

CAMBRIDGE CORE TRAFFIC SCHEME
STAGE 5: VICTORIA AVENUE-MAID'S CAUSEWAY

To: Cambridge Environment & Transport Area Joint Committee

Date: 16th January 2006

Purpose:

To:

- i) consider the responses to a survey of occupiers of property on the Maid's Causeway/Victoria Avenue corridor, exploring the perception of problems;
- ii) the feedback from informal stakeholders' workshops; and
- iii) support wider public consultation on the perception of problems on the route and the form of traffic management scheme that may be appropriate to address such problems.

Recommendation: It is recommended that the Area Joint Committee:

- (i) notes the results of the residents' perception survey and the feedback from the informal stakeholders' workshops;
- (ii) supports wider public consultation to explore the public perception of problems on the Maid's Causeway/Victoria Avenue corridor and the form of traffic management scheme that would be appropriate;
- (iii) notes the consultation timetable detailed in **Appendix E**.

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1. BACKGROUND

1.1 The key objectives of the Core Traffic Scheme are to:

- 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
- maintain essential vehicle access
- minimise visual intrusion on the highway
- achieve an **OVERALL** benefit

1.2 In January 1997, the first stage of the Core Traffic Scheme, the closure of Bridge Street to through traffic except for buses, taxis and pedal cycles, was implemented on an experimental basis. Following a review after 12 months, the scheme was made permanent in December 1998. Streetscape enhancements to maximise the benefits of the closure were completed in September 2001.

1.3 In August 1999, the second stage of the Core Traffic Scheme, the closure of Emmanuel Road to through traffic, was implemented. When reviewed after 12 months, concerns were raised by local residents over a return to the pre-core scheme levels of traffic on the western part of Newmarket Road and Maid's Causeway. The Area joint Committee (AJC) resolved to support the development of proposals to limit through movements on the Maid's Causeway-Victoria Avenue corridor and a survey to inform further work on the Core Traffic Scheme to follow those stages already approved. Restricting use by lorries and improved cycle facilities were also considered. The County Council, subsequently approved extending the Core area to include Victoria Avenue and Maid's Causeway.

1.4 The third stage of the Core Traffic Scheme, a closure of Silver Street, was introduced in the summer of 2003. The fourth stage measures are currently under development for potential implementation from next summer.

1.5 On 18th April the AJC considered a report outlining the scope of Stage 5. Plan 1 shows the area concerned. The Brunswick and North Kite Residents' Association considers that as much through traffic as possible should be removed by closing the route. It was reported that a full closure of the route to all vehicles except for buses, taxis and cycles would result in unacceptable congestion on the ring road and that only a part time or "tidal" closure similar to Silver Street would be sustainable. On this basis, the AJC approved further informal consultation to establish stakeholder perception of the problems and the type of scheme that may be appropriate.

2. RESIDENTS' QUESTIONNAIRE AND STAKEHOLDER WORKSHOPS

2.1 Informal meetings of stakeholders were held on the 22nd and 24th of November. The stakeholders invited and those that attended each of the workshops are shown in **Appendix A**. The issues raised at the workshops are listed in **Appendix B**.

- 2.2 A questionnaire testing the perception of problems and potential schemes to improve conditions was delivered to all properties that require access direct from Maid's Causeway and Victoria Avenue. A total of 600 questionnaires were delivered and 132 (21%) were returned. An analysis of the responses is shown in **Appendix C**. A summary of the key issues and comments arising from the questionnaire and workshops is given below.

Stakeholder workshops

- 2.3 The principal concern expressed by the Brunswick and North Kite Residents Association (BRUNK) is the volume of traffic and its associated problems. It was considered by BRUNK that these problems could only be effectively addressed by introducing some form of closure of the route to through traffic. It was recognised that a complete closure of the route would cause unacceptable congestion on the ring road at peak times and that the only closure option that is feasible is a part-time tidal closure, similar to that in operation in Silver Street.
- 2.4 Limited support for a closure from some other stakeholders was expressed, recognising that such a scheme could provide some opportunity to improve conditions for public transport, cyclists and pedestrians. However, many of the stakeholders expressed the view that the magnitude and nature of problems on Maid's Causeway and Victoria Avenue does not justify measures that would impose additional traffic and associated problems on the ring road
- 2.5 Stakeholders expressed a higher level of support for a scheme that manages traffic on Maid's Causeway and Victoria Avenue and addresses specific issues such as vehicle speeds, safety and pedestrian/cyclist movements, whilst leaving the route open to through traffic.

