, 19/04/04, 11/10/04, 18/04/05,
17/01/05, 17/10/05
Consultation responses

Room A213
Castle Court
Shire Hall

Letters of objection

PARKSIDE TRAFFIC REGULATION ORDER

Location	Order / Notice Proposal
Parkside (south side)	Reduce the length of the existing bus layover parking place by revoking the northern part of the bay and introduce in the remaining length of the existing bus layover parking place, which operates between 7 am and 7 pm, a 90-minute maximum stay with return prohibited within 90 minutes
	Revoke the existing pay and display parking bay
	Introduce a bus permit parking place for long distance buses, to accommodate up to three buses at any time, opposite Nos. 36-40 Parkside
	Introduce a taxi rank for up to 5 cabs at any time, opposite Nos. 30-35 Parkside
	Prohibit waiting, loading and unloading at any time on the lengths between the taxi rank and the bus permit parking place and between the bus permit parking place and the remaining part of the existing bus layover bay
Victoria Avenue (west side)	Revoke the coach drop off and pick up bay and the 15-minute maximum stay limited waiting in the lay-by south of the access to Jesus College and to introduce a bus layover parking place for registered local bus services between 7am and 7pm, subject to a 90-minute maximum stay with return prohibited within 90 minutes
Victoria Avenue (east side)	Introduce in the existing bus layover parking place, which operates between 7 am and 7 pm, a 90-minute maximum stay with return prohibited within 90 minutes

LONG DISTANCE BUS STOPS ON PARKSIDE
SUMMARY OF COMMENTS

General Summary

214 responses in total comprising:

- 90 objections to the draft Traffic Regulation Orders
- 32 comments against the long distance buses being relocated to Parkside
- 23 comments in favour of the long distance buses being relocated to Parkside
- 14 comments in favour of Victoria Avenue as a suitable site for the relocation of long distance buses
- 34 comments against Victoria Avenue as a suitable site for the relocation of long distance buses
- 21 comments in favour of the long distance buses being relocated to the railway station.

General support:

- Any development to the Cambridge bus service is an improvement to Cambridge as a whole

General opposition

- City buses, not long distance coaches, cause congestion. The solution is not to move them.
- Neither is a long-term solution.

General concerns

- Separation of long-distance and local services
- Concerns trees at both locations will need to be felled

Support for Victoria Avenue:

- Less visual impact than along Parkside
- It would prevent buses coming any further into the city centre
- It is a sensible option providing buses do not turn in the middle of the road
- It is the less damaging of the alternatives suggested
- Verge is already broad and public toilets available
- More trees and away from touristy area so will not be visually intrusive
- Less people use pavements
- No residents in same radius as at Parkside
- Road much wider
- Less intrusive for residents than the Parkside option
- If the coaches have to be moved the Victoria Avenue is better than Parkside due to the provision of toilet facilities.

Opposition to Victoria Avenue:

- Do not want to have to take extra bus journey between Drummer Street and Victoria Avenue, especially with luggage.
- Too far out – would confuse new arrivals in city
- Green areas of Midsummer Common and Jesus Green will be spoilt
- Cause congestion to traffic heading for Mitchams Corner

- Proposals will increase queuing times in the area
- Drivers dropping passengers off day and night are a hazard for cyclists and pedestrians
- Increase noise and pollution around 4 lamps
- The impact that a large number of coaches will have on the Jesus Green area
- Proposals will bring urbanism onto the fringes of Midsummer Common and perhaps even intrude upon it.
- Character of a residential area will be radically altered by the imposition of a bus terminal.
- It seems unlikely that there is sufficient space on the verges of Victoria Avenue for related coach parking, taxi rank, car waiting and coach drivers' office.
- Currently trying to reduce traffic on Maids Causeway / Victoria Avenue via Core Scheme Stage 5 – not increase it.
- The new bus terminus would blot the beauty of Jesus College and the many historic properties nearby.
- Midsummer Common / Maids Causeway is an exclusively residential area.
- Greater risk of anti-social behaviour around the terminus on Victoria Avenue.
- Increased safety concerns for students and passengers, especially late at night in this isolated spot.
- Midsummer Common and Jesus Green are used for any recreational activities (e.g. Bonfire Night or Strawberry fair) result in major disruptions to traffic and access along Victoria Avenue.
- There is no provision for cycle parking.

Support for Parkside:

- Easier to walk to than Victoria Avenue
- Most long distance bus users are students, and with a large student population at Anglia Ruskin and along Mill Road area it is more convenient for them
- Parkside less congested than Victoria Avenue
- More central than Victoria Avenue
- Easier to access from most sides of the city for local residents
- Fewer residents would be disrupted along Parkside than Victoria Avenue
- Seems to be more space at Parkside
- Parkside already has a low level of traffic
- Arriving at Parkside would be safer, more secure and more welcoming than Drummer Street currently is.
- The current long distance stops in Drummer Street often overlap with the X5 service, moving them out would allow more space for both National Express and X5 services and would be very helpful.
- Congestion at Parkside will be less than at Victoria Avenue because other than buses and coaches Parkside is a virtually traffic-free zone, closed to through traffic by bollards.
- Parkside is predominantly commercial so the impact will be less.

Opposition to Parkside:

- Traffic would increase too much
- Will pose a risk to nearby schoolchildren – especially as they use Parker's Piece for recreation
- Walk required to get to local buses

- Visually intrusive – view of and from Parker’s Piece will be spoilt or blocked
- More dangerous to cyclists
- Proposals totally inappropriate on the grounds of safety, pollution, congestion and personal security.
- Green space will be damaged, trampled and littered near stop
- Difficult for taxis to pull out at traffic lights
- Houses and Parkside School will be affected by noise and air pollution
- Pavement too narrow and will become congested when passengers leave/arrive
- Fire and police emergency vehicles need to use Parkside as does school traffic
- Increased noise and pollution in a residential area
- Increased traffic safety risks outside ACE nursery school and Parkside Community College.
- The removal of the pay & display parking will give no access to legal parking for parents to drop off / pick up children from either ACE nursery or Parkside Community College.
- Erosion of the quality of the environment and space in what are designated conservation areas.
- The proposals will lead to an increase in traffic along park Terrace
- Proposal does not ‘reduce through traffic’ nor ‘improve the environments of the historic centre’ which are objectives of the core scheme
- Proposals detrimental and dangerous for pupils of nearby schools and nurseries.
- Does nothing to integrate different transport modes.

Concerns regarding Parkside

- Please retain Stagecoach stop opposite Parkside police station and is signposted
- Road might become narrow with buildouts
- Visual impact of kiosk
- Potential conflict between cyclists leaving Parker’s Piece and taxis leaving rank as well as people boarding taxis from path
- Long walk for people with luggage
- Pay and display would be lost. Residents would need somewhere for their visitors to park.
- Pavement congestion
- Will bus shelters cause obstructions to pavement users?
- No toilets or facilities
- The general increase of traffic in the area
- Coaches will limit, the general ability of cyclists to see on-coming traffic and the visibility of cyclists from other passing vehicles
- A drop off / pick up point is still not part of the proposals
- With parking areas on the sides of the road already, it is already narrowed. With increased congestion due to more buses there is likely to be more traffic jams.
- The existing parking arrangements along Parkside are not satisfactory and need to be reviewed.

Other suggestions:

- Significant amount of support for locating bus station at the railway station
- Incorporating railway station and bus station would make life easier for public transport users
- Toilets at bus shelters

- Appropriate safety measures needed for schoolchildren
- Nearby cycle parking
- Drop-off point for those arriving by car
- Long-distance bus station will be included in development of station area
- Parkside should become 20mph zone
- Long-distance bus station to be included in development of station area
- Park and Ride sites need to be developed as long-distance bus stops and drop-off points, in particular Trumpington P&R.
- New Square for buses and move disabled parking to Parkside
- Buses should park on north side of Parkside
- “You are here” signs needed
- Real-time information system
- Support for Drummer Street - conveniently located, nearby congenial areas
- Build a coach access road over the rail tracks and include the coach facilities within the new station project.
- Bolder solutions including relocation of long distance coaches to Park & ride sites or the railway station need to prevail.
- An underground bus / coach station should be incorporated into the Bradwells Court redevelopment.

LONG DISTANCE BUS STOPS ON PARKSIDE
SUMMARY OF TRO OBJECTIONS

Address	Objections to Parkside
Clarendon Street Resident Cambridge	<ul style="list-style-type: none"> • Increase in traffic will spoil enjoyment of Parker's Piece • Safety implications for children of Parkside College and those who use Parker's Piece • Prefer Victoria Avenue
Principal of Parkside Community College Parkside Cambridge	<ul style="list-style-type: none"> • Increased use of area by buses and coaches in last two years as already posed increased health and safety risk • Increased traffic as a result of proposals further increases health and safety risk • More pedestrians in area presenting an increased Child Protection risk
Melbourne Place Resident Cambridge	<ul style="list-style-type: none"> • Residents already find it difficult to turn out of road • Concerned about aesthetics
Warkworth Terrace Resident, Parent of child at Parkside and a cyclist.	<ul style="list-style-type: none"> • Buses spoil view, both of Parker's Piece and buildings surrounding area. • Pavements would become crowded • Increased hazards to cyclists • Risk to schoolchildren
Tenison Road Residents Cambridge	<ul style="list-style-type: none"> • Would spoil aesthetics of area • Road safety issues regarding local schoolchildren • Would prefer developments to be in railway station area
Parent of student at Parkside Community College and Cambridge Resident	<ul style="list-style-type: none"> • Children cross road to and from school and to play games, bus station poses a danger to them • Increased pollution • Unspoilt area should not be desecrated • In favour of enhanced bus station at railway station
Pedestrian, long-distance bus user and reluctant city centre driver	<ul style="list-style-type: none"> • Would create an eyesore • Serious safety problems as so near to school • Does not simplify difficulty of dropping passengers off

