Appendix B
MILTON ROAD LLF RESOLUTIONS AND OFFICER RESPONSES

LLF Resolution	Officer Commentary
Alternative proposal 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, which is consistent with the Board's remit.**	When assessed against the project objectives, the 'Do Optimum' proposal achieves a significant improvement in the quality of the streetscape and meets the objectives set for improving walking and cycling trips. However, it provides limited measures to improve bus journeys, which is a key scheme objective. Traffic modelling has shown that some of the junction layouts included as part of the 'Do Optimum' proposal will significantly increase delays for buses rather than reduce them. Therefore, changes need to be made to the concept to better respond to the key objective of improving bus journey times and reliability. **Recommended response: note the resolution and confirm that future design work will use the 'Do Optimum' as a base but with modifications to better address the needs of bus trips**
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	The longer the delays on the approach to the Arbury Road/Union Lane junction, the longer the bus lanes need to be to allow buses to bypass traffic queues. Rationalising the layout of the junction to reduce main road delays will allow the lengths of approaching bus lanes to be reduced, thereby providing more room for other elements of the highway cross section such as verges and tree planning areas. Whilst closing the Union Lane arm of the junction to motorised traffic would provide

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.**	an improved layout for cycle movements as well as additional space for landscaping improvements the impact on local accessibility is recognised. Inevitably, allocating more road space and capacity to sustainable transport modes, such as closing off access to Union Lane, will result in longer journey times for car based trips using other parts of the road network but this has to be set against the benefits the Milton Road scheme will provide. If no changes are made at the junction, delays will continue to grow which may also lead to more traffic using roads through East Chesterton as an alternative route. Rationalising the operation of the junction signals to provide more green time for the main road is considered an important part of the scheme design. However, it is recognised that the potential to displace traffic on to other roads through a close of the Union Lane arm is of local concern, as is the impact on overall accessibility of the East Chesterton area by motor vehicle. Officers have considered two further options that keep open the Union Lane arm: A) With the left turn from Union Lane prohibited for motor vehicles B) Running the Union Lane signal stage only every other cycle However, whilst these also help manage main road delays they have detrimental impacts on local accessibility and environmental conditions through displaced traffic and longer queuing in Union Lane. **Recommended response: note the resolution and proceed with a detailed design on the basis of retaining the current signal operation but with layout changes to enhance cycling and pedestrian movements and incorporating the ideas for double yellow lines.**
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.	The ‘Dutch’ style roundabout design included within the ‘Do Optimum’ proposal would deliver improved conditions and safety for walking and cycling. However, a roundabout layout would perpetuate the current problem whereby the heavy outbound Elizabeth Way traffic flow has priority over outbound Milton Road traffic in the evening peak period which is to the detriment of outbound bus movements on Milton Road.

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.	Traffic modelling suggests that traffic delays would increase very significantly, consequently reducing bus journey times and reliability. Modelling suggests that signalisation of the junction would facilitate priority for buses and allow better co-ordination with the Arbury Road junction as well as improving road safety. **Recommended response: note the resolution and proceed with a detailed design exercise based on the concept of a signalised roundabout with segregated pedestrian and cycle facilities with access/egress for Highworth Avenue retained.**
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;** • **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.**	The key design challenge for the scheme has been trying to accommodate all the desired elements of the road cross section within the space available between highway boundaries. In some sections such as between Gilbert Road and Ascham Road, the highway width does not provide sufficient room to accommodate a two way cycling facility on the north west side and all the other elements necessary to deliver the scheme objectives. However, on other sections it may be possible to cater for bi-directional cycle movements on one side. Wherever possible pedestrians would be segregated from other transport modes but in some sections where highway width is more limited, compromises would need to be made and some sections of shared use cycle/footway may be a more viable solution to cater for two way cycle movements on one side of the road. The desire to cater for two way cycling movements on the north west side to avoid young and less confident cyclists from needing to cross the road, particularly for school related trips, is understandable. The scheme design could seek to provide for this where road space permits. **Recommended response: note the resolution and the desire to cater for two-way cycle movements on the north west side and support the development of a design that caters for bi-directional cycling on one side where space permits**

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 grass verges on both sides of the road in any new design, consistent with the Board's letter of 14th September 2016.**	The Executive Board has previously indicated its expectation that the scheme design would include bus lanes to achieve priority for bus movements but that the design should avoid bus lanes on both sides at any point. Once space is allocated for a bus lane where required there is not sufficient room available within the highway to accommodate tree planting on both sides of the road on all sections of Milton Road. Segregating cycling movements from the carriageway by using trees and verges would create a more pleasant environment for cyclists but from a safety perspective this could be a double edged sword. Conflict with passing traffic would obviously be reduced although a combination of higher cycling speeds on high quality segregated cycle lanes with a landscaping buffer adjacent to the traffic lane might create greater risk of conflict with drivers turning into private drives as cyclists may be less conspicuous. This aspect would need to be considered carefully through the safety audit process but, on balance, this design approach should be taken on board where highway space permits. Where a cycleway is bounded by a footway and a landscaped area a minimum cycleway width of 2metres is recommended to cater for overtaking and avoiding the risk of faster cyclists abandoning the cycleway in favour of bus or traffic lanes. **Recommended response: support the resolution subject to a minimum segregated cycleway width of 2 metres**
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**	The scheme design should seek to redesign all minor side road junctions to provide as much priority for walking and cycling movements as possible and to enhance their safety. The suggested 'Copenhagen' style design would be a good starting point upon which to base future design work. **Recommended response: support the resolution for the purposes of future design work**

