

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

To: Cambridge Traffic Management Area Joint Committee

Date: 3rd July 2006

From Director of Highways and Access

Purpose: To:

- i) consider the response to the public consultation carried out into problems and scheme principles for the Maid's Causeway/Newmarket Road/Victoria Avenue corridor as part of stage 5 of the Core Traffic Scheme; and
- ii) determine whether any measures should be further developed and introduced as Stage 5 of the Core Traffic Scheme at this time.

Recommendation: It is recommended that the Area Joint Committee:

- (i) notes the results of the consultation exercise;
- (ii) supports deferring implementation of traffic management measures as part of the Core Traffic Scheme;
- (iii) supports monitoring of conditions on Maid's Causeway/Newmarket Road and Victoria Avenue; and
- (iv) agrees to reconsider traffic management measures at a later stage in the context of future development plans and the developing Long Term Transport Strategy.

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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, local residents raised concerns 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 carry out a survey to inform further work on the Core Traffic Scheme to follow those stages already approved and consider the development of proposals to limit through movements on the Maid's Causeway-Victoria Avenue corridor. 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. Some fourth stage measures have been approved for Regent Street and Emmanuel Street and implementation will begin in the next few weeks.

1.5 On 18th April 2005 the AJC considered a report outlining the scope of Stage 5. **Plan 1** shows the area concerned. The Brunswick and North Kite Residents' Association considered 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 and residents' perception of the problems and the type of scheme that may be appropriate.

1.6 At the meeting on January 17th, the AJC considered the response from the residents' survey and stakeholders' workshops and noted that a majority (68%) of residents responding felt that there were some traffic related problems on the route. A range of traffic management measures were considered and the most popular option was a part time closure to remove through traffic. It was noted, however, that only about a third felt that some sort of closure should be introduced. It was also noted that there was very little support from most

stakeholders for a closure as they considered that there were relatively few problems on the route and that the lengths of Ring Road onto which traffic would be displaced were no better suited to carry this traffic despite their higher classification. The AJC supported a wider public consultation to assess the perception of conditions and problems on the route and initial response to various options.

2. PUBLIC CONSULTATION

2.1A public consultation exercise was carried out during April and May. Three public exhibitions were held and questionnaires were distributed to all properties that are on or that can only be accessed from either Maid's Causeway, Newmarket Road Victoria Avenue, Chesterton Road and Elizabeth Way. Additional questionnaires were distributed on request, and at the exhibitions. Press releases were issued and an independent story appeared in the local press.

2.2The consultation aimed to establish public opinion on:

- a) Traffic conditions and associated problems on Maid's Causeway/Newmarket Road and Victoria Avenue and
- b) The principles of three options and their impact on surrounding roads.

2.3 The options considered were:

- Option A A part time, tidal closure of the route to through traffic allowing traffic to pass through the closure toward the city centre in the morning peak, away from the city centre in the evening and would stop all through traffic at other times. This would mean that, at times choice of access routes would be limited to one or other of the roads and some traffic would divert from the Core Area to the ring road
- Option B Introduce traffic management measures to control speed, improve safety and provide better facilities for pedestrians and cycles
- Option C Do nothing at present. This was included as a result of the views expressed at the stakeholders' workshop

2.4 The options were not presented in detail, as there are multiple possibilities within each option that could only be determined by detailed consideration of site constraints, conditions and local issues. These matters would be considered in more detailed when it is established that there is a recognised problem to address and the principle on which to develop proposals is approved.

2.5 Some confusion arose over the impact of Option A in the early stages of consultation. Some believed that both Victoria Avenue and Maid's Causeway/Newmarket Road would be closed between, meaning that access and egress to property and central area car parks would be denied between 10am and 4pm. This generated considerable response but gave opportunity for officers and members to explain the principles of the closure option in detail to a wide audience.

2.6 An explanation sheet giving details of how a tidal closure would operate was included with all questionnaires issued after the first exhibition on 20th April and the consultation deadline was extended.

3. CONSULTATION RESPONSES

Questionnaires

- 3.1 707 questionnaires were returned out of the 6,000 distributed. A summary of the responses is given in **Appendix A**.
- 3.2 The responses to the two main questions addressing perception of current traffic problems and opinion on the principles of the three options are given in **Tables 1 and 2** respectively.

TABLE 1-Perception of problems on Maid's Causeway/Victoria Ave

<i>Do you believe that there is a problem for:</i>				
<i>User Group</i>	<i>Yes</i>	<i>No</i>	<i>Did not answer</i>	<i>Total</i>
<i>Motor Vehicles</i>	124 17.5%	527 74.5%	56 8%	707 100%
<i>Bus Users</i>	50 7.1%	525 74.2%	132 18.7%	707 100%
<i>Cyclists</i>	113 16%	528 74.7%	66 9.3%	707 100%
<i>Pedestrians</i>	93 13.1%	530 75%	84 11.9%	707 100%
<i>Motorbike user</i>	39 5.5%	511 72.3%	157 22.2%	707 100%

TABLE 2 –Support for each option

<i>Which option would like to see progressed?</i>		
	<i>Number of respondents</i>	<i>Percentage</i>
<i>Option A: Part-time tidal closure</i>	100	14.1%
<i>Option B: remain open with traffic management measures</i>	134	19%
<i>Option C: do nothing at present</i>	431	61%
<i>D: none of the above</i>	38	5.4%
<i>Did not answer</i>	4	0.5%
<i>Total</i>	707	100%

- 3.3 A breakdown of the 123 or so responses clearly identified as being received from those living on Maid's Causeway/Newmarket Road and roads accessed directly from junctions on these roads, showed that 51 (41%) supported Option A, whilst 72 (59%) supported the options that left the route remain open at all times in some form.

Specific Responses

- 3.4 21 stakeholder and 86 individual letters and e-mail responses were received making specific comments on the Options put forward. The majority of these opposed option A and questioned whether there are problems on the route that justify action at this time. Recurring issues raised included:

- Few perceivable problems on Maid's Causeway/Victoria Ave corridor
- The most directly affected part of the ring road is not better suited to take displaced traffic
- There is already a higher level of congestion on Elizabeth Way than on Maid's Causeway which should not be increased by displaced traffic.
- There are more properties fronting onto Chesterton Road and Elizabeth Way than Maid's Causeway
- Limiting choice of route with a closure will cause unnecessary inconvenience when accessing or leaving the area

A full summary of responses is given in **Appendix B**.

Petitions

- 3.5 A petition containing 75 has been received from a resident of the Maid's Causeway area, headed as follows:

"The undersigned do not agree, in any circumstances, to the use of bollards on Victoria Avenue/Maid's Causeway/Newmarket Road. We wish for two way traffic to be allowed to continue to flow along Victoria Avenue/Maids Causeway/Newmarket Road at all times of the day and night. We wish for reasonable traffic calming measures, similar to High Street Chesterton, to be put in place."

- 3.6 A second petition of 79 signatures has been received from The Brunswick and North Kite Residents' Association, headed:

"15,000 cars a day - enough's enough! It's time to cut the commuter rat-run through our neighbourhood. Doing nothing is no longer acceptable."

Exhibitions

- 3.7 Three exhibitions were held and were visited by over 100 people. Such events give an opportunity for the public to express opinions and seek explanations and whilst it is difficult to record all comments and opinions, officers can gauge the overall weight of opinion and strength of feeling. A summary of the specific comments made is included in **Appendix C**.
- 3.8 The general view of the majority that attended the exhibitions reflected the views expressed in the questionnaire and written responses, with a considerable majority questioning the need to introduce any measures on the route, stating that it is unreasonable to divert traffic from one route to others that are not significantly different in character and that limiting choice of routes would cause significant inconvenience and additional mileage.

4. **ISSUES AND COMMENTS**

General route characteristics

- 4.1 With the exception of Elizabeth Way Bridge, the roads are wide single carriageway roads. Both routes have a number of priority junctions along their

lengths. The Maid's Causeway/Newmarket Road and Victoria Avenue routes provide access to the King Street/Jesus area of the city along with the Grafton Centre west and Park Street car parks.

- 4.2 Maid's Causeway/Newmarket Road and Victoria Avenue are both within a Conservation Area and the roads have a lower classification than Chesterton Road and Elizabeth Way, which are both designated as part of the Ring Road.
- 4.3 The geography of the road network in the area and initial traffic modelling indicate that through traffic transferring from the Maid's Causeway/Newmarket Road and 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 has to be balanced against the impact on the roads onto which traffic transfers.
- 4.4 A comparison of property adjacent to each of the routes affected shows that there are more than twice as many residential properties on the Chesterton Road and Elizabeth Way than on the Newmarket Road/Maid's Causeway and Victoria Avenue. Maid's Causeway/Newmarket Road serves approximately 34 businesses compared with approximately 45 businesses on Chesterton Road and Elizabeth Way. Any displacement of traffic onto the Chesterton Road and Elizabeth Way section of the Ring Road will potentially impact on significantly more residents. This has clearly resulted in the high level of opposition to the scheme.

Traffic Volume

- 4.5 Around 50 to 60% of the 15,000 or so vehicles using Maid's Causeway/ Newmarket Road and Victoria Ave route during the day are through movements that could be reduced by severing the route. The comparative flow on Chesterton Road is generally lower (around 6,500 vehs/day) whilst Elizabeth Way carries a significantly heavier flow (26,000+vehs/day). Modelling shows that although the ring road will be able to accommodate some additional traffic, delays and vehicle queue lengths will increase. This will have a knock on effect on surrounding parts of the main road network, including Milton Road, East Road and Newmarket Road. Traffic modelling based on a tidal closure on Victoria Avenue is included in **Appendix D**.

Safety record

4. 6 There are 209 accident cluster sites in the County and all of the lengths of road and junctions that could be directly 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 county's accident site list is 39 and the lowest is 5.

Location	3 year accident record	Score	Position on county Accident list
Elizabeth Way/East Rd roundabout	15	19	10
Victoria Ave	12	8	105
Four Lamps Roundabout	8	10	63
Elizabeth Way (Chesterton to East Road)	12	6	168
Mitcham's Corner	12	9	85

Chesterton Rd/ Elizabeth Way rndbt	6	6	169
Maid's Causeway/Newmarket Road	16	8	103
Chesterton Rd (Mitcham's to Elizabeth Way	11	6	165

Air Quality

- 4.7 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. Whilst a closure could result in some improvement in air quality in the Core Area, displaced traffic is likely to result in a commensurate decrease in air quality on the ring road, particularly the northern end of Elizabeth Way where it is already poor.