Address	Objections to Parkside
	<ul style="list-style-type: none"> • In favour of bus station developments at railway station
Warkworth Street Residents Cambridge	<ul style="list-style-type: none"> • Intrusive on Parker's Piece
Newmarket Road Resident and Parent of pupils at Parkside Community College	<ul style="list-style-type: none"> • Danger to schoolchildren crossing • Eyesore • Propose bus station on Christ's Pieces or at railway station
Parker Street Resident Cambridge	<ul style="list-style-type: none"> • Increased risk to children cycling or crossing road • Bus-shelters will spoil aesthetics of Parker's Piece • Buses will have to depart along Emmanuel Street which will not reduce congestion • Favour Victoria Avenue site • Suitcase wheels are noisy
Parent of child at Parkside Community College and Godesdone Road resident	<ul style="list-style-type: none"> • Road safety danger to schoolchildren • Increase in traffic and pollution • Bus-stops attract drunks, rowdy people and the anti-social – should not happen outside a school • Relatively quiet road will become noisy and polluted
Melbourne Place Resident Cambridge	<ul style="list-style-type: none"> • Would ruin Parker's Piece as a place of leisure and enjoyment • Pollution would spread • Crowds of passengers with luggage would be dangerous • Tourist buses should drop off their passengers and then leave as on the continent
Clarendon Street Resident Cambridge	<ul style="list-style-type: none"> • Stops will be too close to school meaning traffic will be chaotic • Prefers Victoria Avenue site
Parent of a child at Parkside Community College	<ul style="list-style-type: none"> • Already too much traffic which endangers children's lives • Bus and taxi drivers have too little regard for pedestrians and cyclists already
Greville Road Resident Cambridge	<ul style="list-style-type: none"> • Ambience of area will be lost • Children will be breathing in increased level of fumes – especially as buses do not turn off their engines

Address	Objections to Parkside
Chairman of Cambridge Education Foundation Cambridge	<ul style="list-style-type: none"> • Increased congestion and pollution which will pose a hazard to pupils and staff • Area very busy at beginning and end of school day • Evening classes also occur at school
Victoria Street Resident Cambridge	<ul style="list-style-type: none"> • Noise, pollution and congestion will spoil beauty and harmony of area • Short-term fix • Should consider bus station site at the railway station
Warkworth Street Resident Cambridge	<ul style="list-style-type: none"> • Increased pollution which would filter into house and affect children • Increased noise levels • Huge impact on character of area • Increased lighting will be needed which will be intrusive to residents • Congestion will be increased – also dangerous to emergency vehicles • Poor location as not near Drummer Street or railway station. • Proposals not ‘joined-up’. • Road safety dangers • Bus stations are associated with higher levels of crime and anti-social behaviour
Maids Causeway Resident Cambridge	<ul style="list-style-type: none"> • Objects to Long distance buses being placed at Victoria Avenue • Feels Victoria Avenue is too far from city centre • Feels proposals will increase congestion and pollution in the area.
Concerned Resident	<ul style="list-style-type: none"> • Objects to long distance buses at Victoria Avenue • Thinks proposals will increase pollution and congestion • Feels Victoria Avenue is dangerous as it is too far from city centre • The extra traffic poses an accident risk • Increased noise in residential area • Objects strongly to a kiosk in area.
Cambridge City Resident, daily long distance public transport user and mother of a child at Parkside Community College.	<ul style="list-style-type: none"> • Parkside is an inconvenient and difficult site for users • The bus station should be connected to the train station • Bus stops and shelters are a magnet for opportunistic crime

Address	Objections to Parkside
	<ul style="list-style-type: none"> • Pollutions and longer terms safety in the city needs to be considered • If proposals go ahead there will be a considerable increase in graffiti and vandalism in the area • Impact on Parkside Community College and ACE nursery needs to be considered • Relocated Drummer Street to the train station development
Abbey Road Resident Cambridge	<ul style="list-style-type: none"> • Proposed location is within a conservation area and is one of the most public spaces in Cambridge, it should not be spoilt. • Proposal would increase traffic congestion in the area. • It is the effect of coaches pulling in and out during congested times and the inevitable queuing of coaches which needs to be considered. • The removal of pay & display parking will increase the pressure in adjacent residential areas.
Clarendon Street Resident and Parents of children at Parkside Community College and ACE nursery. Cambridge	<ul style="list-style-type: none"> • Proposals will result in a marked deterioration in the environment of their nearest park / playing field. • Increased traffic, noise and pollution along Parkside is very unwelcome • Parkside / Clarendon Street crossing is a very bus cycle route and negotiating this every day with buses in front and behind can be intimidating • Crossing Parkside as a pedestrian would be very dangerous if it meant negotiating a major bus stop every day
Parents of children at Parkside Community College Riverside Cambridge	<ul style="list-style-type: none"> • Proposals will unnecessarily endanger the lives of school children – 600 11-16year olds who regularly use the pelican crossing • Proposals will create an unnecessary health hazard • Proposals will blight an attractive green space in the heart of the city • Argue that long distance buses should be moved to a location outside the city centre.
Chair of Governors Parkside Community College Parkside Cambridge	<ul style="list-style-type: none"> • Proposals will present an additional risk to pupils and staff of involvement in a road traffic accident – due to the frequency of pupils crossing Parkside • Security of the pupils, staff and property of the school is a concern with the increased number of people using the stops

Address	Objections to Parkside
	<ul style="list-style-type: none"> • The increased level of pollution caused by the increased number of stationary buses and taxis need to be considered.
Employee for Centre for Family Research University of Cambridge	<ul style="list-style-type: none"> • Proposals are a retrograde step, which will lead to increased traffic, noise, pollution and road-safety problems in a residential area that includes 2 schools. • Proposal will adversely affect the quality of the environment in a designated conservation area
Park Terrace Residents Cambridge	<ul style="list-style-type: none"> • Proposed bus stops are near to the city police and fire stations, which need completely unobstructed access. • Situated too close to Parkside Community College – there will be trouble ahead • Children are brought to ACE nursery school by car or bike – this also presents problems • Buses will leave Parkside and head towards Drummer Street – how does this alleviate congestion? • Parkside / East Road intersection is already a bottleneck – any increases in traffic will make this much worse. • Proposals will not improve the environment of the historic city centre • Aesthetic damage to an area of open space and a row of beautiful houses.
Warkworth Terrace Resident Cambridge	<ul style="list-style-type: none"> • Proposals will lead to more traffic, more pollution, more noise and yet more litter from the increased vehicle movements and people in the area • Additional taxi bays are not required • Long distance buses should be located out of town. • Residents need spaces for their visitors to park so existing arrangements should remain.
Local Resident and School Governor of Parkside Community College	<ul style="list-style-type: none"> • Concerned about the safety aspects of this proposal for all road users. • Concerned about the safety aspects for children at Parkside Community College.
Glisson Road / Tenison Road Area Residents Association	<ul style="list-style-type: none"> • Parkside is entirely inappropriate for long distance coaches and all the associated shelters and taxi waiting areas. • Detrimental to the visual amenity of parkers Piece

Address	Objections to Parkside
	<ul style="list-style-type: none"> • Very concerned about the potential traffic danger to children attending ACE nursery or Parkside. • Any consideration of long-term relocation of coaches in the Station Road area highly speculative and should not form part of the deliberations on the Parkside proposal.
Melbourne Place local residents	<ul style="list-style-type: none"> • To have a constant flow of large buses pulling into and out of an already busy road right outside the doors of both a school and a nursery is madness. • Parker Street has an exceptionally high level of air pollution, moving the buses and taxis onto Parkside will spread this pollution into the immediately adjacent residential area. • Increased levels of noise pollution • Net effect will be further erosion of visual amenity • There are no toilet facilities for passengers • There is no set down area for cars dropping off passengers at the bus stops • Unpleasant bright lights will be needed for night time security • Buses can't turn round and therefore will have to leave towards Drummer Street
Clarendon Street vet Surgery	<ul style="list-style-type: none"> • With a big school and nursery opposite the planned coach stop. Children's safety should be a priority • A coach stop and the manoeuvres which come with it will endanger the lives of our children • Buses driving from Parkside into the bottleneck of parker Street are way to fast already. • Of all streets used by buses Parker Street is the least favourable. • Parkers Piece is one of a few open green spaces in our city – a bus stop alongside it would spoil it.
Christ's Pieces Residents Association Cambridge	<ul style="list-style-type: none"> • Proposal does not 'reduce through traffic' or 'improve the environment of the historic centre' • It would further increase bus traffic on Parker Street and Emmanuel Road and would seriously detract from Parker's Piece • It would substantially increase the chances of accidents involving the

Address	Objections to Parkside
	<p>children of the schools located adjacent to Parker's Piece.</p> <ul style="list-style-type: none"> • We believe the proposal must or ought to be of serious concern to the Chief Fire Officer • Victoria Avenue would be less intrusive for residents.
Parkside Resident	<ul style="list-style-type: none"> • Once bus companies have the facility they will not want to give it up • Siting a bus facility next to a school, a nursery, fire and police station and hundreds of homes in a busy residential street is inappropriate • Health and safety risks to the children have been ignored • Existing facilities in Drummer Street should be improved to cater for the coaches or use the Park & Ride sites in the 'temporary period'. • Using Parkside for bus expansion seems to be pushed by commercial interests of bus companies rather than the interests if the City residents, children and visitors.
Maids Causeway Resident Cambridge	<ul style="list-style-type: none"> • Proposals to spoil the attractiveness of any open green spaces is not a sensible solution • Proposals will create pollution from litter, noise and traffic fumes, traffic congestion and greater risk of anti-social behaviour • There is already a drug-related culture congregating in the Grafton Centre car park behind Maids Causeway on certain late nights during the week. This could spread and grow in size to cover the bus terminus area, with safety concerns for students, residents and passengers alike. • National Express coaches should be cited a little out of the city centre.
Local Resident and parent of child at ACE nursery.	<ul style="list-style-type: none"> • Proposal will erode the quality of the environment in the local area • Proposals will result in increased traffic, noise and pollution and would be associated with significantly increased traffic safety risks.
Cambridge Cycling Campaign	<ul style="list-style-type: none"> • Proposed taxi rank replaces a block of parking which already constitutes an obstruction to the entry to an important cycle route • The kerb should therefore be moved to the entrance / exit of the path to Parker's Piece. • If the proposed layout for the taxi / coach / bus layovers were each moved eastwards by about 3or4 cars' length, then the current kerb location could be

