

**MILTON ROAD BUS CENSUSES:
THE IMPLICATIONS FOR POLICY ON
BUS LANES ALONG MILTON ROAD**

James and Lisa Woodburn
For Cambridge Cycling Campaign
March 2004

The Censuses

Cambridge Cycling Campaign has carried out six two-hour censuses of bus traffic on a length of Milton Road where an outbound bus lane is planned. Our aim was to establish how long buses take at the peak time of day and at the peak time of the year to travel the length of the proposed bus lane and whether the proposed bus lane could be expected to significantly improve bus times.

We deliberately chose dates that were in both the university and school terms during the late autumn and winter when traffic congestion increases and is known to be greater than in the spring and the summer. The chosen dates were Thursday, 13th October 2003 and Monday to Friday, 12th to 16th January 2004. We carried out the censuses in both wet and dry conditions. We avoided the untypical immediate pre-Christmas period and dates when there were road works. What we were seeking were timings that were reasonably typical of quite long periods of the autumn and winter. Since the proposed bus lane is for outbound traffic, all of our censuses were during the 4pm to 6pm period, the peak for outbound traffic.

Method

Two people with clocks synchronised to the second carefully recorded the times that each bus (including those not in service) entered and left the area of the proposed bus lane. One recorder was stationed at the beginning of the proposed bus lane (at the beginning of the frontage of 287 Milton Road) and the second recorder at the end (the middle of the frontage of 347 Milton Road). After completing each census, the time taken to travel the length of the proposed bus lane by each bus was calculated. The full censuses are attached.

Notes and Observations

- Traffic flowed freely all along the length of the proposed bus lane throughout the peak period on every census day. There were no traffic queues during any of the six censuses.
- We observed that virtually no buses or other vehicles had to wait for more than one traffic light change at the Milton Road/King's Hedges Road junction just beyond the end of the proposed bus lane.
- Differences in the times taken by buses were visibly related not to traffic conditions but to whether they had to wait for the traffic lights at the Milton Road/King's Hedges Road junction or at the bus stop or the pelican crossing along the length of the proposed bus lane.

Census Conclusions

On the six occasions on which we took our censuses – at times and on dates which we believe are reasonably representative of peak traffic conditions characteristic of the period of the year when traffic levels are high – a bus lane along this stretch of Milton Road could not have allowed buses to reach their destinations more quickly.

Possible Implications for Policy

If traffic levels along Milton Road have either stabilised or are reducing, creation of this particular length of proposed bus lane, and probably of other lengths of bus lane on Milton Road, is not justified at present and may well not be justifiable in future. The issue is whether Park and Ride, improved bus services and high car parking charges in the City Centre have been successful in stabilising or reducing traffic levels.

If in future guided buses travel to and from the City Centre via Histon Road and Milton Road, these buses should make a further contribution to net traffic reduction along Milton road.

We at Cambridge Cycling Campaign believe that no new bus lanes should be created on Milton Road until the overwhelming need for each of them has been clearly demonstrated. No such need has yet been shown. The problem is that bus lanes on Milton Road severely damage conditions for cyclists who should, in accordance with City and County policy, be encouraged to cycle, not discouraged by poor road or cycleway conditions .

MILTON ROAD BUS CENSUSES

Along the proposed 350 metre bus lane from the beginning of the frontage of 287 Milton Road to the middle of the frontage of 347 Milton Road

Thursday 13th October 2003, 4pm – 6pm

(sun/cloud, windy, cool/cold)