Consultation

- 4.8 At its meeting on January 17th, the AJC noted that Stakeholders at the workshops in 2005, expressed little recognition of problems on the Maid's Causeway/Newmarket Road and Victoria Avenue route. Significantly, whilst this is an important bus route, bus operators did not perceive it as an area where delays to bus services are causing concern. This view is generally maintained in the specific stakeholder comments generated by the public consultation.
- 4.9 The residents' survey reported to the AJC on January 17th highlighted that of the 132 that responded, around 68% felt that Maid's Causeway/ Newmarket Road and Victoria Avenue suffered from traffic related problems. By consulting the wider public, this view has decreased to an average of only 12% amongst the various user groups.
- 4.10 The survey reported on 17th January also explored residents' views on what sort of measures would best alleviate problems. The most popular choice of measures was a part time 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 supporting options that let the route remain open to all traffic. It was also noted that a significant 23% of respondents to the residents' survey felt that there were no problems. The recent public consultation shows support for severing the route amongst the general public is 14%, whilst the support for traffic management measures leaving the route open has dropped to 20%. A substantial majority feel that no action should be taken at present.

Other comments

- 4.11 The recognition of problems that need to be addressed is the first stage in gaining public support for any measures. This is particularly important if the proposals are contentious and could transfer traffic problems elsewhere. In previous stages of the Core Traffic Scheme problems were widely acknowledged by the public, even if proposals for solving them were not always supported. The current conditions on Maid's Causeway/ Newmarket Road and Victoria Avenue are not perceived to be poor by the majority and there is not a widely held view, unlike previous stages of the Core Traffic Scheme, that there is a problem to resolve.

- 4.12 Severing routes in the central area inevitably transfers traffic to alternative routes, although it can also achieve some shift towards more sustainable forms of transport. The alternative routes in previous stages were generally less densely populated. Consequently, opposition to the proposals was largely based on the issue of inconvenience when travelling by private motor vehicle. In the case of Stage 5, residents on the more densely populated alternative routes have identified that not only will there be some inconvenience but that there will also be direct negative environmental impact.
- 4.13 When considering the responses from Maid's Causeway/Newmarket Road residents against the overall response, there is a higher level of support for severing the route to through traffic with a part-time tidal closure. Even so, the majority of residents that responded from Maid's Causeway/Newmarket Road and the roads that are directly accessed from them do not support a tidal closure.
- 4.14 The considerable development proposed in Cambridge will significantly increase demand for transport to/from the city centre. This expected growth will impact upon all roads and traffic will have to be managed to minimise environmental impact. Maid's Causeway/Newmarket Road and Victoria Avenue remain within the Core area and to achieve the Core Traffic Scheme objectives consideration of traffic management measures will be needed in the context of the proposed developments and emerging long-term transport strategies.
- 4.15 Whilst managing traffic and controlling speed may offer improvements for pedestrians, cyclists and road safety it is unlikely to result in a noticeable reduction in traffic volume, improvement in air quality or improvement to the environment in the Core Area.

5. **CONCLUSIONS**

- 5.1 The consultation generated a large response. The majority of respondents do not perceive that the Newmarket Road/Maid's Causeway and Victoria Avenue corridor suffers significant problems arising from the volume of traffic using the route.
- 5.2 It is recognised that the closure option will transfer traffic to surrounding roads, especially the Chesterton Road and Elizabeth Way sections of the ring road. Although designated as the ring road, many respondents do not perceive that these are significantly different in conditions and character from Maid's Causeway/Newmarket Road and Victoria Avenue. The proposals are felt to transfer and exacerbate problems rather than resolve them and would not achieve the "overall benefit" sought within the Core Traffic Scheme objectives.
- 5.3 Taking all the factors into consideration, it is difficult to distinguish significant environmental and highway differences between Newmarket Road/Maid's Causeway and Chesterton Road/Elizabeth Way. Whilst the designation of road hierarchy suggests that the latter should be expected to carry more traffic, general highway and traffic conditions, along with the consultation response do not support this.
- 5.4 Given the low level of perception of problems, the significant concern over impact on alternative routes and the limited objective evidence to support introducing a

traffic management scheme, it would be inappropriate to develop the proposals further at this time.

- 5.5 As the city expands the perception of problems in the area and conditions may change. Future investigations and scheme development tied in with large-scale development and long term transport strategies could permit a more holistic approach to alleviate, to some extent, the issues around transferring problems.
- 5.6 A long-term transport strategy for Cambridgeshire (LTTS) is being developed. It is suggested that officers review the situation in Maid's Causeway/Newmarket Road and Victoria Avenue in the context of the developing LTTS to reassess the need for traffic management measures.

Source Documents

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, 17/01/06

Location

Room A212
Castle Court
Shire Hall
Cambridge

QUESTIONNAIRE RESULTS

A total of 707 questionnaires were returned, 140 (20%) online and 567 (80%) hard copies. In total 6000 leaflets were printed and distributed giving a very high response rate of 11.8%.

Question 1: How regularly do you travel along Maid's Causeway / Victoria Avenue?

	Number of Respondents	Percentage
Daily	392	55.4%
Weekly	192	27.2%
Monthly	28	4%
Other	77	10.9%
Did not answer	18	2.5%
Total	707	100%

10.9% of respondents selected other, answers given included:

- 2-3 times a week
- 3-4 times a week
- 4-5 times a week
- Hourly
- Many times a day
- Never
- Rarely
- Sometimes
- As often as I need.

Question 2: How do you usually travel along Maid's Causeway / Victoria Avenue?

	Number of Respondents	Percentage
Motor Vehicle	492	47.1%
Bus	27	2.6%
Bicycle	290	27.75%
On Foot	220	21.05%
Motorbike	12	1.1%
Other	4	0.4%
Total	1045	100%

Note: some respondents ticked up to 4 boxes, which is why the above table shows total respondents as 1045.

0.4% of respondents selected other, answers given included:

- Delivery vans
- Friends car
- Taxi occasionally.

Question 3: Do you:

	<i>Number of respondents</i>	<i>Percentage</i>
<i>Live in the area</i>	463	54.9%
<i>Work in the area</i>	168	19.9%
<i>Travel through the area</i>	151	17.9%
<i>Other</i>	61	7.3%
<i>Total</i>	843	100%

Note: some respondents ticked up to 3 boxes, which is why the above table shows total respondents as 843.

7.3% of respondents selected other, answers given included:

- Access to central area
- Access to car parks
- Access to Christ's College
- Access to off-street parking a work
- Access to town centre or Grafton centre
- Attend Church in the area
- Attend GP surgery in the area
- Craft market stall holder
- Disabled access to the Grafton Centre / city centre parking
- Drive into the city
- Go dancing there
- To get to the locksmiths on King Street
- Visit health club
- Shopping
- Visit friends
- Visit greens or pubs in area
- Visit relatives
- Work in King Street

Respondents were also asked to specify which street they lived in, if they ticked 'live in the area' for question 3. A range of streets were given including:

Acrefield Drive	Castle Row	Fair Street
Albert Street	Chesterton Hall Crescent	Fairsford Place, Sturton Street
Alpha Road	Chesterton Road	Ferry Path
Arbury	Chestnut Grove	Fitzroy Lane
Auckland Road	Christchurch Street	Garden Walk
Aylestone Road	City Road	George Street
Bailey Mews	Clarendon Street	Gilbert Road
Beaulands Close	Coach Hesect off	Gilbert Street
Beche Road	Hawthorn Way	Grafton Street
Belvoir Road	CRC	Hamilton Road
Beuhams Close	De Freville Avenue	Hawthorn Way
Bridgacre	Earl Street	Herbert Street
Brunswick Avenue	Eden Street	Humberstone Road
Brunswick Cottages	Edward Street	Hurst Park Avenue
Brunswick Gardens	Elizabeth Way	James Street
Brunswick Terrace	Elm Street	Jesus College
Brunswick Walk	Emmanuel Road	Jesus Lane
Camside	Evening Court	John Street
Carlyle Road		

Kimberley Road	Off Chesterton Road	Springfield Terrace
King Street	Off Elizabeth Way	St Andrews Road
Laburnum Close	Off Histon Road	St. Matthews Street
Lavender Road	Orchard Street	St. Bartholomews Court
Madingley Road	Paradise Street	St. Matthews Gardens
Maids Causeway	Park Terrace	Stanley Road
Malcolm Place, King Street	Parsonage Street	Stretten Avenue
Manhattan Drive	Pentlands Court	Sturton Street
Melbourne Place	Pentlands Close	Trafalgar Road
Mitchams Corner	Petersfield	Victoria Avenue
Montague Road	Petworth Street	Victoria Park
Napier Street	Portugal Street	Victoria Street]Walter
New Square	Pretoria Road	Street
Newmarket Road	Riverside	Warkworth Street
Newnham	Saxon Road	Warkworth Terrace
Norfolk Street	Sedgwick Street	Willow Walk
North Terrace	Springfield Road	York Street

Question 4: Do you perceive there to be a problem with traffic along Maids causeway / Victoria Avenue for:

	Yes	No	Did not answer	Total
Motor Vehicles	124 17.5%	527 74.5%	56 8%	707 100%
Bus Users	50 7.1%	525 74.2%	132 18.7%	707 100%
Cyclists	113 16%	528 74.7%	66 9.3%	707 100%
Pedestrians	93 13.1%	530 75%	84 11.9%	707 100%
Motorbike user	39 5.5%	511 72.3%	157 22.2%	707 100%

Question 5: Which option would you like to see progressed?

	Number of respondents	Percentage
Option A: Part-time tidal closure	100	14.1%
Option B: remain open with traffic management measures	134	19%
Option C: do nothing at present	431	61%
D: none of the above	38	5.4%
Did not answer	4	0.5%
Total	707	100%

5.4% of respondents selected none of the above and gave alternative suggestions. These included:

20mph speed limit

Careful mix of option A&B

Permanent closure of Maid's Causeway at the Fair Street lights crossing.

Abolish the whole core scheme

Close to non-residents at rush hour

Close Maid's Causeway from Grafton Centre car park onwards and Victoria Avenue to become a toll road for the times the road should be closed.

Additional crossing by Zebra Pub.

