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*To:* Greater Cambridge Partnership Executive Board  
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## Part 1 Question (Milton Rd)

You have now spent over £450,000 proving that Milton Rd is not wide enough for HGVs, congestion-free bus routes, protected cycle lanes, footways, bus stops, loading bays and an avenue of trees. So what gives?

Because you set bus priority and preserving road capacity as your primary objectives, it is cycling provision that gives. That means we could have very expensive cycle lanes that, end to end, do not pass the 8-80 age test for safety, and therefore do not achieve the full potential for modal shift from cars for short journeys, for instance to/from school.

The objectives, which have been stated and interpreted in various inconsistent ways, are trying to please everyone, and failing to please anyone – as you have witnessed at every single Board, Assembly and LLF meeting.

One objective, to maintain road capacity, is directly at odds with an objective of the City Access project, to reduce traffic volumes and congestion in the city centre. Planning for bus lanes is a clear signal that you believe congestion is here to stay.

But congestion penalises businesses that need to use roads to deliver goods and services. Solving congestion would have economic benefit; it would improve public transport without the need for bus lanes; that in turns means we can have the best quality cycle provision, and plenty of public space with which to be creative.

So why isn't reducing traffic volume and maximising modal shift from cars the primary objective for the whole of the city?

Current objectives make evidence-free assumptions, for instance that today's traffic levels are somehow optimal or necessary; and that buses rather than cycles have the greater potential for modal shift from cars.

So, will the Board:

1. Review and restate objectives for Milton (and Histon) Roads so that they are clear, forward-looking and coherent across all projects?
2. Commission analysis of Inbound Flow Control on Milton Rd as an alternative to constructing 1.3km of bus lanes?
3. Commission a feasibility study of connecting the Milton Park & Ride to the busway via the A14 underpass behind the Regional College, which would bypass up to a mile of queued traffic and fives sets of traffic lights?

## Part 2 Question (City Access & A428)

I'd like to start with the Greater Cambridge Partnership good news:

- Building the evidence base
- Rural travel hubs
- Clean Air Zone
- The Chisholm Trail
- On-street parking controls
- Smart traffic signals
- Electric/hybrid buses
- Workplace Parking Levy
- Greenway cycle routes

Let's acknowledge and congratulate all the officers, Board and Assembly members who have championed these and are now working to deliver them.

But it's not all good news.

The A428/Western Orbital project is now mired in complexity and controversy, having now burnt through over £1.8m.

No longer are we looking at just a busway or bus lanes, but now potentially a bullet busway, a light rail line to St Neots, or even a monorail. Breezy assertions that the planned busway will be future-proof do not stand up to scrutiny. Each mode has completely different design parameters; and if there's going to be a tunnel, the route has to align with a viable entry point.

As with Milton Road, we don't have clear and agreed objectives – other than to fool the Planning Inspector into believing we know what we're doing. You're overlooking good options simply because they don't fit the flawed brief.

Transport is about moving *people (and goods)*, not cars and buses. So why don't we start by looking at how to improve the currently pretty miserable bus user experience?

Give Cambourne an attractive bus station close to the A428. Then the half-hourly Stagecoach X5 could join the Citi 4, 18 and Whippet X3 services, providing a service from 5.30am to 11.30pm that's almost as good as the Guided Busway service from St Ives.

Implement Inbound Flow Control on the A1303, condensing peak-time queues and giving buses priority with just a 500m bus lane up to Madingley Wood.

Those two things would achieve a step change in bus service quality. They're deliverable within two years, at much lower cost and controversy than the scheme you're currently pursuing.

So, will the Board:

1. Accelerate the Rural Travel Hubs project, to bring a much-needed bus station to Cambourne?
2. Commission analysis of Inbound Flow Control on the A1303 as an alternative to constructing 2 miles of busway or bus lanes?
3. Examine the implications of adding connections and a Park & Ride at the Girton Interchange, as set out in our A428 LLF resolution?