Residents' survey

- 2.6 The most important aim of the residents' questionnaire was to establish perceptions of the problem. Of the 132 returned, 90 (68%) felt that there were problems on the route whilst 30% felt there were no problems. 2% did not respond to this question.
- 2.7 Of the responses, 56 (42%) considered volume of traffic to be the most significant problem on the route. Other problems that were considered to be most significant were: noise/air pollution (14.%), crossing difficulties (14%), delays/congestion (13%), traffic speed (9%) and road safety (8%).
- 2.8 Residents were asked what sort of measures would best alleviate problems. The most popular choice of measures was a closure similar to Silver Street, supported by 33% of respondents. Support for the other measures of traffic calming, safety improvements, improved pedestrian and cycles facilities or a combination of these ranged between 7% and 11%, amounting to 44% of responses. 23% did not answer this question.

3. ISSUES AND COMMENTS

3.1 The geography of the road network in the area and initial traffic modelling indicate that any traffic transferring from the Maid's Causeway/Victoria Avenue route will divert to the Elizabeth Way/ Chesterton Road route. As with all previous stages of the Core Traffic Scheme, the advantages of removing through traffic from the Core area have to be balanced against the impacts of transferring traffic to other routes.

3.2 There are 79 accident cluster sites in Cambridge and all of the lengths of road and junctions that could be affected by Stage 5 are included in this list. The table below shows the number of accidents at each site and its current position in the County Council's ranking system. To place this in context, the highest score on the city's accident site list is 31 and the lowest is 5. Any proposals should take into consideration appropriate ways of addressing these sites.

Location	3 year accident record	Score	Position on city Accident list
Elizabeth Way/East Rd roundabout	15	21	5
Victoria Ave	14	11	27
Four Lamps Roundabout	9	11	29
Elizabeth Way (Chesterton to East Road)	21	11	30
Mitcham's Corner	17	10	37
Chesterton Rd/ Elizabeth Way rndbt	7	7	57
Maid's Causeway/Newmarket Road	12	6	67
Chesterton Rd (Mitcham's to Elizabeth Way	10	5	75

3.3 Around 50 to 60% of vehicles on the Victoria Ave/Maid's Causeway corridor are through movements that could be reduced by severing the route. However, Elizabeth Way carries a heavier flow of traffic at all times and initial modelling indicates that whilst it would be able to carry some additional traffic, it would be unable to carry displaced traffic if the Maid's Causeway/Victoria Avenue route is closed at all times. A part time tidal regime allowing traffic using Victoria Avenue/Maid's Causeway into the historic city centre in the morning peak and out in the evening is considered to be the only realistic closure option. A summary of 12 hour, morning peak and afternoon peak traffic flows is included in **Appendix D** along with initial predicted traffic flows for a tidal closure of Victoria Avenue.

3.4 The option of managing traffic and controlling speed may offer improvements for pedestrians, cyclists and road safety but this is unlikely to result in a noticeable reduction in traffic volume or improvement in air quality.

3.5 Air quality on both the Maid's Causeway/Victoria Avenue corridor and the lengths of the ring road likely to receive traffic displaced by a closure give cause for concern. This is an issue that will need special consideration. Whilst a closure could result in some improvement in air quality in the Core area, this will need to be balanced against the effect that additional traffic will have on the ring road, particularly the northern end of Elizabeth Way.

3.6 The Maid's Causeway/Victoria Avenue corridor is an important bus route but it is not perceived by operators as an area where delays to bus services are significant.

4. CONCLUSIONS

4.1 From the initial stakeholders' meeting there appears to be less agreement over the scale of the problem than in previous stages of the Core scheme. The strategic transport value of closing the route is not so widely recognised by stakeholders and the justification for closing the route has been questioned.

4.2 The initial responses from residents indicated that the majority felt that there was a problem. The most popular choice for measures to address the problem was a part time closure. However, the other traffic management options of traffic calming, safety improvements, improved pedestrian and cycles facilities, or a combination of these, could be combined to form a package of measures for detailed design and collectively there was reasonable support (44%) for this approach amongst those residents/occupiers responding to the survey. It should be noted that a significant 23% of respondents felt that there were no problems.