Congestion Charging

Consider a city-wide solution to reduce traffic rather than shifting the problem from one area to another.

Elizabeth way / Chesterton Road can't handle more traffic.

I can't see problem with the current situation – leave well alone.

If Option B, manage traffic in Maid's Causeway.

Improved resident and visitor parking.

Less street parking to allow room for both cars / buses & bicycles.

More cycle lanes, reduced speed limits.

No heavy goods vehicles.

Open more routes so bottlenecks don't occur.

Complete closure is required.

Prevention of cars entering Cambridge (except disabled drivers)

Remove all rising bollards and resume two-way traffic flow wherever possible.

Remove Emmanuel Road bollards as these make Maids Causeway busier.

Shut roads to all through traffic but allow buses, taxis and residents with electronic tag access.

Ring road should be where it was proposed before the war.

This is a solution in search of a problem.

Make Park & Ride more attractive

Move the London buses to Parkside

Closure in Maid's Causeway not Victoria Avenue.

Question 6: Are there any further comments you would like to make?

A total of 498 people made additional comments. The responses are summarised below:

20mph speed limit should be introduced

Closing Maids Causeway is a bad idea as more residents on Elizabeth Way and Chesterton Road will suffer.

Crossing needed at the Zebra.

Crossing at Parsonage Street

Bollards should be situated on Victoria Avenue near Four lamps.

Knock on effect of any closure point on Elizabeth Way and Chesterton Road would be gridlock.

Continuous and not interrupted cycle lane is needed.

Option A doesn't stop cars driving fast in this central area and option B doesn't reduce traffic volume.

Better pedestrian crossings are needed to improve safety.

Access to car parks should not be made more difficult.

Agree in principle with closure point but positioning of it is critical.

Proposals will worsen air quality in core area.

Restrictions will increase rat running on smaller residential streets like George Street.

Changes to the city centre are killing trade.

Proposals will make journey times and lengths longer.

More access is needed not less.

Any closure will just displace traffic elsewhere.

Any scheme would be a waste of money as there are no problems.

Area is long overdue for change, speed and volume of traffic needs addressing.

As a disabled driver increasing anti-traffic measures alarms me.

Ban HGV traffic along Maid's Causeway and Victoria Avenue.

Don't make getting around any worse than it currently is.

At peak times sort out the Milton Road roundabout and open the bus lane on the bridge.

Option C is a cop-out.

Increase Park & Ride with more buses to cover the city.

Buses race along these roads and need to be slowed down.

Businesses are struggling enough to survive with lion yard at ½ size don't cause more problems.

If bollards are placed in Victoria Avenue then traffic will increase on Maids Causeway, which is where the residents are – this seems crazy.

Closing Maids causeway and Victoria Avenue will have significant improvements for cyclists in area.

Improvements need to be made before new housing is built.

CCC are making a mess of the city, leave it as it is.

Chesterton Road is already very busy with numerous school children using it.

The whole things seem to be a solution searching for a problem.

Closure will not only have a negative effect on residents on Chesterton Road but it will also affect the traders in the area.

Closure = displacement of traffic to already congested roads, not necessary, gridlock roundabouts on East Road and Elizabeth way.

Already difficult enough to access Elizabeth way roundabout from Chesterton High Street – these proposals will make it even worse.

More strategic approach for the whole city is needed.

There are other areas of the city with greater problems where the money and effort could be better spent.

Elizabeth Way and Chesterton Road have far more residents on than Maid's Causeway, whose residents are sheltered by trees and front gardens.

Ring Road needs improving

A closure would mean more signs – Cambridge already has enough ugly signs please don't put more up.

Strongly against traffic calming.

I can see little benefit to increasing journey lengths for people to benefit very few.

I only found out about this proposal by accident – your consultation needs improving.

Why not narrow the road to prevent speeding

I think it's a good idea you are engaging in public consultation – please listen to us.

Unless residents would get a pass for bollards I vote no to a closure.

If Option A is adopted clear signage will be critical.

If Option A is selected improvements to traffic management at Mitcham's Corner and Elizabeth Way bridge would be needed.

If option A or B were undertaken it would be impossible for a small business to operate.

If there is a closure point then it should be right next to the junction of east Road and Newmarket Road. Victoria Avenue should be kept open.

If traffic levels are growing why cut down the number of roads that can be used.

Can residents be given access to rising bollards in the same way as taxis and buses get.

If you live in a city you expect the conditions we have.

Impose speed restriction (e.g. 15mph) to discourage through traffic.

Doing nothing now doesn't preclude doing something in the future if the problem gets worse.

Maids Causeway isn't the ring road but feels like it.

It would be good to exclude taxis form the area as well.

It is very important conditions for pedestrians and cyclists are improved in Cambridge as there are far too many cars using much of the city as a rat run.

Leave well alone.

Use the money for this project to further support public transport.

Traffic levels along Maids Causeway must be reduced for environmental reasons.

Option A is close but not enough as it was agreed Maids Causeway would be part of the core scheme years ago. Maids Causeway takes more traffic than the ring road, which is unacceptable – something needs to be done.

Tidal closure is confusing.

Option A will increase traffic on Maids Causeway if closure point is on Victoria Avenue.

Option A will inconvenience residents.

Don't allow traffic calming measures to alter the appearance of Maids Causeway.

Badly designed traffic calming can cause real problems for cyclists.

Route provides essential access for city residents to essential services – don't change this.

Should we not be trying to reduce traffic and limit access during peak periods?

Option C would be terrible, something must be done.

Option A is the only way to achieve the objective of the Core Scheme, to remove through traffic.

The main objective of B should be to keep out or reduce the lorries and reduce the speed of traffic.

The whole scheme is completely unnecessary.

There is no traffic management reason for this scheme.

There isn't much traffic outside peak times so your suggestions would have no effect.

Victoria Avenue is an essential pressure release.

Disadvantages of this scheme clearly outweigh the advantages.

Livelihood relies on having many visitors to the city and this scheme makes it difficult for them to get there.

Whole scheme and investigation is a complete waste of money.

The results have also been broken down to highlight the differences in opinion for questions 4 & 5 between those respondents who answered 'live in the area' for question 3 and those who answered 'work in the area, travel through the area or other'. These results are shown below:

Question 4 A-E – Do you perceive there to be a problem with traffic along Maid's Causeway / Victoria Avenue for:

		<i>Live in the area</i>	<i>Work in the area, travel through the area or other</i>
<i>Motor Vehicles</i>	<i>Yes</i>	<i>94 (22.6%)</i>	<i>30 (12.8%)</i>
	<i>No</i>	<i>322 (77.4%)</i>	<i>205 (87.2%)</i>
	<i>Total</i>	<i>416 (100%)</i>	<i>235 (100%)</i>
<i>Bus Users</i>	<i>Yes</i>	<i>35 (9.6%)</i>	<i>15 (7.1%)</i>
	<i>No</i>	<i>330 (90.4%)</i>	<i>195 (92.9%)</i>
	<i>Total</i>	<i>365 (100%)</i>	<i>210 (100%)</i>
<i>Cyclists</i>	<i>Yes</i>	<i>93 (22.1%)</i>	<i>20 (9%)</i>
	<i>No</i>	<i>327 (77.9%)</i>	<i>201 (91%)</i>
	<i>Total</i>	<i>420 (100%)</i>	<i>221 (100%)</i>
<i>Pedestrians</i>	<i>Yes</i>	<i>73 (18%)</i>	<i>20 (9.2%)</i>
	<i>No</i>	<i>333 (82%)</i>	<i>197 (90.8%)</i>
	<i>Total</i>	<i>406 (100%)</i>	<i>217 (100%)</i>

<i>Motorbike user</i>	<i>Yes</i>	<i>34 (9.8%)</i>	<i>5 (2.5%)</i>
	<i>No</i>	<i>312 (90.2%)</i>	<i>199 (97.5%)</i>
	<i>Total</i>	<i>346 (100%)</i>	<i>204 (100%)</i>

Question 5: Which option would you like to see progressed?

	<i>Live in the area</i>	<i>Work in the area, travel through the area or other.</i>
<i>Option A: Part-time tidal closure</i>	<i>83 (18%)</i>	<i>17 (7%)</i>
<i>Option B: remain open with traffic management measures</i>	<i>88 (19.1%)</i>	<i>46 (19%)</i>
<i>Option C: do nothing at present</i>	<i>262 (56.8%)</i>	<i>169 (69.8%)</i>
<i>D: none of the above.</i>	<i>28 (6.1%)</i>	<i>10 (4.1%)</i>
<i>Total</i>	<i>461 (100%)</i>	<i>242 (100%)</i>

INDIVIDUAL LETTERS AND E-MAIL RESPONSES

S1 Cllr Herbert	Can see significant problems being caused by the removal of 2-way traffic, so cannot see the point of any such change currently. The consultation has largely been with local residents so won't reflect the general view of Cambridge residents.
S2 Cllr Mike Dixon	Does not think closure of VA is sensible as it makes difficult and longer accessing Park Street car park for those coming from the north. Since MC is at its worse during the peak hours is the closure really going to help that much? If the closure point is on MC which way is deemed to be towards the City? If drivers from the south want to visit Park Street, they would have to do 3 sides of a rectangle via Chesterton to get there if MC was closed.
S3 Sandra Jane LTD King Street	Closure appears to be impractical for businesses operating in the King Street area. Deliveries and customer pick up become virtually impossible. There appears to be little or no advantages other than making it slightly safer for cyclists. Disadvantages of proposed closure might result in my business being moved out of town.
S4 Mitcham's Corner Residents Association	Disappointed that none of the exhibitions were north of the river. Exhibitions exclude people working away from Cambridge as they finish at 6.30pm.
S5 Domestic Bursar Sidney Sussex College	Strenuously oppose the implementation of Option A. Would like to know precisely what is intended by way of traffic calming measures on MC and VA.
S6 Domestic Bursar Christ's College	Installing barriers in MC might be more difficult than in VA from an engineering point of view, but this should not drive the decision making process and justify you ignoring this option in modelling work if it will in fact, produce a better solution. If the tidal barriers are installed in VA then: • All traffic to and from city will be forced up and down MC, which runs counter to the aims of this proposal • It will not significantly improve the situation for cyclists and pedestrians in MC. • All traffic to and from the city centre will be forced round the East Road / Elizabeth Way roundabout which is the 5th most dangerous junction in the city. • Traffic exiting the city to the north and west will be forced up Maids Causeway and then along Elizabeth Way, which is already a choke point, compared to the alternative route around Mitcham's Corner. • According to appendix D (Jan AJC report) although through traffic in VA would be reduced by 67% and 68% traffic in MC would only reduce by 35% and 33%. Presumably a closure in MC would reverse these changes. Alternatively a tidal flow closure of MC would: • Reduce traffic on MC to a far greater extent

