

**CAMBRIDGE CORE TRAFFIC SCHEME**  
**STAGE 3: SILVER STREET AREA**

*To:* Cambridge Environment & Transport Area Joint Committee

*Date:* 28<sup>th</sup> January 2002

*Purpose:* To consider:

- (i) the feedback from informal key stakeholder meetings;  
and
- (ii) the design options to take forward for an initial public consultation process.

*Recommendation:* It is recommended that the Area Joint Committee:

- i. notes the feedback from the initial key stakeholder meetings;
- ii. notes the amended timetable for scheme development and implementation as set out in Appendix D;
- iii. supports design options B and C, as detailed in Appendix C, as a basis for an initial public consultation including the exploration of moving towards a total closure in time; and
- iv. supports further consideration of complementary traffic management measures in the Regent Street area.

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## 1. BACKGROUND

1.1 At its meeting on 29<sup>th</sup> October last year, the Area Joint Committee considered a report settling out the objectives, scope and proposed process for the third stage of the Core Traffic Scheme based on the Silver Street-Trumpington Street area. The key objectives of the Core Traffic Scheme are to:

- 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
- maintain essential vehicle access
- achieve an **OVERALL** benefit

1.2 The report raised questions about extending the scope of the next stage of the Core Traffic Scheme by providing complementary traffic management measures in the Regent Street-Park Terrace-St. Andrew's Street-Emmanuel Street area to address any possible knock-on effects resulting from any traffic restraint in and around Silver Street. Plan 1 shows the extent of the area under consideration as part of the third stage.

1.3 The Area Joint Committee resolved to:

- (i) note the general principles of the project;
- (ii) approve the scope of the scheme as a basis for consultation; and
- (iii) support the process and proposed timetable subject to clarification that possible scheme implementation could start on 21<sup>st</sup> August 2002.

1.4 The Cambridge Strategic Forum considered a report on the Core Traffic Scheme at its meeting on 31<sup>st</sup> October. The following points emerged from the Forum's discussions:

- welcomed the third stage of the Core Traffic Scheme but highlighted the need to balance the impacts on the Cambridge Ring Road
- the need for any decision to close Silver Street to through traffic to be handled sensitively
- the importance of increasing the use of alternative forms of transport into the City e.g. Park and Ride, to address the likely increase in traffic on Fen Causeway resulting from any closure and additional pressure on the Ring Road
- noted that private schools along Trumpington Road were being encouraged to use the commercial buses, as well as their own mini buses, from the Trumpington Park and Ride Site, which opened on 26th November, to transport pupils to school

- noted an aspiration to link Madingley Road Park and Ride Site with Brooklands Avenue and Addenbrooke's Hospital in the future
- noted that the Cambridge Environment and Transport Area Joint Committee had decided not to introduce, for the time being, a proposal to make the northern end of Tennis Court Road one-way southbound for motor vehicles to prevent access to Lion Yard car park due to the need to accommodate large vehicles taking building materials to the Department of Bio-sciences

1.5 As indicated in the report to the Area Joint Committee, key stakeholder meetings have been held to establish the scope of the third stage, to explore possible design options and to give an opportunity for issues or concerns to be raised for consideration during the development of design options. Views on whether complementary traffic management measures should also be implemented in the Regent Street-Park Terrace-St. Andrew's Street-Emmanuel Street area have also been sought. The feedback from the meetings is summarised as Appendix A.

1.6 Briefings on the scope, process and timetable for the third stage were held on 4<sup>th</sup> December to which all County, City and South Cambridgeshire members were invited.

## 2. THE PROBLEM

2.1 A weekday traffic survey undertaken in March last year recorded 10,600 motor vehicles a day using Silver Street (12 hour flow 7am-7pm, 2000) along with over 3000 pedal cycles. The number of cyclists increases to over 4,000 during University and school term time. The survey also recorded 3,500 pedestrians crossing Silver Street bridge; the number increases significantly during the summer period. Appendix B shows the results of the survey by hour of day.

2.2 In the narrow section of Silver Street, the road width is less than 6 metres throughout, reducing to 4.2 metres at its narrowest. The footways are less than 1 metre wide along lengths on both sides of the road. When goods vehicles, buses or coaches pass opposing traffic, overrunning of the footways is frequent and often inevitable at some points along the narrowed section.

2.3 The canyon nature of Silver Street tends to lock in the pollution from motor vehicles. Monitoring of nitrous oxides over the last 12 months shows a level of 24 parts per billion (ppb) which is above the National Air Quality Strategy target of 21 ppb.

2.4 Since 1995, 24 injury accidents have been reported on Silver Street, 23 of which involved either a cyclist or pedestrian. Some of the pedestrian accidents involve pedestrians on the narrow footways being struck by the wing mirrors of passing motor vehicles.

### 3. DESIGN OPTIONS

- 3.1 There are 3 basic ways to constrain traffic using Silver Street: road closure, one-way flow or tidal flow. From these basic approaches, six design options have been put forward for initial discussion during the key stakeholder meetings, which are detailed in Appendix C and Plans 2-7. Key stakeholders have been encouraged to put forward any other design ideas for consideration but none have been suggested to date, other than the 'do nothing' option.

### 4. COMPLEMENTARY MEASURES

- 4.1 There is a concern that further traffic restraint in the Silver Street area could exacerbate the problems of non-essential traffic using Regent Street, typically to drop off and collect passengers from the historic centre, which many drivers currently find convenient. Many motorists using Regent Street then use Emmanuel Street and Parker Street to exit the area, which exacerbates congestion and delay in Emmanuel Street to the detriment of bus services. A recent consultants report commissioned jointly by the City and County Councils on the future of bus services in the city centre has highlighted the need to minimise the amount of traffic in the Emmanuel Street and Drummer Street area to ensure that the predicted future growth in bus patronage can be accommodated. Stagecoach East has highlighted Regent Street as a problem area, particularly during the evening peak period, where delays to bus services are frequent and often lengthy. It has been pressing for measures to relieve congestion to ensure more punctual bus services are achieved.
- 4.2 As part of the initial meetings, stakeholders have been asked if they consider it necessary or appropriate to extend the scope of the third stage to include the Regent Street area.