Address	Objections to Parkside
	<p>corrected and the likelihood of collisions reduced.</p> <ul style="list-style-type: none"> • A flush kerb should be provided just before the traffic lights. This would be more useful than the existing drop kerb and would reduce conflict, as well as the need for cyclist to use the pavement.
<p>Eden Street Resident Cambridge</p>	<ul style="list-style-type: none"> • Both Victoria Avenue and Parkside are unsuitable as sites for the long distance coaches. • Parkers Piece will suffer greatly from the visual impact of the buses. • Potential danger to students at Parkside • No lavatory provision or refreshment facilities for passengers and drivers. • Nowhere for cars to set down or pick up passengers • Rail station is the best place for long distance coaches.
<p>Various individuals in relation to ACE Nursery School (52 Objection letters received in total:</p> <ul style="list-style-type: none"> • 38 from parents, • 10 from staff • 4 from grandparents) 	<p>Proposals will</p> <ul style="list-style-type: none"> • Increase traffic, noise and pollution in a residential area and an area in which there are 2 schools • Increase traffic safety risks outside ACE nursery school and for Parkside Community College • Remove of pay & display parking resulting in ACE nursery school parents having access to no legal parking from which to drop off or collect their children. • Lead to erosion of the quality of the environment and space in what are designated conservation areas. • Individuals believe a more appropriate alternative needs to be found. • Argue that the existing unsatisfactory parking arrangements along Parkside need to be reviewed.

**LONG DISTANCE BUS STOPS ON VICTORIA AVENUE
SUMMARY OF COMMENTS AND OBJECTIONS**

Organisation	Comments
ACADEMIC	
University of Cambridge Museum of Archaeology & Anthropology	Long-distance bus stops should be at the rail station
Bidwells (on behalf of Jesus College)	Concerned over use of Victoria Avenue to service long-distance coaches and the provision of an additional taxi rank Concerned about the physical / visual impacts of the proposed long distance bus stops on the college Traffic movement issues: concerned about coaches staying in layover facilities longer than permitted and causing others to park in the bus lane, which would then cause disruption to other traffic using Victoria Avenue Concerned about the potential safety implications (especially for female population of the college) Station Road redevelopment offers much better opportunities
COUNCIL	
Cllr Harangozo, South Cambridgeshire District Councillor	Believes a high quality bus interchange and drop off point – with proper waiting facilities including a shelter – is needed in the area where the long distance buses are to be relocated
South Cambridgeshire District Council.	Suggests improving access to long-distance services by promotion of Park & Ride sites at interchange points
TRANSPORT	
Transport 2000.	Support National Express in their fear that Victoria Avenue will be a less suitable site for coach users Even less appropriate to sacrifice the amenity value of Midsummer Common for a facility that doesn't want to be there
National Express	Council's proposals to relocate coach services from Drummer Street to Victoria Avenue would not be acceptable to or meet the needs and requirements of most of our customers, or be in the best interests of the people of Cambridge Particularly concerned given the relative remoteness of Victoria Avenue and its insecurity particularly at night. Victoria Avenue is further for passengers to walk and many of the bus connections will be lost as the passengers will be

	<p>outside the city centre National Express would like to remain in the heart of the city</p>
<p>National Express OBJECTON</p>	<p>Detrimental effect on stopping patterns not being fully appreciated Consultation needed in accordance with Local Authority Traffic Order Regulation 1996 Proposals confusing, effects unclear Drummer Street:- access prevented for some coaches, esp. those from layover in Parkside or Victoria Avenue Making Emmanuel Street one way will endanger passengers who, with stops on the other side of the road (Drummer St) will be exiting onto the road causing health and safety issues Emmanuel Street:- access to Drummer Street limited by restricted south-westerly flow Suggest 75 min. maximum stay for layover bays allowing drivers scope for having a legal break (to offer a reliable service, leeway in timings maybe needed) Parker Street - problems accessing and egressing centre St Andrew's Street/Regent Street - no issue if coach services are able to use bus lane but irrelevant if Emmanuel Street cannot be used to access Drummer Street General Comments - effects expose customers to risk at Drummer Street bus stops Current stops serve needs of all customers Willing to work with Council to find alternative solutions</p>
<p>Bus Users UK</p>	<p>Concerned over proposals to relocate the long distance buses to Victoria Avenue Feel Victoria Avenue is too far from the town centre facilities and local bus services See Victoria Avenue as being an isolated position with an increased security risk in the evening Having buses arriving / departing from Victoria Avenue is no way to treat residents or visitors to the city</p>
OTHER STAKEHOLDERS	
<p>Cambridge Blue Badge Guide</p>	<p>Concerned that the relocated bus stops are too far from the city centre</p>
<p>Society of Cambridge Tourist Guides</p>	<p>Concerned over moving long-distance coaches to Victoria Avenue, they should be relocated to the rail station long term.</p>

<p>Christ's Pieces Resident's Association</p>	<p>Approve of the idea to relocate long distance buses but not to Victoria Avenue Feel that the number of buses in the central area should be decreased not increased Believe that the bus operators need to be provided with and encouraged to use other points of interchange</p>
<p>Mitcham's Corner Residents' & Traders Association</p>	<p>Wants comprehensive and detailed information on the likely effects the proposals will have on the Mitcham's Corner area. Wants a full assessment of the routes buses will take out of Cambridge to understand whether they will be using Mitcham's Corner Questions whether the proposals will have a negative impact in Mitcham's corner congestion. Believes the long distance coaches will need safe dropping off and picking up spaces Concerned over encroachment on green space</p>
<p>OTHER INDIVIDUALS</p>	
<p>Other Individuals</p>	<p>Unsuitable site for long distance coaches Relocate to Park & Ride sites Trumpington P&R is not desirable for long-distance coaches Develop proper interchange facilities Will just cause greater congestion in the area Concerns over personal safety [2] Fully support relocation Don't support use of lay-bys for buses Use rail station Concerned over buses backing up along Victoria Avenue Too far away from city centre Does not take into account disabled users Concern over lack of integration Shops and facilities not in place Concerned over pollution from running engines Concern over the physical appearance of the area Drop off / pick up space is essential Use fire station site Will increase risks to cyclists Increased disturbance to residents Insufficient space for facilities Knock-on effect on Maids Causeway will be unacceptable Unacceptable to have 50 buses arriving and departing daily Does nothing to reduce traffic congestion but moves problem Controls over the number of bus services and operators is needed to prevent the city being flooded by buses</p>

COMPARISON OF THE VICTORIA AVENUE AND PARKSIDE OPTIONS

Issue	Officer comment	
	Victoria Avenue See Plan 2 and amended layout Plan 4	Parkside See Plan 3 and amended layout Plan 5
Crime and Disorder at night	Relatively high level of incidents recorded for all of the Core Area green spaces including Christ's Pieces which is next to the existing long distance bus stops in Drummer Street	
	<p>Natural surveillance by passing traffic and taxi drivers using the rank. Passing traffic could reduce under some options being considered for Stage 5 of the Core Traffic Scheme. More potential for passengers arriving in Cambridge for the 1st time to be confused. Community safety concerns could be mitigated by</p> <ul style="list-style-type: none"> • installation of CCTV on City Council network • extra National Express stop in Drummer Street / Emmanuel Street at night time to provide customer choice • use of the day-time bus layover bay on the east side of the road as a place to wait whilst dropping off / picking up passengers at night 	<p>Police Architectural Liaison Officer believes that, of the 2 options, Parkside is the better design for reducing the potential for crime and disorder.</p> <p>Natural surveillance by passing traffic, taxi drivers using the rank and nearby property. Parkside is already covered by existing cctv network.</p> <p>Stop is near to police station.</p>
Crime and Disorder during the day	Not raised as an issue at Victoria Avenue	Concern from school because of split site and need to use Parker's Piece for PE lessons. Year 10 and 11 pupils also take breaks on the Piece. National Express supervisory staff would be present 8am and 6pm every day

Road Safety	See safety audits in Appendix F	
	<p>No road safety concerns with advertised layout (Plan 2)</p> <p>Concern re. cyclists at exit from Four Lamps roundabout in amended layout (Plan 4) and potential for conflict between long distance buses pulling away from stop and vehicles entering Jesus College</p>	<p>Likely to be a 2 to 3-fold increase in manoeuvring on approach to crossing during the day.</p> <p>Amended layout (Plan 5) sets back taxi rank by 10m to improve approach to crossing and keep cycle path clear of passengers boarding leading taxi.</p> <p>Crossing provides safe route between school and Parkers Piece. Footway between main school site and Mud Lane not affected by proposals.</p> <p>With shelters at back of footway, 3m footway available for passengers and pedestrians. Shorter waiting limit (30 minutes) on Parkside bus layover may be appropriate to control demand.</p> <p>In 15 mins before start of the school day at Parkside (8:35), there is 1 timetabled departure (8:30). In 15 mins after end (15:10), there are 2 departures (15:15, 15:25) and 1 arrival (15:15).</p>
Integration with taxis (affects approx 15 - 30% of long distance bus passengers)	<p>3-taxi capacity of new rank proposed in advertised layout considered inadequate for demand (Plan 2)</p> <p>6 taxis accommodated in revised layout (Plan 4)</p>	New taxi rank for 5 taxis proposed
Cycle Parking (affects less than 5% of long distance bus passengers)	Cycle stands proposed in existing highway verge.	No room for cycle stands within proposed layout.