Recorders: James & Lisa Woodburn for Cambridge Cycling Campaign

Bus route number/ destination	Single/ double decker	Time on entering proposed bus lane	Time on leaving proposed bus lane	Time taken
		Hr Min Sec	Hr Min Sec	Min Secs
Park & Ride	Double	4.05.42	4.06.11	0.29
Harrison Holidays	Single	4.05.58	4.06.52	0.54
14 Contract	Double	4.08.28	4.09.12	0.44
19 Ely & Wisbech	Double	4.14.26	4.15.18	0.52
Not in Service	Double	4.14.39	4.15.23	0.44
Park & Ride	Double	4.18.19	4.19.44	1.25
181 Jetlink	Single	4.22.25	4.23.54	1.29
Not in Service	Double	4.22.40	4.24.06	1.26
Not in Service (Tour Bus)	Open top	4.28.00	4.28.47	0.47
Park & Ride	Double	4.36.27	4.37.00	0.33
797 Stansted	Single	4.44.54	4.46.19	1.25
Park & Ride	Double	4.44.59	4.46.24	1.25
Not in Service (Tour Bus)	Open top	4.50.48	4.51.53	1.05
Park & Ride	Double	4.52.09	4.52.38	0.29
19 Ely & Wisbech	Double	4.52.42	4.53.32	0.50
Not in Service	Double	4.54.04	4.54.53	0.49
Not in Service	Double	4.54.42	4.55.41	0.59
Park & Ride	Double	4.56.49	4.57.49	1.00
Not in Service	Double	4.58.52	4.59.43	0.51
Park & Ride	Double	5.06.23	5.07.06	0.43
Cambridge Regional College	Single	5.08.33	5.09.59	1.26
X11 Bury St Edmunds/Nmkt	Single	5.10.27	5.10.59	0.32
Not in Service (Tour Bus)	Open top	5.12.26	5.12.53	0.27
Not in Service (Tour Bus)	Open top	5.17.39	5.18.07	0.28
Park & Ride	Double	5.19.48	5.20.59	1.11
Park & Ride	Double	5.28.46	5.29.16	0.30
19 Ely	Single	5.29.10	5.29.39	0.29
282 Brandon	Single	5.32.37	5.33.01	0.24
Park & Ride	Double	5.35.30	5.36.26	0.56
19 Ely & Wisbech	Double	5.53.36	5.53.58	0.22
Park & Ride	Double	5.59.26	6.00.33	1.07

Note: Some of the above buses which have numbers and/or destinations may have been out of service.

Monday 12 January 2004, 4pm – 6pm

(cold and clear – road wet from rain earlier)

Recorders: James Woodburn & Jim Chisholm for Cambridge Cycling Campaign

Bus route number/ destination	Single/ double decker	Time on entering proposed bus lane	Time on leaving proposed bus lane	Time taken
		Hr Min Sec	Hr Min Sec	Min Secs
Park & Ride	Double	4.02.42	4.04.00	1.18
6 (coach)	Single	4.03.06	4.04.30	1.24
Coach	Single	4.05.16	4.06.22	1.06
X8 Ely (coach)	Single	4.09.12	4.10.15	1.03
14 Regional School contract	Double	4.09.15	4.10.05	0.50
Park & Ride	Double	4.16.50	4.17.50	1.00
Not in Service (Tour Bus)	Double	4.16.56	4.17.55	0.59
Park & Ride	Double	4.26.23	4.26.50	0.27
Park & Ride	Double	4.35.01	4.35.41	0.40
Not in Service	Double	4.38.37	4.39.45	1.08
Not in Service	Double	4.43.01	4.43.55	0.54
Park & Ride	Double	4.52.05	4.52.50	0.45
Not in Service (Tour Bus)	Double	4.55.40	4.56.30	0.50
19 Ely & Wisbech	Double	4.56.05	4.56.40	0.35
Not in Service	Double	4.57.30	4.58.10	0.40
Park & Ride	Double	4.59.42	5.00.25	0.43
Not in Service (Tour Bus)	Double	5.02.45	5.03.27	0.42
797 (National Express)	Single	5.03.05	5.04.00	0.55
Cambridge Regional College	Single	5.04.50	5.05.20	0.30
Park & Ride	Double	5.08.45	5.09.24	0.39
X11 /Newmarket	Single	5.10.52	5.11.45	0.53
Park & Ride	Double	5.18.57	5.19.30	0.33
797 (National Express)	Single	5.22.35	5.23.05	0.30
19	Double	5.23.28	5.24.51	1.23
Park & Ride	Double	5.25.35	5.26.30	0.55
Not in Service	Single	5.30.36	5.31.55	1.19
282 Brandon	Single	5.31.45	5.32.25	0.40
Park & Ride	Double	5.36.06	5.36.50	0.44
Park & Ride	Double	5.46.40	5.47.12	0.32
19 Wisbech	Double	5.47.30	5.48.20	0.50
Park & Ride	Double	5.58.54	5.59.30	0.36

Note: Some of the above buses which have numbers and/or destinations may have been out of service.