### 5. CONSULTATION ISSUES

#### Timetable

- 5.1 There is concern from some stakeholders that the timetable envisaged for the development and implementation of the Stage 3 measures is very tight. The Colleges are concerned that this will not allow sufficient time for the proposals to be evaluated. The University is keen to work with the Councils to develop sustainable transport alternatives for its staff that work at sites likely to be affected by any restraint measures in Silver Street. The City Council's Tourist Information Office is concerned that coach operators have already planned many summer excursions to the city and that implementing the changes in August, as initially suggested, could cause difficulties in the Silver Street area where operators may expect the usual parking and access arrangements to be in operation.
- 5.2 To take account of these concerns it is proposed to extend the project timetable. Final decisions on what measures to implement would be taken by the Area Joint

Committee in October this year following a two stage formal public consultation as originally proposed. Implementation of any approved measures would start in February 2003 at the earliest with the exact timing depending on the selected measures. A revised project timetable is given in Appendix D.

### Inner Ring Road

- 5.3 Whatever measures are finally approved for the Silver Street area, there will be a need to consider improvements on the inner ring road to ensure that traffic is managed as efficiently as possible and to avoid it becoming a greater barrier to pedestrian and cycle access to and from the Core area. However, it should be recognised that there are no easy solutions.
- 5.4 Officers are currently investigating possible changes to the layout of the inner ring road with a focus on the East Road-Gonville Place-Lensfield Road-Fen Causeway-Newnham Road section to accommodate any measures in Silver Street and the Regent Street area. Particular attention will be given to key junctions including the Catholic Church junction (Gonville Place-Regent Street) and the Royal Cambridge Hotel junction (Fen Causeway-Trumpington Street-Lensfield Road-Trumpington Road). A report on possible inner ring road changes will be considered by the Area Joint Committee at its April meeting. As part of this work, officers are to undertake an audit of the inner ring road with the emergency services to consider layout changes at those locations where emergency vehicles have difficulty passing stationary traffic.

### Regent Street Area

- 5.5 Several of the key stakeholders support the idea of developing complementary traffic management measures in the Regent Street area with some considering the area a higher priority than Silver Street. Regent Street is highlighted by bus and taxi operators as a particular problem area where long delays are often experienced. Based on the feedback from key stakeholders it is recommended that complementary measures be developed in tandem with the Silver Street measures.

### Essential Access

- 5.6 As with previous stages of the Core Traffic Scheme, access to properties for essential needs is a key concern. The University and Colleges are particularly concerned given the high concentration of academic sites in and around the Silver Street-Trumpington Street-Downing Street area. The need for reasonable access for staff and deliveries is considered essential. Likewise, access to Lion Yard car park is considered essential, as it is perceived as the most attractive destination for short stay shopping trips.

### Public Transport

- 5.7 One of the main drivers for the first two stages was the potential benefit for public transport. However, with the Silver Street stage the focus is, initially, more on the benefits for cyclists and pedestrians. Currently, only the two sightseeing bus operators have scheduled services on Silver Street although the County Council does operate a subsidised weekly service from Newnham to the city centre via Silver Street. The sightseeing operators have concerns over any one-way options that might affect their

current routes. Although limited use is made of Silver Street by the local bus services to access the city centre, there is the potential for greater use in the future. The development of the West Cambridge site by the University will increase the transport demand between the historic centre and West Cambridge. The University is currently negotiating with Stagecoach East on a bus service to link the two locations, which could need to use Silver Street. Any measures developed for Silver Street should take into consideration the possibility of further bus activity on the route.

- 5.8 The Cambridge Licensed Taxi Owners Association (CLTOA) considers Silver Street an important route to access/egress the ranks in St. Andrew's Street and Drummer Street for the west of the city. It would wish to protect hackney carriage access/egress via Silver Street.

### Grand Arcade

- 5.9 The effect of the Grand Arcade redevelopment on the Core Traffic Scheme is highlighted by some key stakeholders. The developers are still considering the timetable for the development and, as such, it is difficult to assess how the two schemes could be integrated at this time. Officers will continue to monitor the situation and will consider opportunities for integration and review the proposed Stage 3 timetable in light of the emerging Grand Arcade project plan.

### Coaches

- 5.10 Silver Street is currently the focus for many of the tourist coach visits to the city centre. Any measures to restraint traffic in Silver Street are likely to affect the current arrangements and alternatives will need to be considered. As well as finding alternative locations for coach stops, there is also a need to consider how these might be more efficiently managed, with the emphasis on short stops to allow passengers to board and alight and preventing any layover by coaches. The feasibility of a booking system should also be investigated. Along with alternative stops, consideration also needs to be given to a coach parking facility outside the city centre where drivers could park during visits.

### 'Do Nothing'

- 5.11 Most stakeholders accept that there is a problem to be tackled in Silver Street and, initially, there appears little support for the 'do nothing' option. However, in comparison with the earlier stages of the Core Traffic Scheme, there is a finer balance of benefits and drawbacks with this Silver Street stage and officers will need to gauge attitudes towards this option as the project is developed in more detail.

## **6. SILVER STREET DESIGN OPTION ASSESSMENT**

- 6.1 Each design option has been the subject of an initial evaluation by officers using the following criteria:
- Changes to traffic flows and journey times
  - Removal of through traffic
  - Effect on air quality

- Safety
- Benefits for walking, cycling and public transport
- Degree of essential access
- Streetscape: Visual impact/potential for improvement

- 6.2 At this stage, the initial evaluation is rather subjective but it does allow some comparison of the pros and cons of each design option. Initial traffic modelling has been carried out to assess the possible changes to traffic flows and inner ring road journey times based on weekday traffic flows. Environmental Health Officers at Cambridge City Council have used the predicted traffic flow changes to gauge the likely effects on air quality. Both these assessments are based on limited modelling work and should only be taken as indicative. Appendix E sets out the assessment for each option.
- 6.3 The part-time road closure and tidal arrangement with part-time closure options have been modelled on a 9.30am to 4pm weekday closure period. However, it is recognised that if either of these design options were pursued in more detail, the hours of operation would be a key issue for consideration at public consultation.
- 6.4 The initial work undertaken on air quality suggests that the potential benefits for the third stage are perhaps more limited. Therefore, it may not be as significant a factor as it was in the previous stages, when assessing the options.

