

REPORT N^o 70012012-22

HISTON ROAD STAKEHOLDER WORKSHOP REPORT - (PART 1)

THE GREATER CAMBRIDGE CITY DEAL

JANUARY 2017

**HISTON ROAD STAKEHOLDER
WORKSHOP REPORT - (PART 1)**
THE GREATER CAMBRIDGE CITY DEAL
Cambridgeshire County Council

Project no: 70012012
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A P P E N D I X B W O R K S H O P 2 F E E D B A C K

APPENDIX B-1 WORKSHOP 2A FEEDBACK

APPENDIX B-2 WORKSHOP 2B FEEDBACK

1 EXECUTIVE SUMMARY

- 1.1.1 The Histon Road Design Workshops have been introduced to allow key stakeholders to input their design ideas/concepts which will then be outlined to the City Deal Board, via a set of resolutions submitted by the Histon Road Local Liaison Forum. During the workshop sessions, which covered a number of design themes, Stakeholders were asked to detail their concerns and ideas for Histon Road and provide comment on the previously consulted “Do Maximum” designs for Histon Road.
- 1.1.2 The key objectives of the Histon Road scheme are:
- To provide comprehensive priority for buses in both directions along Histon Road, where possible;
 - To provide additional capacity for sustainable trips to employment and education sites;
 - To increase bus patronage and provide new services along Histon Road;
 - To make provision along Histon Road for safer and more convenient routes for cycling and walking, segregated from general traffic where practical and possible;
 - To generate options capable of maintaining traffic levels at today’s levels in Cambridge; and
 - To consider the potential for enhancing the environment, streetscape and air quality in the corridor.
- 1.1.3 Before the workshops commenced it was clarified that The City Deal Board had issued the following design requirements, in relation to taking forward the initial design ideas proposed in the “Do Maximum” option:
- Take forward “Do Maximum” option initial ideas for further design work (inbound bus lane through to Gilbert Road);
 - Exclude the idea of banning the right turn into Warwick Road and the idea of ‘floating’ bus stops, to develop two preferred design options, one including and one excluding the changes at the Victoria Road junction;
 - Ensure that the preferred option design for consultation includes details of proposed landscape areas and tree planting; and
 - Instruct the Local Liaison Forum to involve local Councillors and stakeholder groups in the development of the detailed layout for consultation.
- 1.1.4 Furthermore the following statement has been included into this report at the request of the attending residents’ associations. “In accepting co-option on to the Histon Road LLF, the Residents’ Associations are not to be taken as endorsing the “Do Maximum” Histon Road proposal and its terms, including acceptance of bus-lanes at the expense of front yards, trees and verges. The residents’ associations are willing to participate in the Local Liaison Forum and contribute local knowledge and experience to its workshops on this understanding.”
- 1.1.5 The design workshops are aimed to gather local knowledge to be incorporated into revised designs. In particular the workshops aimed to gather ideas and concerns on the following topics:
- Typical cross sections and allocations of road space;

- Operation and design of the junctions at Victoria Road, Gilbert Road and Kings Hedges;
- Bus stop layout;
- Minor road crossings;
- Pedestrian and cyclist crossings; and
- Landscape, drainage and street furniture.

1.1.6 The workshops set out to facilitate progressive discussions between stakeholders, identifying various points of view, and where possible consensus on design ideas related to the above topics.

1.1.7 This report (Part 1) covers feedback received at the first four workshops, known as Workshops 1A, 1B, 2A & 2B. A further two workshops will also be held (known as 3 and 4) which will be covered in a separate report (Part 2). Workshop feedback across all the sessions was varied and should be read as a whole to obtain a balanced view.

1.1.8 Key themes and general consensus of feedback received at these first 4 workshops, are summarised below with further details provided in the remainder of this report:

- Cross Sections designs:
 - Attendees indicated a general preference for incorporating a segregated footway and cycleway which is separated from the carriageway by a green verge, with trees on either side of the carriageway.
- Junction Design
 - In general protected and segregated junctions were perceived as preferable i.e. junctions which easily facilitate, and in some cases, prioritise, pedestrian and cyclist movements.
 - Victoria Road Junction
 - Various designs were proposed which include both signalised and roundabout options. There is a general desire to remove banned turning movements or as a possible compromise ban them outside of peak times only.
 - Gilbert Road Junction
 - There is a general preference for a larger scale junction at this location with additional capacity for all modes. Segregation of pedestrians and cyclists from road traffic was highlighted as a preference.
 - Kings Hedges Junction
 - Little feedback was given regarding this junction.
- Bus Stops
 - Most residents were not in favour of floating bus stops, largely due to the spatial constraints along Histon Road, particularly in the southern section;
 - The retaining of laybys for buses was desirable, to enable traffic flow to be consistent; and
 - The location and usage of several bus stops was questioned.
- Pedestrian Crossings
 - The location and frequency of crossings was a concern for many attendees. There are a number of locations where the potential need for additional crossings was identified.
- Minor Road Crossings

- Copenhagen style raised crossings, which give priority to pedestrians and cyclists were popular among attendees although use from visually impaired users was a concern.
 - Additional crossings were recommended for consideration on Histon Road just north of Victoria Road and at Barrowdale (to link to the pedestrian and cyclist cut through) and at Carisbrooke;
- Landscaping, drainage and street furniture
- The majority of attendees were keen to retain as much green verge and as many trees as possible with a general desire to retain a green verge between the footway/cycleway and carriageway as a means of segregation.
 - Landscaping and street furniture was requested to be designed in line with the historic design and character of Histon Road.
 - Sustainable Urban Drainage Systems (SUDS) were generally favourable to attendees, particularly where they can offer an improvement to the landscaping.

2 PROJECT BACKGROUND

2.1 PROJECT HISTORY

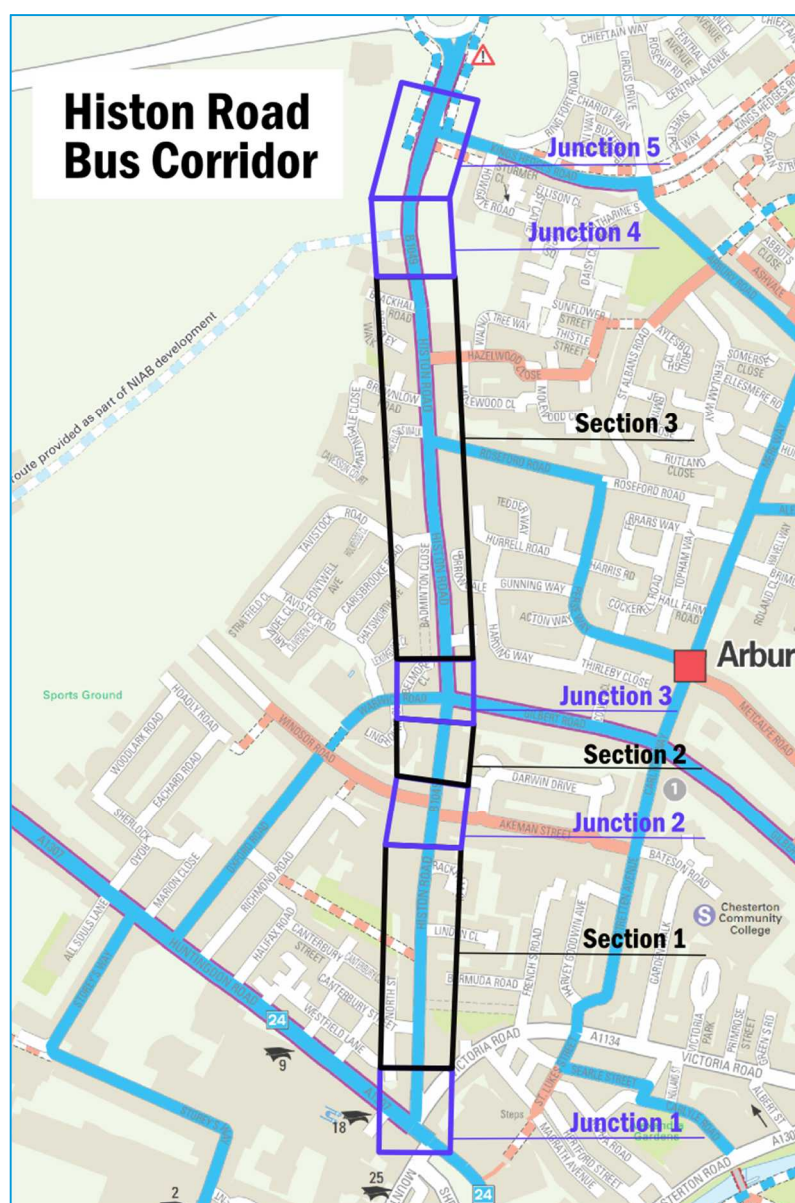
- 2.1.1 WSP | Parsons Brinckerhoff was commissioned by Cambridgeshire County Council to carry out preliminary design work for the Histon Road improvement scheme as part of the Tranche 1 schemes of the Greater Cambridge City Deal. The designs were to align with the City Deal aims.
- 2.1.2 The City Deals aims to enable a new wave of innovation led growth by investing in infrastructure, housing and skills to help facilitate continued growth. In general the schemes are intended to make it easier to travel in, out, and around Cambridge and South Cambridgeshire by public transport, cycle or on foot, and reduce and maintain lower traffic levels to ease congestion.
- 2.1.3 Histon Road is one of the key routes into Cambridge and is identified as an increasingly important public transport corridor as a part of the Transport Strategy for Cambridge and South Cambridge (TSCSC) and Long Term Transport Strategy (LTTS). Histon Road experiences significant congestion at peak times which impacts on bus journey times, making journeys unreliable, unattractive and longer than necessary as well as affecting convenience and comfort of cycling and walking trips along the corridor. The volume of traffic is at the detriment of the environment and air quality along Histon Road, particularly in areas where vehicles are not free flowing or are stationary.
- 2.1.4 Two improvement options were published by WSP | Parsons Brinckerhoff in September 2015 as part of the Draft Options Report. These options, labelled “Do Something” and “Do Maximum” were intended to:
- Where possible to provide comprehensive priority for buses in both direction along Histon Road;
 - Make provisions for cyclists along Histon Road, which is segregated from buses and general traffic wherever possible;
 - Improve provision of cyclists and pedestrians;
 - Generate options capable of maintaining today's traffic levels in Cambridge;
 - Consider the potential for enhancing the environment, streetscape and air quality in this corridor; and
 - To assess the impacts on existing residents and highway capacity for each option.
- 2.1.5 The publication of these draft options was followed by a public consultation period, the results of which were published in the ‘Histon Road Consultation Report’. Following the feedback received from members of the public, the City Deal Board announced that they were committed to taking the ‘Do Maximum’ option forward for additional design work. To achieve a successful future design for Histon Road the following three Executive Board resolutions were set as guidance in developing a further design of the scheme:
- 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

- 2.1.6 The Local Liaison Forum (LLF) have been asked to take the above design requirements on board when making their final recommendations to the Board.
- 2.1.7 Following direction from the City Deal Board, a number of stakeholder workshops have been undertaken with the Histon LLF to consider design approaches and concepts for a number of design aspects of Histon Road, in order to build-on and improve upon, the “Do Maximum” designs which were published at the first round of public consultation.

2.2 WORKSHOP DETAILS

- 2.2.1 A total of 6 workshops will be undertaken (the output of the first 4 workshops contained within this report) in order to build upon and challenge design ideas within the “Do Maximum” designs and provide local knowledge to assist further design. Ideas generated at the workshops will be used by the LLF to inform the LLF’s recommendations to the City Deal Board, potentially covering design concerns, design ideas and preferences for the future development of the scheme.

Figure 2-1: Histon Road Corridor Junctions and Sections



PROGRAMME & FORMAT

- 2.2.2 The workshops were split into three themes. Of these themes, two were split into two workshops, one for the southern section of the route and one for the northern section of the route. The southern section covers from the Victoria / Histon / Huntingdon Road Junction to (and including) Gilbert Road Junction (Junction 1 to Junction 3 in Figure 2-1). The northern section covers from north of Gilbert Road to Kings Hedges Junction (Section 3 to Junction 5 in Figure 2-1).
- 2.2.3 Ahead of each workshop, a seating plan was created which split attendees into groups, aiming to situate a range of stakeholders on each table. Each workshop started with introductory presentations where attendees were informed of general design approaches, a range of ideas and examples and constraints to be taken into consideration. Once the presentations had taken place, two discussion sessions were held, in which each table was instructed to consider specific aspects of the corridor design. The discussions were facilitated at each table. At the end of the workshop a spokesperson from each table presented their top design ideas and design concerns to all attendees.
- 2.2.4 At each session, each table was provided with copies of the “Do Maximum” designs and a number of additional plans and worksheets to capture their thoughts and feedback, dependent on the workshop theme.

DESIGN WORKSHOP 1

- 2.2.5 Workshop 1A took place on the 17th October 2016 at Shirley Community Nursery and Primary School between 6:30pm and 9:00pm. The workshop focused on the southern half of Histon Road encompassing Victoria / Histon / Huntingdon Road Junction to the Gilbert Road Junction. Invitees were split into 4 groups/tables during the discussion session.
- 2.2.6 Workshop 1B took place on the 31st October 2016 at Shirley Community Nursery and Primary School between 6:30pm-9:00pm. The workshop focused on the northern half of Histon Road encompassing just north of Gilbert Road to Kings Hedges Junction. Invitees were split into 6 groups/tables during the discussion session.
- 2.2.7 The agenda of both workshops were as follows:

Table 2-1: Design Workshop 1A & 1B Agenda

	ITEM
1	Welcome and Scene Setting
2	Presentation on Design Parameters and Geographic Constraints
3	Presentation on Landscaping Opportunities
4	Discussion session: Apportioning highway cross section space (Footway, cycleway, landscaped areas etc.)
5	Break
6	Discussion session: Main Junction Designs, Bus Lane Lengths
7	Feedback session: Reporting back on Top 3 design ideas / Top 3 design concerns (in relation to current “Do Maximum” design) from each group
8	Summing up and next steps

DESIGN WORKSHOP 2

- 2.2.8 Workshop 2A took place on the 7th November 2016 at Shirley Community Nursery and Primary School between 6:30pm and 9:00pm. The workshop focused on the southern half of Histon Road encompassing Victoria / Histon / Huntingdon Road Junction to the Gilbert Road Junction. Invitees were split into 4 groups/tables during the discussion session.
- 2.2.9 Workshop 2B took place on the 14th October 2016 at Shirley Community Nursery and Primary School between 6:30pm-9:00pm. The workshop focused on the northern half of Histon Road encompassing just north of Gilbert Road to Kings Hedges Junction. Invitees were split into 4 groups/tables during the discussion session.
- 2.2.10 The agenda for both workshops was as follows:

Table 2-2: Design Workshop 2A & 2B Agenda

	ITEM
1	Welcome and Scene Setting
2	Presentation on Local Side Road Objectives, Bus Stop Options, Sustainable Drainage Options, Crossings Needs and Landscaping Opportunities.
3	Discussion session: Crossings of minor side roads and bus stop design and locations
4	Break
5	Discussion session: Landscaping, sustainable drainage and street furniture
6	Feedback Session: Reporting back on Top 3 design ideas / Top 3 design concerns (in relation to current "Do Maximum" design) from each group
7	Summing up and next steps

STAKEHOLDERS

- 2.2.11 The stakeholders invited to the above workshops were:
- Councillors (Cross, Davies, Hipkin, Holland, Holt, Jenkins, Mason, O'Reilly, Perry, Sales, Stonham, Todd-Jones);
 - Benson Road Area Residents' Association; Bermuda Flats Residents' Association; Windsor Road Residents' Association; Richmond Road Residents' Association; Oxford Road Residents' Association; Roseford Road Residents' Association, Orchard Park Residents' Association; Darwin Erasmus Akeman Residents' Association; Stretton Avenue Residents' Association ; Histon Road Area Resident's Association;
 - FECRA;
 - Local Trader/Business;
 - Arbury Primary School; St Luke's Primary School; Mayfield Primary School; Chesterton Community College; North Cambridge Academy;
 - Cambridge Past Present and Future;
 - Cambridge Cycling Campaign;
 - Cam Sight;

- Disability Panel;
- Lucy Cavendish College;
- Cambridge Association of Architects;
- Richard Newcombe Court CHS;
- Smarter Cambridge Transport;
- Cyclists' Touring Club (CTC);
- Stagecoach;
- Local Police; and
- Carter Jonas;

3 WORKSHOP FEEDBACK

3.1 FEEDBACK MECHANISMS

- 3.1.1 During each workshop, each table was asked to fill out a feedback sheet which listed their top three design ideas and top three design concerns. Where possible the aim was to capture the ideas and concerns of the table as a whole, which they had come to a consensus upon, and not that of an individual.
- 3.1.2 When determining stakeholder ideas for cross-section layouts, at a number of locations along Histon Road, tables were provided with a blank copy of a typical cross section and asked to fill out their desired cross section for this location on Histon Road. Each table was provided with desired minimum and absolute minimums of all carriageway and footway features to help in this process.
- 3.1.3 Additional sketches and annotations on plans were also collected in the feedback and are shown in the Appendix of this report.
- 3.1.4 The results from each of these feedback mechanisms is summarised below.

3.2 TOP DESIGN IDEAS & CONSTRAINTS

- 3.2.1 The design ideas and concerns generated from each workshop are listed below.

Please note that in this session, due to a smaller turn out, the groups were reordered into 4 tables.

Table 3-1: Design Workshop 1A

TABLE NUMBER	DESIGN IDEA OR CONCERNS	COMMENT
1	Idea 1	Introducing raised crossings in strategic points (also speed calming)
	Idea 2	Histon to Victoria Rd allow turn off peak
	Idea 3	Develop cycleway network to take cyclists outside Histon Road (alt. routes)
	Idea 4	Encourage developers to provide open accessible space outside Coop / ATS (part of local plan opportunity)
	Idea 5	Reduce speed to 20mph after ALDI southwards
	Concern 1	Where will people park when existing parking spaces removed?
	Concern 2	Road safety due to traffic speed. No zero visibility trucks allowed into Histon Rd / into Cambridge
	Concern 3	Cycleway too narrow for raised kerb. Drop to road level <u>or</u> combine with pavement to create shared pathway.
	Additional Comments	<ul style="list-style-type: none"> → Parking for homes. Where do cars go? → Slower cyclists on Rd slows traffic → Speed of traffic. 20 miles an hour restrictory → Bus reliability → Provide cycling network outside Histon Rd. → London example. No zero visibility trucks in Histon Rd. → When cycleway is too narrow – shared pathway pedestrian + cycle
2	Idea 1	Alternative cycle route behind Southern section of Histon Road behind Nasreen Dar. Through part of cemetery.

