



# Histon Road Corridor

## *Design Workshops 3 & 4 – Feedback Summary*

December 2016

# PROJECT OBJECTIVES



- **To provide comprehensive priority for buses in both directions along Histon Road and wherever practicable;**
- To make provision for cyclists along Histon Road which is segregated from buses and general traffic wherever possible;
- **Enable additional capacity for sustainable trips to employment/education sites;**
- To generate options capable of maintaining traffic levels at today's levels in Cambridge;
- **To consider the potential for enhancing the environment, streetscape and air quality in this corridor;**
- Enable an increase in bus patronage and new services;
- **To assess the impacts on existing residents and highway capacity for each option;**

# DESIGN OBJECTIVES & COMMITMENTS



→ **City Deal commitment to provide (linked to City Deal Transport Strategy)**

- 1. Increased bus reliability and improved journeys, leading to new services, increased frequency and reduced congestion**
- 2. High-quality cycling infrastructure and pedestrian provision**
- 3. High-quality design and public realm**

→ **Further City Deal commitment to provide:**

- No banned right turn into Warwick Road and no inclusion of 'floating' bus stops on this corridor
- To develop two preferred design options, one including and one excluding banned turns for private vehicles at the Victoria Road junction
- Ensure that the preferred option developed includes details of proposed landscape areas and tree planting

# LLF WORKSHOP OVERVIEW



- **Two further workshops held – Workshops 3 & 4**
- Workshop 3 focussed on junctions of Victoria Rd and Gilbert Rd
- **Workshop 4 focussed on parking and off-route traffic management (rat running)**
- Workshop feedback is varied and should be read as a whole to obtain a balanced view



- **Preference for designs which incorporate significant cycle provision and green verges**
- Generally, 'Do Maximum' designs are scored higher than existing but own table designs are scored highest
- **Concerns of 'rat running' with any scheme going ahead**
- Peak time enforcement only for mitigation / design measures
- **Parking on Histon Road is felt by many should be retained but if displaced should be managed with a wider Residents Parking Scheme**
- Local residents do not see the road as just a 'strategic transport corridor'





# KEY FEEDBACK THEMES – VICTORIA ROAD JUNCTION



- **All tables reviewed the alternative design presented by Cambridge Cycling Campaign / Histon Road Area Residents Association/ Benson Road Area Residents Association.**
- Although the 'Do maximum' generally scored higher than the 'Existing' (3 out of 4 tables). All tables preferred the alternative design overall in their scoring, with many preferring the fact it retained access to Victoria Road.
- **Groups felt that this design provided better pedestrian and cyclist provision. With a key design factor being segregated cycle lanes for all movements and additional crossings**
- It should be noted that within this design there is very limited bus priority which is a key objective of the scheme.

# KEY FEEDBACK THEMES – VICTORIA WAY

**Proposed Design for a 5-way Protected Junction at Histon Rd/Victoria Rd/Huntingdon Rd/Castle St/Mount Pleasant**

Matthew Danish, Sean Martin and Judith Perry

On behalf of the Histon Road Area Residents' Association (HRARA) and the Benson Road Area Residents Association (BenRA) working together with assistance from the Cambridge Cycling Campaign.

**The "Do Everything" scheme**

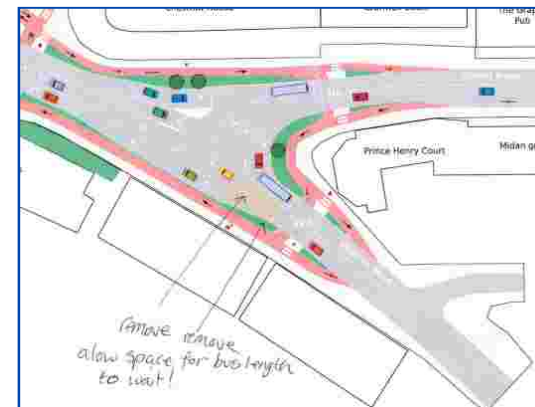
**Advantages**

- Priorities: 1. Walking, 2. Cycling, 3. Public Transport
- Good pavements, usable by all ages & abilities.
- Separate cycle lanes, usable by all ages & abilities.
- Better, safer & automatic crossings
- Walking and cycling receive fair treatment from signals
- Excessive tarmac → public space & trees
- All within existing highway boundary
- All current motor traffic movements possible
- Option: add peak-time turn restrictions for more bus priority

## CURRENT DESIGN



Visibility issue, with trees.