Tuesday 13 January 2004, 4pm – 6pm

(cold, clear with dark clouds and windy)

Recorders: James and Lisa Woodburn for Cambridge Cycling Campaign

Bus route number/ destination	Single/ double decker	Time on entering proposed bus lane	Time on leaving proposed bus lane	Time taken
		Hr Min Sec	Hr Min Sec	Min Secs
6 (coach)	Single	4.01.30	4.02.00	0.30
Park & Ride	Double	4.04.08	4.05.19	1.11
14 Regional School contract	Double	4.05.57	4.07.06	1.09
Park & Ride	Double	4.06.26	4.07.30	1.04
19 Ely and Wisbech	Double	4.10.41	4.11.19	0.38
Park & Ride	Double	4.15.36	4.16.05	0.29
787 Camb. via Hem.Hemp.	Single	4.16.20	4.17.28	1.08
Not in Service (Tour Bus)	Double	4.17.47	4.18.30	0.43
Park & Ride	Double	4.29.21	4.29.52	0.31
Not in Service	Double	4.33.19	4.33.45	0.26
Park & Ride	Double	4.35.54	4.36.42	0.48
National Express coach	Single	4.39.50	4.40.20	0.30
Not in Service	Double	4.42.03	4.42.32	0.29
Not in Service 38A	Double	4.43.51	4.44.28	0.37
19 Ely and Wisbech	Double	4.50.19	4.50.50	0.31
Not in Service (Tour Bus)	Double	4.57.33	4.58.25	0.52
Park & Ride	Double	4.59.47	5.00.15	0.28
Park & Ride	Double	5.01.32	5.02.04	0.32
Cambridge Regional College	Single	5.05.45	5.06.17	0.32
X11 Bury St. Edmunds	Single	5.07.44	5.08.40	0.56
Not in Service	Double	5.17.42	5.18.15	0.33
Park & Ride	Double	5.18.02	5.18.35	0.33
Park & Ride	Double	5.25.05	5.25.34	0.29
Not in Service (Tour Bus)	Double	5.27.09	5.28.28	1.19
282 Brandon	Single	5.29.31	5.30.32	1.01
19	Double	5.31.17	5.32.22	1.05
Park & Ride	Double	5.31.38	5.32.38	1.00
Park & Ride	Double	5.43.33	5.44.12	0.39
Park & Ride	Double	5.55.00	5.55.34	0.34
19 Ely and Wisbech	Double	5.56.50	5.57.16	0.26

Note: Some of the above buses which have numbers and/or destinations may have been out of service.

Wednesday 14 January 2004, 4pm – 6pm

(cold, raining until 5pm)

Recorders: James Woodburn and Colin Rosenstiel for Cambridge Cycling Campaign

Bus route number/ destination	Single/ double decker	Time on entering proposed bus lane	Time on leaving proposed bus lane	Time taken
		Hr Min Sec	Hr Min Sec	Min Secs
6 (coach)	Single	4.04.23	4.05.00	0.37
Park & Ride	Double	4.06.30	4.06.55	0.25
19 Waterbeach and Ely	Double	4.11.11	4.11.40	0.29
Park & Ride	Double	4.16.33	4.17.37	1.04
Not in Service (Tour Bus)	Double	4.22.58	4.23.35	0.37
14 Regional College	Double	4.24.07	4.24.50	0.43
Premier (coach)	Single	4.24.23	4.25.20	0.57
717 National Express coach	Single	4.28.41	4.29.20	0.39
Park & Ride	Single	4.34.23	4.34.45	0.22
Not in Service	Double	4.35.49	4.36.17	0.28
G12 Ely (coach)	Single	4.45.23	4.45.45	0.22
Not in Service	Double	4.47.28	4.48.25	0.57
Park & Ride	Double	4.49.45	4.50.25	0.40
Not in Service (coach)	Single	4.50.01	4.50.44	0.43
19 Ely	Double	4.54.43	4.55.15	0.32
Park & Ride	Double	4.55.24	4.56.14	0.50
797 National Express	Single	4.58.06	4.59.39	1.33
Park & Ride	Double	4.58.08	4.59.40	1.32
Regional College	Single	5.02.10	5.03.25	1.15
Not in Service (Tour Bus)	Double	5.03.59	5.04.20	0.21
Park & Ride	Double	5.04.41	5.05.20	0.39
Not in Service	Double	5.08.56	5.09.20	0.24
X11 Bury St Edmunds	Single	5.09.23	5.10.30	1.07
Not in Service (Tour Bus)	Double	5.11.08	5.11.40	0.32
Park & Ride	Double	5.15.57	5.16.45	0.48
19 Ely	Double	5.23.15	5.24.25	1.10
Park & Ride	Double	5.26.36	5.28.17	1.41
787	Single	5.30.58	5.32.05	1.07
Park & Ride	Double	5.37.54	5.38.25	0.31
Park & Ride	Single	5.48.10	5.49.20	1.10
19 Ely and Wisbech	Double	5.52.23	5.53.05	0.42

Note: Some of the above buses which have numbers and/or destinations may have been out of service.