	• Divert traffic away from a dangerous junction and around a less dangerous junction • Reduce traffic exiting the city northbound on EW relieving pressure on this busy section.
S7 University of the Third Age in Cambridge Bridge Street	Access to the Park Street car park is essential for members who have to use this route for classes. Perhaps the best option is to close MC to through traffic and leave VA open. Oppose any measures to install traffic obstacles as they increase pollution and noise.
S8 Pleasance Hookham and Nix Northampton Street	Our work is practically all based in and around Cambridge. We are acutely aware of the effect that these traffic closures etc have on the difficulty and cost of undertaking any building or repair work in the city centre. We feel that this proposal would make matters considerably worse to little advantage and indeed to the disadvantage to some of the surrounding roads and residents. Tidal flow doesn't work – in Silver Street no one seems to know quite what the situation is. With this type of closure, one minor incident on one of the other roads and total chaos will ensue. The impression in the surrounding villages is that you don't want people to come to Cambridge. Going ahead with these proposals will just assist killing off businesses.
S9 John Lewis Partnership	Option C should be progressed because: • Problems encountered in MC and VA are less severe than those along other key roads within the Core Scheme in terms of environmental nuisance, pedestrian conflict, journey time reliability and road safety. These problems do not justify substantial traffic management measures at the present time. • Considerable residential development is planned to the east of the city centre. The impact of this should be made clear and resolved satisfactorily before this scheme goes ahead. • Additional environmental problems created by diverted traffic to residents along CR and EW would be more severe than the benefit experienced by residents of MC and VA. • Options A & B would reduce the accessibility of the Park Street car park, which is important to the economic viability of the City Centre.
S10 City Centre Management	Does not support Option A as it displaces traffic onto two roads that are already heavily congested, limits access to Park Street car park, limits access to businesses in King Street, and in limiting access to Park Street car park would impact of City Council's revenue from car park fees. Option B is not supported because air pollution would not be reduced; traffic-calming measures often look unattractive. Option C is supported.
S11 National Express Ltd	Priority is to ensure our vehicles can access the central area at all times. To ensure Madingley Road can be used as a terminus we need easy access along Victoria Avenue to the Parkside stops. Overall we prefer Option A provided there is controlled access for buses and scheduled coaches. Option B – we have our doubts because there is no detail yet about what type of Traffic calming measures are being proposed.
S12 Fort St George Public House	Shutting roads creates a problem somewhere else, causes businesses to close and it also ensures other easier to access towns and cities nearby a healthy growth in custom. We need access at all times to our business for deliveries and general day to day tasks within the business. Careful consideration needs to be given to a decision, which needs to involve reducing traffic at Mitchams Corner, EW and Newmarket Road.
S13	If this proposal goes ahead it will make it very difficult for us to trade. The nature of the business means we have to

Cambs Lock & Safe King Street (2 letters)	be based in the city centre and also have drivers out and about on the road during the day. For all traffic to be forced in and out of MC is going to be difficult to the extreme and it is going to be impossible for us to get to customers on the other side of the city without it taking a very long time. As far as we can see this will only benefit residents of MC but what about local businesses who contribute to the community and pay taxes – why should we be penalised. The only option as far as we are concerned is Option C – do nothing.
S14 Domestic Bursar Jesus College	There is not much of a problem along MC/VA. Option A will create more problems than you are trying to solve. Channelling all traffic during closure periods along one road will lead to chaos at four lamps and result in longer journeys being made. If drivers feel trapped there is concern that they may use the college grounds as a rat run which will increase security and safety issues. Large volumes of traffic do not use VA and the only time congestion is a problem is when there are motorway or A14 closures. In summary Jesus College is totally opposed to any form of road closure the only purpose of which would be to cause inconvenience to those who have a genuine reason for being in this part of the city.
S15 Maltings Management Co (Cambridge) Ltd. Bailey Mews	Supports Option C. We consider that the situation at present means that neither Option A or B is necessary. Forcing existing traffic to use EW / CR will increase congestion and impact our residents' ability and right to move into and out of the city. Additional congestion will impact on air quality and be detrimental to those residents who face onto either EW/CR.
S16 Bursar's Committee	Serious concerns in respect of Option A – major concern is that access to Jesus, Christ, Sidney, Wesley House and Westcott House colleges are maintained. Journey times and lengths would be increased for all traffic from the north wishing to visit one of the colleges. This will lead to increased traffic movements on CR/EW, which are already very congested. If a single tidal closure point has to be progressed it would seem better placed on MC so it actually significantly reduces traffic on MC. Concerned that if the closure point were on VA then Jesus College would be used as a rat run. Option B is more attractive – calming measures would have the desired effect of improving safety and reducing traffic volume with some transfer to EW/CR. Option C is the favoured options as our feeling from the stakeholder workshops was that the present circumstances do not merit any form of intervention. Option C would also provide the wider benefit of allowing full continued access to the various residential, educational, shopping and business uses in the area.
S17 BruNK	Wants to AJC to honour its commitment and implement the principles of the core scheme in the most effective way possible, i.e. to remove through traffic on these roads and make them more accessible to public transport. Recent CCC survey revealed 68% of residents agreed there was a problem with the MC/VA route. We firmly oppose Option C, which is to do nothing, as this would constitute the council's cancellation of the Core Scheme in its final phase. We believe that both Option A & B both need more detailed work before their likely effectiveness can be ascertained. It is the responsibility of the Council's officers and advisors to recommend either Option A or B. In deciding on how to move Core 5 forward we would like to remind the AJC of some important points: • Aim of the core scheme is to stop through traffic using the historic centre as a rat run; this does not prevent access at any time for anyone. • Since 1998 there has been a 300% increase in HGVs using the route. 60% of all traffic using MC/VA is

	through traffic. • VA/MC carry over 15,000 vehicles a day. This compares unfavourable with Huntingdon Road (14600), Madingley Road (13900), Lensfield Road (13100) and Barton Road (10700). Those roads are designated as major arterial routes into and around Cambridge and so would be expected to carry more, not less traffic than VA/MC. • MC is in a conservation area yet carries more than twice the traffic of the inner ring road. • If Option A were selected then there would be little impact on rush-hour traffic on EW. • If Option B were selected traffic would be slowed down but pollution would increase. • Option C is simply postponing the day when action will have to be taken to deal with the problem, as Cambridge and its suburbs will have 47,500 new homes during the next 10 years. • Far from putting people off the core scheme has made Cambridge a pleasant, safe, pedestrian friendly shopping destination and it is attracting more customers than ever before. Last year Cambridge moved into the top 20 in the national shopping league and is ahead of Edinburgh, Brighton and Guildford in retail spending. We would like to remind the AJC they made a firm commitment to include MC/VA in the Core Scheme in 1999.
S18 Cambridge Cycling Campaign	Supports Option A as it is the only option that will fully achieve the objectives for the scheme. Feel that the proposed closure should operate on a 24hr basis and avoid the complexity of the Silver Street scheme. If a partial closure goes ahead a review date should be set for consideration of complete closure. Believe that any closure should be in MC not VA. If Option A is refused, feel that Option B should go ahead, as long as any traffic calming proposed is properly cycle friendly. Additional considerations: • Reduction from two lanes to one lane at Victoria Avenue roundabout entrance. We see no reasonable justification, given the relatively low traffic volumes that these roads now have, for retaining the current arrangements. • MC/VA should be included within the proposed 20mph zone. • We are concerned to ensure that cyclists using the inner ring road are not unduly disadvantaged by increases in traffic there, as a result of the scheme. EW has no provision for cyclists and we would like to see proposals forthcoming to address the needs of cyclists in this area. East Road should be made clearway and feature fully joined-up cycle lanes along both sides of the road. The section between VA and Castle Street needs better provision for cyclists.
S19 Barkers Bakery Ltd Broad Lane Cottenham	Bollards that have been erected elsewhere in the city have already caused major problems for my drivers and whilst taxi drivers and buses are given rights to travel through the restricted zones delivery drivers are not. I feel this is grossly unfair and is wasting both time and money for my business. If Option A is chosen this will not only affect my business directly (my drivers and the shop on CR) but it will also affect my customers' businesses and so my trade will also suffer indirectly. I would like the council to choose option c. I don't believe there to be a problem along MC/VA and installing these measures would only shift traffic to EW/CR which is regularly congested at

	present.
S20 Sussex Street Traders Association (2 letters)	Unanimously in favour of Option C. Option A & B would make access to visit the Jesus Lane part of the city centre and it's shops considerably more difficult. The displacement of vehicles onto alternative route is unacceptable as the route is often over loaded and regularly blocked from end to end in both directions. There is rarely a blockage on either MC/VA other than the exceptional period. When Core 4, Drummer Street and Downing Street changes have been implemented and Bradwells Court and Grand Arcade open, the flows of traffic will change in the city and this is when Core 5 should be considered. The direct benefit to the residents of MC will be heavily outweighed by the deterioration in the environment and increased traffic for residents of EW/CR. Residents in the area will be considerably inconvenienced by having to make long congested diversions to get to their property. Closure of Silver Street has dramatically increased blockages in Trumpington Road each evening going north. Closing VA would remove 1/3 of the bridge crossings in Cambridge. It would seem that the financial cost of either A or B would be excessive for an unnecessary and retrograde change. Cambridge has a reputation as being an unfriendly city to visit due to poor access – options A & B would further enhance this image.
S21 Drivers Jonas on behalf of Prudential Assurance Company Ltd (owners of the Grafton Centre)	Option A – The Prudential is very concerned by this option. The Council's recognises that this option will disadvantage the Grafton Centre stating that it will ' limit access routes to and from the central area, Park Street and Grafton West car parks'. Closing either MC or VA during shopping hours will have a detrimental impact upon the operation of the centre. Closure of these key routes for the majority of the Grafton Centre's opening hours will have adverse implications by discouraging members of the public to visit. Option A will also cause problems for the leaseholders of shop units in the centre. This could have negative implications for future tenants when the Prudential re-lets vacant units if further restrictions are placed upon the servicing facilities. In summary during peak hours when the Grafton Centre is at its busiest, it is vital that access to the car park and servicing area are unrestricted. Option B – Should the use of speed bumps be considered, Prudential is concerned that this will impact upon traffic flows into the centre thereby reducing accessibility. Option C – This option is most favourable to the Prudential as visitors to the centre still have a choice of routes.