Integration with local buses (affects approx 25 - 30% of long distance bus passengers)	Not as convenient as existing long distance bus stops in Drummer Street	
	Proposed stops 550m from existing stops in Drummer Street, i.e. about 5 minutes walk (taxi fare from £2.80) Citi 7, 14, 19 and x5 pass by proposed stop. New request stop for local services could be provided on Victoria Avenue Many bus services for Huntingdon, Ely, Burwell & Newmarket corridors pass along either Victoria Avenue, Jesus Lane or Maid's Causeway so some potential for interchange using local bus stops sited within 200m	Proposed stops 300m from existing stops in Drummer Street, i.e. about 3 minutes walk. Most local bus services available at Drummer Street / Emmanuel Street / St Andrews Street at stops within 350 – 500m Citi 2 from Addenbrooke's passes by proposed stop.
Integration with pedestrian network (affects approx 20 - 45% of long distance bus passengers)	Those passengers that currently walk to the stop will probably continue to do so. Pedestrian signing and tourist street map proposed. Both options offer less conflict between waiting passengers and pedestrians than current arrangement in Drummer Street.	
	Potential for passengers arriving in Cambridge for the first time to be confused as to position within city centre	Perhaps a more obvious location in terms of relationship to city centre
Lack of a drop off / pick up facility within the proposals (affects approx 10 - 15% of long distance bus passengers)	Car drivers encouraged to use Trumpington Park and Ride. No drop off / pick up facility at present location in Drummer Street. National Express considering adding extra stop at Madingley P& R.	
	Can drop off / pick up on double yellow lines on east side of Victoria Avenue or on Jesus Lane or Maids Causeway. From a community safety point of view, some merit in providing drop off / pick up in the existing bus layover bay during the evening / night time when no bus layover required	Can drop off / pick up on double yellow lines outside No 35 or near Warkworth Terrace. Some car drivers dropping off / picking up passengers travelling northbound on Parkside may attempt U-turns or drive round Kite residential area to turn round.
Long Distance Bus Operations	Compared to existing Drummer Street stops;- <ul style="list-style-type: none"> • More room for passengers to wait • Space for passenger wheel-chair lifts to operate • Easier access to side boots 	

	<ul style="list-style-type: none"> • Less congested footways and carriageways makes operations less stressful • Easier access from layover to stop without detours or turning in road • Improved working base for on-street supervisory staff <p>Would continue to support stops at Trumpington P&R</p>	
	<p>40m-length of bus stop provided. In theory, could work well with introduction of new stop at Madingley P&R to keep long distance buses out of the Drummer Street / Emmanuel Street area during the day In theory, could be combined with an extra stop at Drummer Street between 7pm and 7am</p> <p>National Express do not support this option.</p>	<p>60m-length of bus stop provided. Operator would re-schedule timetables for cross-country routes (7/day) to reduce dwell times in the Core Area and to plan for interchange at P&R sites. Operator would introduce extra stop at Madingley P&R and would sign up to Quality Bus Partnership for the Core Area. Operator concern about potential for local protest at new stop Operator's preferred option.</p>
Disruption of Long Distance Bus Services by special events	Victoria Avenue closed on Bonfire Night - alternative temporary stopping arrangements in Drummer Street / Emmanuel Street Long distance bus access maintained at other times	Parkside not regularly closed
Distance to public toilets	On opposite side of road	350 m
Distance to ticket office	500 m (assuming ticket office retained in Drummer Street bus station area)	350 m (assuming ticket office retained in Drummer Street bus station area)

Local Bus Operations	Local buses benefit from reduced congestion in Drummer Street	
	Number and location of existing layover spaces unaffected.	Net loss of 1 or 2 bus layover spaces. Journeys back into service at Drummer Street from new layover in Victoria Avenue not as direct and less reliable than from Parkside. Significant reduction in size of Parkside layover means inadequate capacity for 1-hour stays, shorter time limit of 30 minutes may be more appropriate.
Impact of loss of existing use of road space	Loss of tourist coach stop on Victoria Avenue.	Loss of 13 p&d spaces. Nearest alternative parking on Park Terrace or at Queen Anne car park. Assume 50% of existing £24k p.a. revenue likely to be lost from parking account (£1M p.a.) Loss of tourist coach stop on Victoria Avenue. Net loss of 1 or 2 local bus layover spaces.
Simply moves congestion to another part of Core area	Traffic would be displaced from an area of busy pedestrian activity suffering from the worst pollution in the Core area to an open area with relatively low levels of pedestrian activity Any drop off and pick up by car would cause less congestion at proposed site than existing site in Drummer Street	
Environmental / visual impact on a green space	No trees would be felled. Kiosk for bus supervisory staff would be carefully assessed. Both options likely to increase litter, graffiti, vandalism etc. in their immediate vicinity. National Express vehicles are single deckers.	
	Long distance buses on west side less visually intrusive than the existing bus layover bay on the east side. Site already designated as tourist coach stop. Site is well screened by mature trees.	Net increase of 1 bus in length of buses alongside Parkers Piece. Proposed shelters at back of footway alongside proposed stops would create new visual barrier between the footway along Parkside and the Piece. Measures involve re-allocating road and footway space with no works on grass verges.
Effect on traffic levels	Victoria Avenue currently carries about 13,000 vehicles a day (7am-7pm). Adding around an extra 50 bus movements a day and some extra	Parkside currently carries around 3,800 vehicles a day (7am-7pm). Many of the long distance buses already use Parkside, mainly to

	<p>traffic generated by passengers being picked up or dropped off by car is unlikely to make any noticeable difference in overall traffic levels. Many of the taxis that would use the rank will already be using Victoria Avenue to access/egress other city centre ranks.</p>	<p>leave the Drummer Street area. Any extra traffic generated by passengers being picked up or dropped off by car would be offset to some degree by the reduction in cars that currently use the pay and display parking. Many of the taxis that would use the proposed rank will already be using Parkside to access/egress other city centre ranks.</p>
Effect on air pollution	<p>About 50 National Express departures every day and a similar number of arrivals. Insignificant effect on through-traffic emissions. Open sites with pollutants likely to disperse to concentrations below national objectives. National Express to be bound by requirements of Quality Bus Partnership for Core Area including driver training in air quality awareness, switching off engines, better management of time at stops. National Express fleet under 8 years in age (Euro 2 or newer) i.e. currently, the cleanest large operator in the Core Area.</p>	
	<p>Existing 7am-7pm traffic flow on Victoria Avenue about 13,000 vehicles including over 500 buses.</p>	<p>Existing 7am-7pm traffic flow on Parkside about 3,800.</p>
Effect on noise	<p>52 arrivals and 54 departures by National Express daily. Insignificant effect on through-traffic noise. Between 11pm and 7 am, 9 arrivals and 11 departures daily.</p>	
	<p>Pedestrian routes in immediate vicinity and passenger waiting area not outside residential property</p>	<p>Residents' concern about noise of wheeled luggage along Parker Street. Some residential property opposite proposed stops and taxi rank.</p>

SAFETY AUDITS**VICTORIA AVENUE**

Existing Injury Accident Details:

There have been 2 slight injury accidents in this vicinity. Rear end shunt into a stationary vehicle and one pedestrian intentionally stepping out in front of oncoming traffic.

Comment based on layout as advertised in June 2005 (Plan 2)

The proposals for long distance bus use and taxi bays at the south end of Victoria Avenue expand and increase on the existing bus bays and bus parking in this area.

The auditors do not foresee any major new issues arising from increased use provided that adequate provision is made for the expected demand, and the situation is clearly visible to other road users.

Audit based on amended layout (Plan 4)

A1 - NON MOTORISED USERS

Problem A1.1

The change in kerb line alignment at the exit from the 4 Lamps roundabout onto Victoria Avenue will restrict the road space available. Regular users who would have in the past stayed well to the outside because of the need to avoid the bus lane will no longer have the impetus to do so. Cyclists on the inside will therefore be at greater risk of being squeezed at the kerb line. The accident record shows this area to be the one where collisions are likely to occur.

Recommendation

Include a short length of mandatory cycle lane on the inside of this bend.

Comment

Is there any profound reason why the opportunity could not be taken to consider putting in advisory cycle lanes in both directions to compensate for the lack of bus lane separation?

Comment

Because the kerb line at the exit from the roundabout is being changed it is recommended in the guidelines that the opportunity be taken to install tactile paving at the uncontrolled crossing point. This would need to be extended to the splitter island and the crossing point on the east side.

Comment

The installation of a pedestrian refuge near the public conveniences is a very good idea. Care will need to be taken to ensure that there is no conflict with large vehicles (fairground trailers) using the gated access onto Butt's Piece. There may also be a need to move or circumvent a lamp column (LC28).

A2 - THE JUNCTIONS

Problem A2.1

There is a possible conflict point with long distance buses pulling away from the sheltered area and going straight into the bus lane and private vehicles turning left into Jesus College or even local buses moving across into the bus lane. Whilst the auditors were on site 3 cars made the turn into the college.

Recommendation

The only measure that seems feasible is to ensure that the access into Jesus College is well signed so that long distance bus drivers are made aware that this is an access that is constantly in use.

A3 - SIGNS & MARKINGS

Comment

The safety camera sign will need to be moved to such a position that it remains clearly visible to all motorised vehicle drivers.

PARKSIDE

Existing Injury Accident Details:

The whole of Parkside and Parker Street is currently an accident cluster site with a total of 22 injury accidents (2 of which were serious).

73% of the incidents involved cyclists, and 18% involved pedestrians. These are both well in excess of the norms for urban areas of Cambridge (47% and 13% respectively).

The accidents are of many different types but the 2 most common were:

Cyclist hit by car door (4 incidents) and cyclist hit by vehicle changing lane or turning (4 incidents).