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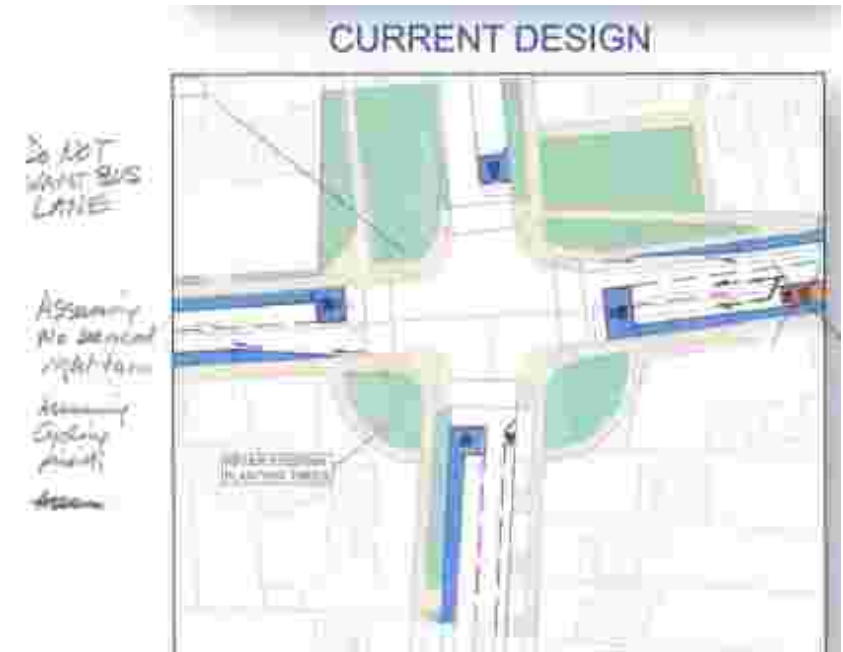
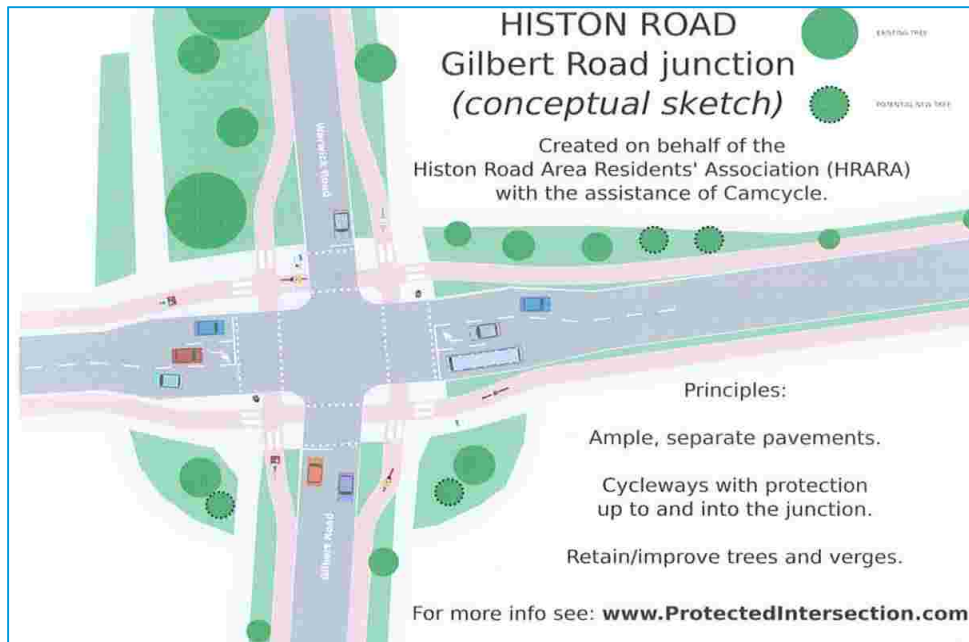


