

CORE SCHEME STAGE 5: its history from 1998 - 2006

August 1998

A consultation on the closure of Emmanuel Road predicted it would lead to 23% increase in traffic on Maid's Causeway/Newmarket Road (West). Brunswick & North Kite Residents' Association (BruNK) was formed.

March 1999

BruNK presented a 360 signature petition to the Environment & Transport Area Joint Committee supporting closure of Emmanuel Road, but requesting that Maid's Causeway/Newmarket Rd West and Victoria Avenue be included in the Core Scheme. (There was also a 1,000 signature petition opposing the closure.)

8 March 1999

Environment & Transport Joint Committee AGREED:

"measures to discourage through traffic on Maids Causeway/Newmarket Rd West to be developed simultaneously with closure of Emmanuel Road"

"review to assess closure of Emmanuel Rd on Maids Causeway/Newmarket Rd - 6 months after closure"

"to reconsider at next meeting, recommending to County Environment & Transport Cttee the extension of the boundary of the Core Scheme to include Maids Causeway"

5 July 1999

Environment & Transport Area Joint Committee AGREED:

"It was recognised that as a consequence of the Core Scheme, Maids Causeway/Victoria Avenue would be the only through route remaining within the Inner Ring Road. A discussion of measures to reduce the impact of traffic and other traffic priorities concluded with the request to the County Environment & Transport Committee to include Maids Causeway/Victoria Avenue/Newmarket Road (west of Elizabeth Way roundabout) within the Core Scheme Area (but that measures should not be developed until current proposed stages of the Scheme have been implemented.)"

29 Oct 2001

Environment & Transport Area Joint Committee

BruNK presented a petition requesting a ban on HGVs over 7.5 tonnes using Maids Causeway/Newmarket Rd West/Victoria Ave as a through route, ie request for access only. The petition raised by residents because since the Emmanuel Road closure figures from the County Council showed a 300% increase in HGVs using this route across City (as well as a 20% increase in cars). Over 50 % of HGVs and over 50% of all vehicles were shown to use it as a through route.

The HGV ban was REJECTED by the Committee. **The main reason given was that this route is part of the Core Scheme, so HGVs would be dealt with when this phase of Core Scheme was implemented.**

Later that year, another measure was proposed by BruNK – a zebra crossing across Newmarket Road, between Parsonage Street and the Zebra Pub. Again, we were told that **this was not a priority because we are already part of the Core Scheme and our turn would come.**

April 2003

BruNK meeting with Richard Preston

Richard Preston said Silver Street partial closure (Stage 3 of Core Scheme) would take longer than expected because there would be additional parts of Stage 3 (Downing St, Tennis Court Rd, Regent St) which were more complicated.

July 2003

Meeting with Cllr S Johnstone and R Preston

BruNK Chair Roger Chatterton and Committee member Wendy Andrews requested clarification of the process for completing the Core Scheme and an indication of timetable for the implementation of Stage 4 of the Core Scheme, ie measures to reduce through traffic on Victoria Avenue/Maids Causeway/Newmarket Road west - as originally agreed by the Environment & Transport Joint Committee in 1999.

March 2004

Meeting with R Preston

R Preston stated that the outstanding elements of Stage 3 affecting Regent Street, Downing Street, Tennis Court Road would be considered by the AJC on 19 April. Consultation on those phases would take place during Summer 2004. The AJC would receive recommendations in Oct 2004, with final decisions in April 2005 and implementation in Summer 2005.

R Preston confirmed that Stage 4 (Maid's Causeway/Newmarket Road West/Victoria Avenue) needed to be timetabled into the programme. BRUNK committee agreed to write a report with their ideas on how the Core Scheme might work in their area, and an indication of the timetable they would like to see adopted.

Subsequently, Stage 3 was split into Stages 3 and 4, so that Maids Causeway, Victoria Avenue and Newmarket Road West was pushed back (again) and became Stage 5.

October 2004**Meeting with R Preston, B Stinton and H Green**

Discussion of range of potential measures to cut or limit through traffic, which were set out in a scoping paper by the officers for the AJC.

April 2005**Meeting with B Stinton and Cllr Rosenstiel**

Discussed scoping paper and options for Stage 5. Discussed timetable for possible implementation.

July 2005**Meeting with R Preston and B Stinton**

Discussion with the BruNK committee about the measures that could be included in Stage 5.

November 2005**Core Scheme Stage 5 consultation workshops**

R Chatterton and W Andrews attended two workshops at Shire Hall, along with other interested groups.

December 2005**Meeting with Brian Stinton and Helen Green**

Discussion about initial findings from the workshop consultation and residents' survey.

April 2006

BruNK made its submission to Core Scheme Stage 5 Consultation – supporting Option A or B – but not C.

3 JULY 2006

AJC MEETS TO DECIDE ON CORE SCHEME STAGE 5