4.3 The initial consultations carried out to date, suggests that the perception of nature and magnitude of problems on the route are very varied and there is no clear-cut support for one form of scheme amongst stakeholders or residents. However, the route is within the Core area and as such should be considered in line with the Core Traffic Scheme objectives. The responses from residents and stakeholders indicate that the fundamental issue that needs to be considered is whether the route should remain open to through traffic at all times and if so, should some form of traffic management scheme be implemented or a tidal closure introduced to restrict some through traffic. Wider public consultation on these key issues would provide information on which to base a decision.

5. TIMETABLE AND PROCESS

5.1 **Appendix E** sets out a tentative consultation programme.

BIBLIOGRAPHY

<u>Source Documents</u>	<u>Location</u>
Agenda & Minutes Cambridge Environment and Transport Area Joint Committee 11/3/98, 5/10/98, 8/3/99, 5/7/99, 15/12/99, 24/1/00, 10/4/00, 10/7/00, 9/10/00, 18/4/05.	Room A212 Castle Court Shire Hall Cambridge

Stake Holders Invitation List
(Those that attended are shown in bold type)

County Councillors

Cllr Huppert – East Chesterton

Cllr Wilkins – West Chesterton

Cllr Griffiths – Market

Cllr Sales – Abbey

Cllr Harrison – Petersfield

City Councillors

Cllr Adey – East Chesterton

Cllr Bailey – East Chesterton

Cllr Liddle – East Chesterton

Cllr Armstrong – West Chesterton

Cllr Boyce – West Chesterton

Cllr Nimmo-Smith – West Chesterton

Cllr Dixon – Market

Cllr C Rosenstiel – Market

Cllr J Rosenstiel – Market

Cllr Blencow – Petersfield

Cllr Bradnack – Petersfield

Cllr Phillips – Petersfield

Cllr Durrant – Abbey

Cllr Hart – Abbey

Cllr Smith - Abbey

South Cambridgeshire District Council

Universities & Colleges

Estate Management & Building Services

Bursars' Committee

Jesus College

CRC

Emergency Services

PC Clive Holgate - Police

Sergeant (East Chesterton) - Police

Sergeant (West Chesterton) - Police

Sergeant (Market) - Police

Sergeant (Petersfield) - Police

Sergeant (Abbey) – Police

District Manager – Fire Service

Station Commander – Fire Service

CFOM or Team leader – Ambulance Station

Paramedic Team leader – Ambulance Station

Operations Manager – CamDoc

Camtax and East Anglian Ambulance

East Anglian Ambulance

Mr Roger Cutting - Addenbrookes

Retail Groups

CRACA – 2 representatives

Robert Sayle

Grafton

Transport Operators

Stagecoach in Cambridge (2 representatives)

A&J Coaches

Collins Coaches

Burtons

National Express

Meridian Line Travel

C Myall & Son

Embling's Coaches

British Motorcyclists Federation

Greys Of Ely

Whippet

Huntingdon & District

City Sightseeing

CLTOA

Transport 2000

Cycling / Pedestrian Groups

Cambridge Cycling Campaign (2 representatives)

Pedestrian Association

Residents Groups

Mitchams Corner Residents Association

Brunswick and North Kite Residents Association Old Chesterton Residents Association

Disability Groups

Disabled Drivers Motoring Association

Red2Green

Gerri Bird

STAKEHOLDER WORKSHOPS SUMMARY

As part of the stakeholder consultation for Core Scheme Stage 5, two workshops were held in November. They were designed to gather views on the perception of the problem in the area, potential solutions and possible implications any changes in the Maids Causeway / Victoria Avenue could have on surrounding roads.

There were two main topic areas and comments from both workshops are summarised below.

What do you consider to be the main problems in the area?