# KEY FEEDBACK THEMES – GILBERT ROAD JUNCTION



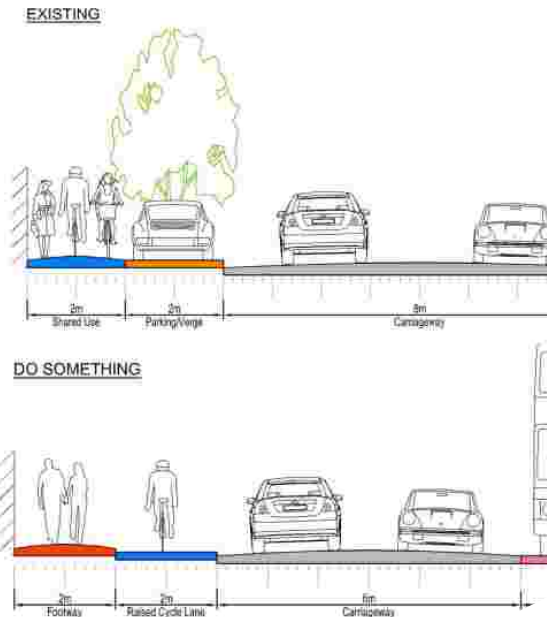
- **Again all tables reviewed the alternative design presented by Cambridge Cycling Campaign / Histon Road Area Residents Association/ Benson Road Area Residents Association.**
- **Two tables preferred the alternative option due to extensive pedestrian and cycling provision. This provision is at the expense of bus priority measures.**
- **However, one table preferred the ‘Existing’ layout and one preferred the ‘Do Maximum’ proposal.**

# KEY FEEDBACK THEMES – GILBERT ROAD



# KEY FEEDBACK THEMES - JUNCTIONS

- Many ideas and concerns focused on not having banned vehicles movements. Most attendees supported designs with all current possible vehicle movements in place.
- General desire from residents for designs which do not include bus provision as its exclusion frees up more space for pedestrian/cyclist provisions as well as for green spaces. There is also opposition to any bus lanes that require land acquisitions
- Residents appear to be of the general opinion that bus lanes will be of little to no benefit on Histon Road and the space should be better used for other modes.
- A number of smaller specific measures were suggested throughout the workshop, such as to increase the number of pedestrian crossings along Histon Road.



# KEY FEEDBACK THEMES – MITIGATION IDEAS & CONCERNS (RAT RUNNING)



- **Concerns regarding knock on impacts of increased rat running routes and loss of parking for residents.**
- **Areas of concern relating to rat running are primarily identified as:**
  - **Benson Street / Canterbury Street area between Histon and Huntingdon Roads and**
  - **Oxford Road to Windsor Road link between Histon and Huntingdon Roads.**
  - **Akeman Street to Stretten Avenue.**
- **Desire for Benson Street / Canterbury Street area to become a home zone**

# KEY FEEDBACK THEMES – MITIGATION IDEAS & CONCERNS (PARKING)



- Residents in general do not wish to lose the on-road parking spaces on the south of Histon Road, due to concerns of displacement and effect on local business, carers if they are removed etc
- The Skanska parking survey ejected by residents on assumption that there may need to be a removal of residents parking permits to allow for any displacement to be accommodated and issues with survey timing.
- Calls for revised parking strategies in the area e.g. pay and display throughout the city / wider residents parking permit zone
- A park and ride at the northern end of Histon Road is thought could potentially reduce the traffic using Histon Road as a radial route into the city. *However there are difficulties in identifying a suitable site , land ownership etc (which are outside he scope of the current study but a consideration for City Deal as a whole)*
- Support for revised modelling with the previously banned turns re-instated in order to inform future decision making.



# SUMMARY OF KEY THEMES FROM WORKSHOPS



- **Alternative Junction designs show a preference to reallocate bus priority features to pedestrians, cyclists or for green spaces;**
- Cyclist segregation is desired at all points along the route, including at the Victoria Road junction;
- **Residents do not want to ban any vehicle movements which exist at present;**
- **If the parking at the southern end of Histon Road were to be removed it is perceived that there would not be space to accommodate the displacement;**
- Current Parking is recognised as buffering homes from the street and supports local businesses;
- **A wider parking strategy is felt to be needed for the area and for the city;**
- Traffic calming is needed in many side streets to reduce rat running, which is a concern both now and in future.

# NEXT STEPS



- **Further LLF Meetings in January to discuss summary of feedback and use this to help formulate LLF's Histon Resolutions, for submission to City Deal Board**
- **Comments on DRAFT Part 2 workshop summary report to be provided back to [Amy Barnett](#)**
- **[Amy.Barnett@atkinsglobal.com](mailto:Amy.Barnett@atkinsglobal.com)**