## 7. CONCLUSIONS ON DESIGN OPTIONS

### Closure options

- 7.1 Whilst a total closure provides the most benefit for pedestrians, cyclists and public transport (if buses and taxis are exempted), it would cause additional delay on the inner ring road during the peak periods that would probably be more noticeable than that experienced during the first two stages of the Core Traffic Scheme. This option gives greater opportunities for streetscape enhancement and would significantly improve air quality in Silver Street. Air quality would deteriorate on the inner ring road but the open topography of Fen Causeway would handle the increase better than Newnham Road where the increase would have more effect on road users and neighbouring properties. There is a much finer balance of benefits and drawbacks than for previous stages and it is felt that a total closure should not be pursued at this time.
- 7.2 A part-time closure has more limited benefits but would provide a release valve for the inner ring road during the peak periods when there would be no change in journey times. Pedestrians and cyclists would still benefit from an improved and safer environment, albeit for part of the day. Air quality would be improved to a lesser extent than with a total closure but pedestrians would benefit during the busy pedestrian hours. Whilst cycle flows are at their highest during the peak periods, the part-time closure would still significantly improve the environment for cyclists. The potential for streetscape improvement would be more limited, particularly in the narrow section of Silver Street.

- 7.3 A part-time closure could be combined with a tidal one-way system either side of the closure period. Silver Street could be one-way towards the city centre in the morning with the route then closed to traffic during the middle of the day. The route could then be reopened to traffic in the reverse direction in the afternoon/evening. Managing the tidal nature of traffic using the route by including a tidal flow element would further reduce traffic flow without any significant effect on the inner ring road. This would add to the benefits achieved during the middle of the day. However, it is recognised that it has the potential to confuse drivers and could involve extensive variable message signing in a conservation area.
- 7.4 Following monitoring of the effects of any part-time closure, councillors could consider, if desirable, increasing the length of the closure period, over time, working towards a total closure.

#### One-way flow

- 7.5 One-way flow options appear to offer a balance of traffic restraint and ring road management but they would achieve less of the scheme objectives. They tend to offer limited gain against noticeable inconvenience. Compared with a part-time closure option, the one-way option towards the city centre achieves nearly as much traffic reduction whilst the option of one-way from the city centre achieves more traffic reduction. However, both one-way options would have noticeable impacts on peak period ring road journey times with the effects of one-way from the city centre worse than one-way towards the city centre. There is always the vexed question of which direction the traffic should flow.
- 7.6 Pedal cycle access would need to be maintained in both directions for either one-way option. The benefits for pedestrians and cyclists would be limited, as significant traffic levels would remain throughout the day. Any one-way option could put cyclists at greater risk as motor vehicle speeds tend to increase with one-way operation. Depending on the direction of flow, bus services could be affected: any objection to a one-way order by a bus operator currently using the route could require a Public Inquiry before determination of the objection.

#### Tidal flow

- 7.7 This approach would limit the impact on the ring road by managing the tidal nature of traffic. Silver Street could be one-way towards the city centre in the morning with the flow reversed for the afternoon and evening. Having said this, it still has the drawbacks of the fixed one-way options for pedestrians and cyclists. There is also the question of how the traffic flow would be reversed in a safe way without a period of closure. The flow would need to be reversed again for the morning but this could be done in the middle of the night when there is virtually no traffic about. Tidal flow has the potential to confuse drivers and could involve extensive variable message signing in a conservation area.

#### Summary

- 7.8 Taking into account the initial design option assessments and the key stakeholder feedback, there appears merit in considering a closure option. It is felt that a part-time closure would be the best way of taking this forward at this time, although the option of

moving towards a full closure in time could also be explored at this stage. Including a tidal flow arrangement with a part-time closure could achieve more traffic reduction to add to the benefits for pedestrians and cyclists from the closure period.

- 7.9 Whilst one-way flows are perceived by some to be a good compromise of traffic restraint and delay, it is questionable if any significant improvements will be achieved for walking, cycling and public transport. Given that this stage is perhaps more focussed on the needs of pedestrians and cyclists, rather than public transport, at least initially, and noting the concerns of the Cambridge Cycling Campaign, it is felt that a one-way flow should not be pursued.
- 7.10 Tidal flow would have no real detrimental effect on the inner ring road but there are questions over the safe operation of this approach and the degree of benefit that would be achieved. This is particularly important given the need for extensive signing and the potential to confuse road users.
- 7.11 Taking all this into account, it is recommended that the part-time closure options (with and without tidal flow) be taken forward for more detailed examination through a public consultation exercise. The period of closure would be a key issue to be addressed at consultation along with the possibility of extending any part-time closure to a full closure, in time.

## **8. POSSIBLE PROPOSALS FOR REGENT STREET AREA**

- 8.1 In light of the generally favourable response to the possible complementary traffic management measures for the Regent Street area, it is recommended that officers consider what measures might be appropriate. This work should focus on achieving traffic reduction in the Regent Street-Emmanuel Street-Drummer Street area to improve public transport access and egress. Any measures in the Regent Street area will need to dovetail with the Silver Street proposals. A report on possible changes to the Regent Street area will be brought to the Area Joint Committee in April. This will allow potential measures to be linked to the first public consultation.