- Traffic volume on Maids Causeway and Victoria Avenue.
- More and more traffic using the roads as Cambridge continues to grow.
- Traffic speeds along Maids Causeway / Victoria Avenue are very high for a city centre road.
- Maids Causeway is affected by the large number of turning movements along it.
- Inconsistent speeds (very slow when congested and too fast at quieter times).
- If the current CRC site is developed as housing this will exacerbate the situation.
- Increase in HGV traffic.
- 50-60% of the traffic travelling along Maids Causeway and Victoria Avenue is through traffic – it should be on the ring road.
- How you accommodate traffic trying to access Park Street and West Grafton car parks.
- Local Access needs.
- Pedestrian / Cyclists cross-flow along Maids Causeway.
- Pollution – there is a perception that air quality isn't good in the area, especially where Maids Causeway / Newmarket Road narrows.
- Sensitivity on Elizabeth Way surrounding the impact that a potential closure would have.
- Maids Causeway is much more congested than Victoria Avenue.
- Cycling around Four Lamps Roundabout and along Victoria Avenue is dangerous due to the speed of traffic.
- Fair Street crossing needs improving from a safety point of view.
- Road Surface around Four Lamps.
- Residents parking provision / supply.
- Midsummer Common / Jesus Green are major green spaces in the city centre and need to be preserved.
- Elizabeth Way / Newmarket Road / East Road roundabout needs to be addressed as part of the project.
- Safety problem on Elizabeth Way roundabout – any scheme that increases traffic on the roundabout would be detrimental.
- If Victoria Avenue is pedestrianised between 10am – 4pm then concerns over anti-social behaviour as cars provide pedestrians and cyclists with reassurance and lighting.
- Ability to access businesses on Newmarket Road if closure was put in place.
- Market traders currently queue along Jesus Lane at 3.55pm, if a closure was implemented this would shift to Chesterton Road, potentially causing delays on the ring road.

- Retailer artic trucks also wait until 4pm along Victoria Avenue so they could also be displaced.

Given the constraints on the project how do you think the problems can be best solved?

- There is no capacity on the surrounding roads to close the through route totally.
- A part-time closure is more feasible.
- More scope exists to do something in the off-peak than during the peak hours.
- Extract traffic from the area.
- Sell the spaces in Park Street on a long-term basis and allow access by a tag system.
- Maids Causeway needs to be closed.
- Traffic Calming can have a dramatic effect but can be problematic for car suspension and people with arthritis or muscle injuries
- A bollard scheme would lead to further visual pollution in the area with the number of signs that would be needed to warn drivers.
- There need to be more / safer crossing points along Maids Causeway and Victoria Avenue.
- Improve the signal sequence.
- Improved public transport.
- Introduce rigorous traffic calming along Maids Causeway and Victoria Avenue to reduce traffic levels.
- One-way system? But could increase speeds and therefore accidents and problematic for cyclists. Also not really practical from an Emergency Services point of view. It would also adversely affect traffic during one peak period.
- Better lighting and CCTV should be installed along Victoria Avenue if the long Distance buses were relocated there.
- Need to be looking at measures to improve transport integration.
- The Fair Street crossing needs a raised platform.

Other comments

- Positive aesthetic improvements to the area need to be made
- A tag recognition system for essential road users in the core area should be implemented using a number plate recognition system.
- Concern over arrangements for staff and deliveries at Jesus College.
- Need to consider the economic knock-on effects of any closure.
- If a closure went forward then Maids Causeway and Victoria Avenue would receive a marginal gain but the displaced traffic would increase the perception that Cambridge is difficult to access with an adverse effect on businesses.
- Impact on the network from a closure will be unacceptable.
- No real support for traffic calming.
- Is a closure justified? It would be an inconvenience for essential traffic and only some residents would accept the inconvenience.
- As the Eastern Fringe development comes forward there may be a greater need for 'something' to be done.
- Concern over the level of signage required with a closure point.
- The welfare of vulnerable road users is very important.
- Cyclists and pedestrians would be advantaged if the traffic reduced along the Maids Causeway and Victoria Avenue.
- It is important not to only consider 'closure' as an option.

- Colleges opposed to complete closure but would support a compromise, which allowed essential access to Jesus and Sidney Sussex College.
- The knock-on effect on Mitchams Corners needs to be considered.

Summary – Strong support for a closure from the BRUNK Residents Association and limited support from other parties alongside serious reservations over the potential knock-on effect a closure might have.

Support from all parties for managing the traffic and looking at ways in which it can be slowed down to the benefit of all users.

RESIDENTS QUESTIONNAIRE RESULTS.

Total Responses: 132

Q1: Where do you live work?