Audit based on layout as advertised in November 2005 (Plan 3)

Problem 1

At the head of the Taxi Rank the path is shared use. People waiting here may be in conflict with cyclists. Although technically the shared use section terminates here and turns into the path across Parkers Piece, it is not very well marked and given the volume of cyclists in this area some may continue along past the Coach stops where they will be in conflict with passengers waiting for or alighting from the coaches.

Recommendation

Keep the taxi rank clear of the designated shared use path.
Ensure the end of the shared use section is more clearly marked.

Problem 2

The location of the Taxi Rank is right at the end of the approach zigzags for the Pelican crossing. This would put quite a lot of manoeuvring and potential masking in the immediate approach to the crossing, increasing the risk of collision.

The road is wide at this point but the parking bays and taxi rank leave only around 5.5m for the 2 running lanes.

Recommendation

Provide as much separation as possible between the rank and the crossing.

Problem 3

The proposed bus shelters and kiosk shown would 'pinch' the available footway width, and this would be worsened if there were passengers waiting at the stops.

Recommendation

Careful design and choice of bus shelter type should minimise this problem. If the proposed changes are made then some of the existing 'pinch points' such as parking restriction signs could be removed .

Problem 4

This proposal removes a significant proportion of the coach/bus layover parking. If demand outstrips availability it may lead to coaches circling the area adding to congestion, parking in the designated long distance stops or even waiting in the running lane for a space.

Recommendation

Ensure that the remaining provision is adequate for demand, if necessary create additional layover parking elsewhere.

AJC RESOLUTION: 17th OCTOBER , 2005

Note the response to consultation;

Defer a decision on the measures and advertised TROs for Drummer Street, Emmanuel Street, Parkside, Park Terrace, Regent Street, St. Andrew's Street and Victoria Avenue to allow further consideration of potential long distance bus stops in Parkside and the ideas put forward by National Express for a dynamic stand management in Drummer Street bus station;

Consult on the proposal for long distance bus stops in Parkside, concurrent with the advertisement of draft Traffic Regulation Orders;

Confirm its support for the principle of giving priority to those bus services serving local needs (i.e. those serving communities within the county or adjacent counties) over those operating on longer distance routes when allocating central area bus stop permits;

Confirm its longer term vision of long distance buses operating from the railway station area;

Defer a decision on the various bus stop TROs detailed in Appendix A;

Not approve the one-way flow option in Parker Street;

Defer a decision on the measures and advertised TROs for Downing Street, Pembroke Street and Tennis Court Road to allow further work by officers in response to the issues raised at consultation;

Defer a decision on the 20mph zone speed limit;

Request the City Council to revoke the bylaw taxi rank in Regent Street;

Support the development of hackney carriage hailing points in partnership with the taxi trade;

Note the progress to date on developing the streetscape proposals and to support further design work and the concurrent advertisement of associated draft TROs detailed in section 6.7;

Support a quality bus partnership (QBP) with bus operators with annual reports to the Cambridge Area Bus Development Board and the Area Joint Committee to monitor progress;

Request the County Council to adopt the changes to the criteria for taxi transponders to apply the City Council licensing conditions as the standard for all taxis using the Core area; and

Support further work in developing the streetscape improvements in the St. Andrew's Street pedestrian zone area including potential changes to access restrictions.

TRAFFIC REGULATION ORDERS & PUBLIC NOTICES
(Advertised 17th June 2005 showing AJC position as at 16th January 2006)

Location	Order / Notice Proposal	Recommendation
Downing Street	Revoke the existing one-way street and contra-flow cycle lane on the section between Downing Place and Tennis Court Road	Deferred pending further report
	Prohibit the driving of vehicles in an easterly direction between 4pm and 7pm, Monday to Saturday on a 4 metre length immediately east of Downing Place except for authorised buses and taxis with a rising bollard installed to enforce the prohibition	Deferred pending further report
	Introduce a mandatory eastbound cycle lane beside the closure point in ii) above to cater for eastbound cyclists (the existing contra flow cycle lane will be retained)	Deferred pending further report
Drummer Street	Prohibit entry by motor vehicles from Emmanuel Road and Parker Street except for access to the Emmanuel Street, Drummer Street and St. Andrew's Street area where and when permitted by the access restrictions that apply to those streets (the existing traffic order prohibiting entry by motor vehicle from Emmanuel Road and Parker Street to be revoked)	Recommended for approval
Emmanuel Street	Introduce a south-westerly one-way flow (towards St. Andrew's Street) except for pedal cycles (The proposed streetscape changes for Emmanuel Street will include a contra-flow cycle facility)	Recommended for approval, subject to withdrawal of National express objection
	Revoke the bus stop parking places on the northwest side	Recommended for approval

Location	Order / Notice Proposal	Recommendation
Park Terrace	Introduce a bus layover bay for permitted buses on the south east side opposite Camden Court with waiting restricted to 10 minutes maximum stay with return prohibited within 1 hour	Recommended for approval subject to amendments shown in Plan 7
	Introduce a 10 metre long motorcycle parking bay on the south east side, north east of its junction with Camden Court	Recommended for approval subject to amendments shown in Plan 7
	Revoke a 30 metre length of the pay and display parking bay and a 21 metre length of the 'no waiting at any time' restriction on the south east side in the vicinity of its junction with Camden Court to accommodate the motorcycle and bus layover bay	Recommended for approval subject to amendments shown in Plan 7
	Remove a 12 metre length of pay and display parking on the south east side near its junction with Parkside and replace with a prohibition of waiting at all times	Recommended for approval subject to amendments shown in Plan 7
St. Andrew's Street/Regent Street	Prohibit entry north of its junction with Park Terrace for northbound vehicles at all times except for authorised buses and taxis with a rising bollard installed to enforce the prohibition	Recommended for approval
	Introduce a northbound cycle lane on the west side immediately north of its junction with Park Terrace to allow for northbound pedal cycle movements by the side of the rising bollard enforced prohibition in i) above	Recommended for approval
	Introduce a southerly one-way flow (towards Hills Road) between its junctions with Emmanuel Street and Park Terrace with a northbound contra-flow bus lane (the bus lane to be used by buses, taxis and pedal cycles only with loading and unloading allowed in the bus lane where permitted by the loading restrictions	Recommended for approval
	Prohibit loading and unloading at all times on the east side from its	Recommended for approval

Location	Order / Notice Proposal	Recommendation
	junction with Emmanuel Street through to the frontage of 46 St. Andrew's Street (the existing peak hour loading restrictions will be revoked)	
	Extend the no waiting at any time and no loading /unloading at any time restrictions on the west side outside Nos. 32-35 St. Andrew's Street in a southerly direction to the northern boundary of No. 36 St. Andrew's Street	Recommended for approval
	Revoke the bus stop clearway restriction and bus stop on the east side along the frontage of Nos. 46-50 St. Andrew's Street and prohibit waiting at all times and loading and unloading between 7am-10am and 4pm-7pm, Monday to Saturday	Recommended for approval
	Replace the bus stop and no waiting at any time and no loading / unloading between 4pm-7pm restrictions on the west side outside Nos. 12-18 Regent Street with a bay for loading/unloading only and a length of no waiting at any time and no loading / unloading at any time restriction (the mandatory cycle lane will be retained)	Recommended for approval
	Revoke the motorcycle parking bay, taxi stands, disabled parking bay, pay and display parking and loading bay on the west side along the frontage of Nos. 2 and 4 Regent Street, 44 St. Andrew's Street and St. Andrew's Baptist Church and replace with a disabled badge parking bay, a parking area for loading and unloading between 7am-10am and 4pm-7pm, for disabled badge parking between 10am-4pm and as an evening/night time taxi rank stand between 7pm-7am and a length of prohibition waiting and loading and unloading at all times	Recommended for approval
	Revoke the bus stop clearway restriction and no waiting at any time and no loading between 7am-10am and 4pm-7pm restrictions on	Recommended for approval

Location	Order / Notice Proposal	Recommendation
	the east side along the frontage of No. 1 Regent Street and replace with a length of prohibition of waiting and prohibition of loading and unloading at all times	
	Revoke the no waiting at any time and peak period no loading/unloading restrictions on the east side along the frontage of Nos. 55 - 61 Regent Street and introduce a bus permit parking place for boarding and alighting only	Recommended for approval
	Revoke the no waiting at any time and evening peak period no loading/unloading restrictions on the west side along the frontage of Nos. 46 - 50 Regent Street and introduce a bus permit parking place for boarding and alighting only	Recommended for approval
Tennis Court Road	Reverse the one-way traffic flow and contra-flow cycle lane in the section south of its junction with Fitzwilliam Street	Deferred pending further report
	Prohibit the right turn into Lensfield Road	Deferred pending further report
The standard exemptions covering loading and unloading, boarding and alighting, emergency service vehicles and disabled persons vehicles will apply to the proposed waiting restrictions detailed above.		