## **9. NEXT STEPS**

- 9.1 Detailed traffic modelling will be undertaken using Paramics software to provide a visual representation of the road network to show how the proposed changes would affect traffic patterns and delays. Possible changes to the inner ring road and the Regent Street area will be explored over the next few weeks with a further report to the Area Joint Committee in April to approve the measures for inclusion in the initial public consultation to be held in mid-May. Officers will continue to meet with stakeholder groups, as necessary, during the development of the proposals.
- 9.2 In developing the design options for Silver Street, officers will consider whether any restrictions on particular classes of vehicle should apply at all times. The use of Silver

Street, at any time, by large vehicles has been a cause of concern, particularly for cyclists.

## 10. CONSULTATION METHODOLOGY

- 10.1 The public consultation would take the form of public exhibitions at city centre venues (in the Silver Street area and in the Regent Street-Parkside area) and at a venue in the Newnham area. Exhibitions will also be held at venues in South Cambridgeshire (both to the north and south of the City) and information will also be made available at libraries. Consultation material will also be made available via the Internet.
- 10.2 Information leaflets, detailing the proposals and their likely effects, and questionnaires would be prepared for use during the public consultation. These would be widely circulated in the City and in South Cambridgeshire, possibly through the District Council newsletter. All parish councils in South and East Cambridgeshire would be formally consulted along with all known stakeholder groups and organisations. Key stakeholder groups will be given the opportunity of individual briefing sessions, if requested.

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## BIBLIOGRAPHY

<u>Source Documents</u>	<u>Location</u>
Agenda & Minutes	Room A212
Cambridge Environment and Transport Area Joint Committee	Castle Court Shire Hall
11/3/98, 5/10/98, 8/3/99, 5/7/99, 15/12/99, 24/1/00, 10/4/00, 10/7/00, 9/10/00, 29/10/01	Cambridge

**SUMMARY OF KEY STAKEHOLDER FEEDBACK**

KEY STAKEHOLDER	COMMENTS
South Cambridgeshire District Council	<p>Access to Lion Yard important            Not keen on full closure because of effect on inner ring road            Cannot be right to have historic streets with so much traffic            Tempted by a one way system            With closure option and buses exempt will not be much improvement for cyclists and could be worse if bus speeds increase            Concerned traffic signals at Royal Cambridge could cause more delays            Tourist coaches are any issue            Some councillors will need to be given background information where they have not been involved in the scheme in the past            Need to be aware of the dynamics of predicted population growth in next 15 years and importance of Cambridge as a sub-regional centre            Local involvement is important and there will be a lot of interest amongst residents-need to involve parish councils and could reach residents via South Cambs. magazine</p>
College Bursars' Committee	<p>Concerned about the effect on the performance of the inner ring road and see Silver Street as a safety valve for Fen causeway            Concerned about the definition of "essential access" as would expect colleges' essential access to be maintained            Tourist coaches are a problem in Silver Street and further out            College staff need good public transport alternatives            University's developments in West Cambridge will create more east-west transport demand            Timing of the development of the options is too rushed-need more time to consider the proposals            Need more detailed proposals before commenting on the options            Need to separate cycles and pedestrians            Concern over timing and how fits with Grand Arcade            Would not want implementation when students return in September</p>

<p>University Registry and Estate Management</p>	<p>Support principle of the Core Traffic Scheme but the detail of how it's done is very important  Recognise the problems for cyclists and pedestrians  Will have a far bigger impact on the University than previous stages-half of the University will be affected as four large sites are served by Trumpington Street  Concerned about access for emergency services especially if there was a major incident e.g. on Pembroke Street  West Cambridge bus service, funded by the University, will start running early 2002 which could use Silver Street  Need to protect the University's ability to do business and as part of this to enable staff to get work  Would like to see public transport access to University sites improved so staff have realistic alternatives to the car  Timing of project is tight -would like more time to work with the County Council on the development of the scheme and involve staff</p>
<p>Fire &amp; Rescue Service</p>	<p>Would usually use the inner ring road rather than use the Silver Street route to get to an incident  Rely on inner ring road so its performance is the main concern-can usually get through at the moment  Would like to participate in an audit of the inner ring road to improve operation for emergency services</p>
<p>Ambulance Service</p>	<p>Effect on inner ring road is the main concern as use this rather than going through city centre  Currently avoid Silver Street as it is so narrow at points  Will always need access for emergency services to all parts of city centre  Concern about access to Lion Yard and queuing traffic  Emmanuel Road is a great improvement but there is often a bottleneck in Emmanuel Street and St. Andrews Street  Would like to be allowed through the bollards (out of town) outside Senate House to leave historic centre more quickly-at present have to go round Market Square  Some parts of the inner ring road have obstacles for ambulances to pass stopping traffic e.g. the islands near Gonville Place  Would like to participate in an audit of the inner ring road to improve operation for emergency services</p>

<p>Police</p>	<p>Would like distinct pedestrianised areas in the centre  Parked vehicles become islands for fighting: cctv cannot record people behind cars-particular issue on Regent Street where alcohol related disorder at night is a serious and growing problem (violent crime rose by 24.6% in the city centre 199/2000 compared to a 10.2% rise in the southern sector)  Would support clearing Regent Street of parking at night  Restricting Regent Street to access only and taxis, buses and cycles only, would be beneficial to community safety  Support improving conditions in Silver Street and can see dangers for cyclists and pedestrians and issues around tourist coaches turning  May find that traffic flow on inner ring road does not suffer but may improve with less demand on junctions from traffic cutting through via Silver Street-could then have more green time for the inner ring road  Tidal flow unlikely to work-will confuse the public  Support traffic signals at the Royal Cambridge Hotel junction  Would like to participate in an audit of the inner ring road to improve operation for emergency services  More difficult to meet response times in the city (10 mins.) than in rural areas (20 mins.) because of the traffic-East Road is a bottleneck at times</p>
<p>Cambridge Retail and Commercial Association/Chamber of Trade Retail Group</p>	<p>Concerned about effects on inner ring road  Access to Lion Yard and Downing Street important  No clear preferred option at this stage  Changes in Regent Street need to dovetail with bus station development strategy</p>
<p>City Sightseeing</p>	<p>Silver Street is terminus for City Sightseeing but would like to relocate whilst keeping Silver Street as a stop  One-way would improve the situation as too many buses pulling out in tight space  Would not support tidal one way systems  Tourist coaches are a problem-too many coaches-need to consider relocating the bays  If one-way would prefer direction to be out of the city centre (towards Queens Road)  Parked cars on Trumpington Street outside Fitzwilliam Museum prevent access to bus stop and narrow the road making it difficult to manoeuvre</p>