1 De Freville Avenue Resident	Concerned over potential closure as it will shunt more traffic onto EW / CR impacting on residents in the area. There are many children who regularly walk and cycle to the schools in the area and increased traffic will increase the risk of accidents. Opposed to Option A.
2 Resident of the area	If you close the road how do visitors and residents get about in their cars?
3 Trader on All Saints Garden Art & Craft	Against Option A. Only benefit seems to be a modest reduction in traffic on MC, benefiting relatively few residents. Against this, there would be a far greater increase of traffic on EW/CR affecting a far greater number of residents. Add to this the cost and inconvenience to all Cambridge visitors, residents and businesses of having to travel

Market	further and of course in worse congestion to get around the city and the consequent increase in pollution and CO2 emissions. Very puzzled as to why this proposal has been carried this far. After the residents survey the County Council should have shelved the proposal rather than wasting out time and money pursuing something that is clearly a non-starter. Suspicion that the consultation has been deliberately biased in favour of the proposal. There is a widespread conspiracy theory that the County Council has been leant on by MC residents – whilst this may be wholly unfounded it is understandable in the absence of any apparent legitimate justification for the proposal.
4 Whittlesford Resident	Regularly visits elderly mother who resides in King Street. Wants to know whether provision will be made for people who require access to and from the area against the proposed permitted tidal flow of traffic. Unless such provision is made, then Option A would be completely impossible for people like me. In this case I urgently request Option B is implemented.
5 Union Lane Resident	I am not sure whose idea this is and why it is necessary. Option A would direct traffic onto CR. CR and all the streets coming off it are much more inhabited by private individuals than houses in MC/VA. The traffic pollution will be more felt in MC/VA, as they have no green spaces around them. Chesterton is already very congested and nothing like it occurs on either MC or VA. Putting more traffic on EW is pure madness – the bridge is almost impassable already. Feels as if Chesterton residents were omitted from the consultation deliberately so no protests could be made.
6 Manor Place Resident	Received leaflet late and could not attend exhibition. Against Option A as options for getting into and out of property will be curtailed.
7 Herbert Street Resident	Against any closure of VA/MC. Sees the scheme as completely unnecessary and a waste of money with little benefits. Living near CR, the increases in traffic flows there would make access more difficult and living nearby less pleasant. It would make access to the local shops around Mitchams Corner more difficult and less pleasant. Having cars on VA seems the best place for them. Please stop these crazy plans.
8 Holland Street Resident	Would like to know how Core 5 will improve life for Cambridge Residents. Every time a road is closed we just spend longer sitting in traffic jams. When Emmanuel Road was closed our journey time across town increased which means air pollution increased. If VA or MC were closed then traffic on east Road would be magnified further still increasing journey times further still. Perhaps you should consider the needs of Cambridge residents who live just outside the centre of town – should our pollution levels rise due to traffic congestion in order to create a centre that is inaccessible to those of us who live here? Perhaps the bollard system should only apply to non residents.
9 Chesterton Road Resident	Closing MC or VA will lead to more traffic along CR. It will also lead to more people parking in the De Freville area in general. I would like to know how you are going to encourage more people to use the P&R and not drive in all together.
10 Chesterton Road Resident	Objects to proposed closure. It seems absolutely ludicrous – the traffic congestion it will cause will gridlock the city. I suggest you reopen Emmanuel Street and you will find the traffic flows much better.
11 Woodhead Drive	Objects to closing MC and VA to traffic and with them the Park Street and Grafton West car Parks. Objects due to: • Increased traffic on alternative routes.

Resident	• Increased traffic on EW / CR would negatively affect residential roads – VA is not residential. • Proposal would close the only car parks accessible from the north. • Proposal would increase amount of traffic from the north of the city driving round the city. • Closing car parks will seriously add to congestion as queues to other car parks increase. • Proposal is unfair because businesses north of the city will have their trade unreasonably curtailed. • Access to city centre will be curtailed for residents north of the city. • Reduced revenue from car parks will lead to higher council tax. • Recent closure on these roads showed that congestion chaos was caused. • The proposal has received inadequate consultation. • Proposal does not take into account the needs of Cambridge City Council residents. P&R is good for Cambridgeshire residents but not city residents. • Proposal shows no useful purpose since traffic levels, distances of journeys, lengths of journeys and congestion will all significantly increase in the city as a result.
12 Evening Court Resident	Oppose Option A. Option A would also increase traffic in Evening Court as well as EW/ CR. It adds little benefit to VA/MC residents at off peak times because the roads are not that busy then. However residents will be inconvenienced by only having one route into and from their property. It appears the cost would far outweigh the benefit. Evening Court is likely to be affected with more traffic using it to explore a way round the bollards. Reduction by 50% in exit routes by car for residents of Evening Court is a major detriment and reduction in our freedom of movement and amenity. One solution would be to provide residents of Evening Court with a pass to enable them to drive through the bollarded road although this would not help family and friends. As to other traffic calming measures, restricted access to HGVs and heavier vans could be implemented without bollards being introduced, through traffic could be deterred by signs and better marked cycle lanes provided.
13 Brunswick Gardens Resident	Both Option A & B are seriously flawed. Option A will only shift traffic elsewhere, with choke points remaining at either end of the tidal routes and having little or no effect on overall congestion in the area. Residents will also be restricted in terms of moving around the area. Will residents receive swipecards? Option A provides little potential to reduce accidents – I feel safer in peak times than at other times when the traffic moves faster. How can Option A possibly improve the environment for residents. Option B is unnecessary as traffic speed is not a problem. All traffic calming would do is increase congestion. In short there are more disadvantages in doing something to doing nothing. Residents will not thank you if they are grossly inconvenienced by this scheme.
14 Hertford Street Resident	Finds it deeply cynical that the opportunity for discussion has been placed in a pedestrian zone, during working hours. The proposals will cause parking mayhem, congestion on the bridge and no reduction in pollution. Supports the 'do nothing and stop spending our money discussing it' option.
15 Brunswick Gardens Resident	Have lived in central Cambridge for 22 years. Initially access and egress from property was relatively easy – with closures of Bridge Street and Emmanuel Road now have to join the pollution laden queues along Gonville Place, East Road, Victoria Road and Victoria Avenue. Our day to day living would be greatly inconvenienced by Option A. We favour Option B – some traffic calming but maintaining two-way traffic at all times.

16 Girton Resident	Closure of MC / VA will cause a lot of inconvenience and problems for local residents, doctors wishing to visit patients, businesses and local stall holders. Families with young children have to deliver and collect children throughout the day. Businesses are already suffering as Cambridge has lots of disadvantages. Closure of Castle Hill has produced very heavy congestion and unacceptable pollution in Victoria Road. Closure of VA or MC will mean considerable inconvenience and extra cost in petrol, which I can ill afford.
17 Guerney Way Resident	In favour of Option C – no change. If a closure goes ahead how will the disabled spaces at New Square be accessed?
18 Kimberley Road Resident	Uses MC / VA regularly – if closure goes ahead will be cut off from social and educational activities. Great injustice to deny access to town. Preventing access to car parks in discrimination against older, retired or disabled members of the city. There are no houses along VA but CR has dwellings both side and traffic along there will be impossible if Option A is progressed. EW and East Road are fairly congested as it is.
19 Owner of premises in King Street area	Option A is an insane proposal and a step to far. If it gets the go ahead will those of us whose businesses are situated in King Street or Hobson Street be given access during the restricted times.
20 Unknown	Objects to proposed closure of MC or VA. It is not good for Cambridge to be divided by a river, which is increasingly uncrossable, adding to journey lengths and this contributing to congestion and pollution. The pursuit of the core scheme is steadily increasing car hours on the road: surely the reverse of what is intended.
21 Manor Place Resident	Option A is ridiculous and lacks credibility and common sense. The centre of town needs a thriving local economy and if you put people off trade will suffer and those who get used to shopping elsewhere may not return. I would be absolutely livid if my quality of life was restricted or diminished by the restrictions you might impose.
22 Cambridge University Professor	Works at Christ's College and regularly parks in the car park opposite the Bingo Hall on Hobson Street. If Regent Street is shut off to north bound traffic then how will I be able to access the car park? If the traffic flow on Hobson Street is reversed then what will be the way out of the car park? It seems the plans may make it impossible for me to reach the car park which is of serious concern,
23 Chesterton Road Resident	Objects to Core 5 proposals – would like to see money and effort directed elsewhere. VA is safe for cyclists so the new proposal would make no difference to them. MC is not a fast road and I also feel safe along this road. VA is not residential so who would benefit from no traffic along that road? MC has few houses compared with EW / CR and it seems closure of VA or MC would benefit a few people to the detriment of many others. If Option A is implemented I believe quality of life along CR will be greatly affected and I believe my property will be devalued.
24 Maids Causeway Resident	Does not support Option A as it will make things even more complicated for residents and their visitors and it will simply increase rush hour congestion on other major routes. I would, however, like to support some sort of traffic management and would like to make the following comments: • Unlike Silver Street, the pavements on MC and VA are wide and there are several alternative cycle routes so I do not think there are major difficulties for cyclists and pedestrians. • Living on a main road in the centre of a city one expects a certain levels of through traffic and in general this is not excessive. It would be good to have a weight limit on MC.