Thursday 15 January 2004, 4pm – 6pm

(cold, cloudy and very slight rain)

Recorders: LisaWoodburn and David Hembrow for Cambridge Cycling Campaign

Bus route number/ destination	Single/ double decker	Time on entering proposed bus lane	Time on leaving proposed bus lane	Time taken
		Hr Min Sec	Hr Min Sec	Min Secs
14 Regional College	Double	4.07.19	4.08.40	1.21
Park & Ride	Double	4.07.46	4.09.01	1.15
19 Waterbeach and Ely	Double	4.15.12	4.16.08	0.56
787 Luton and Cambridge	Single	4.20.42	4.21.11	0.29
Park & Ride	Double	4.24.42	4.25.10	0.28
Not in Service (Tour Bus)	Double	4.26.58	4.27.26	0.28
Park & Ride	Double	4.30.36	4.31.04	0.28
13A Cambridge (empty)	Double	4.47.09	4.47.37	0.28
Park & Ride	Double	4.48.28	4.49.13	0.45
19 Ely March and Wisbech	Double	4.54.43	4.56.26	1.43
13A Not in Service	Double	5.00.15	5.01.23	1.08
Park & Ride	Double	5.00.20	5.01.28	1.08
Not in Service (Tour Bus)	Double	5.02.40	5.03.33	0.53
Regional College	Single	5.03.35	5.03.59	0.24
Park & Ride	Single	5.05.28	5.05.55	0.27
X11 Bury St Edmunds	Single	5.08.16	5.09.17	1.01
Park & Ride	Double	5.18.15	5.19.00	0.45
19	Double	5.22.58	5.23.46	0.48
282 Brandon	Single	5.29.19	5.30.07	0.48
Park & Ride	Double	5.37.25	5.38.53	1.28
Park & Ride	Double	5.39.18	5.40.45	1.27
Park & Ride	Double	5.45.20	5.45.49	0.29
X8 Ely March and Wisbech	Double	5.51.10	5.51.40	0.30
Not in Service (Tour Bus)	Double	5.51.42	5.52.29	0.47
717	Single	5.55.12	5.56.20	1.08

Note: Some of the above buses which have numbers and/or destinations may have been out of service.

Friday 16 January 2004, 4pm – 6pm

(cold, dry and breezy)

Recorders: David Hembrow and Chris Dorling for Cambridge Cycling Campaign

Bus route number/ destination	Single/ double decker	Time on entering proposed bus lane	Time on leaving proposed bus lane	Time taken
		Hr Min Sec	Hr Min Sec	Min Secs
Park & Ride	Double	4.07.40	4.08.17	0.37
19	Double	4.08.22	4.09.55	1.33
14 CRC	Double	4.09.27	4.10.21	0.54
Park & Ride	Double	4.17.38	4.18.11	0.33
Cambridge Regional College	Single	4.23.51	4.24.19	0.28
? Not in Service (Station)	Double	4.29.50	4.30.22	0.32
Park & Ride	Double	4.34.02	4.34.54	0.52
747 National Express	Single	4.34.06	4.34.57	0.51
Not in Service	Double	4.36.17	4.37.11	0.54
Park & Ride	Double	4.38.21	4.40.01	1.40
Not in Service	Double	4.45.02	4.46.58	1.56
Park & Ride	Double	4.48.35	4.49.53	1.18
19 Wisbech	Double	4.54.32	4.55.30	0.58
Not in Service	Double	4.54.41	4.55.35	0.54
797 National Express	Single	4.55.04	4.55.49	0.45
Coach	Single	4.58.15	4.59.00	0.45
Park & Ride	Double	5.01.34	5.02.08	0.34
Park & Ride	Double	5.04.02	5.04.41	0.39
X11 Bury St Edmunds	Single	5.07.38	5.08.24	0.46
Park & Ride	Double	5.14.04	5.14.39	0.35
Not in Service	Double	5.20.59	5.22.33	1.34
Park & Ride	Double	5.34.10	No record	-
101	Double	5.36.46	5.37.53	1.07
No record	Double	5.40.23	5.41.38	1.15
Park & Ride	Double	5.45.41	5.46.12	0.31
19 Wisbech	Double	5.51.53	5.52.22	0.29
Park & Ride	Double	5.55.20	5.55.48	0.28

Note: Some of the above buses which have numbers and/or destinations may have been out of service.