



**HISTON ROAD: BUS, CYCLING AND WALKING IMPROVEMENTS
FINAL DESIGN SUMMARY POINTS**

Post Consultation Changes and Reasons

The Histon Road Local Liaison Forum (LLF) met on the 8th October 2018. The meeting included a 1 hour presentation and discussion on the proposals for landscaping which was well received. This was followed by a 1 hour workshop discussion on the potential design changes following feedback from the public consultation and work undertaken with the County Councils road safety, signals, and cycling project team. The discussion points were set out in the presentation slide below.

Workshop Discussion – 30 minutes

	Design Change	Requested Action
1	Junction with Victoria/Huntingdon road	General views / Comments on proposed changes
2	Parking bay and bus stop arrangements near Cranwell Court	
3	Bus stops near Lindon Close	
4	Crossing and bus stop arrangements near Akeman St	Discuss pros and cons of the 3 potential options
5	Gilbert road junction	Discuss pros and cons of either: a) Segregated crossings and footways/ Cycleways b) Shared use crossings and surfaces
6	Crossing near Carisbrooke Road	General views / Comments on proposed changes
7	Cycle lane from A14 junction to Kings Hedges road	



Following the workshop the LLF convened to summarise and wrap up the meeting setting out the proposed short term programme for the project, and highlighting the dates of the forthcoming Joint Assembly and Executive Board meetings.

Design Modifications that were generally supported at the LLF workshop

With regard to the points discussed at the LLF workshop, with the exception of point 5, general consensus was reached between officers and the LLF. The outcomes of these discussion are therefore strongly reflected in in the final design. The points below set out the changes that follow. Points 1.1 – 1.6 are referenced on the schematic below.

1.1 Island trimmed back.

Reason – Road safety and Signals officers suggested that it would be beneficial to create more space for Vehicles and Cycles to pass through this constrained area.

1.2 Cycle lane placed on carriageway and controlled by traffic signal.

Reason – Road safety officers highlighted that the proposed segregated route around this corner created a dangerous conflict point between pedestrians and cyclists due to the lack of space and visibility.

1.3 Cycle lane controlled by traffic signal.

Reason – Road safety officers highlighted that uncontrolled cyclists entering the junction from Victoria Road would enter a zone of potential conflict with cyclists and overrunning vehicles turning right from Histon Road.

1.4 Pedestrian crossing moved away from the junction further up Histon Road..

Reason - Drivers looking to turn from Victoria Road into Histon Road will be looking over their left shoulder for a gap in traffic. Having the pedestrian crossing metres away from this uncontrolled turning point come with a high risk that these drivers do not notice the crossing in time.

1.5 On carriageway cycle lane added. Off carriageway provision for cyclists retained but as shared used

Reason – Discussion during consultations and subsequently with Cycling Project Officers highlighted that many cyclist would be more likely to stay on road through this part of the junction especially given the diversionary nature of the off road proposals and the limited green time that would be afforded to the off carriageway route. A pragmatic decision was taken (which was supported by most at the LLF workshop on 8th October) that it would be better to therefore enhance the on road space for cyclists but still provide off road facilities for cyclists who were not confident to use the on road option but in the form of shared space – given the limitation in space resulting from adding the cycle lane on carriageway.

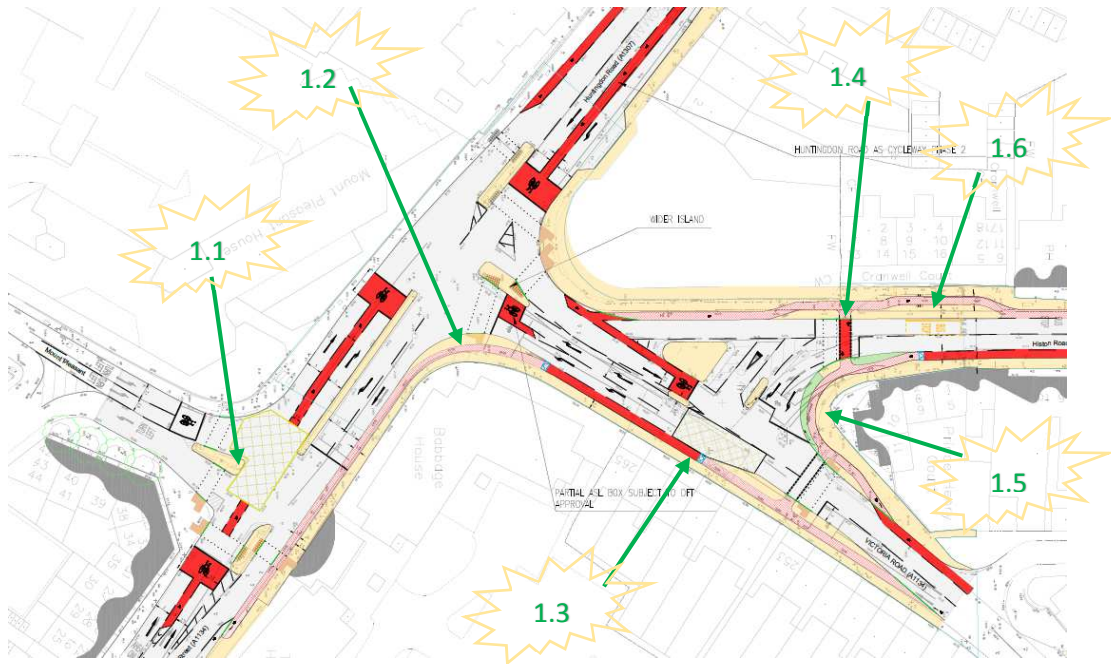
1.6 Re-instate Pay and Display layby, move outbound bus stop and crossing