	• The queuing of cars in both directions for the Grafton car park is very dangerous. • Chaotic traffic round the new shopping development on Newmarket Road add to the problems on MC and make it difficult to use the main arterial route out of Cambridge.
25 Newmarket Road Resident	Two major issues with traffic as it stands – pedestrian safety and noise. Strongly in favour of Option A. Option B will not significantly reduce traffic volume but will increase noise as traffic will be accelerating between pinch points or ramps. Either Option A or B will have safety benefits in our view. Traffic moves pretty fast outside peak hours and especially in the evenings.
26 Brunswick Walk Resident	Any closure would make access in and out of our home via motor car a nightmare. There is no need for any closure – the only time there is a backup of traffic is at 5pm coming into the centre and this is on VA only. If a closure were put forward would residents get a permit?
27 Ferry Path Resident	Planners should be trying to reduce the numbers of cars entering the residential areas in order to park all day. Option A would actually encourage this. Access to town centre facilities will be severely limited for most of the day.
28 Unknown	All Option A will do is turn EW / East Road into a permanent car park.
29 Banham's Close Resident	Thank you for the invitation to comment on Core Scheme Stage 5 as detailed in your leaflet. I vote for Option C. Option A would increase traffic on CR / EW to an unacceptable level. Option B would achieve little and does not seem worthy of serious consideration. You should open up Emmanuel Road to through traffic again. Longer term I hope the County Council would also consider more radical schemes like a modern tramway.
30 Albert Street Resident	Objects to Option A. As a resident of Mitcham's Corner it is already tortuous to get across to the southern side of the city – option A would just make this worse. Traffic along MC is not excessive at all and I see no need for such measures. I would however support Option B.
31 Banhams Close Resident	Appalled opposition to Option A. The measure will effectively cut off residents of Chesterton from evening access to car parks. It will make walking along VA pretty unsafe as there will be very little traffic. Added to the disadvantages in the leaflet should be the gradual exclusion of older, law-abiding citizens from the amenities of the city they live in, and damage to the viability of city-centre venues and facilities. Traffic on VA flows freely at nearly all times at the present and the argument that it might get worse invites the 'wait till it does' response. Since someone thinks tidal flow is a good idea why extend it till midnight – 4.30-6pm would cover the evening rush.
32 Orchard Street Resident	Closure of either route will limit choice, add travel time and mileage to journeys and will be generally too inconvenient. There does not seem to be much of a problem on VA / MC.
33 Milton Road Resident	Leave MC / VA alone. There are no residents on VA so how does any perceived benefit outweigh the chaos and inconvenience that closing VA will create? I see no problem with current VA traffic flows and cycle down it most days. There may be some benefits to MC residents (although they chose to live there) but whenever a scheme of this nature is proposed the dis-benefit to residents of other roads appears to be ignored. All you will be doing is pushing traffic onto EW / CR which are already bearing the brunt of earlier closures.
34	Very concerned over the amount of through traffic using MC / VA. MC is a conservation area and therefore more

Maids Causeway Resident	should be made of the inner ring road. This letter is a plea that something substantial be put in place. In support of Option A.
35 Maids Causeway Resident	Option A would be a disaster.
36 Banhams Close Resident	We do not wish for Option A to go ahead because the congestion on CR, the roundabout and EW is already great during the middle of the day. Option B will not improve the situation. Option C is only a temporary solution as number of cars is likely to increase. Perhaps increased flexibility of P&R is the way forward for Cambridge.
37 Maids Causeway Resident	Supports Option C – do nothing. Lives on MC and has no problem with traffic and can see no merit in Option A or B. Does not want any difficulty going about daily businesses and businesses need people to be able to come and go freely. Deflecting traffic onto EW / CR just causes more congestion and slow moving traffic with idling engines and more pollution. BruNK represent a small group of people with a NIMBY attitude – they do not represent local residents views. Core 5 seems to have had lots of time and taxpayer's money spent trying to find a solution to a non existent problem. The time and effort would have been better spent in finding a solution to children being driven to school.
38 Chesterton Road Resident	Before the recent Mitchams Corner improvements traffic flow out of VA was continuously hampered by tailbacks, making this route unattractive to the majority of residents. Now the traffic lights allow traffic to flow into and out off VA continuously except when pedestrian crossing buttons are pressed. With no property adjacent to either side of the road, removal of traffic at night along VA will turn it into a criminal's paradise. Forcing most of the traffic from the Newmarket Road, MC and VA route on to the ER/CR alternative will increase pollution and environmental damage for a far greater number of City residents.
39 Leys Avenue Resident	There is no detail of option A to show where the barriers would be placed – this makes it very difficult to make a decision. Against Option A – not sure who it would benefit and it would add to congestion and pollution and noise for the residents of EW / CR. EW residents don't have the benefit of living near green spaces either. Option A will reduce air quality in EW/CR and therefore not achieve an overall improvements. Improvements for pedestrians and cyclists are not needed on VA. Potential to increase accidents on EW / CR means no overall benefit. MC/VA have been major arteries for Cambridge since before living memory and anyone who chose to live there knew that when they moved in. Option B – if by traffic calming you mean bumps and humps and artificial narrowing of the road then I am against measures as they are expensive and cause unnecessary damage to cars and they also increase pollution. The best way to reduce traffic speed is to put up speed limit signs and speed cameras to deter people from breaking the speed limit. Against option B although it is not as bad as Option A. Option C is the option I prefer – core 5 proposals strike me as unnecessary, a solution looking for a problem.
40 Milton Road Resident	Objects to Option A. Apart from giving more hold ups and inconvenience to the public what else can it achieve. The area does not need any "improvement" by the "experts".
41	IF Mc/VA are closed then from the north of the city we will only have two roads to access Cambridge. It will cause

Impington Resident	more traffic to circulate the city trying to find an entry point for a car park. Core % is a step to far. Option C is the solution.
42 King Street Housing Society	Business would be seriously affected if either option A or B were implemented. There needs to be a better way of dealing with through traffic – why not use access only signs.
43 Trader on All Saints Garden Art & Craft Market	Concerned about how Option A would work and about how deliveries can be made to trinity street market. Trading conditions are already hard and I think Option A would be the final nail in the coffin. VA is one of the better roads to cycle along in Cambridge.
44 Brunswick Terrace Resident	We do not think that bollards are the answer, at the moment we suggest you leave things well alone until after consultation with all interested parties (not just BruNK). The idea has not been properly thought through.
45 Unknown	Option A would impact heavily on EW/CR, which are frequently busy. Traffic calming through area 5 wouldn't be too bad. Midsummer Common to Grafton centre toucan crossing on MC needs updating to the same standard as the excellent new light on VA.
46 Brunswick Gardens Resident	Objects to Option A, would prefer to see Option B adopted as a solution to the traffic problem.
47 Chesterton Road Resident	Disadvantages of Option A & B are overwhelming. There are no advantages to be gained by doing anything at all. Traffic conditions on MC / VA are perfectly acceptable at present. Increased traffic on EW / CR would worsen air quality and the environment in predominately residential area. Personal safety along VA is an issues, the less it used the more it would feel unsafe. Pedestrians and cyclists are extremely well provided for along VA at present. Traffic signage at Mitchams Corner is already very complicated and adding more would be confusing, dangerous and unsightly.
48 Evening Court Resident	Strongly opposed to Option A. Emmanuel Road closure – such round about journeys simply add miles to the pollution and congestion on East Road and the backs – this would be a lot worse if MC / VA was closed. Elderly mothers lives on King Street – unacceptable to ask someone giving her a lift to find a way route round a bollard. The whole idea is nonsense, besides which, one again, it adds miles to the pollution and congestion created by cars circulating the city trying to fins a way in. City needs to promote a lifestyle without dependence on a car. Why don't you just start by putting up signs at Mitcham's Corner and Five Lamps roundabout saying "local buses, taxis and access only, No through traffic" – that wouldn't be expensive.
49 Maids Causeway Resident	Supports Option A – it should be implemented on MC to reduce pollution and traffic noise. It would be useful if more residential parking on MC. Maybe it were possible to merge Brunswick and those Kite residences who live on or on roads off MC into a new residential parking area and introduce more spaces.
50	Angry about the scheme as it discriminates in the same ways as the other closures have done in the past. Plans

Access Officer for Cambridge City Council	appear almost vindictive towards disabled people as they are barely mentioned, yet hidden in the commitments is still to provide essential users access to the historic centre. No mention is made about how good access to the historic centre will be made. No comment is made about how shopmobility access will be maintained. No comment made about how disabled people will continue to use New Street, Grafton Centre or Midsummer Common or Jesus Green. Realises roads will be open for periods but this means disabled people will have to travel long routes and often they have limited time due to the limited number of hours Social Services provide care for.
51 Labour Candidate West Chesterton	Opposed to Option A. very supportive of the use of bollards elsewhere, however MC & VA are broad, uncongested routes that are vital to the free flow of traffic around the city. Vehicles will be displaced onto EW, which already has high levels of traffic. What is the point of restricting traffic 10am – 4pm as most of the traffic travels in peak times when the route would be open. There should have been an exhibition north of the river. Residents in this area received no leaflets. Option B might be desirable but are not specified. Without further details of Option A or B I would urge all citizens to go for Option C.
52 St Matthew's Garden Resident	Supports Option B – we agree traffic calming must be a priority and that pedestrians and cyclists should be given more attention and facilities than cars but we do worry about the increase of traffic on EW, which option A would cause. We think other measures are needed to reduce the amount of traffic coming into Cambridge in the first place.
53 Evening Court Resident	Opposed to Option A. Reason why there are no cycle lanes on MC is because cars are given 3 lanes there – please make it impossible to turn right into the car park from MC. After all, nothing should be approaching from that direction, since that is the route out of town.
54 Christchurch Street Resident	Concerned over Option A. I am not convinced that the volume of traffic here is as great as already exists on EW. As a resident of Christchurch Street people our side of the bollard would be forced to take a very crowded route to get out of town in a western direction and again on their return. Option A simply displaces traffic onto an already overcrowded route. I feel the best and simplest solution, if one is needed, would be to maintain the traffic flow by introducing a 20mph for the MC/VA route and to keep clear directional information for HGVs.
55 Bailey Mews Resident	Distribution of leaflets was very patchy. There is absolutely no need for your scheme. I challenge anyone to find evidence of real congestion on MC / VA. Only road, which does suffer regular congestion, is EW and option A would undoubtedly increase that. Proposals will lead to problems for residents in going about their daily business. I understand that the impetus for this scheme may have come from a handful of residents fronting onto MC but to satisfy their selfish needs would inconvenience the majority of residents, and their visitors, in the area.
56 Cottenham Resident	Writing to support Option C and ask that MC and VA be removed from the Core Scheme Area. Any closure of VA or MC would result in increased overall pollution due to increased congestion and additional mileage travelled. Residents and cyclists in MC would benefit from reduced traffic volumes but residents in CR / EW / NR would suffer increased volumes and motorists in the area would suffer increased congestion, particularly at approaches to the heavily used EW/NR roundabout. Under Option A benefits are very limited to a very small number of people, at the expense of a great many more residents and motorists. It is clear the current situation should be left unchanged. Whilst they were personally inconvenient, I could appreciate the traffic management benefits from the closures of