TABLE NUMBER	DESIGN IDEA OR CONCERNS	COMMENT
	Idea 2	Victoria / Histon Road junction should be restricted <u>only during</u> peak-hours. Evidence shows they serve no purpose out of rush hour. No <u>change in design</u> to allow this to happen. Change lights at this junction. On the “current” junction: (a) Coordinate traffic lights (b) Allocate more time to Histon Road over Vic / Hunt Rd (c) Halfway house: turning allowed but no route Huntingdon to Vic Rd
	Idea 3	Gilbert Rd Junction. Cycle route bypass for left turns on red light. Possibly take cycle path off-road. More crossings
	Concern 1	Raised cycle lanes are perceived to be less safe than ‘flat’ ones. In part because of joining and leaving the lane to overtake etc. Remove parking if at all only lunch time
	Concern 2	Layby on Histon Rd by #130 is used by St Luke’s Primary School for coaches for school trips.
	Concern 3a	Victoria Rd: Nth bound buses will be delayed as they will be unable to leave Victoria Road easily. Also no pedestrian crossing of Histon Rd at Victoria Road end.
	Concern 3b	Blocking useful road area
3	Idea 1	Cycleway to be chamfered – see [concern] 2 below, not raised
	Idea 2	Parking restrictions at certain times to allow for deliveries to shops + houses on east side - see [concern] 3 below
	Idea 3	Reduce traffic lanes to 5.4m (if allowed) as this can force drivers to be slow + careful. This will allow more for footway (1.8m) + perhaps 2 cycleways of 1.5 each. This will also help “buffer” sound as local residents are worried about increased vibration + noise due to loss of parking. Ref: diagram “potential” – sheet 1 2012-SK-020
	Idea 4	Proposal is to keep it as it is – no change is our strong preference. A compromise could be to ban only the right turn into Victoria Rd from Histon Rod and/or a ban on HGVs
	Idea 5	Proposal to send all buses down Castle Hill + not down Victoria Road.
	Idea 6	Continuation of cycle lane into Victoria Rd – see diagram. HR RD / Gilbert / Warwick Rd junction needs filter lanes to turn right – look at grass area to see if roadscape can be widened for bikes. See ref: 70012012-GA-003
	Concern 1	What are the options for alternative parking, for residents cars (Histon Road) – currently there are adequate spaces in the Benson area, but there are houses in Canterbury St where there had been no cars, + now have 1, or 2. Worry that there may not be enough spaces in future. This may have knock on effect through area. Undertake survey of parking spaces at different times of day + day of the week in whole area with residents’ parking in streets off Histon Road.
	Concern 2	Do max plan – 1.5m cyclelane could be dangerous for cyclists needing to overtake because of step: not raised may be better (chamfered)
	Concern 3	Deliveries to shop (midan) + houses on east side of Histon Road may be difficult. Also will apply to both sides of Histon Road If there is “no parking” access + deliveries to houses.
	Concern 4	Maintaining existing hedges so that they do not overlap onto the street
	Concern 5	This is a neighbourhood, not a “corridor”
	Concern 6	Prohibition of traffic turning right and left into Victoria Road from Histon Road and Huntingdon Road
	Concern 7	Rat running through side streets off Huntingdon Road / Histon Rd
Concern 8	HR / Gilbert Rd / Warwick Rd junction: All traffic will be held up by vehicles turning right. NOs 197 onwards on Histon Road – or approx. the bus stop, widen road to create 2 traffic lanes + filter	
4	Idea 1	Advisory cycle lane on outbound (car carriageway to be 5.4m wide) side (at least). Cherry Hinton High Street traffic Calm Zone 20 mph max. Some members think parking inappropriate for safety concerns between Victoria junction and ALDI.

TABLE NUMBER	DESIGN IDEA OR CONCERNS	COMMENT
	Idea 2	Plant new trees in Victoria Rd to Gilbert Rd Section. Histon Road shops to Warrick Road on verges owned by highways authority Except for bus shelter. 202 – 216 Histon Rd plant sapplings. New trees poss between 2m cycle route + pavement. Plant trees at Esso station + 159 Hist Rd on unallocated (brown) land. EACH charity shop plant trees between pavement + tarmac
	Idea 3	Consider signal control roundabout at Victoria Rd Histon Rd junction. Dutch type. Use protected junction design at Gilbert Road, see sheet.
	Idea 4	Cycle crossing needed from recreation ground to Bermuda Terrace.
	Concern 1	Loss of parking – Histon Road res association strongly opposes car will park in Canterbury St and North St residential parking areas. Some members think parking inappropriate – serious safety concerns with little space.
	Concern 2	Aldi + Essos Station. Cars reversing from tyre place opposite need off-street access – shared facility.
	Concern 3	Huntingdon Road left turn into Victoria Rd –if impossible this traffic will take Oxford Rd shortcut or conflict with cyclists when turning into Chesterton. Environmental issues such as air and noise pollution with statistics should be analysed and presented at the LLF meeting

3.2.2

Table 3-1 shows that there is a broad range of opinions and feedback regarding the southern half of Histon Road. The typically recurring themes, which mirrored comments made at the workshop event, are:

- Alternative cycle routes off of Histon Road should be implemented to allow cycling along quieter roads;
- There was concern amongst some participants that a raised cycleways posed a danger to many users when mounting/dismounting;
- Although turning restrictions were seen as unfavourable (strongly in some cases by residents), a peak time only restriction was offered by attendees as a possible compromise;
- Many participants desire slower moving traffic along Histon Road with many suggesting a 20 mph zone; and
- There is significant concern by Histon Road residents regarding the loss of residents' parking with uncertainty as to where alternative parking would be found.
- Request that additional trees should be planted along route.

Please note that in this session, due to a lack of table numbering on the feedback, one set of feedback has been labelled as Table 3. Additionally due to rearranging of tables, due to a slightly low turnout, there is no Table 4.

Table 3-2: Design Workshop 1B

TABLE NUMBER	DESIGN IDEA OR CONCERNS	COMMENT
1	Idea 1	Phasing of the lights at the Huntingdon Rd / Histon Rd / Victoria Rd junction and the lights at Histon Road / Kings Hedges junction. Integrated public transport system (a la Europe) transfers – with electronic ticketing – to relieve the pressure on Histon Rd. Bus connection to all stations entrance of Cambridge - Karlsruhe Model
	Idea 2	Roundabout at Gilbert Road / Histon Road. Cycle paths in the rear not on main road. No tightening of radii at junctions.
	Idea 3	Cycle lights and tickets for cyclists – enforcements of law. Bus laybys. Light rail is the only alternative that attracts people, not buses.
	Concern 1	Raised cycle lanes are dangerous. Air quality – cutting down trees reduces
	Concern 2	No real requirement for bus lanes. Bus stops as designed cause congestion and are dangerous. Trees are essential for air quality new scheme does propose replacement and creates a dismal ugly entrance road into Cambridge.
	Concern 3	Basic premise is wrong – if the road closures go and CD is stating the first phase of light rail system. This aspect must be redesigned in light of these two

TABLE NUMBER	DESIGN IDEA OR CONCERNS	COMMENT
		facts.
	Additional Comments	Not a 24/7 problem but a 24/7 ruining of a street + neighbour. Histon Rd cannot take a 23% increase in traffic.
2	Idea 1	Remove bus lane. Insufficient evidence in support + major disadvantages.
	Idea 2	Brownlow Rd to Carisbroke Rd 2 way cycling on the "Aldi" side of Histon Rd to accommodate child cyclists to + from school, see notes on chart for detail B-B Section
	Concern 1	The bus lane compromises the provision for cycling and walking and takes away valued green space and people's gardens.
	Concern 2	Warwick Rd / Histon / Gilbert junction: Need R. turn filter from Histon Road into Gilbert Rd.
	Additional Comments	Rather than have a bus lane, reduce no. of cars with a large park & ride at the B1049, without parking charges (there are discouraging). Good bus service into Cambridge including evening. Bus must be cheaper than using a car. P&R at Girton Interchange. Better & Express buses from villages + stopping 1 or 2 times on Histon Rd.
3	Idea 1	"Bus gates" might give benefits without needing so much band lane.
	Idea 2	Attractive, green corridors for cycling and walking.
	Idea 3	2m path required for park and ride + park and cycle point with free parking.
	Idea 4	Really important to have crossing at Borrowdale if 3 lanes needs to be signalised.
	Idea 5	Have a right turn holding point for cyclists turning right in to Borrowdale.
	Concern 1	Carisbrooke Road junction, 27 houses at squash courts, Barrats right to buy cut through to Darwin Green – Have plans been thought of
	Concern 2	Consider Girton Road interchange and Madingley Road M11 Junction developed. Use wide roads to bring people into town.
	Concern 3	Consider the risks around "shared use bus stops" sound dangerous for pedestrians and cyclists.
	Concern 4	Air quality – if you remove the trees and grass what will improve the air.
Additional Comments	Carisbrooke Road junction is dangerous already. Surface water a problem if top priority. Join up Histon Guided Busway stop at Old Station cut across A14 at existing NIAB Bridge over A14 to take guided busway to Huntingdon Road.	
5	Idea 1	Consider shared car scheme where small (electric) vehicles can be used around town, with a view to eventually banning use of petrol vehicles in town, except for emergency services. As tried successfully in Europe. This is likely to have a longer life than the current do max scheme for buses.
	Idea 2	Reduce speed limit on Histon Rd. This would reduce benefits of bus lane in terms of time-saving, but would make the road better for pedestrians, cyclists, esp people crossing road. 20 mph. Guided bus to go through Darwin Green instead.
	Idea 3	Please see table 5 plan Generic Design for segregated highway with no bus lane. Send buses through Darwin Green. Bus lanes could be short & not take land from residents.
	Concern 1	Bus lanes – we believe the benefits of the bus lane are overstated as evidence is debateable. Damage to local environment & quality of life (+air quality) has been underestimated. Also, the time saved during peak hours is a poor return for investment. Time saved not clear.
	Concern 2	If the bus lane remains then there is not the road space to properly accommodate cycles in a manner where it is safe for young & old cycles to share the space and travel safely.
	Concern 3	It is likely that in some places cycles will travel on the wrong side of the road. Bus stop design is dangerous, should be floating bus stop islands.
	Additional Comments	See Robin junction Plan B. Electric cycles. Park + Ride Facilities! 1. See plan for safe travel for pedestrians, cycles & electric small cars from the scheme. 2. Send buses through purpose build wide road through Darwin Green 3. Reduce speed limit on Histon Road to 20mph We would like to see projected numbers using the guided bus outside of peak

TABLE NUMBER	DESIGN IDEA OR CONCERNS	COMMENT
		hours for the next 5 years. Projected time savings could be obtained by endorsing parking & delivery restrictions during peak hours. Histon road is adequate to needs outside peak. Could we have a cost-benefit analysis in detail for the plans.
6	Idea 1	Reduce the width of cycleways to 1.5m throughout, maintain width of footpaths to avoid need to compulsory purchase land. Can also provide space for greenery too at some points.
	Idea 2	Provide an additional phase of the lights to give cyclists a headstart at junctions. Consideration for the design idea from Matthew Danish for Gilbert Road / Histon Road with separate phase.
	Idea 3	Consider a more modest length of bus lane in each direction, saving land + trees, and perhaps obtaining most of the benefit.
	Concern 1	Raised cycleways are difficult for wheelchair users + those with walking difficulties. Consideration should be given to flat surface where possible.
	Concern 2	The buses only run at the rate at 7 per hour. Daily periods of congestion are around 45 mins morning + evening north of Gilbert Road, so around 10 buses or <1000 people a day are benefiting – more residents are affected? Cost analysis?
	Concern 3	Why are we building a bus lane without a Park & Ride?
7	Idea 1	Get rid of bus lanes: not right for Histon Rd just too small
	Idea 2	Separate cyclists @ Histon / Gilbert / Warrick junction. Early light for cyclists to start off before cars. Right turn signal for cars
	Idea 3	Congestion charge to subsidise bus fares.
	Concern 1	Buses coming in on lane, then dumped into south portion of Histon Road with nowhere to run.
	Concern 2	Cyclists need 2m, 1.5 minimum. Keep established mature trees – cannot replant mature trees
	Concern 3	Park + Ride at Girton needed. Park + Ride @ Histon Rd would be good. Park + Cycle place.

3.2.3

Table 3-2 shows that there is equally a broad range of opinions and feedback regarding the northern half of Histon Road. The typically recurring themes are:

- Bus lanes along Histon Road were viewed by most residents as not being desirable, or not needed along Histon Road. Most vocal of this point were representatives from the various Residents Associations on and around the Histon Road area;
- A Park & Ride should be built at end of Histon Road and/or at the Girton Interchange; and
- Many residents are concerned about poor air quality along Histon Road which they feel will worsen if trees are removed. There were requests that mature trees along the route should be preserved.

Please note that in this session, due to a smaller turn out, the groups were reordered into 4 tables.

Table 3-3: Design Workshop 2A

TABLE NUMBER	DESIGN IDEA OR CONCERNS	COMMENT
1	Idea 1	Dutch roundabout Gilbert Rd junction.
	Idea 2	Side Road Treatment at Murketts & Canterbury Street
	Idea 3	Move crossing towards Bermuda Terrace, local bus stops and express bus; keep bus stop outside Grapes.
	Concern 1	Parking for residents → elderly, disabled, businesses, essential structural work.
	Concern 2	Speed of traffic Gilbert to Victoria 20mph?
	Concern 3	Junction at Victoria Rd especially pedestrian crossing.
2	Idea 1	Priority to cyclists and pedestrians across all side road junctions; particular problem at side road to Aldi – centre island a possibility (island in the side road leading to Aldi + Iceland); also carry on pavement across junction. Except Windsor Rd junction – pedestrian raised area further away from Histon Rd,

TABLE NUMBER	DESIGN IDEA OR CONCERNS	COMMENT
		which is where they tend to cross now to avoid cars trying to exit or enter Windsor Rd.
	Idea 2	New pedestrian crossing (+cyclists) across Histon Rd opposite Histon Rd cemetery.
	Idea 3	Reduce number of bus stops from 4 pairs to 2 pairs in section up to Gilbert Rd. See purple squares on sheet "x".
	Idea 4	Planting at Akeman St, end of Warwick Rd and edge of cemetery if French's agree.
	Concern 1	Design of Histon/Vicotira/Huntingdon Rd junction and No right turn Histon → Victoria and Huntingdon → Victoria is flawed and fundamental to the whole scheme. This junction needs a different approach.
	Concern 2	Removal of parking for 1-100 Histon Rd creates problems for disabled, elderly and builders etc.
	Concern 3	St Luke's School use lay-by opposite ATS for school buses. So retain use.
3	Idea 1	Need pedestrian crossing across Histon Rd near Victoria Rd junction.
	Idea 2	Junctions with cycle routes across junctions (Matt Danish's design – protected intersection).
	Idea 3	a) Greenery/trees where possible especially toward Gilbert Rd. b) Be imaginative where space is constrained toward Victoria Rd → Kenny M.
	Idea 4	a) Question need for bus stop outside "Grapes" possibly move to Victoria Rd or further down Histon Rd between stops 1&2. b) Review number & location of bus stops 2,3,6,7. c) Question whether bus stop needed outside Pizzeria 2, 3, as well as Aldi.
	Idea 5	Review location of pedestrian crossing especially near Aldi.
	Idea 6	Happy with proposed raised junction a la Copenhagen with consideration for disabilities/blind/visually impaired.
	Idea 7	Insufficient width for express bus to overtake slow stopped bus.
4	Idea 1	Copenhagen crossing at entrance to Canterbury St and at all junctions (or raised platform).
	Idea 2	Keep tree planting & street furniture PLAIN + simple. Don't try to "push" it up i.e. not "planters" or "Victoriana" – or even "contemporary," just true to the history of the street.
	Idea 3	We like the Dutch design for the Gilbert Rd junction (Matthew Danish design); would like to see that modelled. Also, interested in his design for Huntingdon/Histon/Victoria Rd junction.
	Idea 4	20mph speed limit.
	Idea 5	Block paving – We suggest block paving (or another surface treatment) at various junctions, e.g. Windsor Rd, Akeman St, in order to detract from Histon Rd being on elong tarmac line + encourage slow driving.
	Concern 1	Better facilities for pedestrian crossings across from the Grapes to the shop Midan, e.g. Toucan crossing (for pedestrian + cycles).
	Concern 2	Loss of residents parking – residents at top of Histon Rd – up to no. 101 don't want to lose their parking. This is due to fear of increase noise + vibration from traffic + also that parking for business, elderly residents would be detrimental.
	Concern 3	No floating bus stops, pull-in bus stops (as current). Cycles can overtake.
	Concern 4	Keep all bus stops as present.

3.2.4 The recurring points from Table 3-4 are:

- There is once more concern regarding the loss of parking;
- Attendees desire segregated pedestrian and cycle crossings at junctions;
- Need for an additional crossing on Histon Road just north of the Victoria Road junction;
- Review and rethink the number of bus stops along Histon Road and their locations; and
- General agreement of priority for pedestrians and cyclists at minor side roads.

Please note that in this session, due to a smaller turn out, the groups were reordered into 4 tables.

Table 3-4: Design Workshop 2B

TABLE NUMBER	DESIGN IDEA OR CONCERNS	COMMENT
1	Idea 1	Bus stop cuts into grassed area at Borrowdale.
	Idea 2	Badminton Close sketched cycle ... north bound: Pedestrians – trees – cycles – cars – cycles; keep as many existing trees as possible.
	Idea 3	Side road verge with low pedestrian traffic: Brownlow, Blackhall; furniture not needed, no one would stop except at bus stop → Rain Gardens.
	Idea 4	Copenhagen style at all side road junctions.
	Idea 5	We endorse Matthew Danish's idea for the Kings Hedges junctions, showing segregate cycle + pedestrian lanes.
	Concern 1	Clear segregated cycle (1800) + pedestrian (1500); no bus lane; keep trees; dropped kerbs; priority for cycle/pedestrian crossing side roads over cars.
	Concern 2	Crossing at Borrowdale Toucan cycles + pedestrians; cycles have to give way when bus pulls in as happens now; crossing reposition to sink.
	Concern 3	From Carisbrooke Rd North bad drainage issues with high water table; road + pedestrian area flooded.
	Additional Comment	Buses easier for handicapped to board if step is lowered.
2	Idea 1	Raised crossing on some side roads, depending on volume of traffic in each situation, as noted on the map. Traffic counts needed to confirm usage at different times of year. Set back raised crossings so no clash with cycle lanes etc. Have raised crossing touch with pavement. Consider disabled, prams etc.
	Idea 2	Reduce no. of bus stops if consistent with requirement for max. distance between houses & nearest bus stop. Some support for guided bus to stop once on Histon Rd outside peak hours. More bus shelters. More thought needed in relation to cycle/pedestrian conflicts. No room for floating bus stops. Take advantage of bus lay-bys already there to help cyclists pass stationary buses. Keep all existing green spaces. Warwick/Gilbert junction: more shrubs.
	Idea 3	Crossing – extra between C, and C2 Toucan for Mayfield children.
	Idea 4	Kings Hedges junction/ Histon Rd/Darwin Green Spine Rd. Make one big junction (with trees) rather than off-set roads. One place for delays, not two.
	Idea 5	Trees where practical on Kings Hedges/Darwin Green/Histon Rd Junction.
	Idea 6	Make plantings near Carisbrooke.
	Idea 7	Benches at Warwick/Gilbert junction and Carisbrooke.
	Concern 1	We don't have knowledge of usage of side roads to make detailed proposals about needs for raised crossings.
	Concern 2	Concern that not all houses in the area are close enough to a bus stop: need to establish whether this is a problem.
	Concern 3	Don't cut down any existing trees. Loss of private gardens is not acceptable.
	Concern 4	Don't have 2 big junctions (Kings Hedges & Darwin Green spine road) so close to each other.
Concern 5	Drainage problem – we don't know any.	
	Additional Comment	Note from last week – Please put an island at the junction of Histon Rd & the road leading to Aldi/Iceland. There is an accident waiting to happen to pedestrians.
3	Idea 1	No bus lanes – if possible at the widest point a “jump queue” passing for buses.
	Idea 2	Crossings – rapid response and/or zebras; with crossing at Hazelwood, Additional crossing between Roseford Carisbrooke Rd.
	Idea 3	Cycling – Remove advanced stops, level cycle paths, introduce cycle lanes behind estates so Histon Rd doesn't need to be used by local cycles.
	Idea 4	Junctions – smooth curves, not 90degrees with local level crossing for pedestrians + cycles – use textured surface to indicate road way.
	Idea 5	Landscaping – keep existing trees and no new landscaping necessary.
	Idea 6	Street furniture – new lights have been installed, keep.
	Concern 1	Remove dual direction cycle path near Darwin Green end “wrong direction” cycles have to cross to much traffic to reach other cycle path.
Concern 2	Bus stops should not be floating or in any way designed so that cycles ride between footpath and buses. Bus stops should be “bus lay-bys”. Proper timing of lights at North end of Histon Rd as well as at Huntingdon Rd.	