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.	
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 cycle and short-term car 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 cycle and short-term car 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.**	Given the space constraints on the section approaching Mitcham's Corner, there is limited scope for any significant streetscape improvements outside the parade of shops but the Board may wish to include the private forecourt areas in front of the shops within the scope of the scheme. The forecourt area outside the shops on the Arbury Road approach offers a significant opportunity for enhancing the quality of the streetscape and public realm. However, it lies outside the highway boundary and the Executive Board would need to take a view on whether it is prepared to invest funds in improving land in private ownership, albeit an area the public have always had access to. If it were possible to relocate parking for the shops to within the private forecourt area, as part of a streetscape improvement, this would free up highway space for landscaping, the servicing of shops and cycling and pedestrian needs. Provided there was an interest from the land owners, it would be worthwhile considering a joint funding approach to allow the whole area to be improved and integrated into the scheme design, thereby providing an 'added value' aspect. **Recommended response: support the resolutions for the purposes of future design work**
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	Removing parking along Milton Road would create more opportunities to balance the conflicting needs for highway space. Alternative spaces would need to be provided to cater for any residential properties without off-street parking. The favoured location to provide alternative spaces would be in neighbouring side roads as providing residents' parking spaces on the main road would conflict with

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 (e.g. Nos.168-172) **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.**	the continuity of other design elements given highway space constraints. This could be linked with measures to prioritise parking in side roads for local needs and to prohibit long stay and commuter parking. Whilst parking surveys along Milton Road and in the side roads have already been undertaken, direct contact with all Milton Road frontagers to determine those properties without off-street parking and/or a reliance on on-road parking would be a useful step. The design process will also consider the scope for providing 'servicing' areas along the route to cater for deliveries but on some sections this will be difficult without compromising the continuity of other design elements. **Recommended response: support the resolution**
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**	Providing laybys at bus stops would impact significantly on the continuity of other design elements, particularly those for cycling, given the highway width constraints. Therefore, the scheme design would focus on kerb side bus stops taking into account the layout design advocated in the 'Do Optimum' proposal where practical and possible. The idea of providing a toucan crossing at each bus stop location would add significantly to scheme costs and would be difficult to justify at some stops based on likely use. However, current crossing and bus stop locations will be reviewed to ensure that controlled facilities are available within a reasonable walking distance to cater for crossing movements associated with bus stops. **Recommended response: note the resolution and confirm that the layout design advocated in the 'Do Optimum' proposal would be taken into account where practical and possible**

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.**	A 'Dutch' style roundabout layout would increase delays significantly and do nothing to improve bus journey times and reliability. However, the 'Do Optimum' signal design should be given further consideration during the detailed design work to achieve the best segregation of cycling and pedestrian movements at the junction. Crossing movements between Fraser Road and Woodhead Drive are catered for by a traffic island but the need to provide a controlled crossing is recognised. Future design work would include a review of crossing facilities on the section between Downham's Lane and Kendall Way with a view to providing more controlled crossing facilities in the most useful locations. The scheme design will respond to the needs of those with mobility impairment and other disabilities, in accordance with current design guidance and standards. Highway drainage can be enhanced by incorporating sustainable drainage features such as rain gardens within landscaping areas. **Recommended response: support the resolution and confirm that:** **I. future design work at the Golden Hind junction would retain signal control but incorporating the ideas for crossing points contained in the 'Do Optimum' design** **II. consideration would be given to the provision of a toucan crossing close to Fraser Road**
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.	The County Council is considering the future of the parking charge at Park & Ride sites. The GCP's 8-point plan being developed to tackle congestion in Cambridge includes proposals to tackle commuter parking. If the Milton Road scheme design requires the removal of on-street parking then alternative parking spaces will need to be provided for main road residents without

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.**	off-street parking, potentially in neighbouring side roads. As part of this work the opportunity could be taken to develop wider parking controls in the neighbouring areas to remove commuter parking and introduce further residents parking schemes as envisaged in the GCP's 8-point plan. **Recommended response:** **a) note the resolution and bring to the attention of the County Council** **b) support the resolution** **c) support the resolution** **d) note the resolution and consider in the context of the City Access study**
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. 7 **R12. The Milton Road LLF requests the City Centre Access and Congestion Team to consider the ideas developed during the workshops, including re-routing of traffic flows around the inner ring road to avoid clogging the inner radial routes - possibly creating a one-way system as part of their work in tackling congestion.**	The GCP's 8-point plan for tackling congestion in Cambridge includes various measures to tackle delays including traffic management measures to deter through traffic movements on the inner ring road (East Road-Gonville Place-Lensfield Road) whilst maintaining local accessibility and improving bus accessibility. Creating a one-way system does not form part of the plan. One-way systems have the potential to improve traffic flow which can generate rather than discourage car based trips. They also tend to increase total motor vehicle network mileage and also increase vehicle speeds as well as acting as a barrier to two-way cycle and bus movements unless contraflow measures can be provided. **Recommended response: note the resolution and draw to the attention of the City Access Team the idea for a one-way system**