

The future of Milton Road is 'Final Concept'

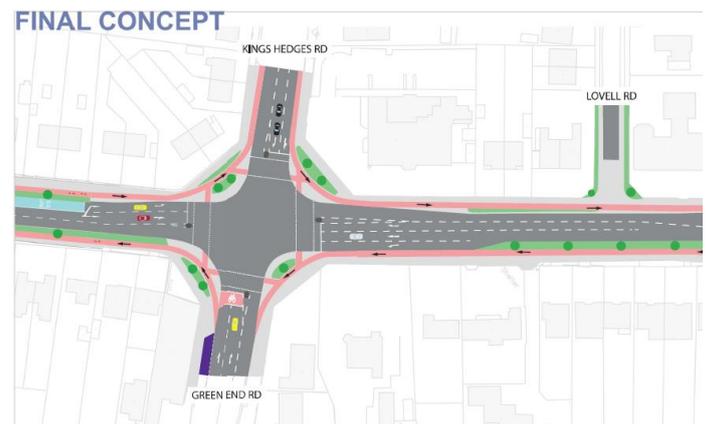
'Final Concept' is the name given by officers to the concept design that was approved by the GCP City Deal* Executive Board at their meeting on 26th July.

It includes many of the elements of our own 'Do-Optimum' proposal as follows:

- Core principle of trees and grass verges down Milton Road
- Any bus-lanes will only be on one side of the road or the other
- There are no bans on turns into Gilbert Road, Arbury Rd and Kings Hedges Rd
- The roundabout will be retained allowing access to Highworth Ave (but re-designed with some signal control)
- Union Lane will remain open
- Improved provision for pedestrians and cyclists separated from motor traffic

So, after a huge and prolonged effort by the local community we have finally been listened to (mostly). Thank you for all your contributions, and to our Alliance partners Milton Road RA and CamCycle.

*City Deal has been rebranded as the Greater Cambridge Partnership, or GCP City Deal



NEWSLETTER #13

More Questions Remain

'Final Concept' does raise new questions:

- Why is there no space allocated for properly designed bus-stops with adequate waiting areas?
- Why are some verge widths insufficient for planting and protection of trees from wide vehicles?
- Why are pedestrians and cyclists not separated from traffic and parked cars throughout the length of the road?

We believe the answer is that the bus lanes are far longer and obtrusive than they need to be. Traffic modelling indicates that shorter lanes would still enable buses to be given priority over other vehicles and then space could be freed up for other purposes.

What Happens Next?

There will now be a brief pause while officers and consultants draw up more detailed designs for examination by the Local Liaison Forum in the autumn.

Then there will be a statutory consultation, probably in May next year, followed by appointment of contractors ready for construction to start in mid-2019.

Watch this space for opportunities to influence the final details.

Anti-Social Construction

This has been a very busy season for house extensions and building works in our neighbourhood. Most contractors are considerate and do their best to keep noise and nuisance to a minimum. But there are always a few exceptions and some of these have come to our attention.

In particular we have received reports of bad language travelling a considerable distance over the rooftops, even on a

Saturday afternoon and on Sunday when building work is usually prohibited in the planning conditions.

Also there is the problem of heavy vehicles and equipment causing damage to grass verges and the surfaces of our footpaths.

If residents are considering having building work done, perhaps they could request an undertaking in writing from contractors that they will use their best efforts to prevent noise, nuisance and damage to the environment by their employees, sub-contractors and suppliers. It won't guarantee compliance but it might be something to fall back on if problems do arise.

Essential Reading for Cams Taxpayers

HPERA member Richard Cushing is lead author of a report published by Smarter Cambridge Transport which questions the future cost to the Council Tax payer of keeping the guided busway fit for purpose.



An earlier consultants' report does not appear to get to the root-cause of the problems regarding cracking and misalignment of the concrete beams that have occurred during the first five years of its projected 40 year lifespan.

You can find a link to the full report here:

<https://hpera.co.uk/news>