TABLE NUMBER	DESIGN IDEA OR CONCERNS	COMMENT
	Concern 3	Need feedback from Hills Rd + Huntingdon Rd. If roadway is too narrow emergency vehicles have trouble getting through.
4	Idea 1	Improved cycle lanes that protect people, e.g. greenery and preferably tree to give separation. As much green as possible.
	Idea 2	Phase traffic lights properly.
	Idea 3	Roundabout at Kings Hedges junction, suggest relocation of Darwin Green entrance to opposite Kings Hedges Road.
	Idea 4	Light rail.
	Concern 1	No bus lanes.
	Concern 2	Tighter radii at junctions difficult to negotiate for motorists and cyclists.
	Concern 3	No traffic lights. Bus than roundabout.

3.2.5

There are a wide variety of points listed in the above table, covering a broad range of topics which will inform the next design stage. However unlike with the other workshops, these comments are largely unique and there is minimal repetition of themes. The repetition which is in place relates to:

- Desire to maintain trees along Histon Road; and
- Bus lanes are not wanted by residents along Histon Road.
- Support for a Toucan crossing at the Borrowdale bus-stops.

3.3 CROSS SECTIONS

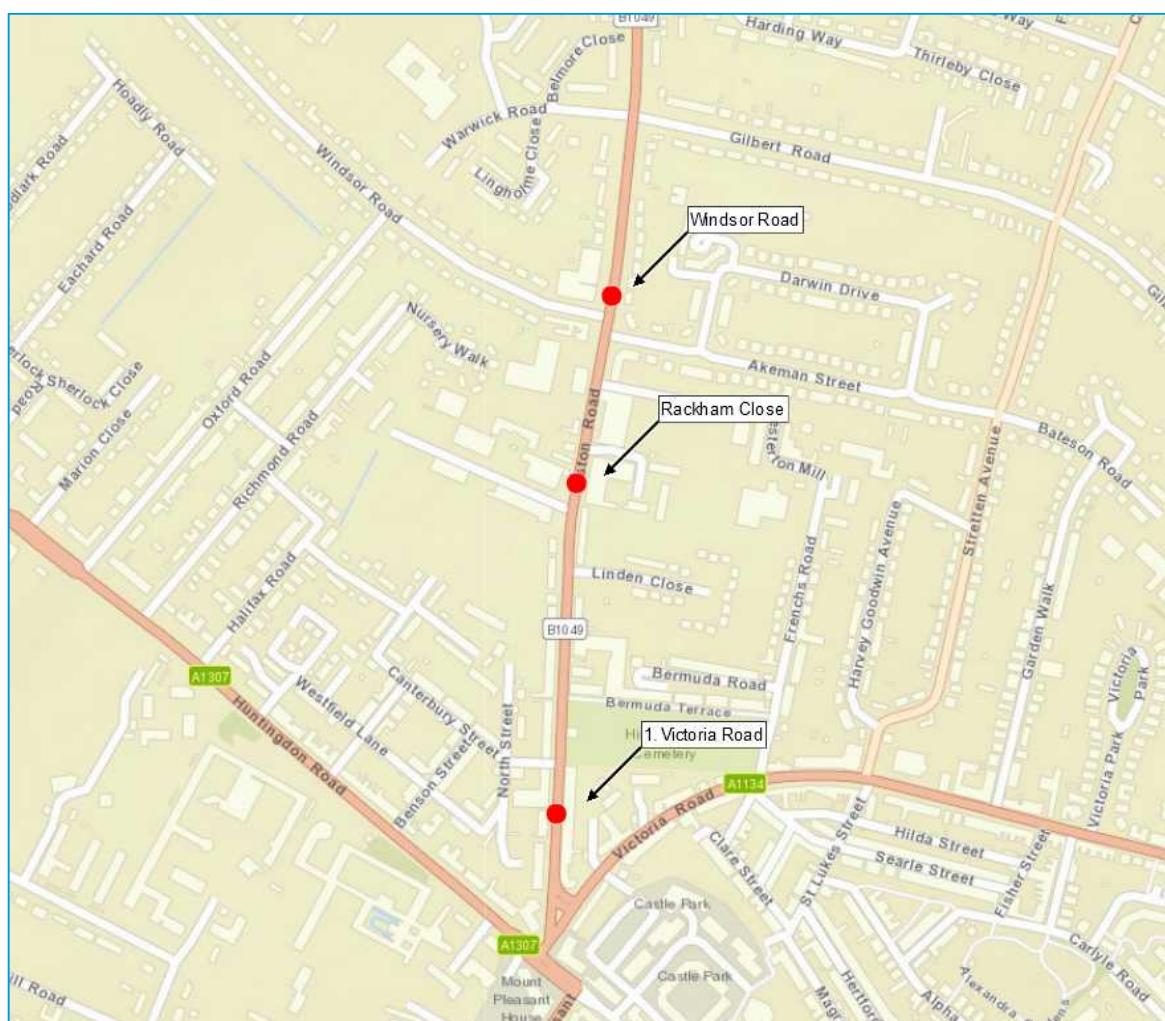
3.3.1 At workshops 1A and 1B, attendees were asked to outline how they would like road space to be allocated at a number of sections of Histon Road.

3.3.2 The cross sections presented and discussed at workshop 1A were at the following locations:

1. Victoria Road;
2. Rackham Close; and
3. Windsor Road

3.3.3 All three cross sections are facing north.

Figure 3-1: Design Workshop 1A - Cross Section Locations



3.3.4 Table 3-5 provides a key for the use of each colour of allocation.

Table 3-5: Cross Section Key

	Carriageway
	Bus Lane
	Cycle Lane
	Advisory Cycle Lane
	Verge
	Shared Use
	Footway
	Verge/bus queue jump lane
	Parking/verge
	Parking
	Unallocated

3.3.5 The cross section design ideas from workshop 1A are shown below, grouped by cross section location, to enable ease of design comparison.

VICTORIA ROAD

Table 3-6: Victoria Road Cross Section - Existing

1.75m	1.8m	6.7m	1.75m
-------	------	------	-------

Table 3-7: Victoria Road Cross Section - Do Maximum

1.8m	6.9m	1.5m	1.8m
------	------	------	------

Table 3-8: Victoria Road Cross Sections - Table 1

1.8m	1.2m	6m	1.2m	1.8m
3m		6m	3m	

3.3.6 The following comments were made in relation to the above layout by Table 1:

"Have clear marked paths on both sides, instead of asymmetric solution with no real path on Northbound. Is 1.8 meters really bare minimum footpaths?"

Table 3-9: Victoria Road Cross Section - Table 2

1.75m	1.25m	6m	1.25m	1.75m
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Table 3-10: Victoria Road Cross Section - Table 3

1.8m	1.5m	5.4m	1.5m	1.8m
------	------	------	------	------

3.3.7 Although space is limited in this section of Histon Road there is a consistent desire for a symmetrical allocation of space. There is consistent desire for cycle lanes (or shared use path) on both inbound and outbound sides of the road.

RACKHAM CLOSE

Table 3-11: Rackham Close Cross Section - Existing

1.75m	8.5m	1.75m
-------	------	-------

Table 3-12: Rackham Close Cross Section - Do Maximum

1.8m	6.9m	1.5m	1.8m
------	------	------	------

Table 3-13: Rackham Close Cross Section - Table 3

1.8m	1m	5.9m	1.65m	1.65m
------	----	------	-------	-------

- 3.3.8 Only one table produced a cross section for the Rackham Close area and thus there is not enough information to determine if there is any consistency in desired road space allocations. Table 3s design allows for a narrow advisory cycle lane northbound.

WINDSOR ROAD

Table 3-14: Windsor Road Cross Section - Existing

2.5m	9m	2.5m
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Table 3-15: Windsor Road Cross Section - Do Maximum

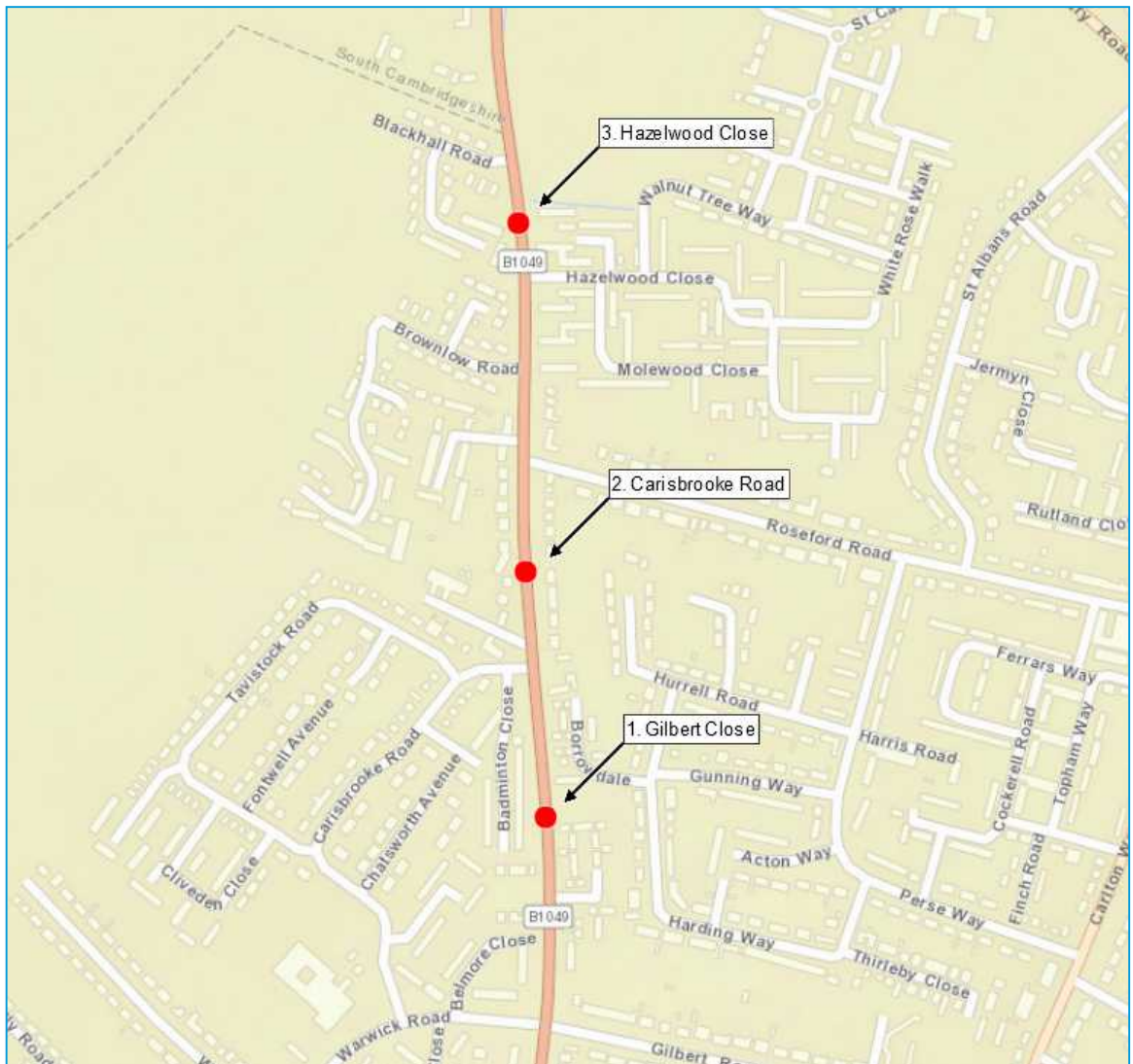
2m	2m	6m	2m	2m
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Table 3-16: Windsor Road Cross Section - Table 3

2m	2m	6m	2m	2m
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- 3.3.9 The following comments were made in relation to the above layout by Table 3:
- “Greenway on boundary of cycleway and footway where 2+2m.”
- 3.3.10 As with Rackham Close there is only one design put forward for the Windsor Road cross section. This design is in broad agreement with the do maximum cross section however there is a desire to include a green boundary between footway and cycleway.
- 3.3.11 The cross sections presented and discussed at workshop 1B were at the following locations:
1. Gilbert Close;
 2. Carisbrooke Road; and
 3. Hazelwood Close.
- 3.3.12 Gilbert Close and Carisbrooke Road cross sections were facing north, and Hazelwood Close was facing south.

Figure 3-2: Design Workshop 1B – Cross Section Locations



GILBERT CLOSE

Table 3-17: Gilbert Close Cross Section - Existing

1.9m	3.1m	8.2m	1m	2.2m
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Table 3-18: Gilbert Road Cross Section - Do Maximum

2.4m	1.5m	6m	3m	1.5m	2m
------	------	----	----	------	----

Table 3-19: Gilbert Road Cross Section - Table 2

1.8m	2.25m	2.25m	6m	0.5m	1.8m	1.8m
------	-------	-------	----	------	------	------

- 3.3.13 Table 3 did not complete the cross section but wrote the following comments relating to an alternative Gilbert Close Cross Section:

“Allow for cycle link through to Gunning Way. Make sure crossings have dropped kerbs.
Holding point for cyclists turning right at Borrowdale.
2m Cycle path?
Green spaces”

Table 3-20: Gilbert Close Cross Section - Table 5

2m	2.2m	1m	6m	1m	2.2m	2m
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Table 3-21: Gilbert Close Cross Section - Table 6

1.5m	1.5m	1.4m	6m	3m	1.5m	1.5m
------	------	------	----	----	------	------

Table 3-22: Gilbert Close Cross Section - Table 7

1.9m	2.1m	2m	6m	0.5m	2m	1.9m
------	------	----	----	------	----	------

- 3.3.14 Most cross sections allow for a green verge to segregate the footway/cycleways from the carriageway, or in one instance to segregate the footway and cycleway from each other. This is often only possible with the exclusion of a bus lane which is present in the “Do Maximum” design.

CARISBROOKE ROAD

Table 3-23: Carisbrooke Road Cross Section - Existing

1.5m	2m	7m	0.8m	1.5m	2.9m
------	----	----	------	------	------

Table 3-24: Carisbrooke Road Cross Section - Do Maximum

2m	2m	6m	3m	2m	2m	
Land Required →						1.2m

Table 3-25: Carisbrooke Road Cross Section - Table 2

1.8m	3m	0.7m	6m	0.7m	1.8m	1.8m
Land Required →						1.2m

Table 3-26: Carisbrooke Road Cross Section - Table 6

1.8m	1.5m	6m	1.5m	1.8m	3.2m	
Land Required →						1.2m

Table 3-27: Carisbrooke Road Cross Section - Table 7

1.4m	2m	1.5m	6m	1.5m	1.5m	1.9m
Land Required →						1.2m

- 3.3.15 None of the stakeholder groups advocated the compulsory purchase of 1.2m of land on the edge of the carriageway. All designs neglected a bus lane and instead chose to reallocate the space to verges or cycleways. All designs include inbound and outbound segregated footways and cycleways.

HAZELWOOD CLOSE

Table 3-28: Hazelwood Close Cross Section - Existing

6.4m	1.5m	1.1m	6.2m	2.4m	1.6m
------	------	------	------	------	------

Table 3-29: Hazelwood Close Cross Section - Do Maximum

1m	2.5m	2m	3m	6m	1.5m	2m	1.2m
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Table 3-30: Hazelwood Close Cross Section – Table 6

1.8m	1.5m	2.5m	6m	2.5m	1.5m	1.8m	1.6m
------	------	------	----	------	------	------	------

Table 3-31: Hazelwood Close Cross Section - Table 7

4m	1.8m	2.2m	6m	2.2m	1.8m	1m	0.2m
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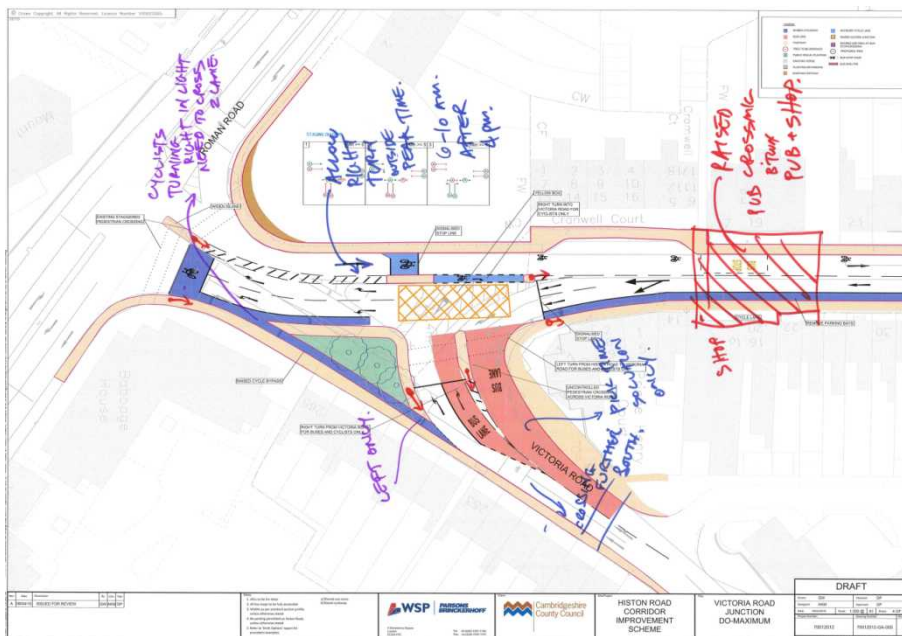
3.3.16 There is little to no consistency between the two proposed cross sections at Hazelwood Close. The only common ground is the allocation of space to green verges in excess of what is allocated in the “Do Maximum” design.

3.4 JUNCTION DESIGNS

3.4.1 At workshops 1A and 1B, attendees were asked to assess and, if desired, propose alternative designs for a number of key junctions along Histon Road. The primary aspects of each junction design are outlined below and the original designs can be seen in the appendices.

VICTORIA ROAD JUNCTION

Figure 3-3: Table 1 Victoria Road Junction Design

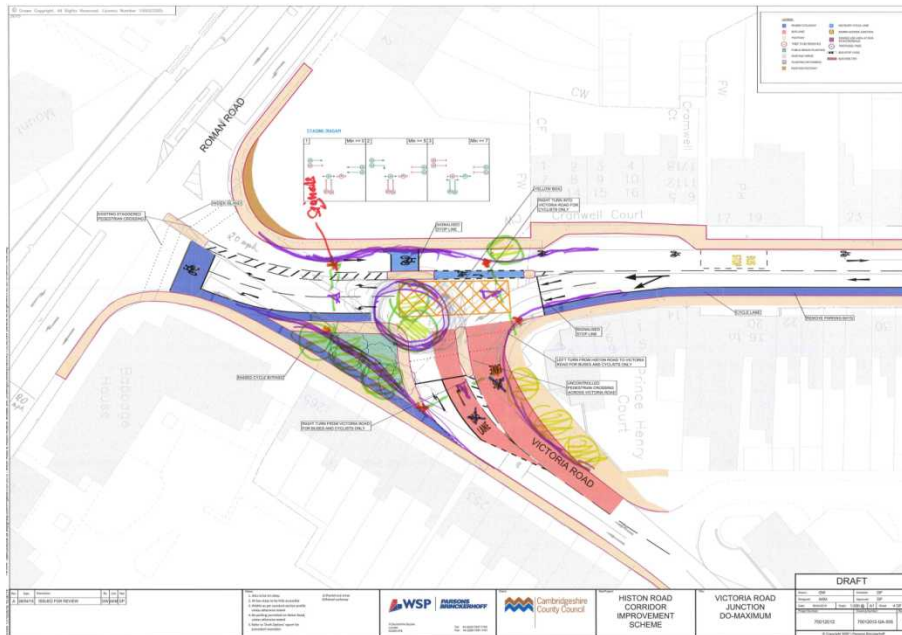


3.4.2 Table 1 Junction Feedback

→ The left turning cycle lane which leads from Victoria Road to Histon Road to Huntingdon Road should be for left turns at the Huntingdon Road junction as there is not sufficient space on Histon Road to allow for cyclists to cross the traffic lanes required to make a right turn onto Huntingdon Road;

- ➔ Allow right and left turns into Victoria Road outside of peak times;
- ➔ Include a pedestrian and/or cycle crossing on Victoria Road which is set back from the Histon Road intersection; and
- ➔ Include a raised pedestrian crossing area between the Grapes pub and Midan Supermarket on Histon Road to the north of Victoria Road.