Reason - Feedback from the consultation focussed on the importance of maintaining some pay and display parking at this end of Histon Road to support local business. Road safety officers also recommended moving the proposed pedestrian crossing further from the junction to enhance the visibility of the crossing signals to drivers turning into Histon Road from Victoria Road. They also recommended moving the bus stop further from the junction to avoid blocking.

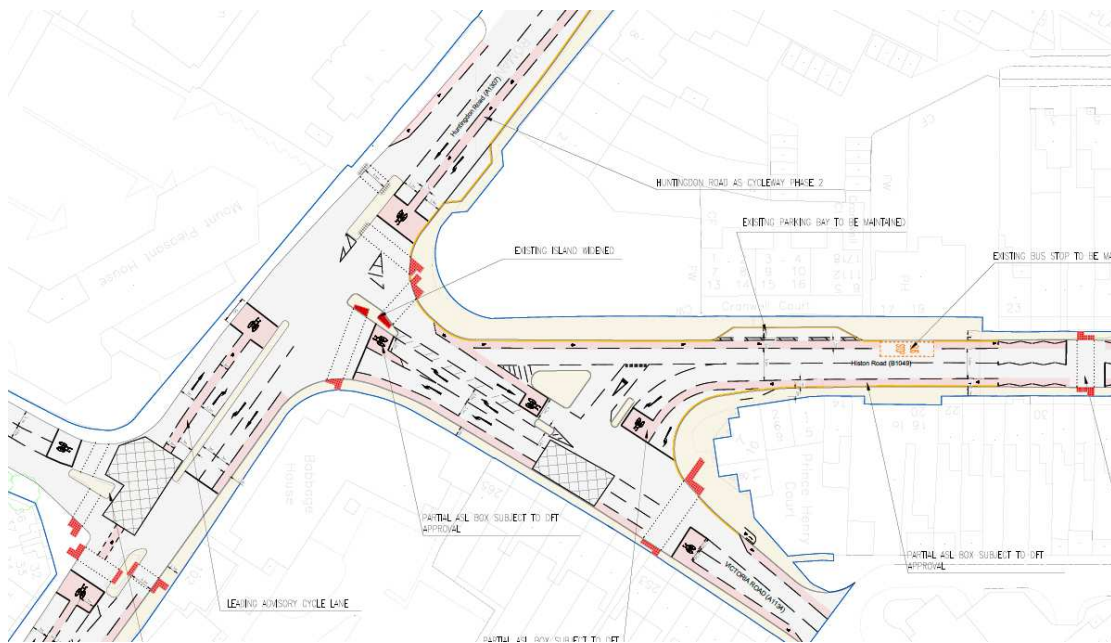
This combined feedback has led to a re-design of how we allocate some of these requirements in this small area. The parking bays have been retained as has the small loading area for the supermarket on the inbound side of Histon Road (denoted by single yellow line and signage). The crossing and the outbound bus stop has been moved further from the junction. With this configuration, there is no space to safely include a new inbound bus stop, instead the current pairing with the inbound bus stop just around the corner on Victoria Road is maintained.

Histon/Victoria/Huntingdon Road Junction

Pre consultation design with conflict points marked as highlighted by Road Safety



Post Consultation / LLF Workshop / Officer Review design with conflict points removed.



1.7 Re-instate bus stops near Linden Close

Reason - Feedback from the consultation highlighted the fact that these stops serve many people living in the Benson Road area via the footpath that provides access to Histon Road.

1.8 Retain the proposed new Pedestrian Crossing near Akeman Street but remove the crossing near the Post Office and rearrange bus stops in this area.

Reason - A new location for a pedestrian crossing near Akeman Street was strongly supported during the consultation as it provides improved access between the residential areas access by Akeman Street and the shopping areas on Histon Road. However, the very close proximity between this proposed crossing and the proposed (existing) crossing near to the Post Office was noted.

Following discussion at the LLF workshop and discussions with road safety officers about the positioning of bus stops in relation to crossing points and junctions in this area, the design has been developed to include a new crossing point at the Akeman Street location. In order to locate the crossing in this position, the outbound bus stop has been moved to the closest safe location possible (near to the Post Office) and the nearby proposed floating bus stop close by to this location has been removed from the design due to its proximity.

