Members of the Executive Board,

I am bringing a proposal for a compromise solution on behalf of Milton Road Alliance. This compromise combines the best of 'Final Concept' and 'Do Optimum' to produce a hybrid outcome that we believe will be broadly acceptable to everyone.

We have sent the full proposal with its assembled evidence to you and we hope that you have had a chance to read it.

Our confidence in this proposal has been bolstered by the words of the Interim Transport Director last week at the Joint Assembly.

> Mr Tunstall: "It is the junctions, it's not the links in between, you get queues at junctions."

We agree, the key places for bus priority measures are at junctions.

> Mr Tunstall: "We are only looking to place bus lanes where we need them, it is the Final Concept not the Final Design."

We welcome this approach if 'need' is strictly defined to be where a benefit has been demonstrated that outweighs the high cost and lost opportunity for other important elements of the street.

> Mr Tunstall: "Actually the model does show that, notwithstanding the increased traffic flows in 2031, and the modal shift we are expecting, that traffic flows will be easier and there will be a bit better general traffic flow. As part of the detailed design we will probably be looking to pinch some of that and give it to buses. And all of that can help with the length of the bus lanes, which is still a really key issue."

Our full proposal basically makes this very same observation that Mr Tunstall has put forward, and that has led us to the idea of a hybrid design.

> Mr Tunstall: "We can still look at the lengths of bus lanes, so yes we will continue to work with the Local Liaison Forum regarding the detailed design in respect of the mature trees planted in that area."

We are glad to hear the commitment to continue working with the Local Liaison Forum.

The following statement, however, worries us:

> Mr Tunstall: "We've looked at where the queues would start, not necessarily at the point where the ultimate length of the queue occurs, but to allow for the fact that the traffic starts to slow as it hits the queue."

Here we must differ with Mr Tunstall because the benefits to bus journeys in this case seem very small, measured in mere fractions of a second, while the costs remain very high.

The extremely long bus lanes shown in the ‘Final Concept’ are squeezing out too many important things.

Large vehicles will batter down the trees planted in narrow verges too close to the carriageway.

Without an ample verge, bus passengers won’t have safe space to board buses.

And delivery vans won’t have a place to unload so they will wind up on the pavement or the cycleway.

But our proposal can help solve these problems by combining the best of both ‘Final Concept’ and ‘Do Optimum’ and then finding reasonable lengths of bus lanes that let buses skip the queues, while not neglecting all the other important functions and roles of a street.

We ask the Executive Board: will you take up our proposal to put forward a hybrid design that is based on ‘Final Concept’ for the junctions and junction approaches while incorporating the concepts of ‘Do Optimum’ for much of the links in between? Will you instruct officers to take into account the diminishing returns of lengthy bus lanes, and to consult the Local Liaison Forum to find when the costs of lengthy bus lanes exceed the benefits?

Thank you.