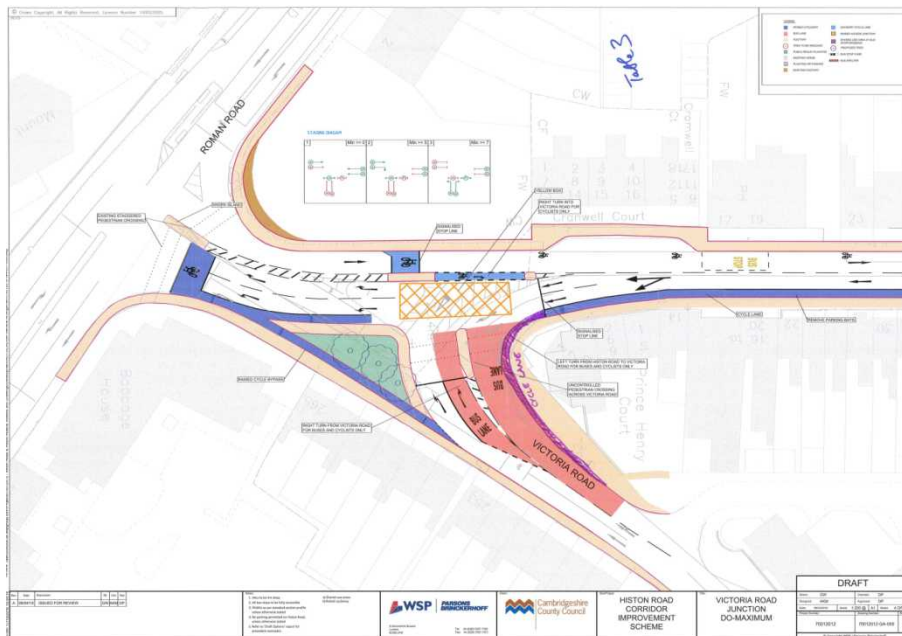
Figure 3-4: Table 2 Victoria Road Junction Design



3.4.3 Table 2 Junction Feedback

- ➔ Replace the junction at the intersection of Histon Road and Victoria Road with a signalised roundabout where all left turning cycle movements have clear through movements.

Figure 3-5: Table 3 Victoria Road Junction Design

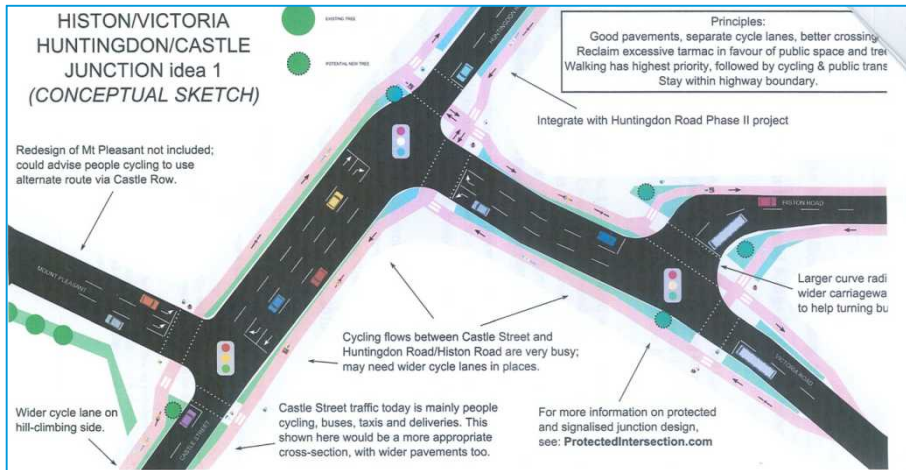


3.4.4 Table 3 Junction Feedback

- ➔ Provide a left turn cycle lane from Histon Road north to Victoria Road which bypasses the signals.

3.4.5 In addition to the concepts produced at the workshops, the following design was submitted by Histon Road Area Residents Association with assistance from a representative of the Cambridge Cycling Campaign, for the Victoria Road junction.

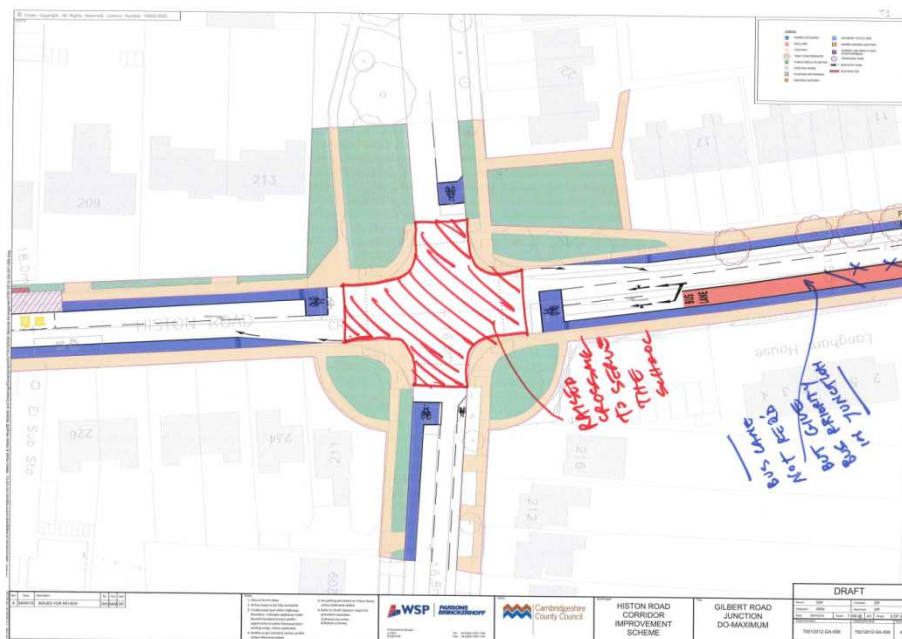
Figure 3-6: CamCycle Victoria Road Junction Design



3.4.6 It has been noted by workshop attendees that the “Do Maximum” design is unsafe for southbound cyclists on Histon Road as it is perceived that they will be vulnerable while cycling within the blind spots of buses turning left onto Victoria Road.

GILBERT ROAD JUNCTION

Figure 3-7: Table 1 (1A) Gilbert Road Junction Design



3.4.7 Table 1 (workshop 1A) Junction Feedback

- Include a raised crossing to serve school movements; and
- Removal of the southbound bus lane as it is not required. However buses should be given priority at the junction.

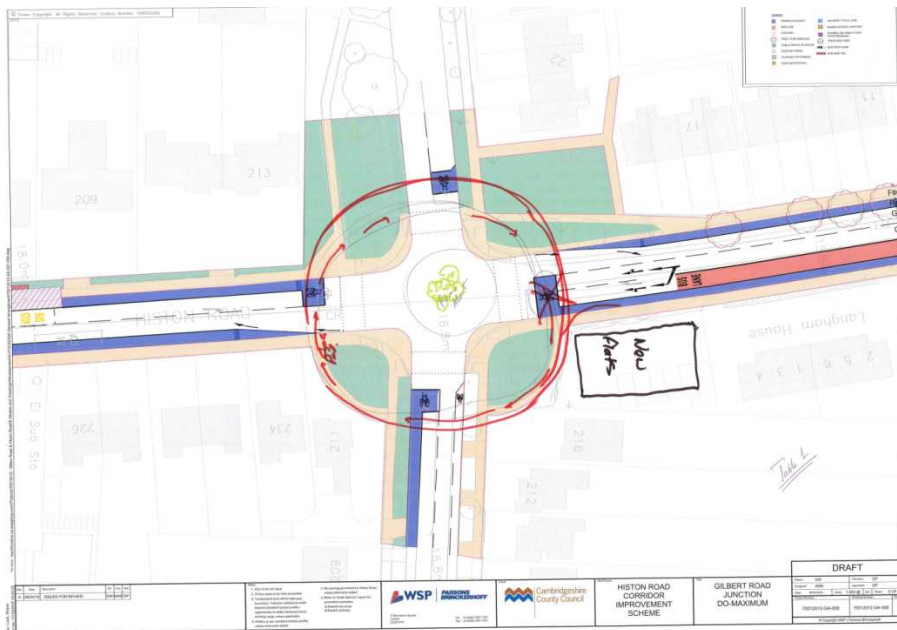
Figure 3-8: Table 2 (1A) Gilbert Road Junction Design



3.4.8 Table 2 (workshop 1A) Junction Feedback

- This table proposed a “Protected Junction (Dutch-style)” which incorporates segregated pedestrian and cycle movements in all directions; and
- A parallel crossing is present at each arm.

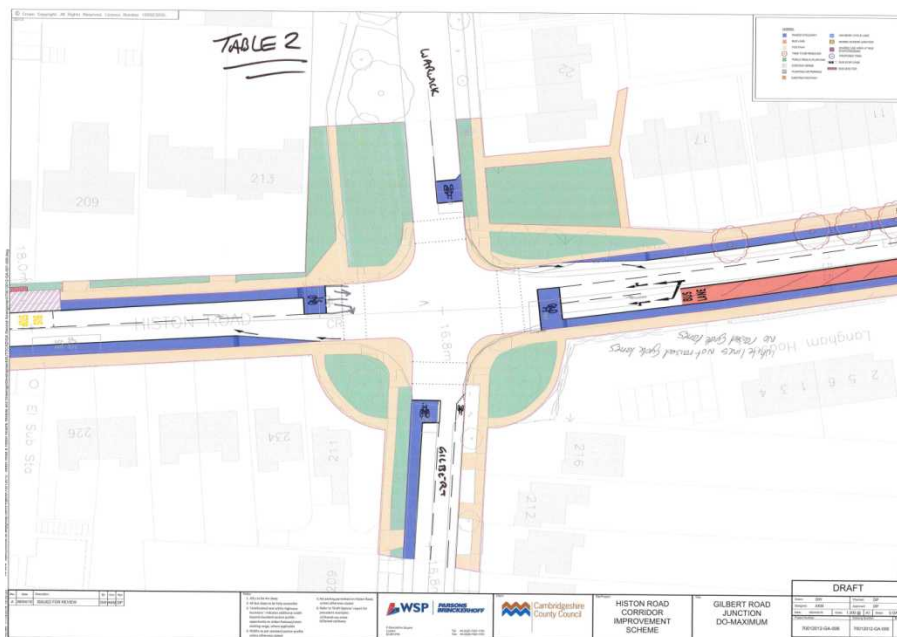
Figure 3-9: Table 1 (1B) Gilbert Road Junction Design



3.4.9 Table 1 (workshop 1B) Junction Feedback

➔ A roundabout in place of the signalised junction.

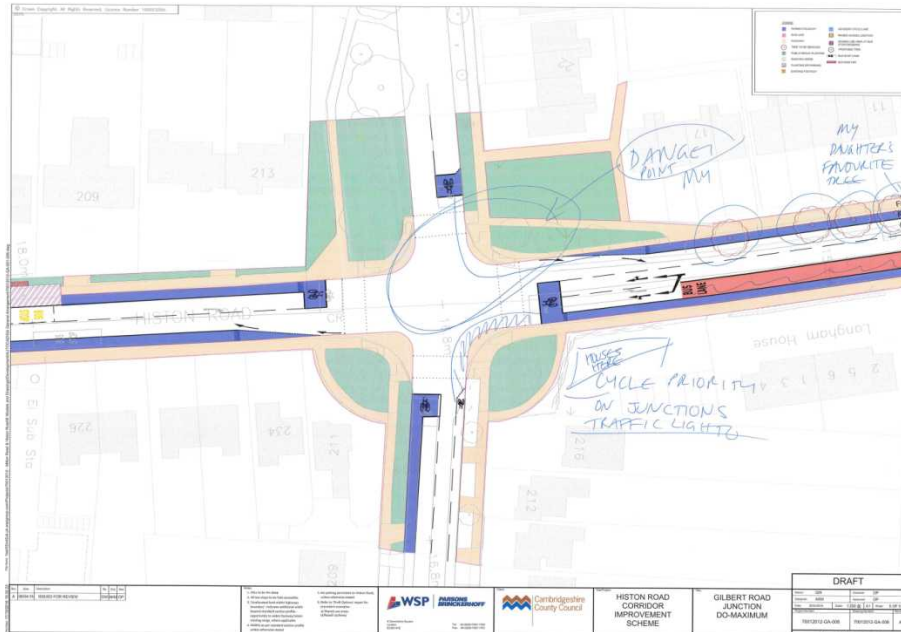
Figure 3-10: Table 2 (1B) Gilbert Road Junction Design



3.4.10 Table 2 (workshop 1B) Junction Feedback

➔ No raised cycle lanes are wanted at this junction.

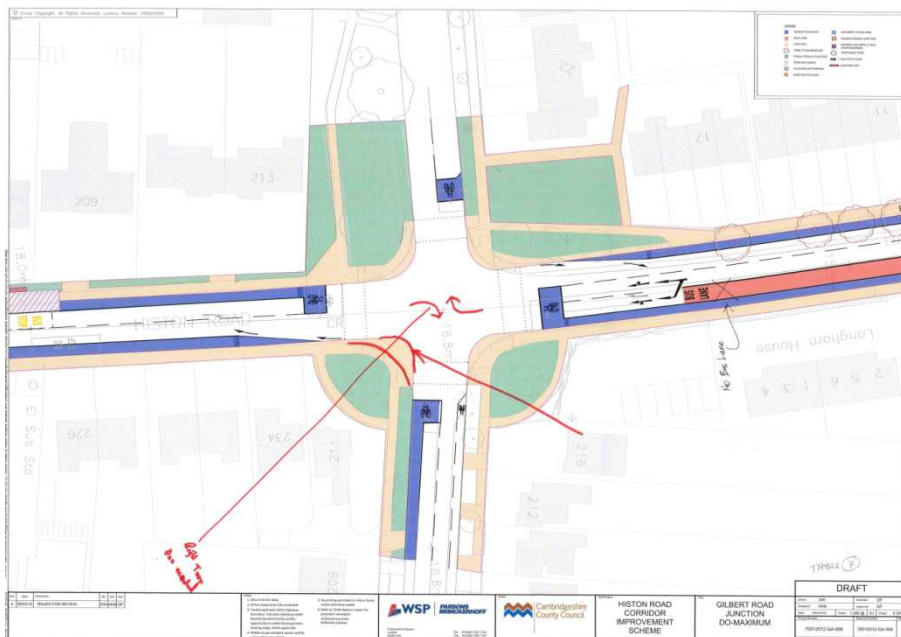
Figure 3-11: Table 3 (1B) Gilbert Road Junction Design



3.4.11 Table 3 (workshop 1B) Junction Feedback

→ Cycle priority is to be included at the junction signals.

Figure 3-12: Table 7 (1B) Gilbert Road Junction Design

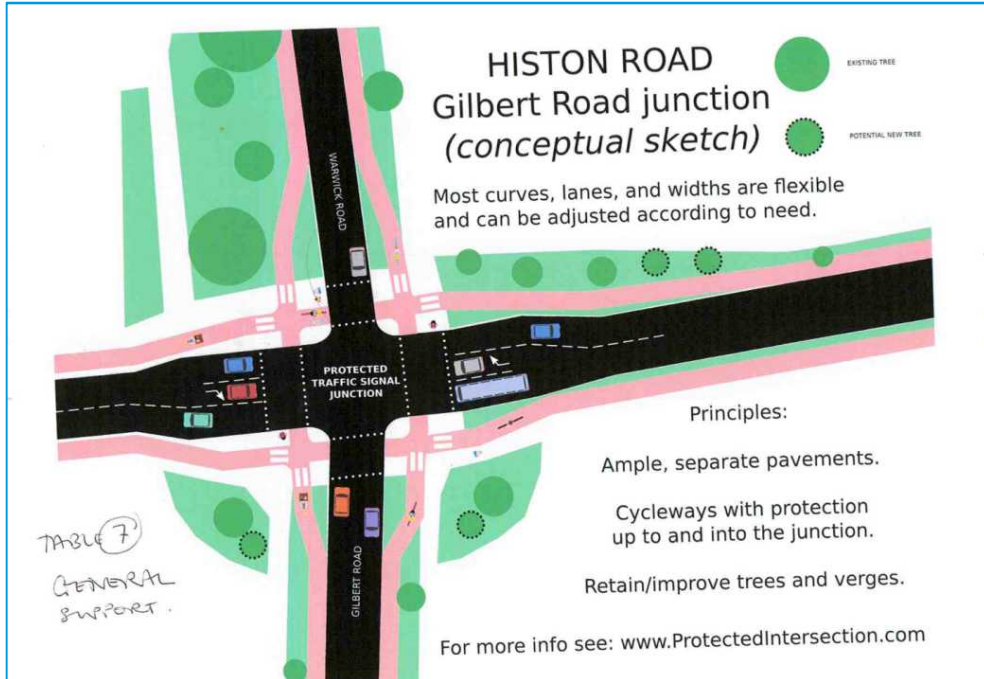


3.4.12 Table 7 (workshop 1B) Junction Feedback

→ Increased corner radii at the junction.

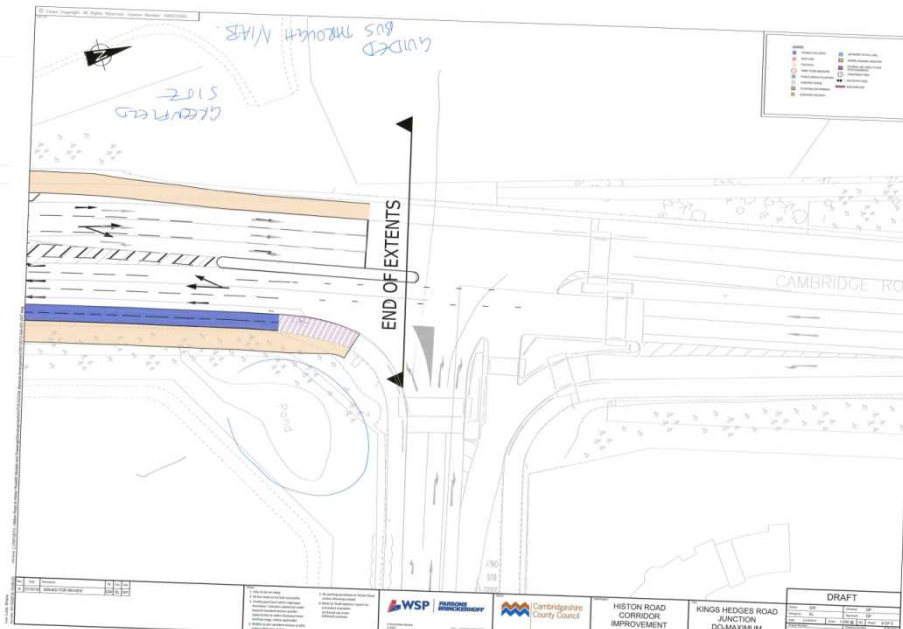
3.4.13 In addition to the concepts produced at the workshops, the following design was submitted by Histon Road Area Residents Association in association with a representative from Cambridge Cycling Campaign, for the Gilbert Road junction.

