



2

BUSINESS REPLY SERVICE
Licence No CB 176

Helen Green
ET1028
Cambridgeshire County Council
Castle Court
Castle Hill
Cambridge
CB3 0BR



What happens next

The results of this consultation will be reported back to the Cambridge Traffic Management Area Joint Committee on Monday 3rd July 2006. At this meeting councillors will be asked to make decisions about which option they want to develop in detail.



How can I comment?

We are holding three exhibitions during April and May 2006. Please come along to an exhibition to find out more and ask any questions you might have.

Information will also be available on our website www.cambridgeshire.gov.uk/core5 from Monday 3rd April 2006. Please follow the links to comment on-line. Closing date for comments is Friday 19th May 2006

Alternatively you can email us directly at Cambridge.projects@cambridgeshire.gov.uk or write to us at: Helen Green, ET1028, Castle Court, Shire Hall, Castle Hill, Cambridge, CB3 0AP.

If you have any other questions about Core Scheme Stage 5 please contact 01223 712244 or 718587.

If you or someone you know would like this leaflet in large print, audio, Braille or another language please contact us on 01223 718587.

Exhibitions

During April and May we will be holding three drop-in session to give you the opportunity to come and talk to the Cambridge Projects team about Stage 5 and the options being considered.

We will be at Wesley Methodist Church, Christ's Pieces (junction of King Street and Short Street) on:

Thursday 20th April between 4.30 – 6.30pm (refectory room)

Tuesday 2nd May between 4.30 – 6.30pm (octagon room)

and at Grafton Centre on:

Wednesday 3rd May between 10am – 2pm

moving transport forward



Core Scheme Stage 5

Maid's Causeway & Victoria Avenue area

moving transport forward



For further information visit www.cambridgeshire.gov.uk/core5

What is the Cambridge Core Traffic Scheme?

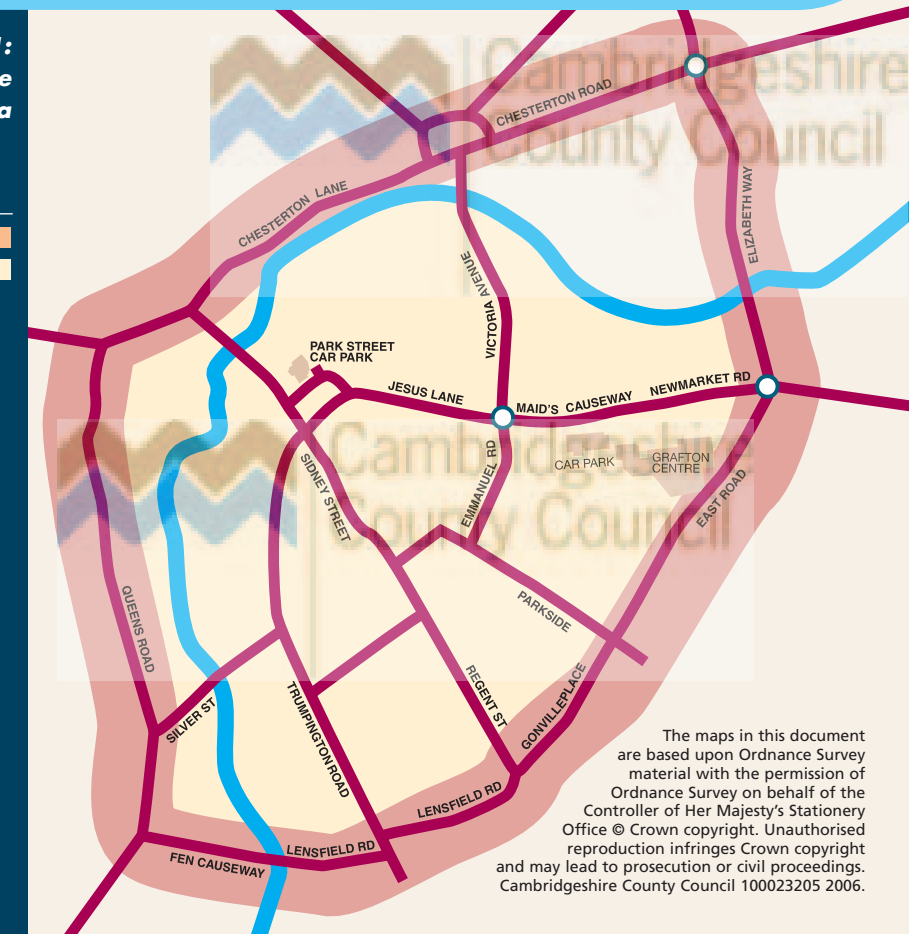
The Core Traffic Scheme is the long-term strategy for delivering the following key transport objectives and improving the central area of Cambridge:

- Remove through traffic
- Improve conditions for public transport
- Provide safer/convenient routes for cyclists
- Create better/safer environments for pedestrians
- Achieve an overall improvement in air quality
- Provide opportunities for streetscape improvements
- Minimise visual intrusion on the highway
- Maintain essential vehicle access
- Achieve an OVERALL benefit.

To achieve these aims, stages 1 to 3 of the Core Traffic Scheme have seen closures to through traffic in Bridge Street, Emmanuel Road and Silver Street. Stage 4 has recently been approved and will see changes in the Emmanuel Street, St Andrew's Street and Drummer Street area alongside a further closure point in Regent Street.

Map 1:
Cambridge
Core area

Key
Ring road
Core area



The maps in this document are based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Cambridgeshire County Council 100023205 2006.



Why?

When the first stage of the Core Traffic Scheme (the closure of Bridge Street) was introduced it led to a decrease in traffic on Maid's Causeway and Victoria Avenue. However, in August 1999 when the second stage of the Core Traffic Scheme (the closure of Emmanuel Road to through traffic) was implemented surveys showed that traffic on this route had returned to its previous levels. As a result of this, when the second stage was reviewed residents along the route raised concerns over this rise in traffic flows.

Therefore, the Cambridge Traffic Management Committee agreed to extend the Core Scheme Area to include the Maid's Causeway – Victoria Avenue area as these roads were the only roads inside the inner ring road that had not originally been included in the Core Scheme. The Committee agreed to consider options to remove through traffic on the route as part of Stage 5 of the Core Scheme.

Traffic monitoring suggests that of the 15,000 vehicle movements a day 50% – 60% of the vehicles using Maid's Causeway and Victoria Avenue are simply travelling through the area. As map 1 shows Maid's Causeway and Victoria Avenue offer an alternative route to Elizabeth Way and Chesterton Road which are both part of the ring road. Traffic monitoring shows that Elizabeth Way already carries very heavy

flows whilst Chesterton Road appears to take less traffic than the others. All the routes under consideration in stage 5, both on the route itself and the ring road, have recognised accident blackspots. Careful consideration will be given to the potential impact of any extra traffic caused as a result of changes in the area.

The growth of Cambridge and its surrounding areas over the next few years will result in an increase in traffic levels. When considering the options available for Core Scheme Stage 5 it is important to consider the likely impact of future growth in traffic in the area.

What?

Cambridgeshire County Council is looking at a number of options for reducing through traffic in the area. Initial consultation has been undertaken with local residents and other city centre organisations to try and establish the scale and nature of the problem.

As with the other stages of the Core Traffic Scheme careful consideration needs to be given to weigh up the potential benefits to be gained from developing stage 5 against the impact on surrounding roads.

This consultation aims to establish public opinion of traffic conditions and associated problems on Maid's Causeway and Victoria Avenue. It also aims to establish opinion on

Map 2:
Cambridge Core
Traffic Scheme
Stage 5

Key
Core Scheme 5 area

© Crown copyright.
All rights reserved
Cambridgeshire County Council
100023205 2006.



the potential solutions put forward in this consultation leaflet, and consider whether the potential impact on surrounding roads is acceptable.

How?

Inside this leaflet are three potential options for taking stage 5 forward. We want to know what you think about them and have included a questionnaire on which to send us your comments.

