

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 as proposed and to direct officers to investigate alternative ideas for the junction, and to consider mitigation measures such as double yellow lines on the South-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.

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

- 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.

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, consistent with the Board's letter of 14th September 2016.

6. **Priorities at Minor Road Junctions.**

R6. 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, and 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, and that this should also incorporate intermediate level changes as an aid to persons with a visual impairment.

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 near the Arbury Road junction and enter into negotiations with shop owners with a view to improving the quality of the streetscape.

R7a. The LLF requests the Board to ensure that short-term parking is properly catered for adjacent to the shopping areas of Milton Road in the vicinity of Mitcham's Corner and 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 and make suitable provision for them.

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 design principles set out in the preamble to this resolution when siting bus stops on Milton Road and to provide the following at or near every bus-stop

- a) a zebra crossing across the adjacent cycle path; and
- b) 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 children and persons with a physical or visual disability.

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 with the County Council to

- a) remove the charges at Milton Park and Ride site and
- b) work together with Milton Road residents and residents of the Milton Road neighbourhood to tackle problems arising out of commuter parking in residential streets in this area and
- c) further to b), where necessary and with agreement of residents, through the introduction of residents' parking schemes and
- d) take this resolution into account in respect of all Park and Ride sites and problems of commuter parking throughout Cambridge.

12. Alternative Traffic Routes. 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.

R12. The Milton Road LLF requests the City Centre Access and Congestion Team to consider this as part of their work in tackling congestion.