Figure 3-13: CamCycle Gilbert Road Junction Design



KINGS HEDGES JUNCTION

Figure 3-14: Table 3 Kings Hedges Junction Design

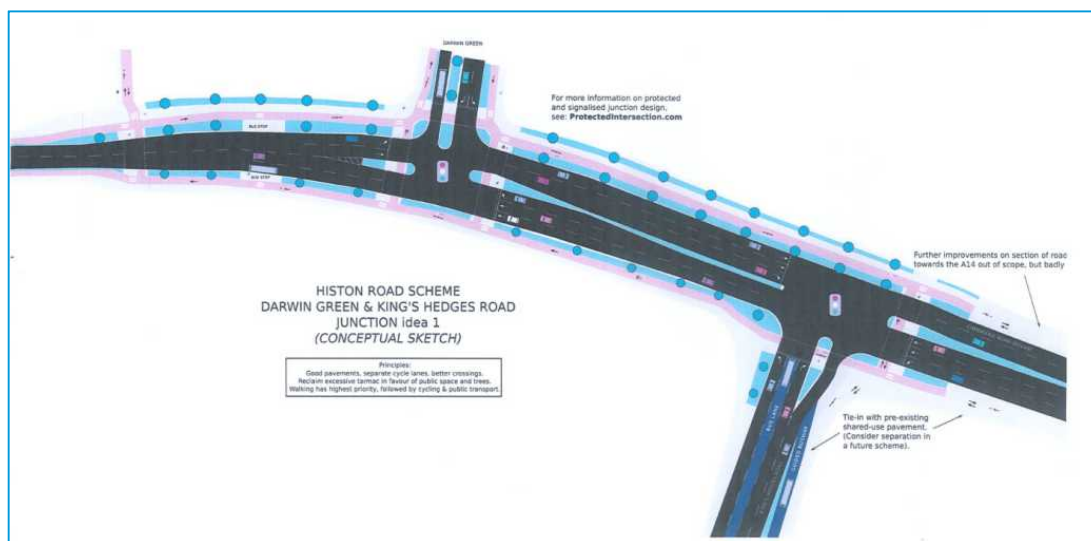


3.4.14 Table 3 Junction Feedback

- Route the guided bus through the proposed NIAB development.

- 3.4.15 In addition to the concepts produced at the workshops, the following design was submitted by Histon Road Area Residents Association with assistance from a member of the Cambridge Cycling Campaign, for the Kings Hedges junction. This includes an avenue of trees on verges located between the road and dedicated footways/cycleways.
- 3.4.16 The design also includes a bus lane on the access to Darwin Green & along Kings Hedges Road, in support of Histon Road Area Residents Association's view that buses should be diverted off Histon Road, onto an alternative routing, and hence bus lanes along Histon Road are not required.

Figure 3-15: CamCycle Kings Hedges Junction Design



3.5 BUS STOPS, PEDESTRIAN CROSSINGS, SIDE ROADS, LANDSCAPING AND DRAINAGE

- 3.5.1 Through the received workshop feedback a number of points were frequently made on the topics of bus stops, pedestrian crossings, side roads, landscaping and drainage.
- There is little room for floating bus stops along Histon Road and in general local residents of the Road were against their use;
 - Where road space allows bus laybys should be retained or included (a grassed area at Borrowdale was identified as an example) ;
 - Provision may be need for school bus/coaches for St Luke's Primary School. The "Do Maximum" design removes a layby currently used by the school;
 - Additional pedestrian and cyclist crossings are desired at a number of points along Histon Road as there is a general perception that they are spaced far apart at present. In particular crossings (generally Toucan crossings) have been recommended on Histon Road just north of Victoria Road and at the Borrowdale bus stops (to link to the pedestrian and cyclist cut through) and at Carisbrooke;
 - Sustainable urban drainage (and improved surface water drainage in general) were welcome concepts and their integration sought after;
 - Street furniture and landscaping that fits the historic nature of the street should be incorporated into the design. Creative landscaping such as rain gardens should be considered;
 - There is wide support for minor side road crossings which give priority to pedestrian and cycle movements;

3.6 OTHER

- 3.6.1 Numerous comments relating to the proposed NIAB / Darwin Green development have been made. In particular many workshop attendees sought to re-route express buses (e.g. guided busway) through the development to take the traffic off of Histon Road. This would take the buses in to and out of the city via Huntingdon Road.
- 3.6.2 There is a general call for this scheme to be considered within a wider transport proposal for Cambridge. Many in attendance stated they thought that the character of Histon Road should remain as it is and public transport should be prioritised along other routes by means of a segregated public transport system. This is viewed by locals as a means to remove the proposed bus lanes from Histon Road and reallocate the space for pedestrians, cyclists and green verges.
- 3.6.3 Many attendees called for a new Park and Ride at the northern end of Histon Road and/or at Girton Interchange to relieve traffic pressure on Histon Road.

4 SUMMARY

4.1 WORKSHOP CONCLUSIONS

- 4.1.1 A broad range of discussions took place amongst workshop attendees and many issues and concepts were identified, to be considered as part of the next stages of the scheme design.
- 4.1.2 In addition to general design parameters, many local issues were raised and captured, for example, the need for bus laybys in the vicinity to schools and the location of new crossings. This and the other information contained in this report will be of great help as the scheme progresses and will inform the next round of design for the corridor.
- 4.1.3 Residents own proposals were generally favoured over the 'Do Maximum' proposals, relative to the areas covered in these first 4 workshops.

4.2 NEXT STEPS

- 4.2.1 Following the presentation of the workshops results, further workshops (3 and 4) were undertaken from 28th November and 5th December 2016 onwards to discuss the key challenges and potential mitigation measures for Histon Road. The outputs of these workshops will then be published in a second Histon Road Stakeholder Workshop Report (Part 2) which WSP | PB will produce, and should be read in conjunction with this report to obtain a balanced and full view of all the issues raised.

Appendix A

WORKSHOP 1 FEEDBACK

APPENDIX A-1

WORKSHOP 1A FEEDBACK

Table 1

Cllr Cross

Cllr O'Reilly

Histon Road Residents' Association

Bermuda Flats Residents' Association

Orchard Park Residents' Association

Ricard Newcombe Court CHS

Local Police

DANIEL SARTI - REGISTERED RES. ARCH + COPE
ZE'EV FEIGIS - CAMBRIDGE ASSOC. OF ARCHITECTS.
PAUL BRAZIER. RESIDENT/CHILD/BROTHER/
PARENT.

VIVEK MEER : DAUGHTER HOME RESIDENT.

HISTON ROAD DESIGN WORKSHOP

Date:	17/10/16
Table Number:	TABLE 1.

TOP 3 DESIGN IDEAS

1:	INTRODUCING RAISED CROSSINGS IN STRATEGIC POINTS (ALSO SPEED CALMING)
2:	HISTON TO VICTORIA RD ALLOW TURN OFF PEAK.
5	REDUCE SPEED TO 20 mph AFTER ALDI SOUTHWARDS
3:	DEVELOP CYCNEWAY NETWORK TO TAKE CYCLISTS OUTSIDE HISTON ROAD (ALT. ROUTES)
4.	ENCOURAGE DEVELOPERS TO PROVIDE OPEN SPACE OUTSIDE ^{ACCESSIBLE} CON COOP / A15 (PART OF LOCAL PLAN OPPORTUNITY) STREET - NOT ROAD

TOP 3 DESIGN CONCERNS

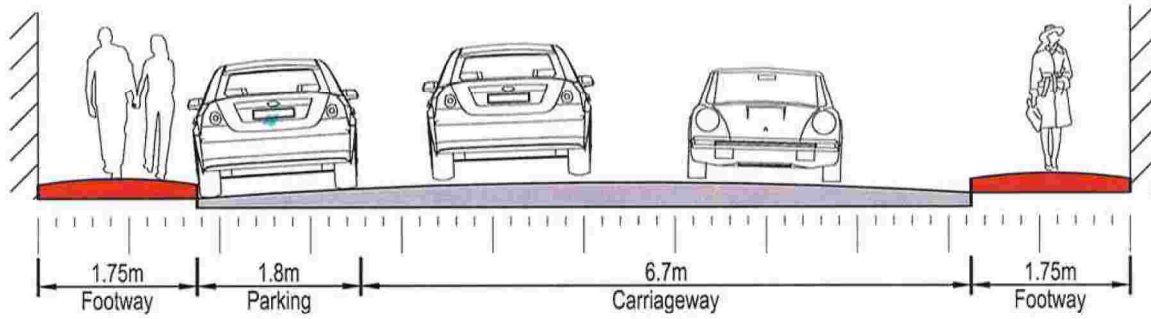
1:	WHERE WILL PEOPLE PARK WHEN EXISTING PARKING SPACES REMOVED
2:	ROAD SAFETY DUE TO TRAFFIC SPEED NO ZERO VISION TRUCKS ^{ALLOWED} INTO HISTON RD / CAMBRIDGE ^{INTO.}
3:	CYCLEWAY TOO NARROW FOR RAISED KERB. DROP TO ROAD LEVEL <u>OR</u> COMBINE WITH PAVEMENT TO CREATE SHARED PATHWAY.

Please complete and retain this form for collection at the end of the workshop session.

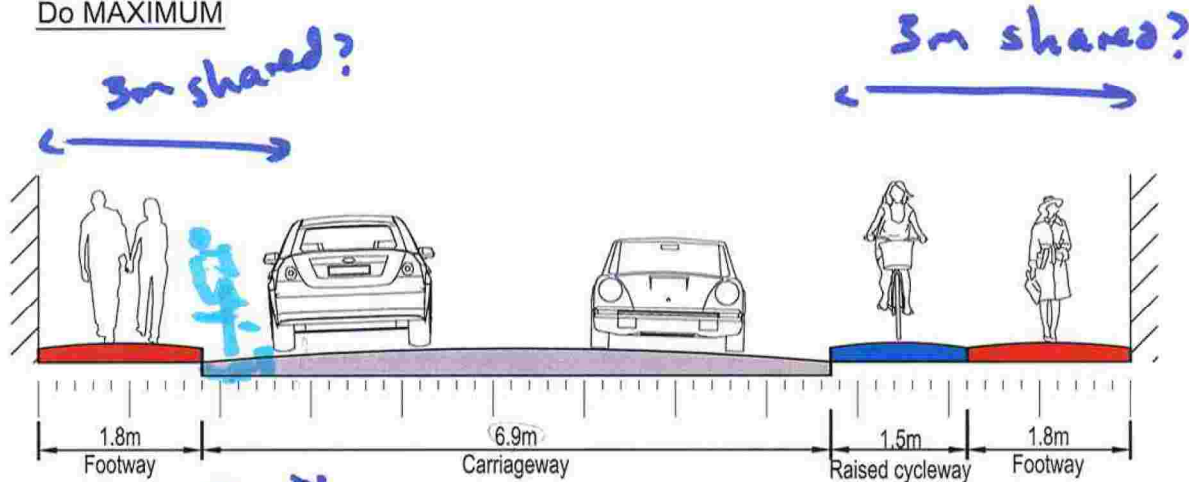
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NORTH OF VICTORIA ROAD

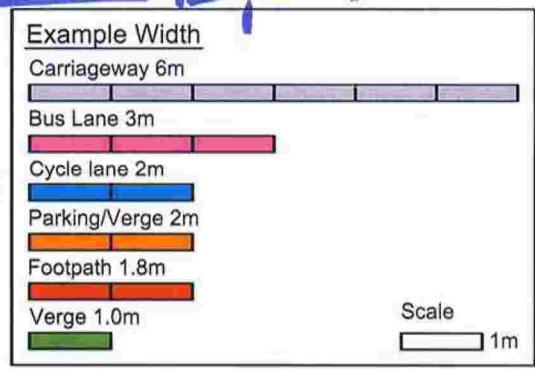
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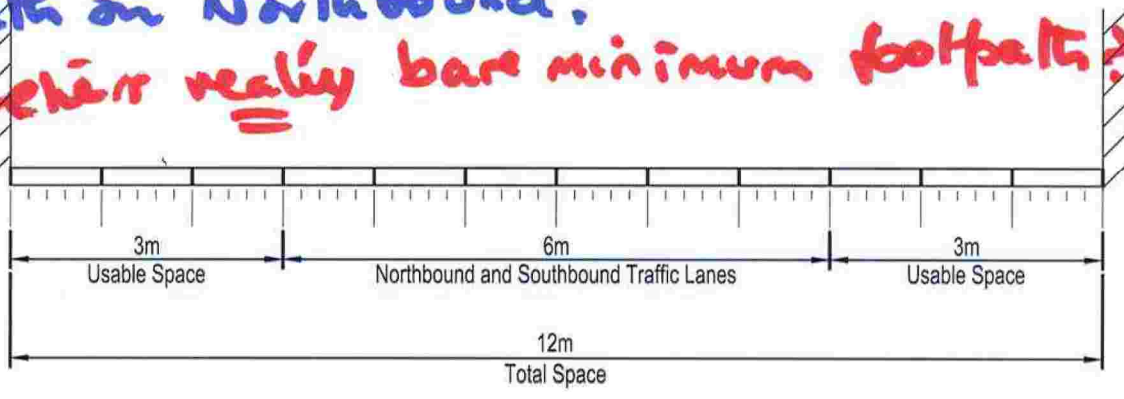
Do MAXIMUM



POTENTIAL



Have clear marked paths on BOTH sides, instead of asymmetric solution with no real path on Northbound.
 Is 1.8 meters really bare minimum footpaths?



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REV	DATE	BY	DESCRIPTION	CHK	APD
P01	17/10/2016	SML	FIRST ISSUE	GH	DP
SCALE @ A3:		CHECKED:	APPROVED:		
NOT TO SCALE		GH	DP		

66-68 Hills Road, Cambridge CB2 1LA
 Tel: +44 (0)1223 558 050 Fax: +44 (0)1223 558 051
 www.wspgroup.com www.pbworld.com

PROJECT:	HISTON ROAD CORRIDOR		
TITLE:	HISTON ROAD WORKSHOP NORTH OF VICTORIA ROAD		

DRAWING STATUS: FOR INFORMATION ONLY

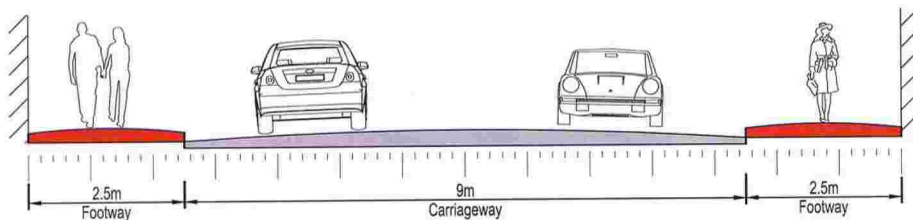
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CLIENT: CAMBRIDGESHIRE COUNTY COUNCIL

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PROJECT No:	DRAWING No:	REV:
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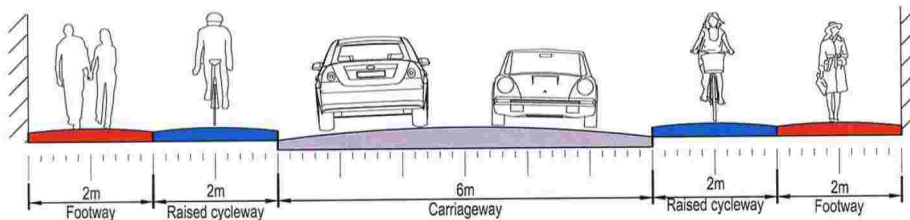
WINDSOR ROAD FACING NORTH

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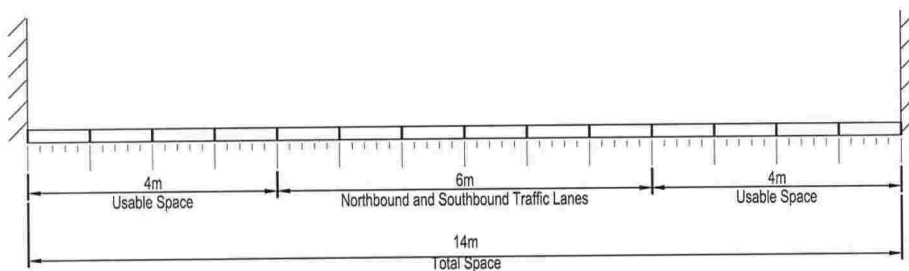
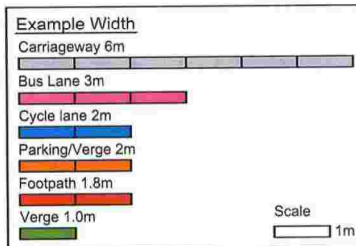


Do MAXIMUM

Improves kids going to school



POTENTIAL



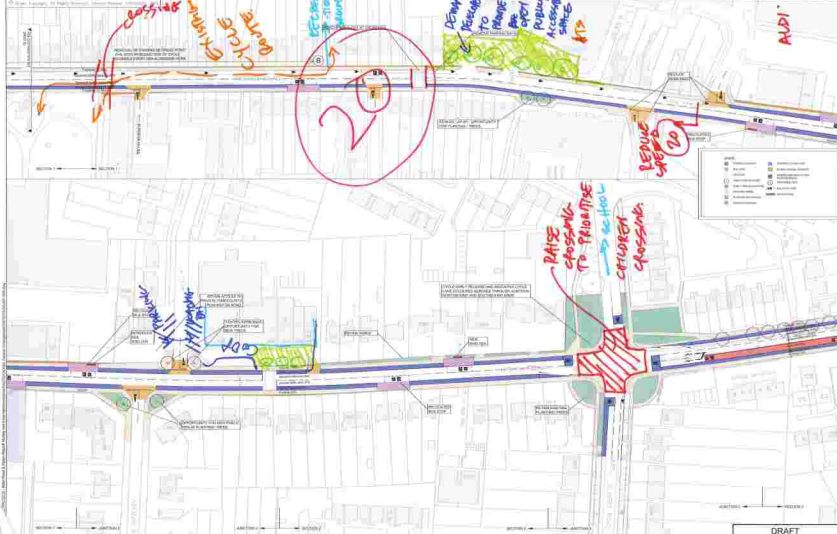
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PO1	17/10/2016	SML	FIRST ISSUE	GH	DP
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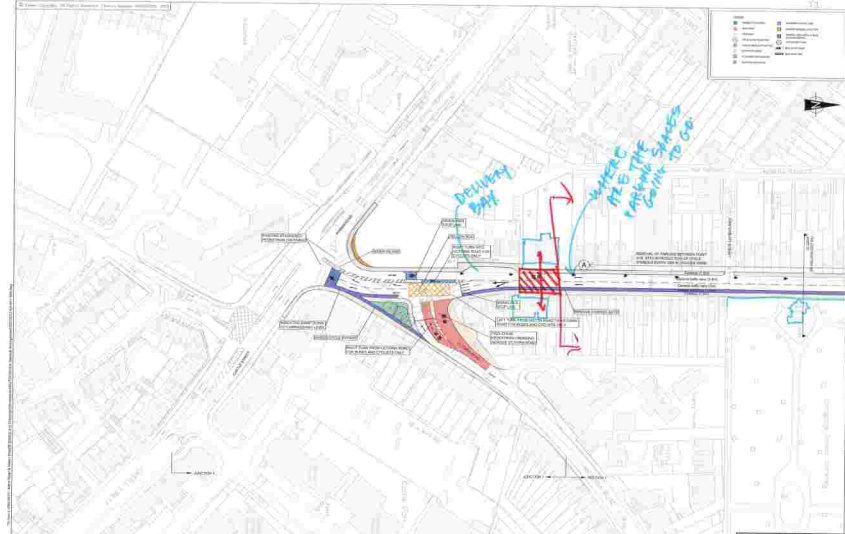
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PROJECT: HISTON ROAD CORRIDOR		
TITLE: HISTON ROAD WORKSHOP WINDSOR ROAD		
CAD FILE: 2012-SK-023	DESIGN DRAWN: SML	DATE: OCT 2016
PROJECT No: 70012012	DRAWING No: 2012-SK-023	REV: P01