Location	Order / Notice Proposal	Recommendation
Road humps (Tennis Court Road)	<p>It is proposed to install speed cushions at six locations consisting of raised platforms 75 mm above finished road level with 1 in 8 gradient approach ramps. The speed cushions will be located at the following points:</p> <p>50 metres south of its junction with Downing Street 30 metres south of its junction with Tennis Court Terrace (outside Nos. 7/8 Tennis Court Road) 65 and 150 metres south of its junction with Fitzwilliam Street 50 and 105 metres north of its junction with Lensfield Road</p>	Deferred pending further report
Taxi rank	<p>Under Section 63 (1) of the Act, Cambridge City Council is proposing to remove the hackney carriage stand in Regent Street on the west side outside No. 4 to facilitate the traffic regulation order changes set out in this notice being made in Regent Street by Cambridgeshire County Council. Representations or objections in respect of this proposal will be considered by Cambridge City Council but should be submitted to Cambridgeshire County Council in the manner and within the time limit set out in this notice.</p>	Referred to City Council Environment Scrutiny Committee for resolution in March 2006
Bus Stops	<p>To replace existing bus stops with bus permit parking places for boarding and alighting only at the following locations:</p> <p><u>Bridge Street</u> north east side outside No.10 south west side outside St. John's College south west side outside St. John's College Master's Lodge <u>Emmanuel Road</u> west side by Christ's Pieces east side by New Square</p> <p><u>Fair Street</u> west side outside No. 6 <u>Hobson Street</u></p>	Recommended for approval

Location	Order / Notice Proposal	Recommendation
	west side outside Gala Bingo Hall <u>Jesus Lane</u> north side opposite No. 61 <u>Maid's Causeway</u> north side by Butt Green <u>Newmarket Road</u> north side outside No. 43 south side outside No. 30 <u>Parkside</u> south west side opposite the Fire & Rescue Service Station north east side outside the Police Headquarters <u>Silver Street</u> north side outside Queen's College south side outside Darwin College	
<p>The existing bus permit parking places in Emmanuel Street and Drummer Street bus station that are currently covered by similar traffic orders and the bus stops in St. Andrew's Street outside the former Robert Sayle building will remain unchanged but could be subject to change as part of future proposals for streetscape improvements in the area.</p>		
20 mph speed limit	Revoke the existing 20 mph speed limits on Short Street, New Square (north side) Fair Street, Emmanuel Road, Magdalene Street, Bridge Street and Silver Street.	Recommended for approval
	Impose a 20 mph speed limit on the roads and parts of road listed (See Schedule 1)	Recommended for approval subject to the exclusion of Pembroke Street, Downing Street, Tennis Court Road and Fitzwilliam Street with the limit applying in Trumpington Street immediately north of the Pembroke Street junction

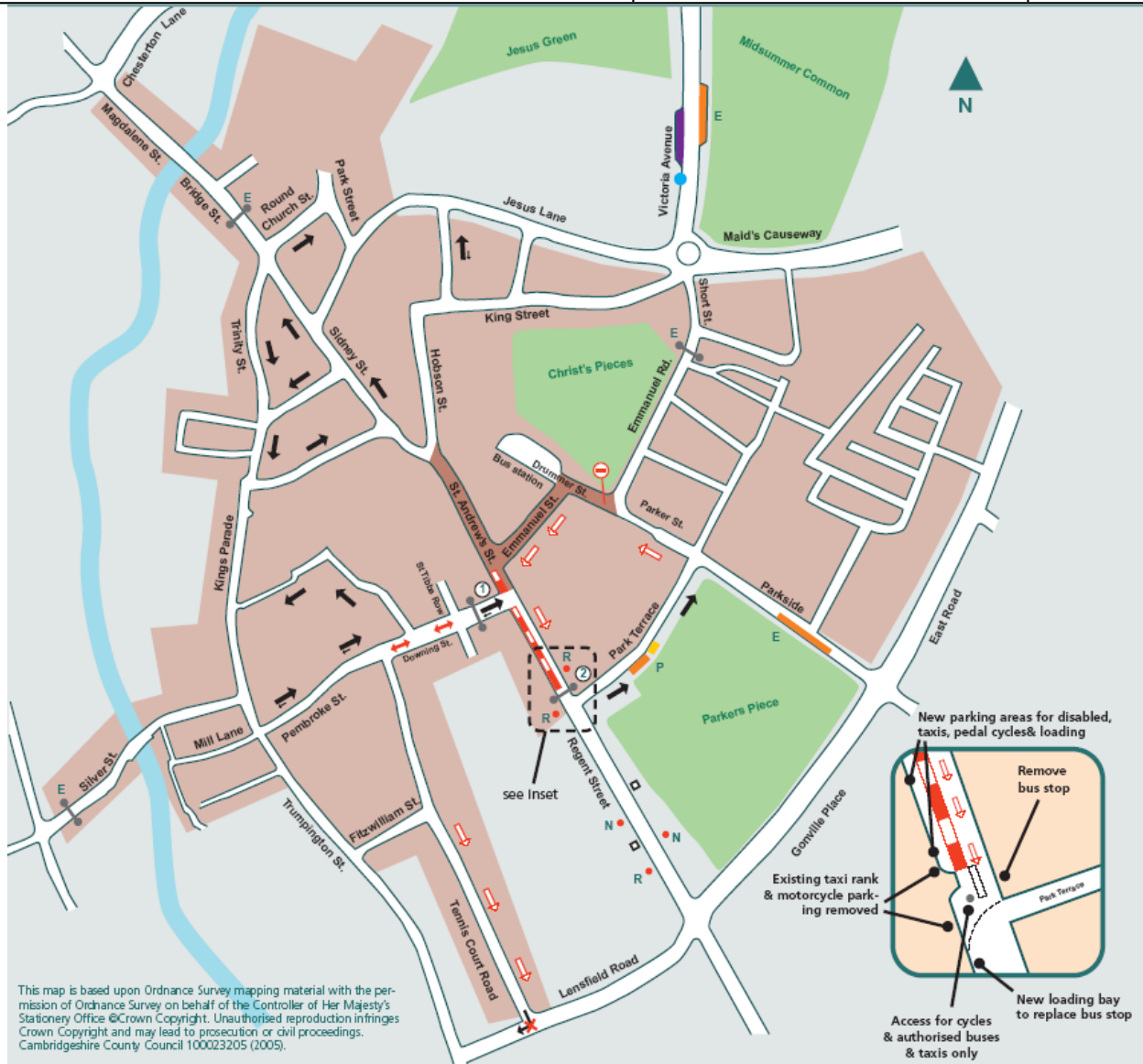
PROJECT TIMETABLE AND INDICATIVE COSTS

Project element	Timetable	Indicative costs (£000)
Core area signing changes: Further report to AJC to determine changes to Core area signing scheme		
Streetscape design: Further report to AJC to confirm streetscape design for Drummer Street and Emmanuel Street	April '06	-
Long distance buses relocated	March-April'06	50
Traffic management measures in Downing Street-Pembroke Street-Tennis Court Road Further report to AJC to determine measures for implementation	April '06	-
St. Andrew's Street access / parking changes and streetscape improvements: Further report to AJC to determine measures for formal advertisement		
Quality Bus Partnership signed and operational	May-July '06	50
Implementation of traffic management measures in Regent Street-St. Andrew's Street-Parkside-Park Terrace-Emmanuel Street	May-August '06	300
Streetscape Phase1 implementation: Drummer Street and Emmanuel Street	August –October '06 February-June '07	750-900
St. Andrew's Street access / parking changes and streetscape improvements: Further report to AJC to determine objections	July '06	-
Streetscape Phase2 implementation: St. Andrew's Street	January-May '08	600-700
Bus management measures: fitting out of bus management office	Early '08	50

SCHEDULE 1

ROADS AND LENGTHS OF ROAD TO BE SUBJECT TO A 20 MPH SPEED LIMIT

Adam & Eve Street	New Square
Bene't Street	Orchard Street
Botolph Lane	Paradise street
Brandon Place	Parker Street
Bridge Street	Park Parade
Burleigh Street (northwest from and including its junction with Adam and Eve Street)	Parkside (between its junction with Park Terrace and a point 49 metres south east of the junction)
City Road	Park Street
Clarendon Street	Park Terrace (between its junction with Parkside and a point 66 metres south west of the junction)
Corn Exchange Street	Peas Hill
Dover Street	Pembroke Street
Downing Place	Portugal Street
Downing Street	Portland Place
Drummer Street	Prospect Row
Earl Street	Queens' Lane
Eden Street Backway	Regent Street (between its junction with St. Andrew's Street and its junction with Park Terrace)
Eden Street	Round Church Street
Elm Street	St. Andrew's Street
Emmanuel Street	St. John's Road
Emmanuel Road	St. John's Street
Fair Street	St. Mary's Street
Fitzroy Street	St. Tibb's Row
Fitzwilliam Street	Salmon Lane
Free School Lane	Senate House Hill
Grafton Street	Short Street
Granta Place	Sidney Street
Green Street	Silver Street
Guildhall Street	Tennis Court Road
Hobson Street	Tennis Court Terrace
Jesus Lane (between its junction with Bridge Street and a point 32 metres west of its junction with Malcolm St.)	Thompson's Lane
Jesus Terrace	Trinity Lane
John Street	Trinity Street
King's Parade	Trumpington Street (between its junction with Bene't Street and a point 28 metres south of its junction with Little St Mary's Lane)
King Street	Victoria Street
Little St. Mary's Lane	Warkworth Street
Lower Park Street	Warkworth Terrace
Magdalene Street	Wheeler Street
Malcolm Street	
Manor Street (between its junction with King Street and a point 31 metres north of the junction)	
Market Hill	
Market Street	
Mill Lane	
New Park Street	



- 20mph speed limit zone
- Streetscape area (see fig 2).
- Rising bollard road closure (access for pedal cycles and authorised buses & taxis only)
- E = Existing ① 4pm-7pm Mon-Sat only ② Closure to northbound traffic only
- Existing one-way
- New one-way with contra-flow cycling
- Existing one-way with contra-flow cycling
- New two-way flow
- Northbound contra-flow bus, taxi and cycle lane
- Proposed no entry for motor vehicles except for buses, taxis, disabled badge holders and access to Emmanuel Street and St. Andrew's Street
- New long distance bus stops (replacing Drummer Street stops)
- New cycle parking
- Bus stop
- N = New R = To be removed
- Bus layover
- E = Existing P = Proposed 10 min. max stay
- No right turn
- New motorcycle parking
- New taxi rank