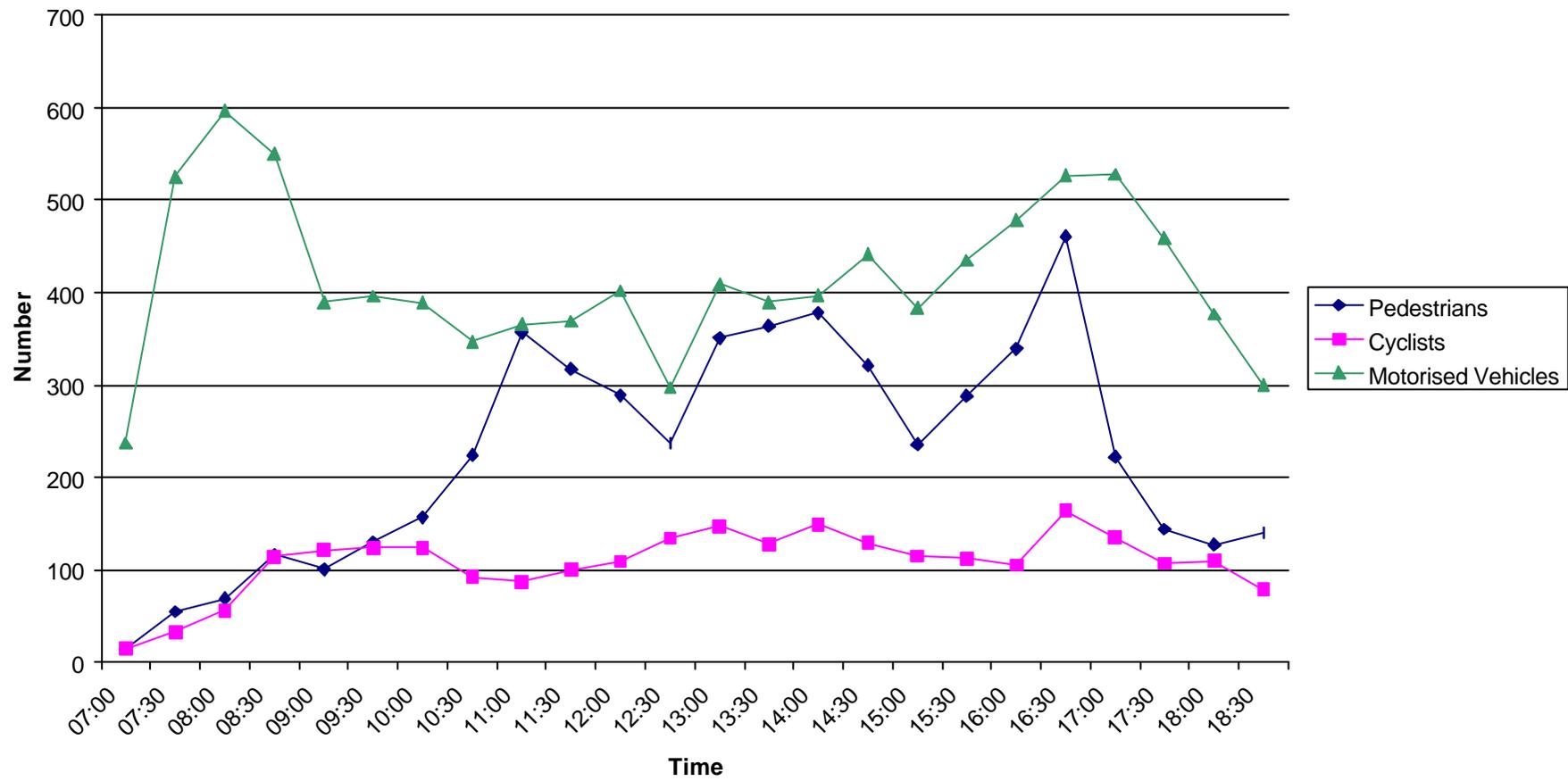
	Support removing through traffic from Regent Street
Stagecoach East	<p>No routes on Silver Street at present but Trumpington Street/Downing St is important for Park &amp; Ride 88 service</p> <p>West Cambridge services may need to route via Silver Street</p> <p>Concern that total closure would have too much impact on the inner ring road at peak times</p> <p>If one-way would prefer direction to be out of the city centre (towards Queens Road)</p> <p>Tidal flow with mid-day closure seems the best solution in theory but motorists would not understand it</p> <p>Would want exemptions for buses for any closure options</p> <p>Emmanuel Street and St. Andrews Street are big problems</p> <p>Leaving Regent Street out of scheme would exacerbate problems on Emmanuel Street</p> <p>Access restrictions and reversal of flow on Park Terrace would have pro's and con's for each service but likely to be overall benefit</p> <p>Any effect on Gonville Place/East Road would be a concern</p>
Guide Friday	<p>Regent street is a big problem for buses and would support bus priority</p> <p>Tourist Coaches are a problem on Silver Street as they park on bus stops</p> <p>Would not support tidal one way systems</p> <p>One way system out of the city centre (towards Queens Road) would be attractive as this is the route Guide Friday buses follow</p> <p>Would also support closure options but only if buses were exempt from restrictions</p> <p>Queues from the car park onto Trumpington Street need better control</p> <p>Any change in routes would result in extra costs e.g. all language tapes have to be changed</p> <p>Summer is the worst time to introduce changes as it is peak tourist season-February/March would be much better</p>
Cambridge Cycling Campaign	<p>Concerned about safety for cyclists and pedestrians on Silver Street and adjoining streets</p> <p>Against any one way option for Silver Street as will worsen conditions for cyclists e.g. narrow cycle lanes, narrow pavements and faster traffic</p> <p>Support traffic restrictions on Silver Street banning non-essential traffic as see as only way to improve conditions for both cyclists and pedestrians</p> <p>Support traffic signals at the Royal Cambridge Hotel junction to improve safety</p> <p>Concerned about impact of any additional traffic on inner ring road as will worsen conditions for</p>