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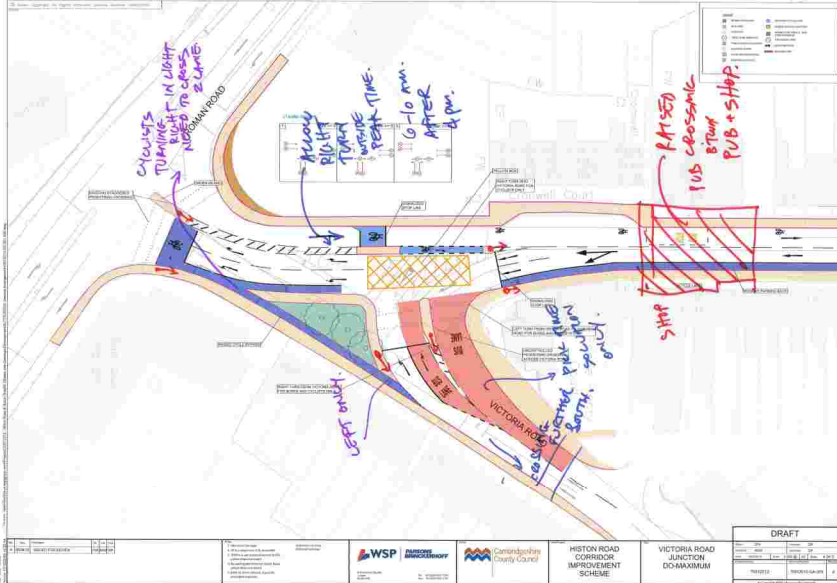
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HISTON ROAD CORRIDOR IMPROVEMENT SCHEME
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Rev	Description	Date
1	Issue for Comment	12/12/2013
2	Issue for Comment	12/12/2013

- 1. Design and Construction
- 2. Traffic Engineering
- 3. Planning and Environmental
- 4. Engineering Services
- 5. Construction Services
- 6. Project Management
- 7. Client Services
- 8. Other Services



HISTON ROAD CORRIDOR IMPROVEMENT SCHEME

VICTORIA ROAD JUNCTION DO-MAXIMUM

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Sheet No.	Scale	Date	Author
100/010	1:500	12/12/2013	[Name]
Project No.	Client	Contract No.	Revision No.
100/010	Cambridgeshire County Council		1

HISTON ROAD DESIGN WORKSHOP

Date:	17/10/16
Table Number:	2

TOP 3 DESIGN IDEAS

1:	Alternative route behind southern section of Histon Road behind Nascroon Dr. Through part of cemetery.
2:	Victoria/Histon Road junction should be restrictive only during peak hours. Evidence shows they serve no purpose out of rush hour. No change in design to allow this to happen. - change lights at this junction. On the 'current' junction: a) coordinate traffic lights (b) adjust some time to Histon Rd over Vic/Histon Rd (c) help way home: turning allowed but no route through → Vic Rd
3:	Gilbert Rd Junction. Cycle route bypass for left turns on red light. Possibly also cycle path of road. Five crossings.

TOP 3 DESIGN CONCERNS

1:	Raised cycle lanes are perceived to be less safe than 'flat' ones. In part because of joining and leaving the lane to overtake etc. Remove parking if at all only limited time
2:	Longby on Histon Rd by #130 is used by St. Luke's Primary School for coaches for school trips.
3:	Victoria Rd: Nth bound buses will be delayed, as they will be unable to leave Victoria Road easily. Also no pedestrian crossing of Histon Rd at Victoria Road end.

347 Blocking useful road area

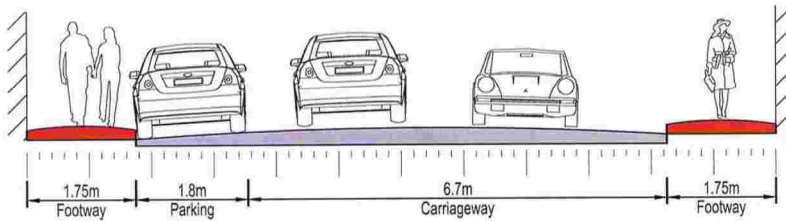
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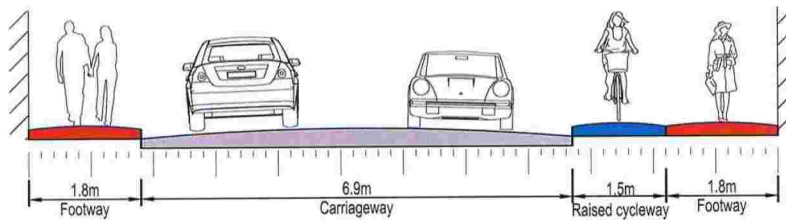
NORTH OF VICTORIA ROAD

TABLE 2

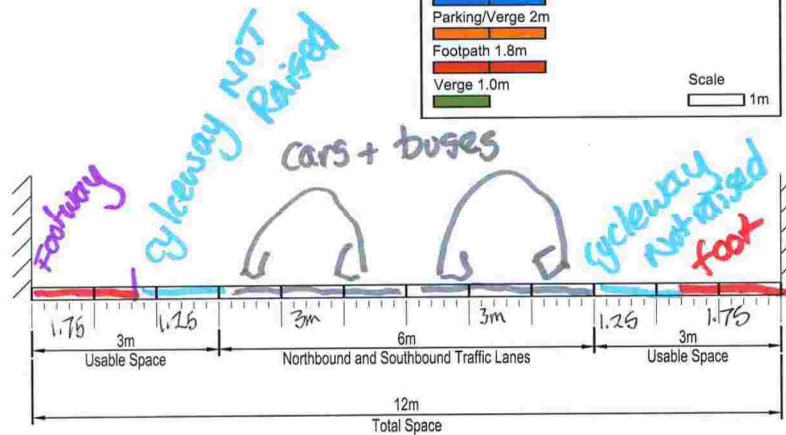
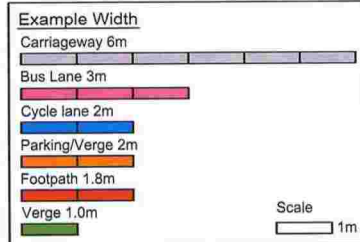
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Do MAXIMUM



POTENTIAL



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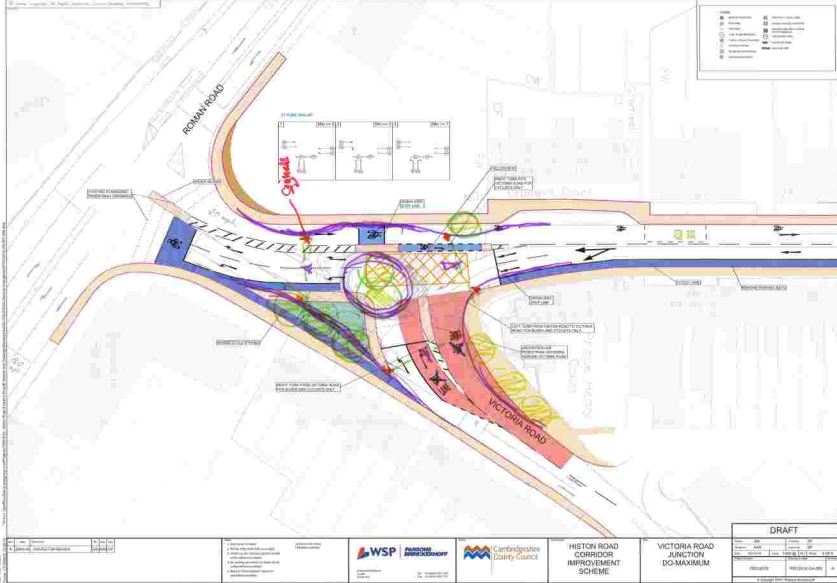
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Tel: +44 (0)1223 558 050 Fax: +44 (0)1223 558 051
www.wspgroup.com www.pbworld.com

CLIENT: CAMBRIDGESHIRE COUNTY COUNCIL

PROJECT: HISTON ROAD CORRIDOR		
TITLE: HISTON ROAD WORKSHOP NORTH OF VICTORIA ROAD		
CAD FILE: 2012-SK-020	DESIGN DRAWN: SML	DATE: OCT 2016
PROJECT No: 70012012	DRAWING No: 2012-SK-020	REV: P01



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Legend	
	EXISTING ROAD
	PROPOSED ROAD
	EXISTING FOOTPATH
	PROPOSED FOOTPATH
	EXISTING LANDSCAPING
	PROPOSED LANDSCAPING
	EXISTING UTILITY
	PROPOSED UTILITY
	EXISTING STRUCTURE
	PROPOSED STRUCTURE



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18/05/2019	1	18/05/2019	1:1
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Project Name:	Histon Road Corridor Improvement Scheme
Project Reference:	18/05/2019
Client:	Cambridgeshire County Council
Contract Reference:	18/05/2019
Contract Value:	18/05/2019
Contract Start Date:	18/05/2019
Contract End Date:	18/05/2019
Contract Status:	18/05/2019



HISTON ROAD
CORRIDOR
IMPROVEMENT
SCHEME

VICTORIA ROAD
JUNCTION
DO-MAXIMUM



Rev	Description	By	Date
01	Issue for Approval		12/01/2024

Notes:

- 1. All works to be completed by 31/03/2024.
- 2. All works to be completed by 31/03/2024.
- 3. All works to be completed by 31/03/2024.
- 4. All works to be completed by 31/03/2024.
- 5. All works to be completed by 31/03/2024.

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Rev	Description	By	Date
01	Issue for Approval		12/01/2024

Table 3

Cllr Hipkin

Cllr Sales

Windsor Road Residents' Association

Darwin Erasmus Akeman Residents' Association

Stretton Avenue Residents' Association

Carter Jonas

CTC

Stagecoach

We are against shared
footway & cycleway
on Histon Rd

Ann Mullinger

Next time we need
more time in our groups.
Most of the information in the
tasks we already know.

ORCHARD PARK COMMUNITY COUNCIL Eliza Marchini
SMATER CAMBRIDGE TRANSPORT Edward Leigh
SKANSKA Awi PARLOUR-TABRIZI
BENSON AREA PA Anna Crutchley

HISTON ROAD DESIGN WORKSHOP

Date:	17 October 2016
Table Number:	3

TOP 3 DESIGN IDEAS

1:	Cycleway to be chamfered - see 2 below, is not raised
2:	Parking restrictions at certain times to allow for deliveries to shops & houses (see 3 below) on east side
3:	Reduce traffic lanes to 3-7m (if allowed) as this can force drivers to be slow, & careful. This will allow more for footway (1.8m) & perhaps 2 cycleways of 1.5 each. This will also help "buffer" sound as local residents are worried about increased vibration & noise due to loss of parking. Ref: diagram "potential" - sheet 1 2012 SE-020

TOP 3 DESIGN CONCERNS

1:	Must investigate options for alternative parking, for residents cars/Histon Road - currently there are adequate spaces in the Benson area, but there are houses in lower/bury ST where there had been no cars, & now have 1, or 2. Worry that there may not be enough spaces in future. This may have a knock on effect through the area.
2:	Do not plan - 1.5m cyclelane could be dangerous for cyclists needing to overtake because of step: not raised may be better (chamfered)
3:	Deliveries to Shop (midday) & houses on east side of Histon Road may be difficult

7. maintaining existing hedges so that they do not overlap into the street

Please complete and retain this form for collection at the end of the workshop session.

5 This is a neighbourhood, not a "corridor"

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⑮
⑯
⑰
⑱
⑲
⑳

① Another survey of parking spaces at different times of day & days of the week in whole area with residents' parking ~~see~~ in streets off Histon Road.

③ Also will apply to both sides of Histon Rd if there is "no parking" access & deliveries to houses.

HISTON ROAD DESIGN WORKSHOP

VICTORIA / HISTON / HUNTINGDON RD JUNCTION

Date:	17 Oct 2016
Table Number:	3

TOP 3 DESIGN IDEAS

1:	PROPOSAL IS TO KEEP IT AS IT IS - NO CHANGE IS OUR ^{STRONG} PREFERENCE A compromise could be to ban only the right turn into Victoria Rd from Histon Rd and/or a ban on HGVs
2:	PROPOSAL TO SEND ^{ALL} BUSES down Carice Hill + mt down vic. Rd.
3:	Continuation of cycle lane into Victoria Rd - see diagram. H2 Rd / Gilbert / Warrick Rd junction needs filter lanes to turn right - look at grass area to see if the road can be widened for bikes. see ref: 700122GA-003

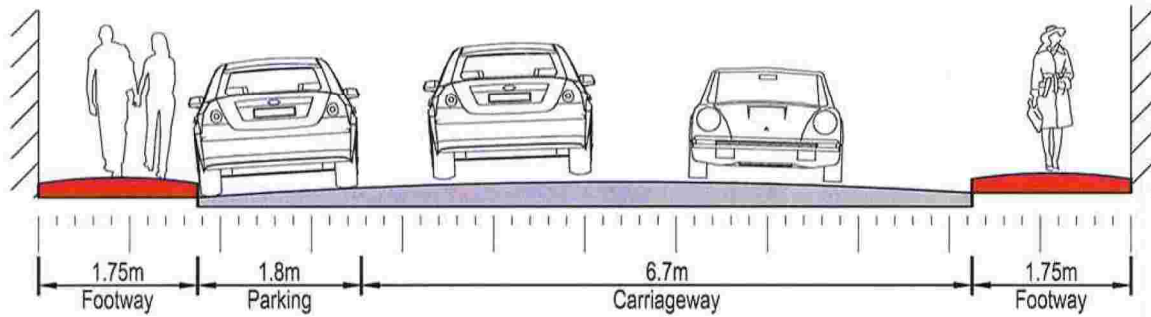
TOP 3 DESIGN CONCERNS

1:	Prohibition of traffic turning right ^{and left} into Victoria Road from Histon Road and Huntingdon Rd
2:	Rat running through side street off Huntingdon Road / Histon Rd.
3:	H2 Rd / Gilbert Rd / Warrick Rd junction: All traffic will be held up by vehicles turning right. No 197 ^{post-trip home} on Histon Road - or approx the bus stop, widen road to create 2 traffic lanes + filter

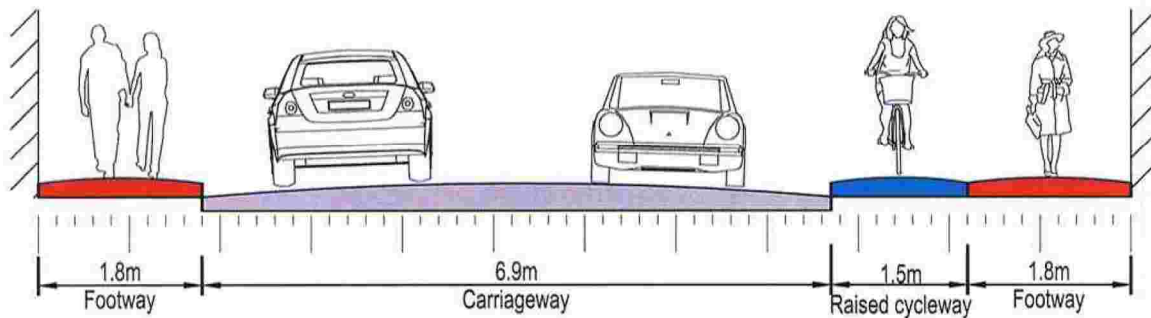
Please complete and retain this form for collection at the end of the workshop session.

NORTH OF VICTORIA ROAD

EXISTING



Do MAXIMUM

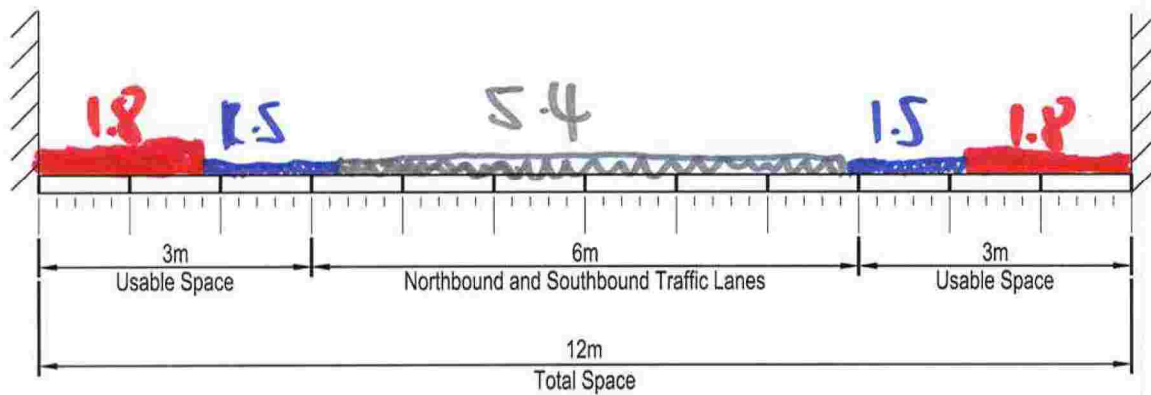


POTENTIAL

Example Width

- Carriageway 6m
- Bus Lane 3m
- Cycle lane 2m
- Parking/Verge 2m
- Footpath 1.8m
- Verge 1.0m

Scale 1m



L:\70012012 - Milton Road & Histon Road\Development\A\70012012\SK Sketches\2012-SK-020 Histon Road Workshop.dwg 17/10/2016 15:15:39 Luck, Shane

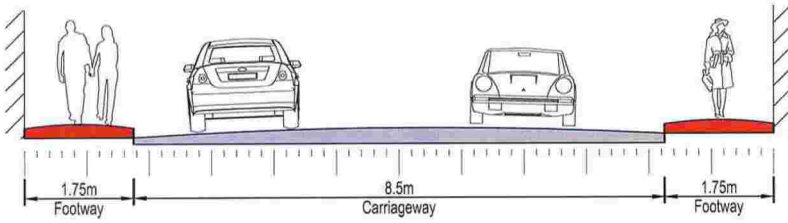
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REV	DATE	BY	DESCRIPTION	CHK	APD
SCALE @ A3: NOT TO SCALE		CHECKED: GH	APPROVED: DP		
DRAWING STATUS: FOR INFORMATION ONLY			CLIENT: CAMBRIDGESHIRE COUNTY COUNCIL		
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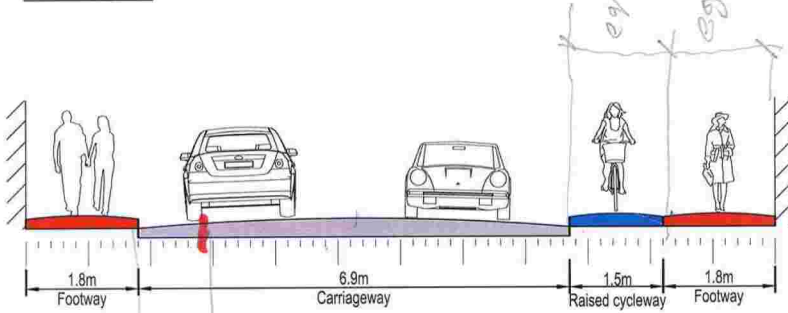
PROJECT: HISTON ROAD CORRIDOR		
TITLE: HISTON ROAD WORKSHOP NORTH OF VICTORIA ROAD		
CAD FILE: 2012-SK-020	DESIGN-DRAWN: SML	DATE: OCT 2016
PROJECT No: 70012012	DRAWING No: 2012-SK-020	REV: P01