Street Name	Number of Respondents	Percentage
Maids Causeway	29	22%
Newmarket Road	21	16%
Brunswick Terrace / Cottages / Gardens / Walk	14	10.6%
Parsonage Street / Road	9	6.8%
Bailey Mews	7	5.3%
North Terrace	5	3.8%
Willow Walk	5	3.8%
Auckland Road / Cottages	5	3.8%
Christchurch Street	4	3%
James Street	4	3%
New Square	4	3%
Napier Street	3	2.3%
Wellington Street	2	1.5%
Fair Street	2	1.5%
Fitzroy Lane	1	0.75%
Severn Close	1	0.75%
Short Street	1	0.75%
East Road	1	0.75%
Did not Answer	14	10.6%
Total	132	100%

Q2: How do you most frequently use Maids Causeway / Victoria Avenue?

Mode of Transport	Number of Respondents	Percentage
Walk	64	48.5%
Cycle	23	17.4%
Motor vehicle	42	31.8%
Motorcycle	0	0
Other	1	0.8%
Did not answer	2	1.5%
Total	132	100%

Q3: Do you feel that there are traffic problems on the Victoria Avenue / Maids Causeway route?

	Number of Respondents	Percentage
Yes	90	68.2%
No	39	29.5%
Did not answer	3	2.3%
Total	132	100%

Q4: If yes, what do you think are the main problems?

Problem	Rank (with 1 being of most concern)						Did not answer	Total
	1	2	3	4	5	6		
Volume of Traffic	56 42.4%	16 12.1%	4 3%	0	3 2.3%	1 0.8%	52 39.4%	132 100%
Traffic Congestion / Delays	17 12.9%	12 9.1%	10 7.6%	9 6.8%	5 3.7%	3 2.2%	76 57.7%	132 100%
Road Safety	10 7.6%	5 3.7%	10 7.6%	11 8.3%	12 9.1%	4 3%	80 60.7%	132 100%
Traffic Speed	12 9.1%	8 6.1%	11 8.3%	10 7.6%	9 6.8%	7 5.3%	75 56.8%	132 100%
Crossing Difficulties	18 13.7%	10 7.6%	5 3.7%	6 4.5%	10 7.6%	10 7.6%	73 55.3%	132 100%
Noise / air pollution	19 14.4%	11 8.3%	10 7.6%	8 6.1%	2 1.5%	13 9.8%	69 52.3%	132 100%

Other problems cited included:

- Large HGV vehicles, travelling at high speeds.
- Cyclists not following the rules
- Cars queuing for the Grafton Centre car park
- Lack of Residents parking places
- Bus Stop locations

Q5: Do you think the problems you encounter would best be alleviated by:

Option	Number of Respondents	Percentage
A closure point to through vehicles except for buses and taxis	44	33.3%
Traffic Calming measures to control vehicle speeds	9	6.8%
Improvements to manage traffic more safely	10	7.6%
Improvements to pedestrian and cycle facilities	14	10.6%
A combination of these measures	12	9.1%
Other	13	9.9%
Did not answer	30	22.7%
Total	132	100%

Other suggestions for how the problems could be alleviated included:

- Banning HGV's
- Prevent cars queuing for Grafton Centre car park
- Narrow both Maids Causeway and Victoria Avenue
- Re-open Emmanuel Road to traffic
- None of the measures are necessary
- Pedestrian crossing at junction of Newmarket Road and Parsonage Street
- 20mph speed limit.

Q6: Do you have any specific concerns about cycling in the area that need to be addressed?

78 Respondents (59%) answered this question saying:

- A dedicated cycle lane either on road or down the pavement is needed
- Cyclist ride without lights / helmets which needs to be addressed
- Cyclists need to be segregated from pedestrians
- Cycle routes need to be consistent
- Cycling along Maids Causeway is dangerous due to parked vehicles and many junctions
- Four Lamps and East Road roundabouts are dangerous for cyclists
- Cyclists using the pavements
- Volume of traffic along route makes cycling dangerous
- Lighting in Salmon Lane needs to be sorted out

Q7: Do you have any specific concerns about walking around the area that need to be addressed?