	<p>cyclists Coach stops would need to be removed as turning vehicles are a hazard for cyclists</p>
Tourist information	<p>Tourist coaches are a big problem-would like to work in partnership to resolve problems Most passengers need to be dropped near to the Kings College area as they are often very young or very old and cannot walk far Would like to have more active management of coaches: a system for dropping off/picking up and better waiting facilities for drivers Concerned about the potential for negative PR for Cambridge especially if it happens at same time as Grand Arcade works Want a positive and welcoming message for visitors Summer would be the worst time to introduce changes Publicity and information to coach tour operators usually goes out in January Ideal time for changes would be March/April</p>
Cambridge Primary Health Care Group	<p>Air quality will be a major concern and would like to see improvement Priority target is to reduce cycling accidents and would want proposals to help achieve PSA accident reduction target Broadly supportive but access to GP's surgeries especially the Trumpington Street Surgery is important</p>
Taxi Trade – CLTOA	<p>Silver Street is a major ingress from west for taxis Not in favour of one-way options Would want exemptions to any closure option-taxi is essential part of public transport system Need a flexible system to accommodate peak times but taxis operate 24hours a day Would oppose closure without exemption for taxis</p>
Trumpington Street Surgery	<p>Accept something has to be done in Silver Street Main concerns are access for patients-currently use disabled parking, get dropped off outside by taxi or private car or use Lion Yard Access for GP's and attached staff-concern about queue for Lion Yard when on way back to Surgery from house call Also issue of delay for GP's when travelling around the city Have patients all over the city and interested in doctor's exemptions to restrictions</p>



<p>City Council Access Officer</p>	<p>City centre difficult for disabled to use especially if live in the north of the city as it is a long route round the ring road to access Kings Parade and Lion Yard          If Silver Street is closed will mean disabled drivers have to go even further round and they have no alternatives as most cannot use public transport systems          Would be benefits for them as pedestrians          Disabled people need convenient drop off points with wider and longer spaces as near to the centre as possible and with clear routes into the centre          Dial-a-Ride needs to get to Lion Yard for Shopmobility and any delays to this service will mean less trips are possible          Disabled drivers often have no other choice of access and are dependant on carers, friends and family for transport so time is important          Some get 2-3 hours social services help with things like shopping so again time is important          Often have elderly carers pushing wheelchair who can't walk far          Many make shuttle journeys to cars as they can only carry small loads so need to be close</p>
<p>CamBuc</p>	<p>Keen on full closure (if buses exempt)          Want to see how bus priority fits with the Core Scheme          Cynical that people will understand the signage for the tidal flow system          Makes sense to look at the Regent and Silver Street areas together          Not in favour of one way options as it does not achieve traffic reduction and still allows for peak time traffic which is also peak time for buses          Modelling of options needs to show the transfer to the bus that would be achieved by bus priority and other improvements          Consider the effect that any extra congestion on the ring road would have on buses</p>
<p>Pedestrian Association</p>	<p>General support would extend to anything that reduced overall motor traffic volumes on Silver Street, for reasons of air quality, safety of vulnerable road users and improved amenity          Particular concerns over the narrowness of pavements and encroachment by the overhanging large vehicles          If complete closure is not to be an option, one-way traffic (whether permanent or tidal) seems the only way to mitigate this with possible redistribution of footway/carriageway space as a result unless a ban on vehicles above a certain size is feasible          Also concerned about the difficulty for pedestrians at Silver Street-Trumpington Street junction</p>

**SILVER STREET MOTOR VEHICLE, PEDAL CYCLE AND PEDESTRIAN FLOWS  
(March 2001, Weekday 7am-7pm)**



## SILVER STREET DESIGN OPTIONS

DESIGN OPTION	DETAILS
A: Total Closure	Road closed at a point to prohibit through traffic with access to properties maintained from one direction only
B: Part-time Closure	Road closed at a point to prohibit through traffic during middle of the day with access to properties maintained from one direction only
C: Part-time closure with tidal arrangement	Silver Street made one-way eastbound (towards Historic Centre) in the first half of the morning with pedal cycle access maintained in both directions at all times Road closed at a point to prohibit through traffic during middle of the day with access to properties maintained from one direction only Silver Street made one-way westbound (from Historic Centre) in afternoon/evening to all motor vehicles with pedal cycle access maintained in both directions
D: One-way into Historic Centre	Silver Street made one-way eastbound (towards Historic Centre) to all motor vehicles with pedal cycle access maintained in both directions
E: One-way from Historic Centre	Silver Street made one-way westbound (from Historic Centre) to all motor vehicles with pedal cycle access maintained in both directions
F: Tidal one-way arrangement	Silver Street made one-way eastbound (towards Historic Centre) in the morning and westbound (from Historic Centre) in afternoon/evening to all motor vehicles with pedal cycle access maintained in both directions at all times

**STAGE 3: SILVER STREET: PROPOSED TIMETABLE AND PROCESS**

<b>Date</b>	<b>Stage</b>
<b>2002</b>	
28 <sup>th</sup> January	Report to Area Joint Committee on initial options for consultation
8th April	Report to Area Joint Committee on possible changes to the inner ring road and Regent Street area
Mid-May	Initial public consultation on: <ul style="list-style-type: none"> <li>• selected design options for Silver Street area</li> <li>• proposals for changes on the inner ring road and the Regent Street area</li> </ul> <p>Consultation meetings with key stakeholders</p>
Mid- June	Briefing session for Area Joint Committee members on initial public consultation
15 <sup>th</sup> July	Report to Area Joint Committee on feedback from initial consultation exercise and recommendations on firm design proposals for Silver Street, inner ring road and Regent Street area for a second round of consultation concurrent with the advertisement of Traffic Regulation Orders
Mid-September	Second public consultation on firm design proposals for Silver Street, inner ring road and Regent Street area concurrent with the advertisement of Traffic Regulation Orders <p>Consultation meetings with key stakeholders</p>
28 <sup>th</sup> October	Report to Area Joint Committee on feedback from second consultation exercise and recommendations on: <ul style="list-style-type: none"> <li>• Silver Street measures</li> <li>• Inner ring road measures</li> <li>• Regent Street area</li> <li>• determining any objections to advertised Traffic Regulation Orders</li> <li>• a timetable for implementation</li> </ul>
<b>2003</b>	
From mid-January	Publicity campaign for Core area traffic restraint measures
Late February	Earliest start for implementation stage (actual timing to depend on which measures taken forward)