When?

You can return questionnaires or send us your comments until Friday 19th May. We will also be holding exhibitions where you can view some of the traffic modelling data and ask any questions you might have. Details of the exhibitions are included in this leaflet.

So what are we proposing?

The research we have already undertaken has suggested that we cannot close Maid's Causeway and Victoria Avenue to through traffic at all times. The resulting diversion of traffic to Elizabeth Way and Chesterton Road at peak times would lead to unacceptable congestion on these roads and some of the surrounding road network. With this in mind the options for consideration include:

OPTION A: Part-time 'tidal' closure

We close the road to through traffic part-time as we think that operating a part time closure similar to Silver Street is feasible. This would see Maid's Causeway and Victoria Avenue route **closed** to all through traffic between 10am – 4pm and Midnight and 6am. It would be **open** to through traffic heading towards the city centre between 6am – 10am and heading away from the centre between 4pm and midnight. Like other closure points across Cambridge authorised buses and taxis would be allowed through at all times and provision will be made for cyclists.

Advantages:

- Removes traffic from Maid's Causeway and Victoria Avenue
- Improves air quality in the core area
- Improves highway environment for pedestrians and cyclists
- Potential to reduce accidents
- Improves environment for residents.

Disadvantages:

- Increases traffic on Elizabeth Way and Chesterton Road
- Accessing properties in the area becomes more complicated
- Limits access routes to and from the central area, Park Street and Grafton Centre west car parks
- A reduction in traffic in the area may lead to less natural surveillance and could alter perceptions about personal safety
- Visual intrusion of signs and closure point.

OPTION B: remain open with traffic management

Maid's Causeway and Victoria Avenue remain open at all times of the day to through traffic but some form of traffic management measures are introduced to control speed, improve safety, provide better facilities and conditions for pedestrian and cyclists.

Advantages:

- Traffic calming measures could reduce traffic speeds
- Safety could be improved
- Pedestrian and cyclist facilities could be improved
- Possibly less visually intrusive than a closure point
- Does not cause confusion over access
- Fewer adverse effects on the ring road.

Disadvantages:

- Unlikely to reduce overall traffic volume in the core area
- Unlikely to improve air quality
- Some visual impact along the route
- Doesn't account for future increases in traffic.

OPTION C: Do nothing at present

We do nothing; Maid's Causeway and Victoria Avenue remain as they are.

Advantages:

- No cost implications
- Choice of route maintained with Maid's Causeway, Victoria Avenue, Elizabeth Way and Chesterton Road open to traffic at all times
- No visual impact of traffic management measures.

Disadvantages:

- Doesn't account for future increases in traffic
- No improvement to conditions for any users or residents along the route.

Questionnaire

- How regularly do you travel along Maid's Causeway / Victoria Avenue?
☐ a. Daily ☐ b. Weekly
☐ c. Monthly ☐ d. Other (please specify) _____
- How do you usually travel along Maid's Causeway / Victoria Avenue?
☐ a. Motor vehicle ☐ b. Bus
☐ c. Bicycle ☐ d. On foot
☐ e. Motorbike ☐ f. Other (please specify) _____
- Do you:
☐ a. Live in the area (please specify street name) _____
☐ b. Work in the area
☐ c. Travel through the area
☐ d. Other (please specify) _____
- Do you perceive there to be a problem with traffic along Maid's Causeway / Victoria Avenue for:
a. Motor vehicles ☐ yes ☐ no
b. Bus users ☐ yes ☐ no
c. Cyclists ☐ yes ☐ no
d. Pedestrians ☐ yes ☐ no
e. Motorbike user ☐ yes ☐ no
- Which option would you like to see progressed?
☐ a. Option A: part-time 'tidal' closure
☐ b. Option B: remain open with traffic management measures
☐ c. Option C: do nothing at present
☐ d. None of the above (please specify what you would to see happen in the area).

- Are there any further comments you would like to make?

If you want to comment in more detail on these options please turn to the back page to find out how you can say more?