	Bridge Street, Silver Street and Emmanuel Street. There are no similar traffic management drivers behind option A & B of stage 5.
57 Brunswick Walk Resident	AJC made a firm commitment 7 years ago that MC / VA should be included as part of the core scheme. To do nothing would be a breach of promise and very disappointing. Option B is unattractive because it will bring more rather than less car pollution to residential areas and to those who use Jesus Green and Midsummer Common. Strongly in favour of option A although it would create minor inconvenience to us. Decreasing through traffic is very important as the nitrogen dioxide pollution is higher in VA than EW.
58 George Street Resident	Strongly objects to Option A. I do not think this is a fair solution, since while it may improve conditions on MC and VA, this would impose a disproportionate burden on those who use / live on or near EW or CR. It just simply shifts the problem. Would support option B – it would seem to improve conditions for those who use MC and VA, particularly pedestrians and cyclists, while not unfairly disadvantaging those who use or live EW / CR.
59 Petworth Street Resident	Would like to see MC / VA closed to traffic. Option A seems the most attractive and closest to my preference. What I find hard to understand is why you limit the plans to this 'core' area – why is it that you consider restriction on these roads but not Mill Road? Encourages a much more ambitious approach to traffic reduction in Cambridge. Taxis do not reserve special treatment at rising bollards.
60 Christchurch Street Resident	Thank you for the opportunity to comment. Pedestrian and cycle safety is already reasonable with the exception of the access / exit road to Grafton West car park and four lamps roundabout. Restoring cycling in Fitzroy / Burleigh Streets would be helpful. Option A – especially at weekends motorists would want to access the car parks outside fully open times and be diverted away from VA into MC which is residential. It is hard to decide whether an overall reduction in through traffic compensates for an increase in density of access traffic at certain times. Option B – depends on the detail, could be very ugly especially in conservation areas. Speeding is a issue on MC and generally measures taken that make MC / NR look like a residential / working area served by an access road rather than a major route around which activity must fit are right in principle. Very hard to believe Options A or B will have an adverse effect on footfall.
61 Bourne Road Resident	I would like to object to yet another crackpot scheme. I don't need to outline the reasons for my objections because you give them all in the disadvantages section of your expensively - produced information brochure. If Option A goes ahead it will bring an intolerable burden for those of us who regularly use Chesterton high Street, Cr or EW. Whole project is a waste of time and further misuse of council taxpayers money.
62 Garden Walk Resident	Very strongly against Option A, unconvinced about Option B and therefore strongly support Option C. This position is based on the following points: • Unconvinced that the proposed benefit to remove through traffic along MC / VA will be realised. • It seems that for a small benefit on MC, both CR / EW are being made to bear a vast increase in traffic. Congestion on EW is already very bad. There will be more residents negatively affected by the proposals than will benefit. • Extremely worried about the negative effect this proposal will have on the commercial viability of the city centre as the proposals will make it more time consuming and complicated for visitors.

	• VA will become a very unsafe place at night. • Don't even understand why this scheme is being considered, it does not give overall benefit. Is this consultation procedure just an expensive way to keep MC residents happy?
63 Waterbeach Resident	Generally I support schemes to reduce traffic in the city and villages. Will be directly affected by the tidal closure of VA as run a stall at the All Saints Craft market. After setting up I use VA to exit the area and park the car – tidal closure will result in longer route and more delays.
64 Local Resident	Objects to the core scheme stage 5 plans for VA and MC. It will make CR impossible for pedestrians and drivers. Mitchams Corner is one of few areas with a sense of community and the increase in traffic will make it difficult for people to access the shops. VA will become intimidating for pedestrians, personal safety issues will arise. Every time a road is closed to traffic it just pushes it elsewhere.
65 Elizabeth Way Resident	Option A is crazy. The extra traffic this would see on CR / EW would be horrendous. CR/EW are both residential roads, which suffer from congestion already. Prospect of even more traffic on EW is just too awful to contemplate. Can't see any problems on MC / VA, VA doesn't even have any houses on. My house shakes when large lorries travel past.
66 Chesterton Hall Crescent Resident	I am favour of either Option B or C. My preference would be Option B. I am very opposed to Option A for the following reasons: • Do not perceive there to be a significant problem for cyclists and pedestrians. Option A provide a marginal benefit for residents in MC, but the major problem is at peak times and therefore it seems unnecessary to inconvenience 1000's of people on a daily basis for a very slight improvement for residents in a small area. • Option A will increase traffic on CR / EW. It is already difficult to cross CR during the day – would not wish this problem to get worse. • Option A would make it much more difficult to get local access to amenities used on a daily basis. Would like to see sensible measure to reduce traffic speeds and improve conditions for pedestrians and cyclists in the area. Specifically another pedestrian crossing on MC between the existing two would be very welcome. Concerned houses in my area have not been adequately consulted.
67 Park Terrace Resident	Traffic along East Road and Gonville Place is much worse than MC / VA. To make the proposed changes will only serve to worsen the conditions along this stretch of the ring road. VA / MC are only busy at peak times so the 10 – 4 closure proposals seems ridiculous. We see no good reason to do anything in the MC / VA for the time being. There is an obvious need to do something at the catholic Church junction however.
68 Unknown	VA / MC must be kept as a viable alternative to EW. Restrictions in this are will not be useful.
69 Ferry Path Resident	Distribution of consultation leaflets has been far from thorough. People along Victoria Avenue and Elizabeth Way did not receive leaflets. No action was taken over the request to hold a consultation / exhibition on the north side of the river.
70 New Square Resident	Grave concern over the effect of Option A on East Road, which is the most congested road. Impossible to me to be collected from my property without friends / family travelling all round the houses. This should be a living and

	working city and we must expect some traffic.
71 St Andrew's Road Resident	Option A will divert traffic to CR / EW. Getting onto EW from Chesterton high Street is often very difficult. Urges planners to remember the basics: • Forcing traffic to go twice as far effectively double the traffic on the road. • Traffic calming causes stress and wastes fuel. • Traffic often flows better when traffic lights fail.
72 Unknown	Traffic affects everyone in Cambridge, not just the city core. The core traffic scheme leaflet just treats the ring road as a preferred traffic route – you should be looking at the ring road as a place where people live. MC has housing for 400m and CR / EW has housing for approx 1.5km. Pushing traffic onto CR / EW increases pollution and traffic hazards for the many residents living along these roads. Wary of cycling near Mitcham's Corner and EW but feel safe on MC as traffic there is slower and the road easier to cross. Many visitors are unfamiliar with the area and will find the way to Park Street or the Grafton car park block if MC is closed to traffic during the day. I advocate Option C.
73 Silverwood Close Residents	Raise serious concerns over Option A. Any further road closures or alleged 'improvements' schemes must take into account traffic flows along the ring road and Coldhams Lane and offer benefits to public transport. At present the only way for people outside of the City to access the retail parks is to travel by car, as there are limited public transport schemes. Significantly more residents in the area likely to be affected by Option A than along MC. VA has no residents.
74 Unknown	Strongly support Option C – do nothing. Regular users of VA and EW. Any change of use of either MC or VA would jeopardise my ability to access areas and would also have a very negative impact on the traffic situation on EW which is already a nightmare at peak times.
75 Milton Road Resident	If it really is thought desirable to switch traffic from VA to EW – and I am far from convinced that this would not cause more problems than it solves – can I suggest that increasing the green time on the traffic lights on EW approach to NR roundabout would be a simpler and better solution than the proposed bollards.
76 De Freville Avenue Resident	Great objection to Option A. There is no problem with traffic on these roads. There is already considerably more traffic on the EW / CR routes. Closing MC and VA would obviously cause more delays and as there are not alternative routes it would not reduce the volume of traffic. VA and MC are not heavily residential, EW and Cr have considerable number of residents including flats and sheltered housing. Air quality may improve in the core area but will reduce for CR and EW residents. There are 3 large schools Milton Road and Chesterton Community College, the danger of increased traffic would endanger the students who have to cross what is already a busy CR, which will get even busier.
77 Girton Road Resident	Trying to solve one problem at the expense of other roads users who do not live in the city. NW Cambridge residents have no P&R, bus services in the morning are erratic, bus stops miserable and some people do need their cars for shopping. Perhaps the council will give us the wherewithal to open bollards until such a time when there is a P&R with suitable accommodation for the elderly and their shopping. Otherwise you may find people are deserting Cambridge.

78 Chesterton Road Resident	Option A would have rapid and disastrous consequences for my area and for the ring road further a field. There would be regular ring-road gridlock involving far more residents than live on MC. CR – it has to be remembered too that the entire grid of streets off De Freville Ave has only two egresses, at junctions which are already black spots due to traffic volumes. Option A would be vastly detrimental to the environment relative to the positive consequences envisaged.
79 Unknown	Option B or C definitely not A. Can't say that in all the years I have travelled via this route that I have seen many locals' in the area and with Midsummer Common and Jesus Green framing quite a large section of the roads – surely not that much of an issue. Blocking off yet another area and access to two car parks is unacceptable.
80 Unknown	By pushing traffic out onto the ring road you are not addressing the key traffic problems in Cambridge – namely there is too much coming in. Traffic is attracted by the free commuter parking that is provided at the expense of residents in such areas as the de Freville Avenue area. MC / VA versus CR – many many school children come along this part of CR in the morning and afternoon. By doubling traffic on CR you are increasing the air pollution and danger to the very young people that you want to encourage to come in by bike / walking. Hardly any school children use MC / VA.
81 Unknown	Feel very strongly against Option A. Accept Bridge Street closure was necessary due to the narrow road and high volume of traffic so close to the historic city centre but I do not see the same arguments applying to MC / VA. There are no residents on VA and yet you plan to transfer the pollution and traffic from that road onto a far more densely populated road – CR. VA is a wide road that copes well with traffic at all times of the day. By all means calm the road or ban lorries – just don't close it. I'd like to understand just what the real agenda is for this proposal it doesn't add up to me.
82 Chesterton Road Resident	Opposed to Core Scheme Stage 5. Doesn't want to see an increase in traffic on CR. Option A would benefit MC residents it would correspondingly reduce the quality of life of those living on CR. Benefit to one does not merit the detriment to the other. Traffic on MC / VA is not heavy or congested. Traffic is lighter on MC / VA than it is on EW / CR.
83 Hawthorn Way Resident	Opposed to Option A. Transfer of traffic onto EW / CR is very unfair and will cause great harm to a residential and shopping area. Consideration should be given to traffic calming (or reduction) measures for EW. Signage for the potential closure is likely to be ugly, causing visual intrusion at or near the corner of Midsummer Common. Tidal flow causes confusion for drivers. Option A is unacceptable when there doesn't appear to be a problem. Thank you for the opportunity to respond to this consultation.
84 Eights Marina Resident	Concerned over Option A. All the advantages mentioned are bound to translate to disadvantages on EW as the traffic has nowhere else to go other than switch to that road, which is already congested at peak times. Residents in one area gain and those in another lose, with no net gain – it doesn't make sense to me. Would support Option B. Bus Lane on Newmarket Road should either be a rush hour lane only all the way or removed.
85 Unknown	Objects to Option A. Proposed scheme likely opt have much more detrimental effects on residents than the status quo. Proposed closure of VA benefits no one. Residents of MC may benefit, but this street also has quite a low resident population and is also not flanked by highly residential neighbourhoods. EW / CR have a lot of residential

