

Resolutions for the City Deal Assembly and Board

1. **The 'Do-Optimum' Alternative.** The Milton Road LLF has considered the alternative proposal for the layout of Milton Road developed by local residents' associations together with CamCycle known as the 'Do-Optimum' design, details of which are provided separately. The design incorporates feedback received during the workshops on cross-sections, allocation of space, major junction layouts and landscaping. It offers a great opportunity for Cambridge to pioneer a welcoming, best-in-class, tree-lined gateway into the city that will transform the way people choose to travel, because it will provide a safe and calming environment for all modes of use. From the evidence of the workshops it is very likely to attract majority support from local stakeholders, and the LLF believes that it meets the objectives of the City Deal Board to a greater degree than the 'Do-Something' proposals.

R1. Accordingly, the Milton Road LLF requests the Board to direct officers to develop the Do-Optimum proposal either in parallel with, or as an alternative to, the Do-Something plans.
2. **Union Lane/Milton Road.** The proposal to close Union Lane was rejected on at least two previous occasions before the large-scale redevelopments of the former Chesterton Hospital and Pye factory sites were completed. Union Lane gives access to and from schools and shops in Chesterton and Arbury/Kings Hedges. The alternative route is via the roundabout at the junction of Chesterton High Street and Elizabeth Way which already operated at 167% of design capacity when last measured some time before the year 2000. The Milton Road LLF considers that the proposed closure of Union Lane will make that situation even worse and put unacceptable traffic pressure on to Green End Road and the High Street within and through East Chesterton as well as some secondary routes, and is likely to result in an increase in journey time for bus passengers on routes within East Chesterton. Union Lane is also used as an important link into the community health/out-of-hours services at Chesterton Medical Centre.

R2. The Milton Road LLF therefore requests the Board to reject the closure of Union Lane junction and to direct officers to investigate alternative ideas for the junction, and to consider mitigation measures such as double yellow lines on the S-West side of Union Lane from the junction down to Pearl Close.
3. **Elizabeth Way/Highworth Roundabout.** The workshops revealed a strong consensus for retention of a roundabout at this junction but redesigned with additional safety features. There was also agreement that any congestion that sometimes occurs is due to the traffic lights at the Arbury Road junction and the poor location of bus-stops in that area.

R3. The Milton Road LLF calls on the Board to take forward a roundabout design based on that in the 'Do-Optimum' scheme, which also includes vehicular access to Highworth Avenue.
4. **Two-Way Cycling Lanes.** The Milton Road LLF considers that the density of cycle traffic, particularly involving school children at peak times, requires that two-way cycle lanes should be established

 - between Ascham Road and the Kings Hedges Road junction on the N-West side where the majority of schools, pubs, shops, library and community hubs are located; and
 - between Herbert Street and the Ascham Road toucan crossing on the S-East side or, alternatively, by providing a two-way crossing between Herbert Street and George Street.

R4. The LLF requests the Board to require that any plans carried forward for Milton Road should incorporate these two-way cycling safety features at the above locations.

5. Walking and Cycling Safety. There was strong consensus in the workshops on the need for improved walking and cycling safety along Milton Road.

R5. The LLF urges the Board to instruct officers to implement segregation of pedestrians and cyclists from motor traffic by trees and verges on both sides of the road in any new design.

6. Priorities at Minor Road Junctions. The Milton Road LLF considers that walking and cycling would be enhanced if footpaths and cycle lanes were to have priority over vehicle traffic at all minor road junctions not controlled by traffic lights.

R6. The LLF requests the Board to require that any plans carried forward for Milton Road should incorporate safety features at minor junctions such as Copenhagen crossings with intermediate level changes as an aid for the visually handicapped.

7. Parking Outside the Shops Near Arbury Road. The Milton Road LLF believes that the prosperity of the shops on Milton Road near the Arbury Road junction depends on the retention of the short-term parking close to their premises.