73 Respondents (55.3%) answered this question saying:

- A pedestrian crossing near the end of James Street is needed.
- Better lighting is needed at night.
- Crossing from / to Midsummer Common from Four Lamps roundabout is dangerous as there is no proper crossing facility.
- A pedestrian crossing is needed opposite the Zebra pub.
- No pavement into the Grafton Centre adjacent to car park entry from Maids Causeway
- Entrance to Grafton Centre car park is a difficult crossing point for Pedestrians to continue along Maids Causeway
- Footpaths along Maids Causeway need improving
- Street Lighting needs improving
- Extra crossing points are needed along Maids Causeway
- People parking where they shouldn't causing obstructions
- Personal Safety

Q8: Do you have any specific concerns about driving in the area that need to be addressed?

63 Respondents (47.7%) answered this question saying:

- Abuse of disabled badges needs stopping
- Buses and HGV's drive too fast
- Congestion caused by the Grafton Centre car park queues
- There are not enough Residents Parking spaces
- Access to properties needs to be maintained for residents
- Traffic should use the Ring Road and not Maids Causeway or Victoria Avenue as a through route
- Please do not introduce a closure
- Residential access and parking frequently hindered by congestion and casual parkers
- Too much through traffic

Q9: Do you have any other comments you would like to make about all traffic movements in the area?

85 Respondents (64.4%) answered this question saying:

- Through traffic is unacceptable in the residential area – it should be on the ring road
- Closing the road to through traffic is the only answer
- Problems in Maids Causeway are insignificant compared to those on East Road and Gonville Place – these should be addressed first.
- Potential effect on Elizabeth Way is disastrous
- Street Lighting and CCTV should be increased
- HGV's should be banned
- Object to the proposal for long distance coaches in the area
- Noise from the traffic is disturbing
- There are no problems in the area
- No more bollards are wanted
- Any decisions need to take into account future development of Cambridge (In particular predicted increases due to the Eastern Fringe development)

Q10: Are there any other ways in which you think the problems can be solved?

66 Respondents (50%) answered this question saying:

- A pedestrian crossing close to the entrance to the Grafton Centre would help
- An underground system should be investigated
- Remove HGV traffic
- Better information for drivers
- More expensive car park charges and less available spaces
- Better and more frequent buses
- Close Maids Causeway to through traffic
- Streetscape improvements along Maids Causeway
- Congestion Charging
- Road markings required to show contra-flow cycle lanes and other cycle provision
- Do the same thing as you have done on Silver Street
- Make pedestrian / cycle crossing times longer
- Make Park & Ride cheaper and more frequent
- There are no problems