**SILVER STREET DESIGN OPTION EVALUATION**  
**OPTION A: Total Closure**

Criteria	Assessment						
	Road	Current flow (Weekday 7-7)				% change in flow	
Changes to traffic flows and journey times	Queens Road	15516				-13%	
	Newnham Road	12370				17%	
	Fen Causeway	17318				15%	
	Gonville Place	14069				<1%	
	Silver Street	10644				-100%	
	Trumpington Street	9008				35%	
	Downing Street	4153				15%	
	Regent Street	7185				12%	
Changes to inner ring road journey times *	AM PEAK		OFF PEAK		PM PEAK		
	Anti-clockwise	Clockwise	Anti-clockwise	Clockwise	Anti-clockwise	Clockwise	
	68%	7%	-1%	-7%	-	59%	
Removal of through traffic	All through traffic removed - buses and taxis retained if exempted from closure						
Effect on air quality	Overall, likely to achieve a slight net improvement Likely to achieve greatest improvement in air quality in Silver Street						
Safety	Significantly safer environment for pedestrians and cyclists but the speed of any exempted motor vehicles would need to be controlled						

Benefits for walking, cycling and public transport	Significant improvement in environment for pedestrians and cyclists but benefits reduced if buses and taxis exempted Potentially useful route for buses if exempted but high numbers could lead to conflict with pedestrians and cyclists Improved journey times for taxis but high numbers could lead to conflict with pedestrians and cyclists
Degree of essential access	Access to all properties can be maintained but route choice reduced and route length increased in some cases Tourist coaches would need to be relocated unless a turning facility was provided in wider section of Silver Street
Streetscape: Visual impact/potential for improvement	Limited signage required but impact more noticeable if buses and taxis exempted and physical means of control employed Significant opportunity for streetscape enhancement but options reduced in narrow section if buses and taxis exempted

\*Based on southern section: Queens Road- Newnham Road-Fen Causeway-Lensfield Road-Gonville Place-East Road

**SILVER STREET DESIGN OPTION EVALUATION**  
**OPTION B: Part-time Closure**

Criteria	Assessment					
	Road	Current flow (Weekday 7-7)			% change in flow	
Changes to traffic flows	Queens Road	15516			-5%	
	Newnham Road	12370			11%	
	Fen Causeway	17318			6%	
	Gonville Place	14069			1%	
	Silver Street	10644			-45%	
	Trumpington Street	9008			20%	
	Downing Street	4153			17%	
	Regent Street	7185			12%	
Changes to inner ring road journey times *	AM PEAK		OFF PEAK		PM PEAK	
	Anti-clockwise	Clockwise	Anti-clockwise	Clockwise	Anti-clockwise	Clockwise
	-	-	-1%	-7%	-	-
Removal of through traffic	Through traffic removed during middle of the day (buses and taxis retained if exempted from closure) but retained outside of closure period					
Effect on air quality	Effect likely to be similar to tidal flow options (C & F) with slight overall deterioration					
Safety	Significantly safer environment for pedestrians and cyclists during the middle of the day but the speed of any exempted motor vehicles would need to be controlled No improvement in safety outside of closure period					

Benefits for walking, cycling and public transport	<p>Significant improvement in environment for pedestrians and cyclists during the middle of the day but benefits reduced if buses and taxis exempted</p> <p>Potentially useful route for buses if exempt from closure but high numbers could lead to conflict with pedestrians and cyclists</p> <p>Delays to buses outside of the closure period could lessen attractiveness of the route</p> <p>Improved journey times for taxis if exempted during the closure period but high numbers could lead to conflict with pedestrians and cyclists during closure period</p>
Degree of essential access	<p>Access to all properties can be maintained but route choice reduced and route length increased in some cases during the closure period</p> <p>Tourist coaches would need to be relocated unless a turning facility was provided in wider section of Silver Street</p>
Streetscape: Visual impact/potential for improvement	<p>More visually intrusive variable message signing required and impact more noticeable if buses and taxis exempted and physical means of control employed</p> <p>Scope for streetscape enhancement in wider section of Silver Street but very limited in narrow section</p>

\*Based on southern section: Queens Road- Newnham Road-Fen Causeway-Lensfield Road-Gonville Place-East Road

**SILVER STREET DESIGN OPTION EVALUATION  
OPTION C: Part-time closure with tidal arrangement**

Criteria	Assessment					
	Road	Current flow (Weekday 7-7)			% change in flow	
Changes to traffic flows	Queens Road Newnham Road Fen Causeway Gonville Place Silver Street Trumpington Street Downing Street Regent Street	15516 12370 17318 14069 10644 9008 4153 7185			-8% 13% 11% 1% -62% 29% 18% 13%	
Changes to inner ring road journey times *	AM PEAK		OFF PEAK		PM PEAK	
	Anti-clockwise	Clockwise	Anti-clockwise	Clockwise	Anti-clockwise	Clockwise
	-4%	-	-1%	-7%	2%	-2%
Removal of through traffic	Westbound through traffic removed during the morning peak period Eastbound through traffic removed during the afternoon/evening peak period All through traffic removed during the middle of the day					
Effect on air quality	Effect likely to be similar to part-time closure and tidal flow options (B & F) with slight deterioration overall					
Safety	Significantly safer environment for pedestrians and cyclists during the middle of the day but the speed of any exempted motor vehicles would need to be controlled Improvement in safety questionable outside of closure period, particularly if vehicle speeds increase					