1.9 Add crossing near Carisbrooke Road

Reason - The public consultation indicated a preference for a new signalised crossing to be located near to Carisbrooke Road. The position of this new crossing is strategically important as it will serve pedestrians and cyclists accessing Histon Road from Darwin Green via a planned link at this location. The new crossing has been included in the current design and requires the proposed bus lane to be shortened slightly as a result.

1.10 Widen Footpaths

Reason - Slight alterations have been made to footpath widths to the north of Gilbert Road in order to ensure a more consistent 1.8m width where possible.

1.11 Protect the cycle lane near the A14 Junction

Reason – Discussions during consultation events and with cycling project officers highlighted that cyclists entering Histon Road from the A14 junction area (using the on carriageway cycle lane rather than the shared use path) require further protection. The cycle lane has been therefore raised to kerb height as it exits the junctions to vehicles are not able to over-run the cycle lane as they negotiate the bend.

Gilbert Road / Warwick Road Junction design

The options presented for the Gilbert/Warwick Road junction, the LLF along with representation from Camcycle retained strong supported for the segregated option that was originally presented during consultation. We have arrived at a design that addresses the concerns raised by road safety officers.

1.12 Redesign the off carriageway space at Histon Road/Gilbert Road/Warwick Road Junction and provide additional on carriageway space for cyclists.

Reason - The proposed junction design was strongly supported through the consultation process, although some concern was raised that slightly more width should be provided for cyclists using the on-road option though the junction. However, road safety, signals and cycling projects officers raised strong concerns around the potential conflict points between pedestrians and cyclists that were introduced by this design and recommended modifications to the design to improve functionality, flexibility, and in particular accessibility

for visually impaired pedestrians. **Given the strong public support for the design the modifications look to retain all permissible pedestrian and cycling movements but using a different approach.**

The design modifications provide.

- More space to on-road cyclists traversing the junction from North-South or visa versa.

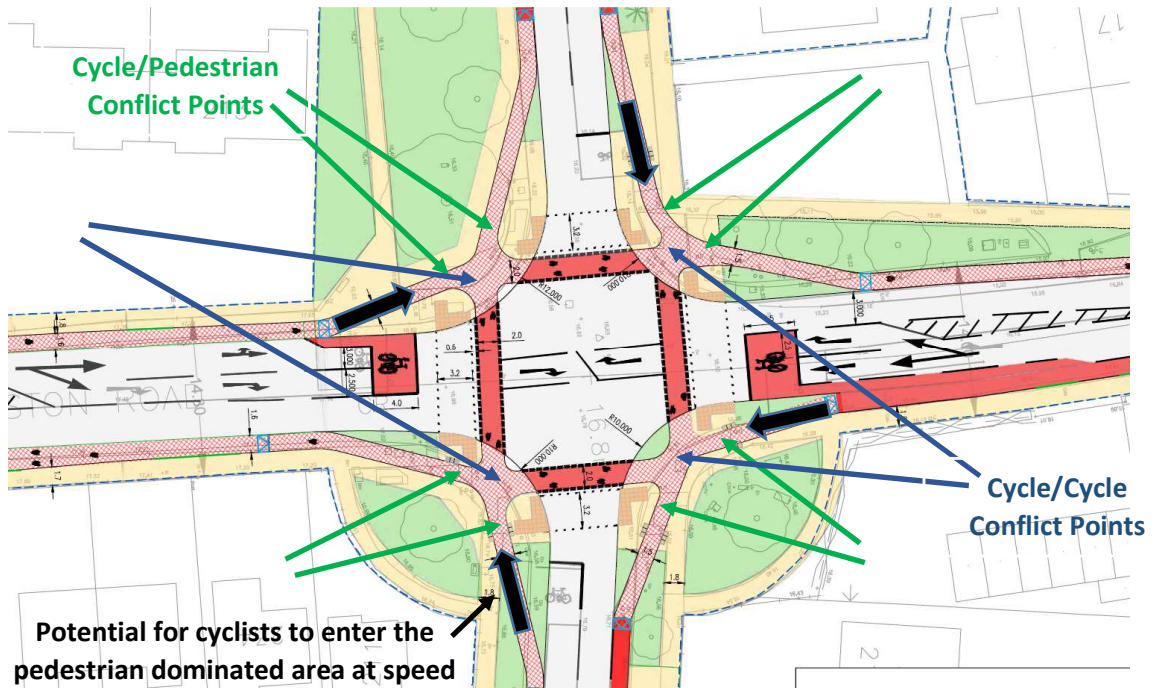
- The cycle and pedestrian crossing have been switched around, this provides much larger area for pedestrians to wait, and it also reduces the number of potential conflict points around the junction and allows us to place mini zebra crossings to ensure pedestrian priority.

- The repositioning of the cycle crossing also provides a steeper exit from carriageway to off carriageway areas which should have the effect of slowing cyclists entering this area.

- Comparison schematics below.

Histon/Gilbert/Warwick Road Junction

Pre consultation design with conflict points marked as highlighted by Road Safety



Post Consultation / LLF Workshop / Officer Review design with conflict points removed.

Simpler arrangement for Pedestrians, especially those who are visually impaired and who rely on the tactile paving