RACKHAM CLOSE FACING NORTH

EXISTING

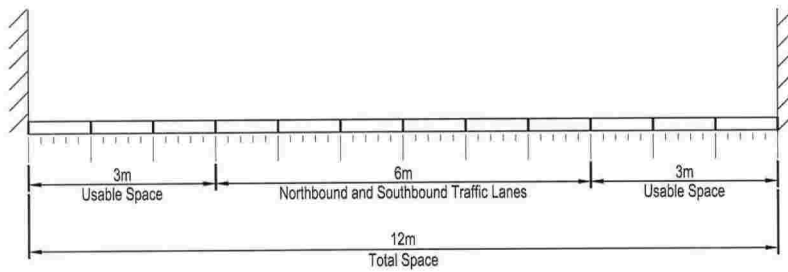
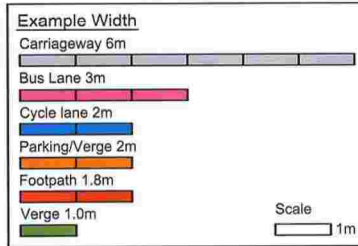


Do MAXIMUM



POTENTIAL

addional cycle lane



L:\170012012 - Milton Road & Histon Road E. Models and Drawings\Development\AUTOCAD SK. Sheets\2012-SK-022 - Histon Road Workshop.dwg 17/10/2016 15:07:44 Luck_Score

PO1	17/10/2016	SML	FIRST ISSUE	GH	DP
REV	DATE	BY	DESCRIPTION	CHK	APP
SCALE (A3)	NOT TO SCALE	CHECKED:	GH	APPROVED:	DP
DRAWING STATUS: FOR INFORMATION ONLY					
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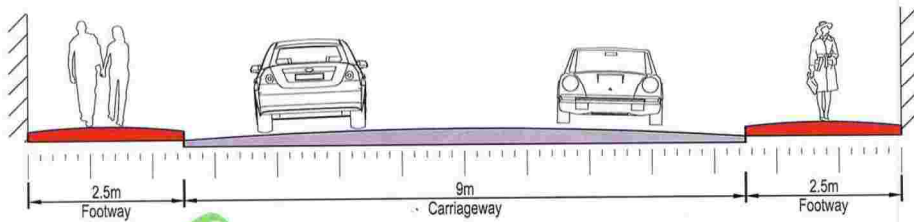
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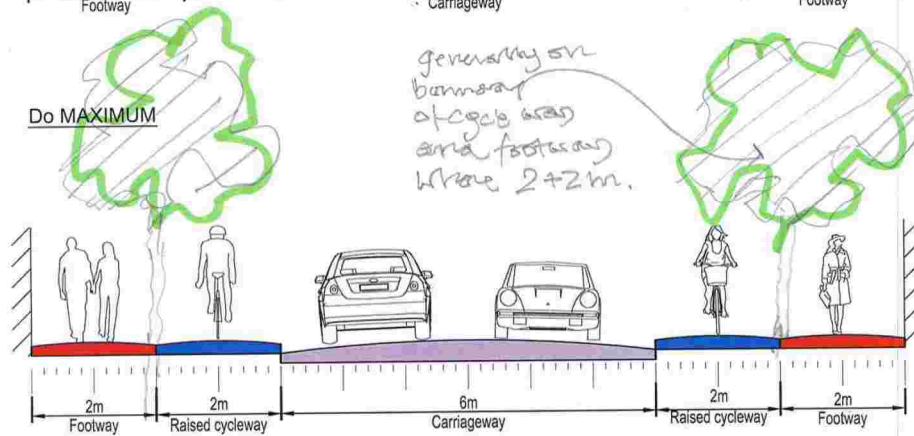
PROJECT: HISTON ROAD CORRIDOR		
TITLE: HISTON ROAD WORKSHOP RACKHAM CLOSE		
CAD FILE: 2012-SK-022	DESIGN-DRAWN: SML	DATE: OCT 2016
PROJECT No: 70012012	DRAWING No: 2012-SK-022	REV: PO1

WINDSOR ROAD FACING NORTH

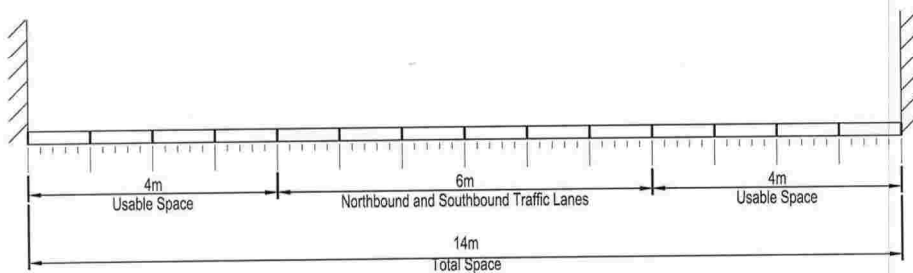
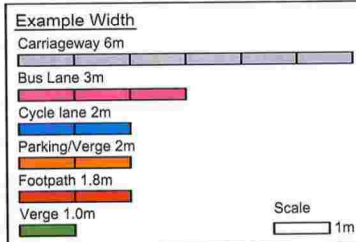
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Do MAXIMUM



POTENTIAL



PO1	17/10/2016	SML	FIRST ISSUE	GH	DP				
REV	DATE	BY	DESCRIPTION	CHK	APP				
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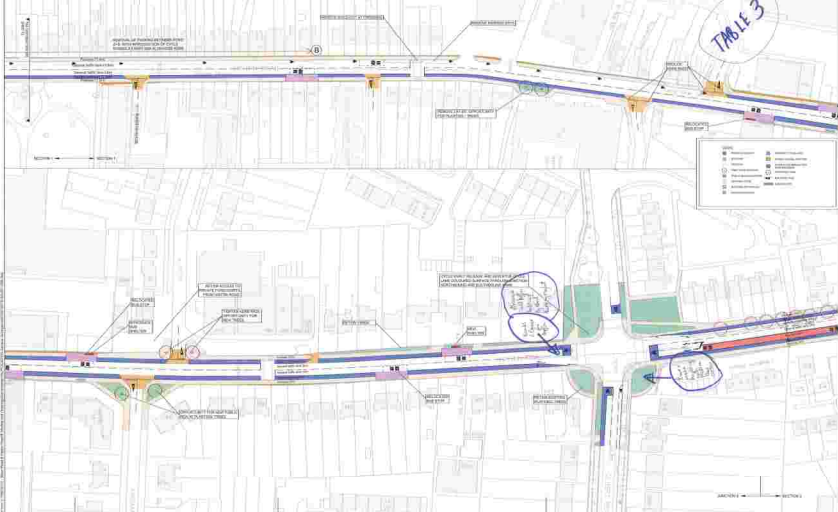
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www.wspgroup.com www.pbworld.com

CLIENT: CAMBRIDGESHIRE COUNTY COUNCIL

PROJECT: HISTON ROAD CORRIDOR		
TITLE: HISTON ROAD WORKSHOP WINDSOR ROAD		
CAD FILE: 2012-SK-023	DESIGN DRAWN: SML	DATE: OCT 2016
PROJECT No: 70012012	DRAWING No: 2012-SK-023	REV: P01

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TABLE 3



<p>WSP</p> <p>PROJECT NO:</p> <p>DATE:</p> <p>DRAWN BY:</p> <p>CHECKED BY:</p>	<p>WSP PROJECT NUMBER:</p> <p>WSP PROJECT NAME:</p> <p>WSP PROJECT LOCATION:</p> <p>WSP PROJECT REFERENCE:</p>	 		<p>HISTON ROAD CORRIDOR IMPROVEMENT SCHEME</p>	<p>DD-MAXIMUM OPTION-OUTLINE DESIGN</p>	<p>DRAFT</p> <p>NO. DATE</p> <p>BY</p> <p>FOR</p> <p>DATE</p> <p>APPROVED BY</p> <p>DATE</p> <p>PROJECT NO: 10000000000</p> <p>PROJECT NAME: Histon Road Corridor Improvement Scheme</p> <p>PROJECT LOCATION: Histon Road, Histon, Cambridgeshire</p>
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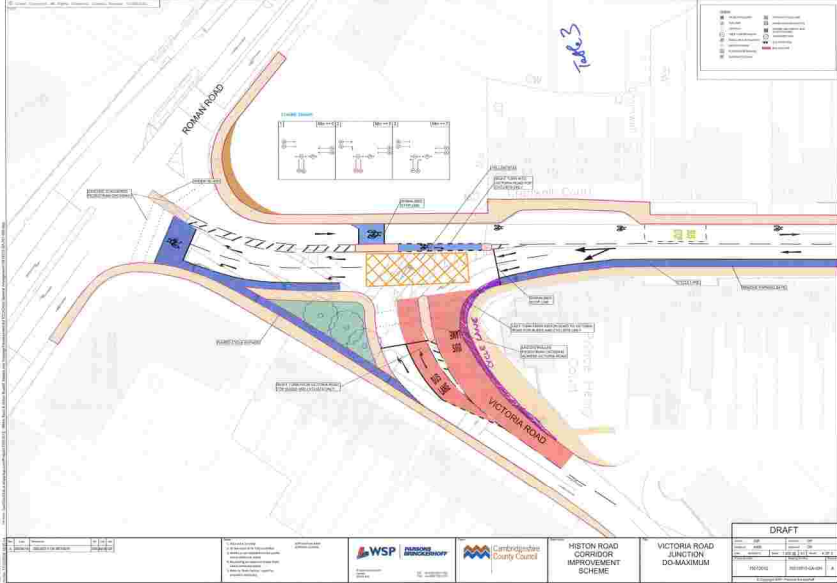


Table 4

Cllr Holland

Cllr Stonham

Histon Road Res. Assoc = Lillian Rundblad

Windsor Road Residents' Association

Oxford Road Residents' Association

Stretton Avenue Residents' Association

Margaret Reynolds

also member of Cam Archt Assoc

Arbury Primary School

Cambridge Past Present and Future

David Tompkin

Cam Cycle

- Matthew Danish

HISTON ROAD DESIGN WORKSHOP

Date:	17 Oct 2016
Table Number:	4

TOP 3 DESIGN IDEAS

1:	Advisory Cycle lane on outboard side (at least) of Cherry Hinton High Street Traffic Calm Zone 20mph max Some members think parking inappropriate for safety concerns between Victoria Junction and Aldi	car turning into 5.4m wide
2:	Histon Rd stops to Warrick Road <u>Plant trees</u> on verges owned by Highways, except for bus shelter 202 → 216 Histon Rd plant saplings 2500 station + 159 Histon Rd - on unallocated (brown) land Plant Tree	Trees pass between 2m cycle route pavement
3:	EACH charity shop Plant trees between pavement & tarmac Consider ^{signal control} Bermuda Court at Victoria Rd Histon Rd junction Dutch type	Use protected junction design at Gilbert Rd, see sheet.

4. Cycle Crossing needed from Recreation Ground to Bermuda Terrace

TOP 3 DESIGN CONCERNS

1:	Loss of parking - Histon Rd Res Assoc strongly opposes Cars will park in Greenbury St and North St residential parking areas Some members think parking inappropriate - serious safety concerns in bike space
2:	Aldi + Esso Station, Cars reversing from tyre place opposite Need off-street access - shared facility
3:	Huntingdon Rd left turn into Victoria Rd - if impossible this traffic will take Oxford Rd short cut or conflict with cyclists when turning into Chesterton Environmental issues such as air and noise pollution with statistics should be analysed and presented at the next meeting

Please complete and retain this form for collection at the end of the workshop session.

APPENDIX A-2

WORKSHOP 1B FEEDBACK

MILTON ROAD DESIGN WORKSHOP

Date:	31 Oct 2016
Table Number:	1

TOP 3 DESIGN IDEAS

1:	<p>Phasing of the lights at The Huntingdon Rd/Histon Rd/Victoria Rd Junction and the lights at Histon Road/Kings Hedges Junction.</p> <p>Integrated Public Transport System (a la Europe) transfers — with electronic ticketing — to relieve the pressure on Histon Rd. Bus</p>	<p>Kalsruhe Model</p> <p>Amputation to rail stations</p> <p>Entrance Cambridge</p>
2:	<p><u>Round About</u> at Gilbert Road/Histon Road</p> <p>Cycle Paths in the rear not on main road</p> <p>No tightening of radii at junctions.</p>	
3:	<p><u>Cycle Lights</u> and tickets for cyclists — enforcement of law</p> <p><u>Bus laybys</u></p> <p>Light Rail is the only alternative that attracts people, not buses</p>	

TOP 3 DESIGN CONCERNS

NOT a 24/7 problem but a 24/7 ruining of a street + neighbour

1:	<p><u>Raised Cycle lanes are dangerous</u></p> <p><u>Air Quality</u> — cutting down trees reduces</p>	<p>HISTON RD CANNOT TAKE A 25% increase in traffic</p> <p>Cambridge</p>
2:	<p>No real requirement for Bus lanes —</p> <p>Bus stops as designed cause congestion and are dangerous</p> <p>Trees are essential for Air Quality new scheme does proceed</p>	
3:	<p><u>replacement</u> and creates a dismal ugly entrance road into</p> <p>Basic premise is wrong — if the road closures go and @0 is starting the first phase of light rail system this aspect must be redesigned in light of these two facts.</p>	

Please complete and retain this form for collection at the end of the workshop session.

Gary, Caroline, Judith Perry

Rather than have a bus lane, reduce no. of cars
with a large park & ride on the B1049, without
parking charges (these are discouraging). Good bus
service into Cambridge including evening.

bus must be cheaper
than using a car.

**P&R AT GRAY INTERCHANGE
BETTER & EXPRESS BUSES FROM FROM
VILLAGES + STOPPING 1 OR 2 TIMES
ON HILTON RD**

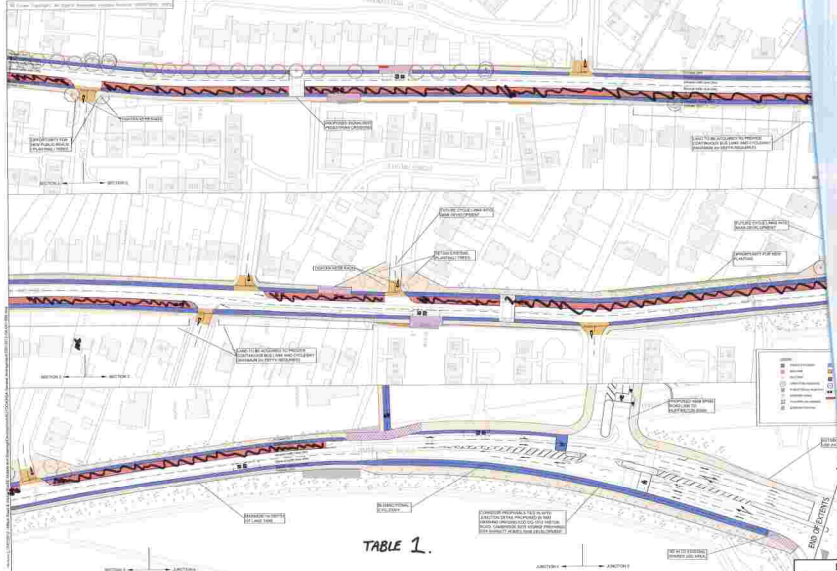
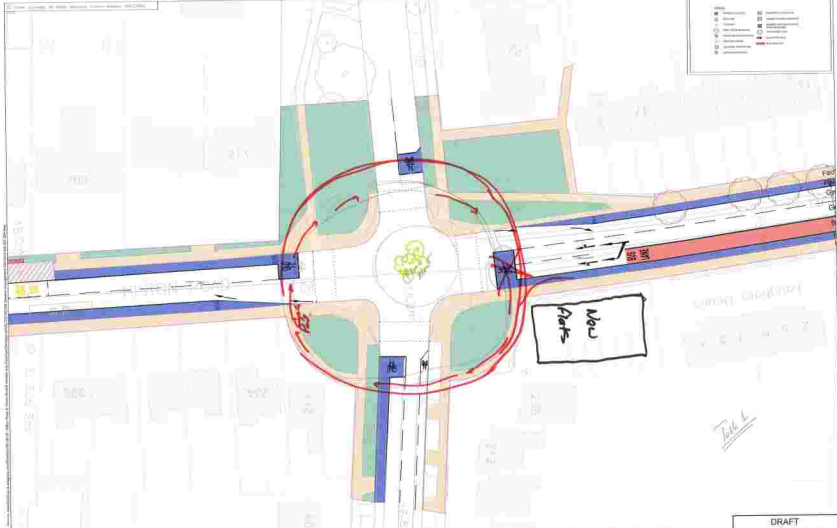


TABLE 1.

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Scale	1:100												
Author	...												
Checked	...												
Drawn	...												



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1. Proposed road layout
 2. Proposed road markings
 3. Proposed road furniture
 4. Proposed road lighting
 5. Proposed road drainage
 6. Proposed road surfacing
 7. Proposed road widening
 8. Proposed road narrowing
 9. Proposed road realignment
 10. Proposed road closure
 11. Proposed road opening
 12. Proposed road improvement
 13. Proposed road enhancement
 14. Proposed road upgrade
 15. Proposed road downgrade
 16. Proposed road level
 17. Proposed road gradient
 18. Proposed road speed limit
 19. Proposed road weight limit
 20. Proposed road height limit
 21. Proposed road width limit
 22. Proposed road depth limit
 23. Proposed road length limit
 24. Proposed road area limit
 25. Proposed road volume limit
 26. Proposed road capacity limit
 27. Proposed road performance limit
 28. Proposed road safety limit
 29. Proposed road quality limit
 30. Proposed road value limit
 31. Proposed road cost limit
 32. Proposed road time limit
 33. Proposed road effort limit
 34. Proposed road resources limit
 35. Proposed road constraints limit
 36. Proposed road opportunities limit
 37. Proposed road risks limit
 38. Proposed road benefits limit
 39. Proposed road impacts limit
 40. Proposed road effects limit
 41. Proposed road outcomes limit
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 43. Proposed road objectives limit
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 99. Proposed road outcomes limit
 100. Proposed road results limit



HISTON ROAD CORRIDOR IMPROVEMENT SCHEME

GILBERT ROAD JUNCTION DO-MAXIMUM

DRAFT			
Project Name	Project No.	Project Date	Project Status
Histon Road Corridor Improvement Scheme	123456	15/10/2023	Draft
Project Manager	Project Engineer	Project Designer	Project Checker
J. Smith	M. Jones	A. Brown	S. White
Project Location	Project Scale	Project Units	Project Notes
Cambridgeshire	1:1000	mm	See also sheet 123457

Present: 1. Smarter Cambridge 5. Faculties
 2. Brownlow Rd 6. Dawn / Alameda
 3. Wilton Rd
 4. Carisbrooke Rd.