	housing which will see a negative impact from the scheme. Option A will increase loads on already congested streets with future growth in traffic. More accidents occur on EW / CR than VA / MC – Option A wouldn't reduce accidents. Option B & C are preferable to A.
86 Brunswick Gardens Resident and owner of Wellington Court Businesses	Formal objection to placing bollards on the route of NR/MC and VA. Objection takes into account the following: • Completed petition (50+ signatures) against placing bollards, tidal flow traffic and closure of the route together with a petition to reopen Silver Street from 10am to 4pm. • Find existing traffic along MC and VA perfectly acceptable. • Closing MC / VA would cause huge congestion the other side of the river – EW, CR, VR, MR and High Street Chesterton and on our side of the river on NR from the direction of the airport and also from Midsummer Common. • Closing the route would be confusing to car users and dangerous to the public unused to bollards. • Closing the route would not allow [people to park on VA on a Sunday and make use of Midsummer Common and Jesus Green. • Closing the route would not allow residents the possibility of using their cars during the day. • Closing the route would send a hugely negative signal against the practicality of shopping in the city centre and have hugely negative financial implication on businesses. • Closing the route would impede staff coming to work using their cars when they have to. • Closing the route would impede the delivery to stores and businesses in the city centre. • Closing the route would hamper the use of the city centre and Grafton car parks. • Closing the route is against the wishes of Jesus College Cambridge.

EXHIBITION REPORT

Three exhibitions were held during April and May 2006. Two evening sessions were held on Thursday 20th April and Tuesday 2nd May in the Wesley Methodist Church between 4.30 – 6.30pm. A further exhibition was held on Wednesday 3rd May in the Grafton Centre Cambridge between 10am – 3pm. Over 100 people visited the exhibitions giving a range of opinions.

The comments left in the 'comments book' are summarised below:

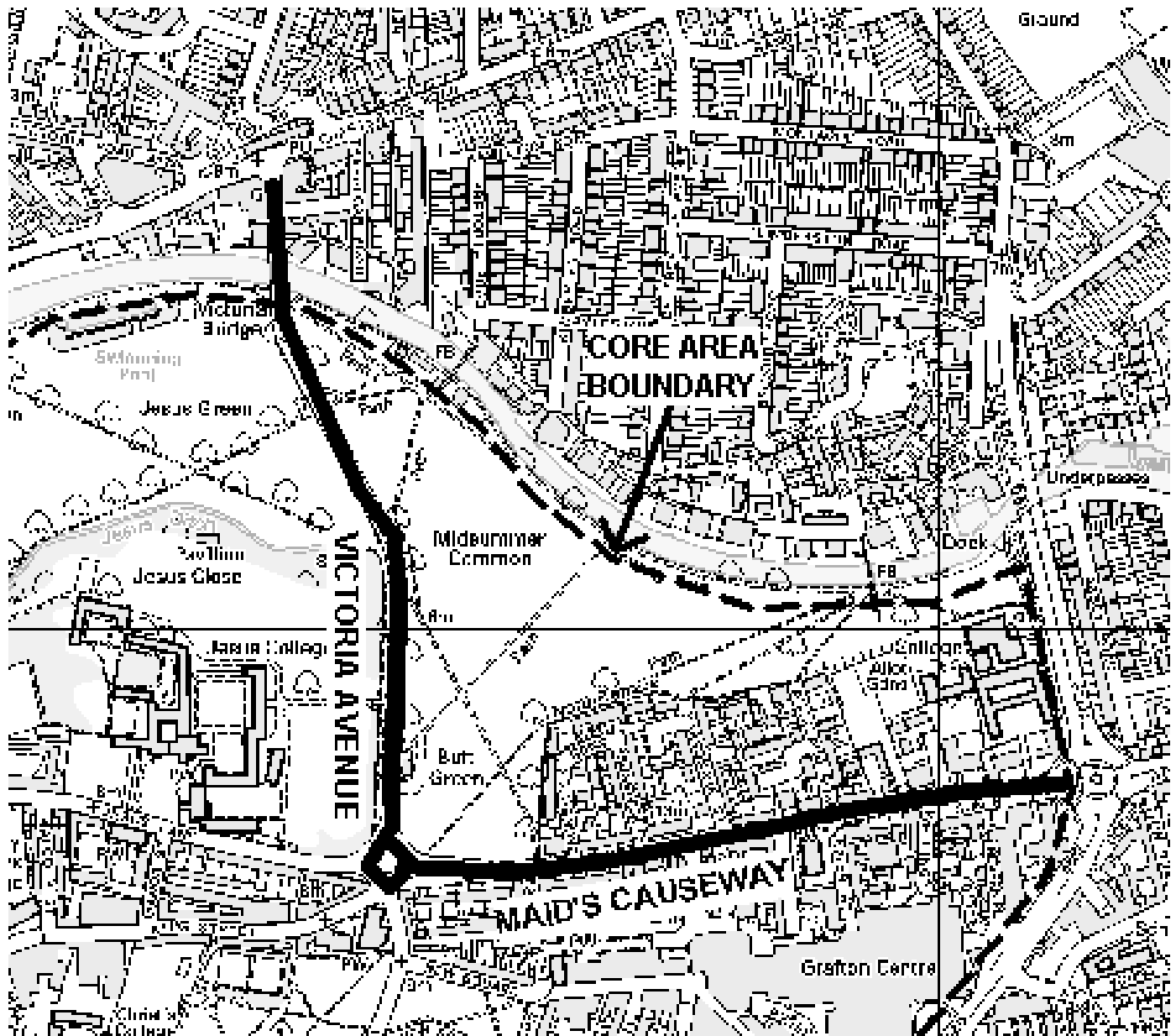
- Difficulty to decide between the options as not sure whether they will just push traffic onto other routes or encourage modal shift.
- The uncertainty over where the bollard would be placed if option A were to be progressed makes it impossible for local to decide.
- Option A would inconvenience locals and would be more unpopular than stages 1-4.
- Please no more bollards.
- Option C would be the best option as it has no cost implications and doesn't push the problem elsewhere.
- Monitor and review traffic flows every 12 months and when there is a problem do something about it.
- Our businesses have already been affected by earlier stages, please don't do this stage as it will just make things worse.
- Elizabeth Way is already not an option – if you close Maids Causeway or Victoria Avenue it will totally gridlock it.
- Things should be left as they currently are.
- Option A must be progressed – traffic should be restricted where possible – people soon get used to where they can and can't drive.
- Option B or C should be progressed and with Option A the disadvantages outweigh the advantages.
- A weight limit needs to be placed on Victoria Avenue Bridge.
- The real problem that needs tackling is the imbalance of traffic on Maids causeway and Chesterton Road – not in favour of closing Victoria Avenue.
- Option B or C – in favour of sensible measures to improve conditions for pedestrians and cyclists. Living off Chesterton Road I use the area by car, foot and bike and can see no benefit of closing a road as it would really inconvenience drivers for little benefit to pedestrians or cyclists.
- If Option A goes ahead people will stop using the city centre and shop elsewhere.
- Closing Victoria Avenue would isolate north Cambridge even more.
- What about the air quality for Elizabeth Way residents?
- What happens if the emergency services need to visit property along Elizabeth Way or Chesterton Road and can't get through because of the congestion caused by a closure?
- A closure would make it very difficult to deliver a library service to housebound people in the area.
- There are few homes on Victoria Avenue compared to Elizabeth Way and Chesterton Road residents who will suffer greatly should this go ahead.
- What is the problem? Compared with most of the city there are no problems along Maids Causeway and Victoria Avenue.
- Should restrict homes or improve bus services to cope with demand. Maids Causeway might benefit from a bus lane.

- This scheme is ill conceived and will only contribute to the demise of the shopping. Where is the conglomerate to defend the right to trade?
- Option B is worth considering to cut down through traffic but should be restricted to aim at through traffic only.
- The City needs access to the centre to shops and amenities.
- Please put your effort into improving the bus service into the city centre.
- Please leave us as we are, able to get into and out of work on the route we chose.
- Please do something to reduce the tide of traffic along Maids Causeway.
- Maids Causeway and Victoria Avenue = 33,000 cars per day whilst Chesterton Road and Elizabeth Way = 30,000 cars per day. Which one is the inner ring road?

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	Existing Flow	With closure	Difference	% Difference
Phase 5 Area				
Victoria Avenue (NB)	6,500	2,145	-4,355	-67%
Victoria Avenue (SB)	6,800	2,176	-4,625	-68%
Maid's Causeway (EB)	6,500	4,875	-1,625	-25%
Maid's Causeway (WB)	5,500	3,685	-1,815	-33%
Newmarket Road (EB near CRC)	7,100	6,460	-639	-9%
Newmarket Road (WB near CRC)	7,500	6150	-1,350	-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)	3,300	7,359	4,059	123%
Chesterton Road (WB, East of Victoria Avenue)	3,200	6,080	2,880	90%
Elizabeth Way (NB)	14,600	18,980	4,380	30%
Elizabeth Way (SB)	12,100	15,850	3,750	31%



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AGENDA ITEM: CAMBRIDGE CORE TRAFFIC SCHEME-STAGE 5

TITLE: LOCATION PLAN

SCALE: NTS



Cambridgeshire
County Council