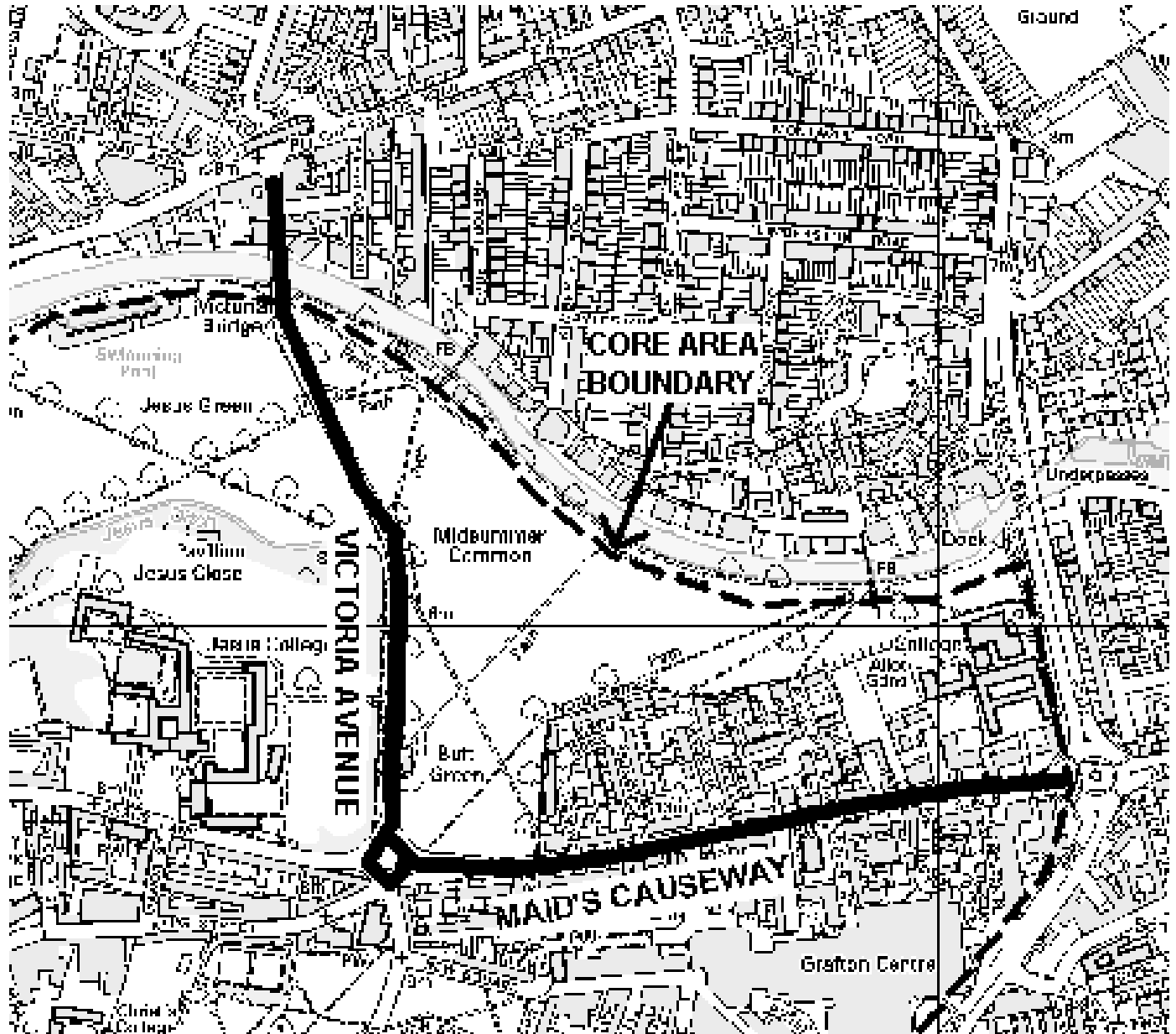
SUMMARY OF MODELLED TRAFFIC 12 hour FLOWS

Closure of Victoria Ave to northbound traffic in am peak, southbound traffic in pm peak and all traffic off peaks

Link	Modelled (Base)	With closure	Difference	% Difference
Phase 5 Area				
Victoria Avenue (NB)	8,459	2,813	-5,646	-67%
Victoria Avenue (SB)	8,585	2,748	-5,837	-68%
Maid's Causeway (EB)	7,045	5,249	-1,796	-25%
Maid's Causeway (WB)	8,455	5,697	-2,758	-33%
Newmarket Road (EB near CRC)	8,009	7,258	-751	-9%
Newmarket Road (WB near CRC)	9,516	7,783	-1,733	-18%
Jesus Lane (EB)	5,659	5,416	-234	-4%
Jesus Lane (WB)	4,943	4,411	-532	-11%
Newmarket Road (EB)	16,780	16,168	-612	-4%
Newmarket Road (WB)	15,537	15,089	-448	-3%
Chesterton Road (EB, West of Victoria Avenue)	6,032	5,733	-299	-5%
Chesterton Road (WB, West of Victoria Avenue)	6,173	5,431	-742	-12%
Mitchams Corner (EB)	9,072	8,109	-963	-11%
Mitchams Corner (WB)	4,845	8,123	3,278	68%
Chesterton Road (EB, East of Victoria Avenue)	3,011	6,725	3,714	123%
Chesterton Road (WB, East of Victoria Avenue)	3,282	6,239	2,957	90%
Elizabeth Way (NB)	11,963	15,590	3,627	30%
Elizabeth Way (SB)	14,054	18,446	4,392	31%

TENTATIVE CONSULTATION PROGRAMME

2006	
January 16 th January	Report to Area Joint Committee on: <ul style="list-style-type: none"> • Stakeholder feedback • Residents' perception survey • Initial options for consultation
April/May	Public consultation exhibition on initial scheme principles Consultation meetings with key stakeholders
June	Briefing session for Area Joint Committee
July	Report to Area Joint Committee on feedback from initial consultation exercise and recommendations on firm proposals for formal advertisement



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AGENDA ITEM: CAMBRIDGE CORE TRAFFIC SCHEME-STAGE 5

TITLE: LOCATION PLAN

SCALE: NTS



Cambridgeshire
County Council