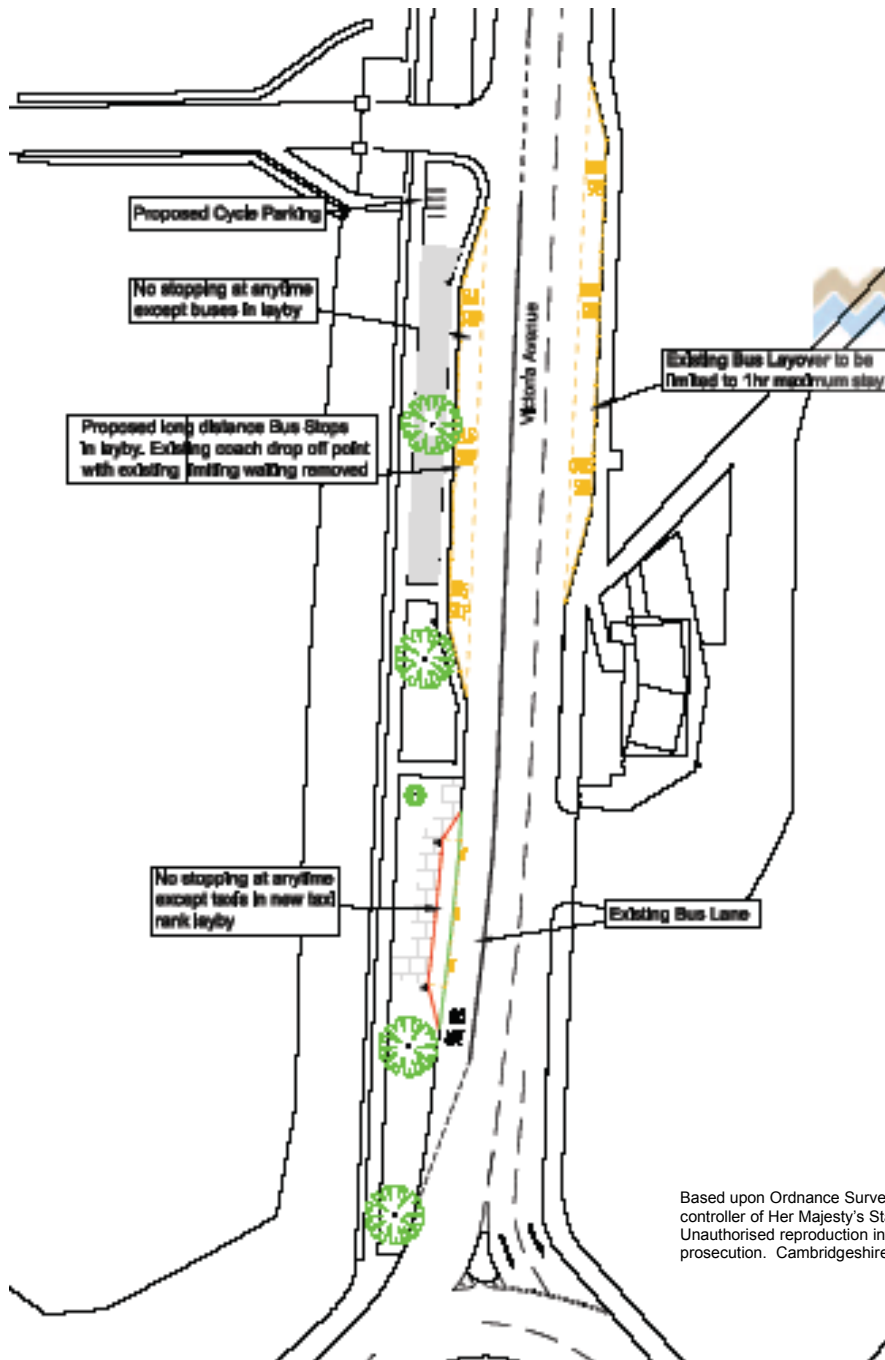


AGENDA ITEM: CORE TRAFFIC SCHEME – STAGE 4

TITLE: TRAFFIC MANAGEMENT PROPOSALS

SCALE: NTS





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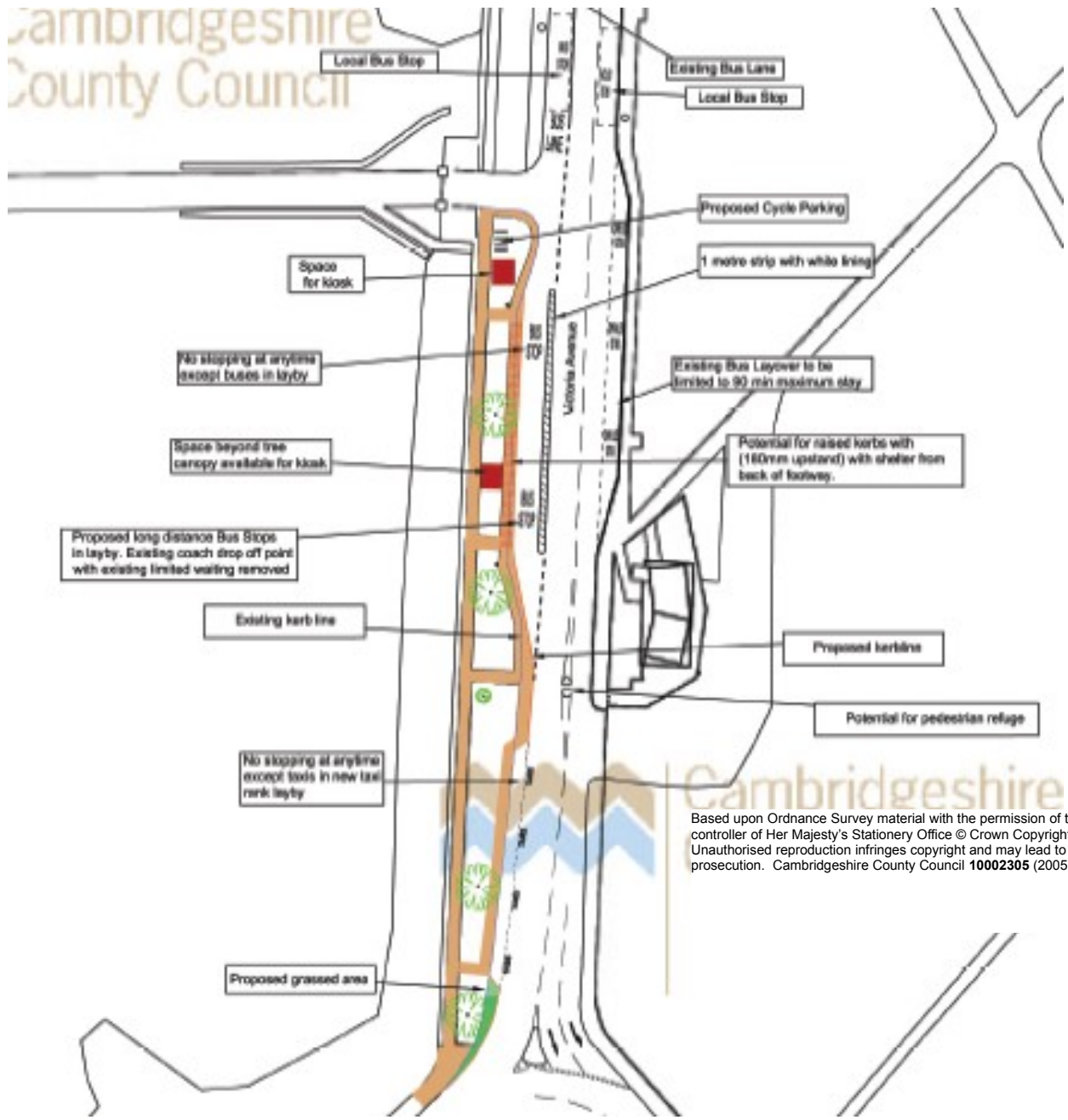
AGENDA ITEM: CAMBRIDGE CORE TRAFFIC SCHEME-
STAGE 4