Benefits for walking, cycling and public transport	<p>Significant improvement in environment for pedestrians and cyclists during the middle of the day but benefits reduced if buses and taxis exempted</p> <p>Limited improvement in environment for pedestrians and cyclists outside closure period</p> <p>Improved journey times for taxis during the middle of the day if exempt from closure but reduced access outside closure period</p> <p>Potential attractive route for buses if exempt from closure could be off set by reduced access outside closure period</p>
Degree of essential access	<p>Access to all properties can be maintained but route choice reduced and route length increased during the closure period, for westbound traffic during morning peak period and for eastbound traffic during afternoon/evening peak period</p> <p>Tourist coaches would need to be relocated</p>
Streetscape: Visual impact/potential for improvement	<p>Extensive variable message signing required</p> <p>Scope for streetscape enhancement in wider section of Silver Street but limited in narrow section</p>

\*Based on southern section: Queens Road- Newnham Road-Fen Causeway-Lensfield Road-Gonville Place-East Road

**SILVER STREET DESIGN OPTION EVALUATION  
OPTION D: One-way eastbound (towards Historic Centre)**

Criteria	Assessment					
	Road		Current flow (Weekday 7-7)		% change in flow	
Changes to traffic flows	Queens Road		15516		-3%	
	Newnham Road		12370		6%	
	Fen Causeway		17318		5%	
	Gonville Place		14069		1%	
	Silver Street		10644		-40%	
	Trumpington Street		9008		34%	
	Downing Street		4153		24%	
	Regent Street		7185		15%	
Changes to inner ring road journey times *	AM PEAK		OFF PEAK		PM PEAK	
	Anti-clockwise	Clockwise	Anti-clockwise	Clockwise	Anti-clockwise	Clockwise
	-4%	-	-4%	-10%	-3%	61%
Removal of through traffic	Westbound through traffic removed					
Effect on air quality	Likely to achieve less than all other options with some overall deterioration					
Safety	Improvement in safety questionable, particularly if vehicle speeds increase.					
Benefits for walking, cycling and public transport	Limited improvement in environment for pedestrians and cyclists Reduction in level of bus and taxi access					
Degree of essential access	Access to all properties can be maintained but route choice reduced and route length increased for westbound traffic Tourist coach parking could be retained but parking arrangements would need revising					

Streetscape: Visual impact/ potential for improvement	Limited signage required Scope for streetscape enhancement in wider section of Silver Street but limited in narrow section
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\*Based on southern section: Queens Road- Newnham Road-Fen Causeway-Lensfield Road-Gonville Place-East Road

**SILVER STREET DESIGN OPTION EVALUATION  
OPTION E: One way westbound (from Historic Centre)**

Criteria	Assessment					
	Road	Current flow (Weekday 7-7)			% change in flow	
Changes to traffic flows	Queens Road	15516			-11%	
	Newnham Road	12370			10%	
	Fen Causeway	17318			5%	
	Gonville Place	14069			-1%	
	Silver Street	10644			-58%	
	Trumpington Street	9008			-7%	
	Downing Street	4153			8%	
	Regent Street	7185			10%	
Changes to inner ring road journey times *	AM PEAK		OFF PEAK		PM PEAK	
	Anti-clockwise	Clockwise	Anti-clockwise	Clockwise	Anti-clockwise	Clockwise
	66%	9%	-3%	-9%	2%	-2%
Removal of through traffic	Eastbound through traffic removed					
Effect on air quality	Overall, likely to achieve the most net benefit					
Safety	Improvement in safety questionable, particularly if vehicle speeds increase.					
Benefits for walking, cycling and public transport	Limited improvement in environment for pedestrians and cyclists Reduction in level of bus and taxi access					
Degree of essential access	Access to all properties can be maintained but route choice reduced and route length increased for eastbound traffic Tourist coach parking could be retained					

Streetscape: Visual impact/ potential for improvement	Limited signage required Scope for streetscape enhancement in wider section of Silver Street but limited in narrow section
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\*Based on southern section: Queens Road- Newnham Road-Fen Causeway-Lensfield Road-Gonville Place-East Road

**SILVER STREET DESIGN OPTION EVALUATION**  
**OPTION F: Tidal one-way arrangement**

Criteria	Assessment					
	Road	Current flow (Weekday 7-7)			% change in flow	
Changes to traffic flows	Queens Road	15516			-5%	
	Newnham Road	12370			8%	
	Fen Causeway	17318			5%	
	Gonville Place	14069			2%	
	Silver Street	10644			-38%	
	Trumpington Street	9008			18%	
	Downing Street	4153			18%	
	Regent Street	7185			13%	
Changes to inner ring road journey times *	AM PEAK		OFF PEAK		PM PEAK	
	Anti-clockwise	Clockwise	Anti-clockwise	Clockwise	Anti-clockwise	Clockwise
	-4%	-	-4%	-10%	2%	-2%
Removal of through traffic	Westbound through traffic removed during the morning Eastbound through traffic removed during the afternoon/evening					
Effect on air quality	Effect likely to be similar to part-time closure options (B & C) with slight deterioration overall					
Safety	Improvement in safety questionable, particularly if vehicle speeds increase Question over safety during reversal of traffic flow					
Benefits for walking, cycling and public transport	Limited improvement in environment for pedestrians and cyclists Reduction in level of bus and taxi access					

Degree of essential access	Access to all properties can be maintained but route choice reduced and route length increased for westbound traffic during morning park period and for eastbound traffic during afternoon/evening peak period Tourist coaches would need to be relocated
Streetscape: Visual impact/ potential for improvement	Extensive variable message signing required Scope for streetscape enhancement in wider section of Silver Street but limited in narrow section

\*Based on southern section: Queens Road- Newnham Road-Fen Causeway-Lensfield Road-Gonville Place-East Road