R7. The LLF requests the Board to ensure that short-term parking is properly catered for adjacent to the shopping areas of Milton Road and to empower their consultant architect to enter into negotiations with shop owners with a view to improving the quality of the streetscape.

8. Parking on Milton Road. The Milton Road LLF believes that the presence of free parking on Milton Road encourages non-essential motor traffic to enter the area which exacerbates congestion and air pollution. The vast majority of residential properties along the road already have access to off-road parking spaces. The few that do not should be catered for by provision of a limited number of spaces and/or vehicular access for trades vehicles (eg nos.168-172 MRd)

R8. The LLF requests the Board to instruct officers to carry out an audit of residential properties without off-road parking spaces so that provision is made only in those cases.

9. Bus Stops. The Milton Road LLF considers that bus stops should be sited between trees, becoming in effect floating bus stops but without the disadvantages of the Hills Road variety, and that they should not be clad with illuminated advertisements which are a major source of irritation to residents. The safety of pedestrians, particularly children and those with disabilities, is of the utmost importance, so step-free boarding should be incorporated.

R9. The Milton Road LLF requests the Board to direct officers to observe the above design principles when siting bus stops on Milton Road and to provide the following at or near every bus-stop

- a zebra crossing across the adjacent cycle path; and
- a toucan crossing across Milton Road

10. Other Design Requirements. The workshops revealed considerable dissatisfaction with the current layout, safety and operation of the Golden Hind junction. There were also concerns about the current location of bus-stops, the lack of crossings along Milton Road, drainage and the needs of the disabled and partially sighted.

R10. The LLF urges the Board to consider new design options for the Golden Hind junction using protected crossings for both pedestrians and cyclists based on a continental-style roundabout or signalised crossing (see 'Do-Optimum' designs) and to consider locating a toucan crossing close to the Fraser Road junction.

11. Traffic Reduction Measures. The Milton Road LLF believes that a major reduction in traffic density would be achieved if city-wide controlled parking schemes were introduced (ideally without imposing a financial set-up charge on householders). This would eliminate non-essential commuter parking and associated traffic and is likely in itself to negate the need for other measures to speed up bus journeys.

R11. The Milton Road LLF urges the Board to use its influence to get the County Council to institute a trial of city-wide controlled parking schemes before committing to major engineering works, to be accompanied by an abolition of charges at the Milton P&R site.

12. Alternative Traffic Routes.

a. The City's re-development plans for Mitchams Corner as an urban neighbourhood are not compatible with the routing of more city-bound buses and other traffic towards that junction from the Highworth/Eliz Way roundabout.

R12a. The LLF recommends that the Board should ask officers to consider routing any additional non-stopping buses via Elizabeth Way and Chesterton Road.

b. Ideas developed during the workshops included re-routing of traffic flows around the inner ring road to avoid clogging the inner radial routes – possibly creating a one-way system.

R12b. The Milton Road LLF would like the City Deal officers to give serious consideration to such a scheme.

13. A Strategic Approach. Milton Road forms part of a city-wide network and should be looked at as part of an integrated scheme, rather than an isolated piecemeal proposal that is likely to make little or no difference to congestion at peak times, and only marginal improvements in bus journey times.

A comprehensive public transport service planning effort and consultation is needed in order to understand and design the future routes and service levels that public transport vehicles of all types (including bus and rail) will provide in the Cambridge region. Such an effort should examine the opportunities provided by the expected opening of two new railway stations within Cambridge, the on-going migration of economic activity towards the railway line stations, and the importance of having a well-connected network of public transport routes that are integrated and will work seamlessly together across all modes and operators.

Once having conducted this process, and with future planned service levels understood, then the City Deal board could begin to consider specific and targeted measures that support those service levels, by presenting the benefits and the costs, and by consulting with the public to work out the best and most sensitive approach to meet those service goals.

R13. The Milton Road LLF calls upon the City Deal board to halt its program of potentially destructive measures which are predicated on an assumption that more bus-lanes are the answer.