Cambridgeshire
County Council

TITLE: VICTORIA AVE LONG DISTANCE
BUS STOPS
ADVERTISED PROPOSALS

SCALE: NTS

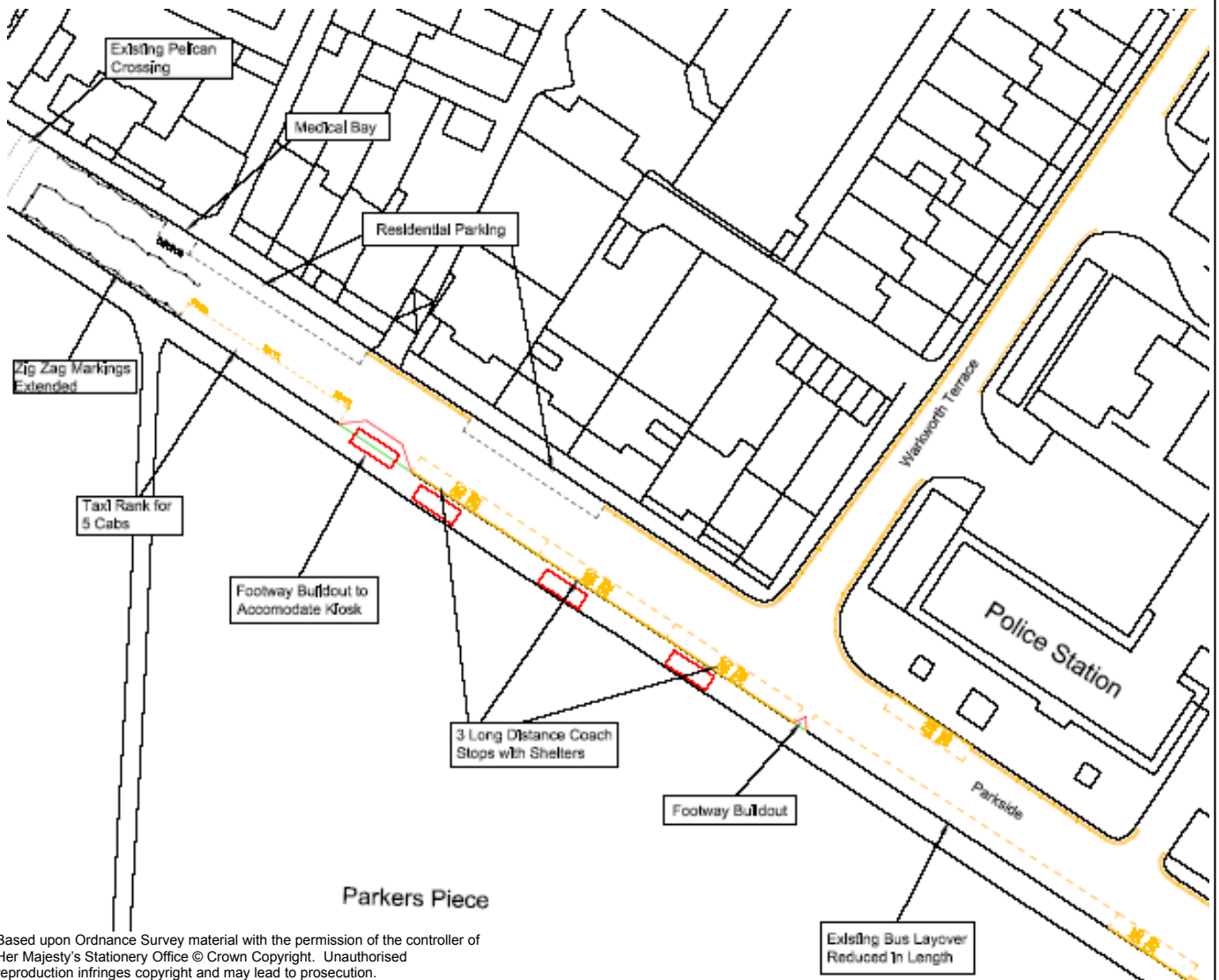


AGENDA ITEM: CAMBRIDGE CORE TRAFFIC SCHEME-STAGE 4

TITLE: VICTORIA AVE LONG DISTANCE BUS
STOPS - AMENDED PROPOSALS

SCALE: NTS



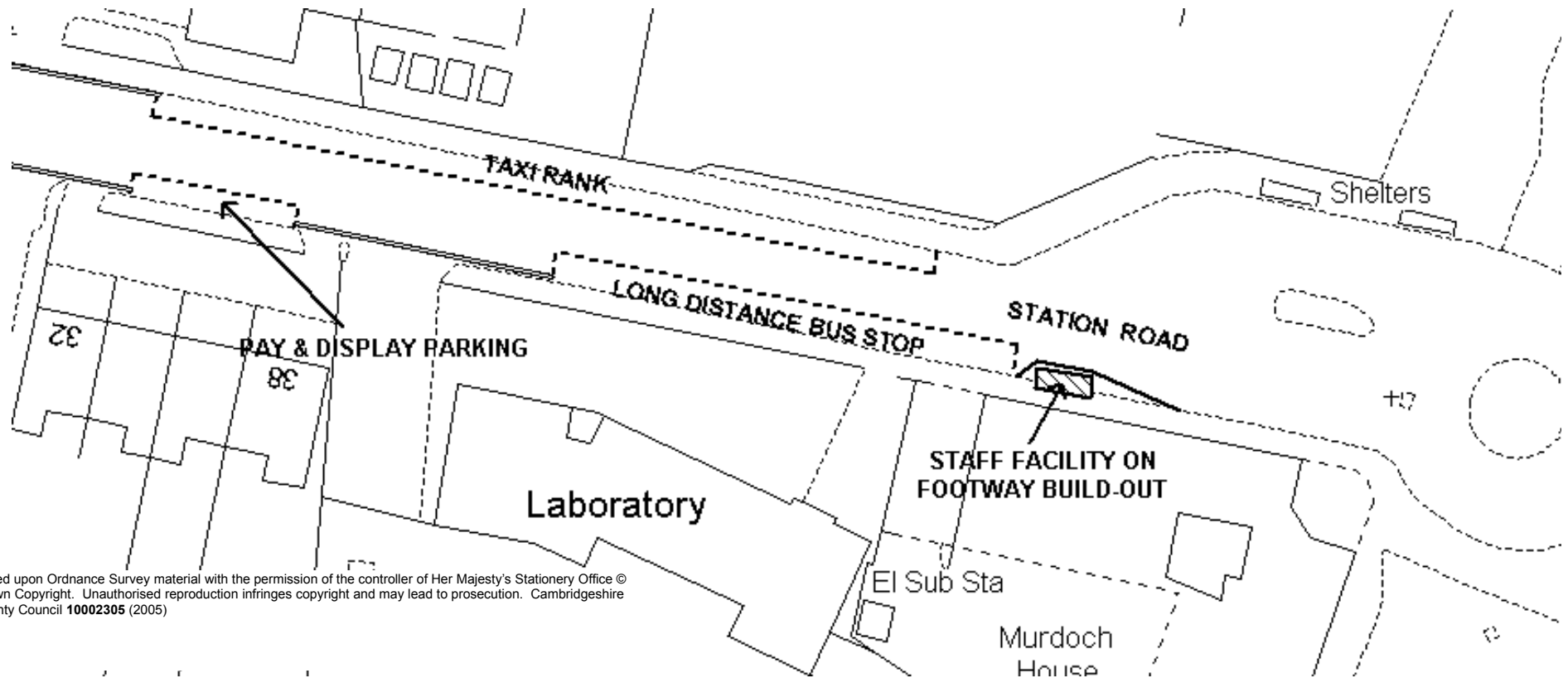


AGENDA ITEM: CAMBRIDGE CORE TRAFFIC SCHEME -STAGE 4

TITLE: PARKSIDE LONG DISTANCE BUS STOPS
MODIFIED MEASURES

SCALE: NTS





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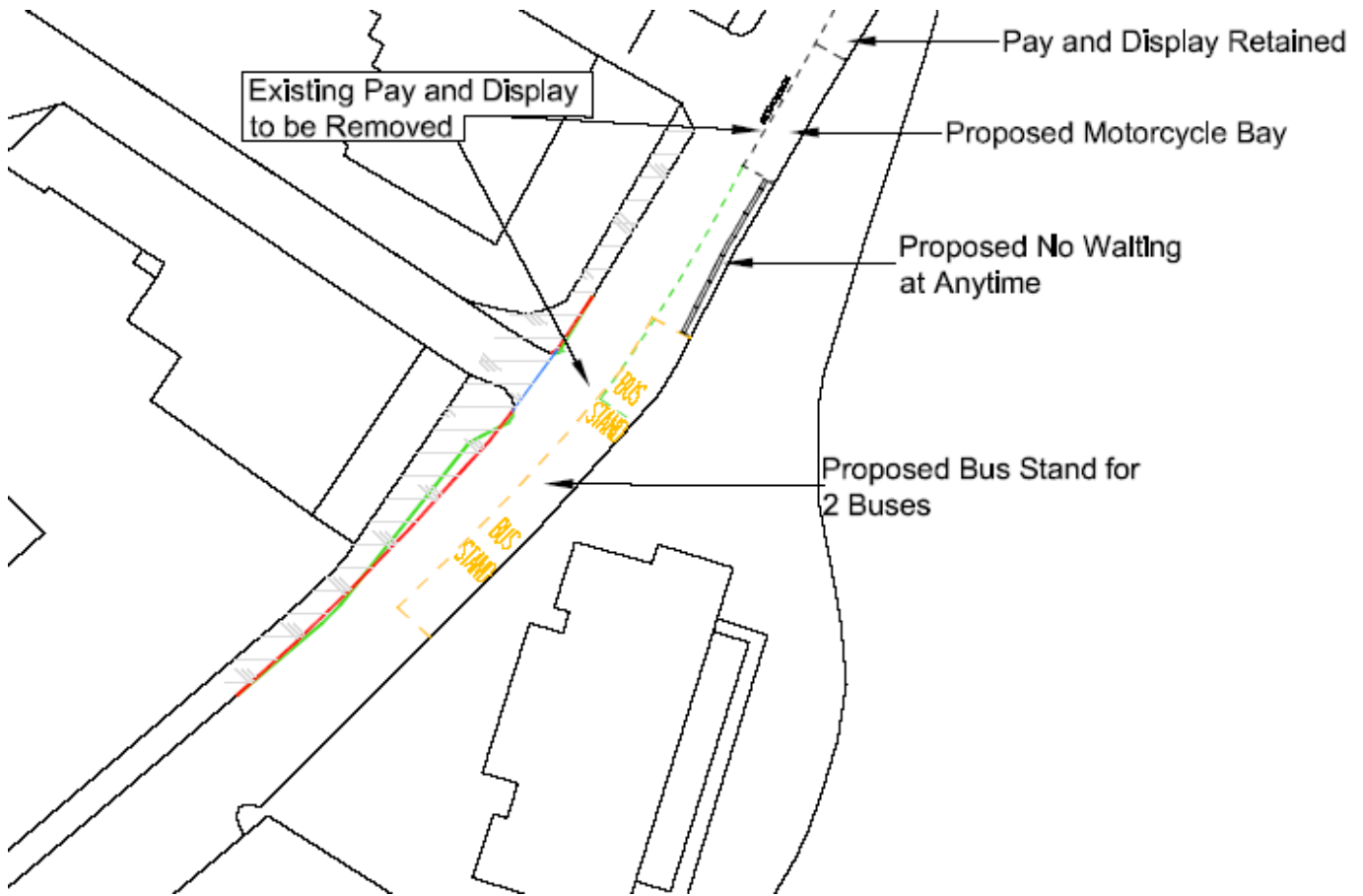


AGENDA ITEM: **CORE TRAFFIC SCHEME STAGE 4**

TITLE: LONG DISTANCE BUS STOP – STATION ROAD OPTION

SCALE: NTS





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AGENDA ITEM: CAMBRIDGE CORE TRAFFIC SCHEME -STAGE 4

TITLE: PARK TERRACE LAYOVER FACILITY

SCALE: NTS



Cambridgeshire
County Council