HISTON
MILTON ROAD DESIGN WORKSHOP

Date:	31 OCTOBER 2016
Table Number:	2

TOP 3 DESIGN IDEAS

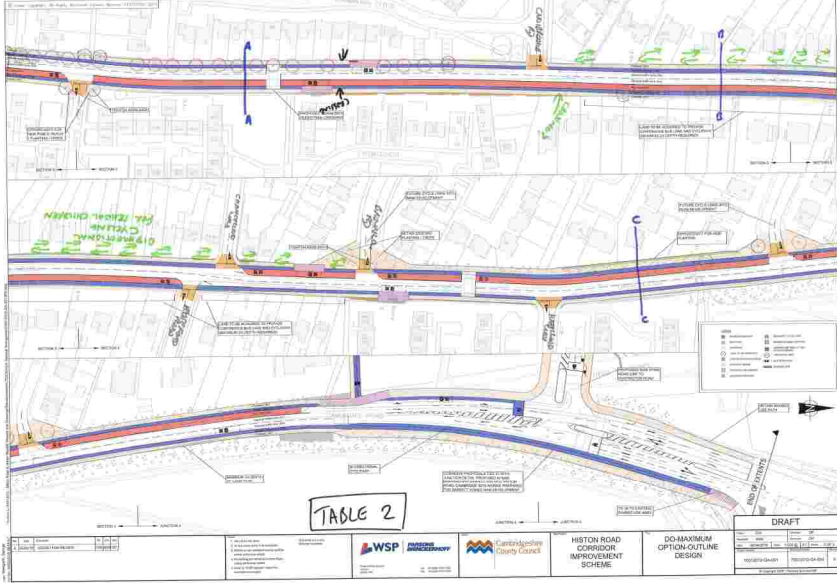
1:	Remove bus lane. Insufficient evidence in support & major disadvantages.
2:	Brownlow Rd to Carisbrooke Rd 2 way cycling on the East "A&D" side of Histon Rd to accommodate child cyclists, see notes on chart for detail B-B section to school;
3:	

TOP 3 DESIGN CONCERNS

1:	The bus lane compromises the provision for cycling and walking and takes away valued green space and people's gardens.
2:	Warwick Rd / Histon / Selbert junction Need R-turn filter from Histon Rd into Selbert Rd.
3:	

Please complete and retain this form for collection at the end of the workshop session.

PTO

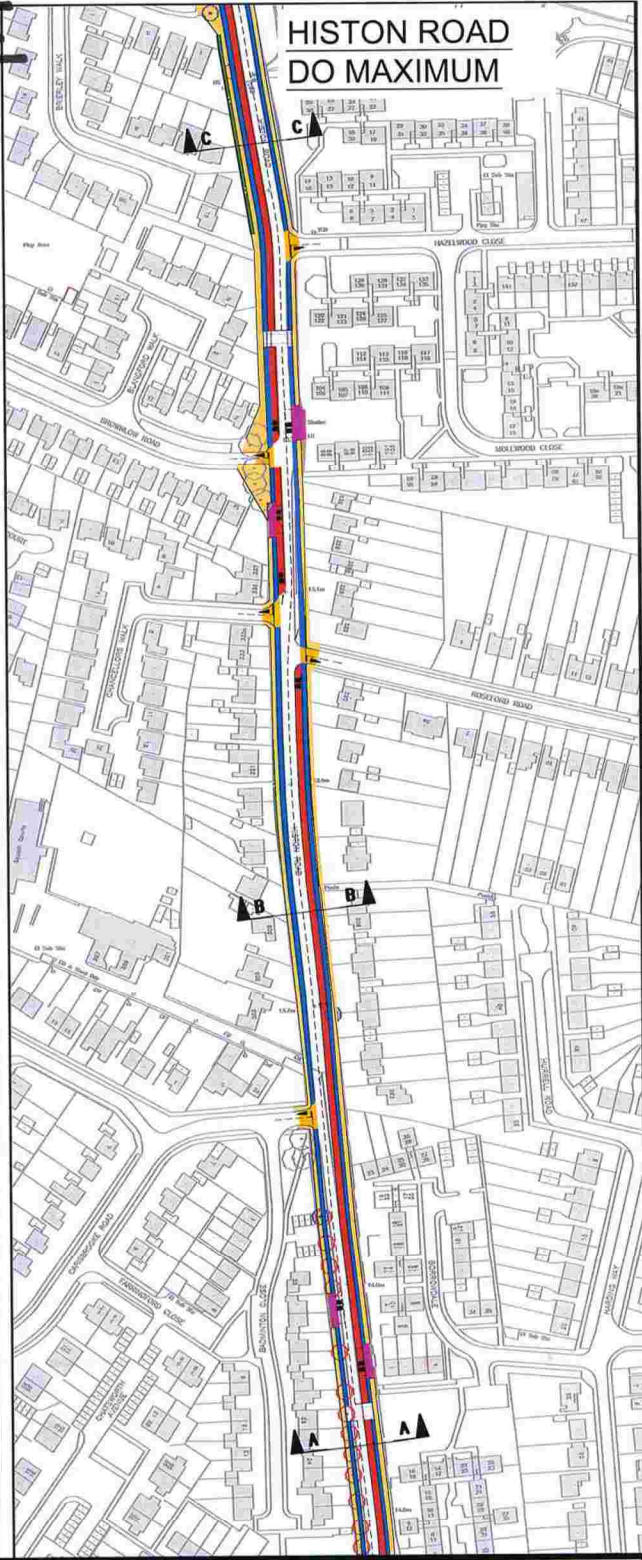
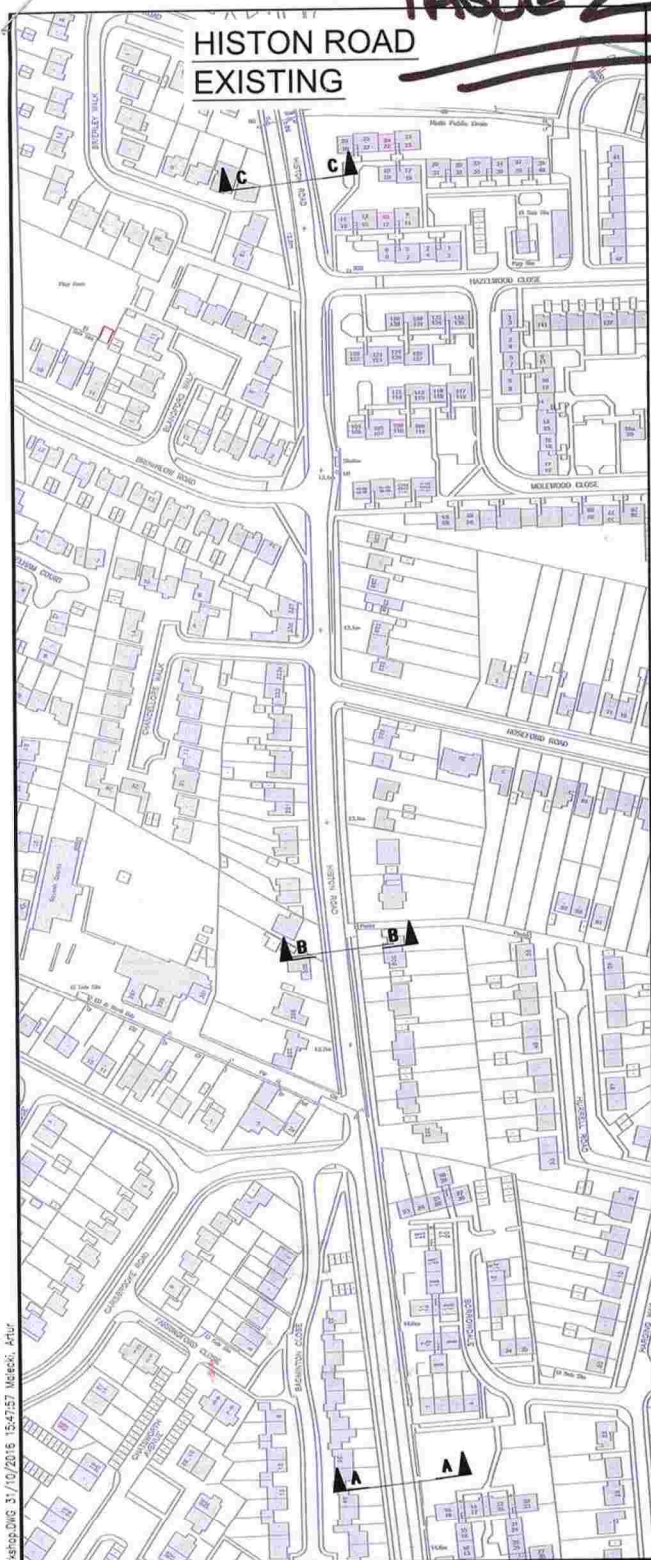


HISTON ROAD CORRIDOR IMPROVEMENT SCHEME

DO-MAXIMUM OPTION-OUTLINE DESIGN

DRAFT	
Author	...
Check	...
Issue	...
Revision	...

TABLE 2



REV	DATE	BY	DESCRIPTION	CHK	APP
P01	31/10/2016	AKM	FIRST ISSUE	LS	DP
SCALE @ AS:		CHECKED:	APPROVED:		
NOT TO SCALE		LS	DP		
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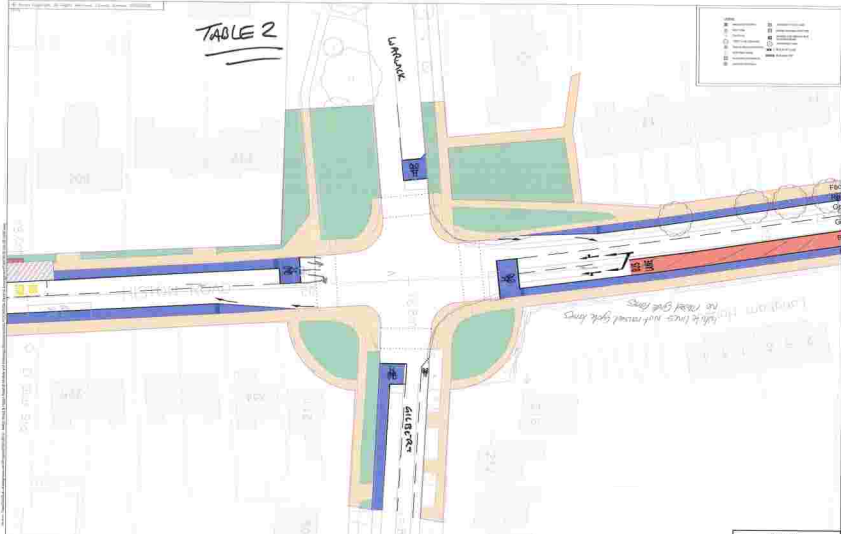
CLIENT: CAMBRIDGESHIRE COUNTY COUNCIL

PROJECT:	HISTON ROAD CORRIDOR		
TITLE:	HISTON ROAD WORKSHOP HISTON ROAD		
CAD FILE:	2012-SK-023	DESIGN/DRAWN:	AKM
DATE:	OCT 2016		
PROJECT No:	70012012	DRAWING No:	2012-SK-024-GA
REV:	P01		

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TABLE 2

100	100	100	100
100	100	100	100
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100	100	100	100
100	100	100	100
100	100	100	100
100	100	100	100
100	100	100	100
100	100	100	100
100	100	100	100



1	2	3	4
1	2	3	4
1	2	3	4

- 1. To be installed
- 2. To be removed
- 3. To be replaced
- 4. To be maintained



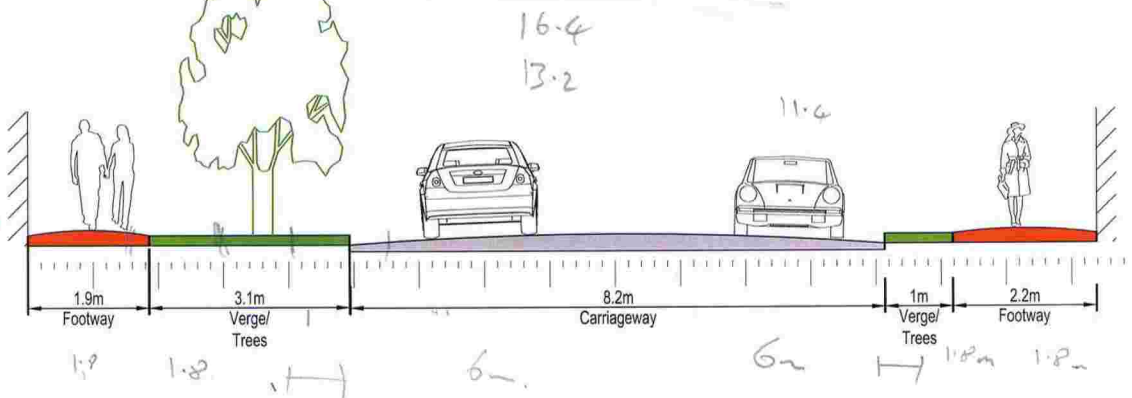
HISTON ROAD CORRIDOR IMPROVEMENT SCHEME

GILBERT ROAD JUNCTION DO-MAXIMUM

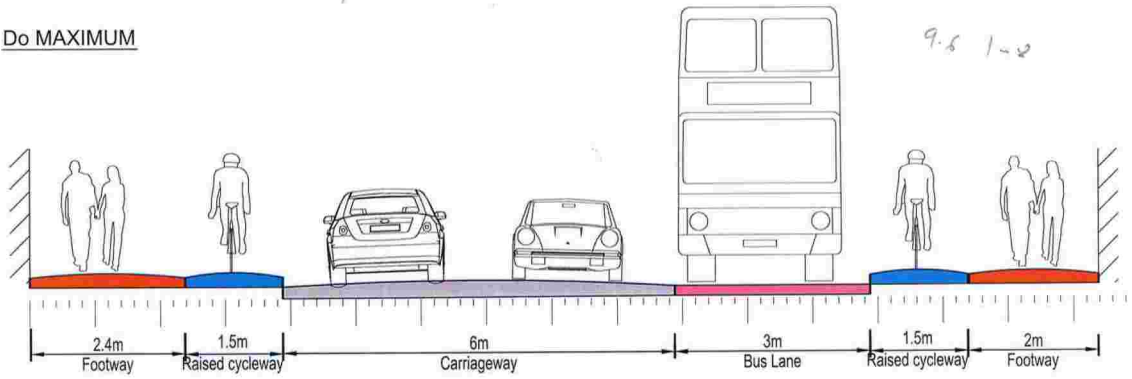
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Date	10/10/2023
Author	10/10/2023
Checked by	10/10/2023
Approved by	10/10/2023
Project Name	Histon Road Corridor Improvement Scheme
Project No.	10/10/2023

EXISTING

HISTON ROAD



Do MAXIMUM

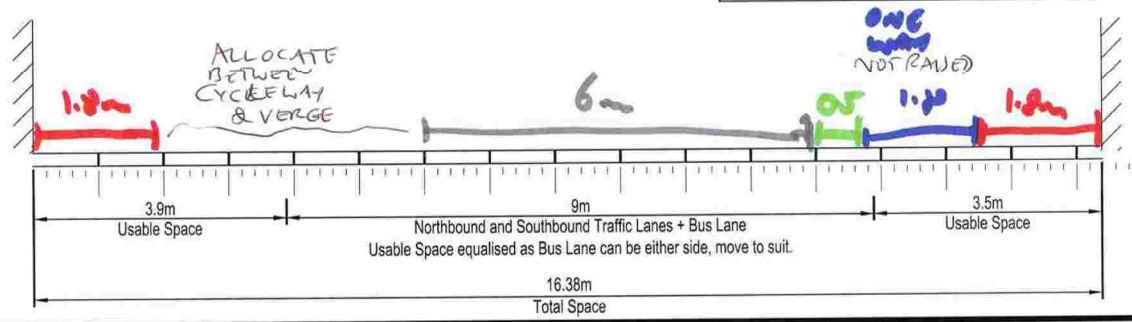


POTENTIAL

Example Width

- Carriageway 6m
- Bus Lane 3m
- Cycle lane 2m
- Parking/Verge 2m
- Footpath 1.8m
- Verge 1.0m

Scale 1m

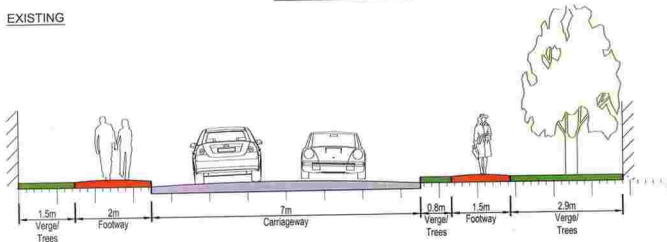


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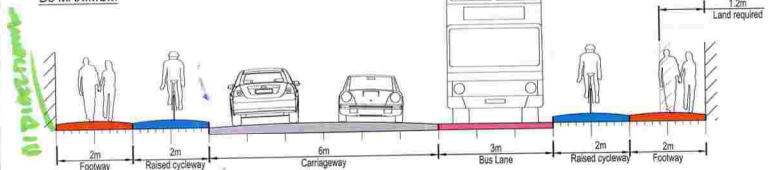
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SCALE @ A3: NOT TO SCALE CHECKED: LS APPROVED: DP		CLIENT: CAMBRIDGESHIRE COUNTY COUNCIL		DRAWING STATUS: FOR INFORMATION ONLY		
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HISTON ROAD

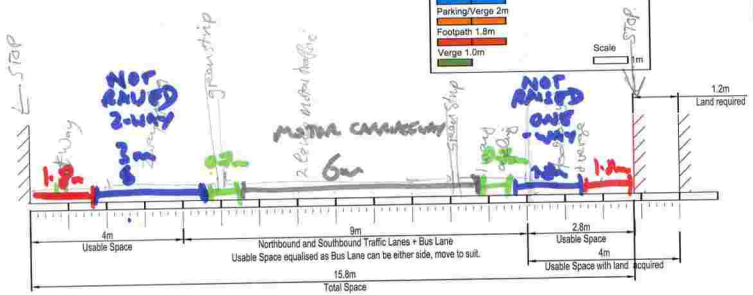
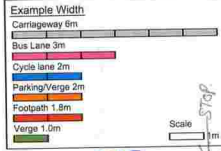
EXISTING



Do MAXIMUM



POTENTIAL



REV	DATE	BY	DESCRIPTION	CHK	APP
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CLIENT: CAMBRIDGESHIRE COUNTY COUNCIL

PROJECT:	HISTON ROAD CORRIDOR		
SITE:	HISTON ROAD WORKSHOP HISTON ROAD SECTION E-B		
DATE:	2012-SK-023	DESIGN/DATE:	AKM
PROJECT NO.:	70012012	DRAWING NO.:	2012-SK-024-02
DATE:	OCT 2015	REV:	P01

HISTON

MILTON ROAD DESIGN WORKSHOP

Date:	
Table Number:	

TOP 3 DESIGN IDEAS

4) HAVE A RIGHT TURN HOLDING POINT FOR CYCLISTS TURNING RIGHT IN TO BORROWDALE.

1:	"BUS GATES" MIGHT GIVE BENEFITS WITHOUT NEEDING SO MUCH BAND LANE
2:	ATTRACTIVE, GREEN CORRIDORS FOR CYCLING AND WALKING. 2M PATH REQUIRED FOR
3:	PARK AND RIDE + PARK AND CYCLE POINT WITH FREE PARKING.

4) REALLY IMPORTANT TO HAVE CROSSING AT BORROWDALE
TOP 3 DESIGN CONCERNS IF 3 LANES NEEDS TO BE SIGNALISED.

1:	CARISBROOKE ROAD JUNCTION, 27 HOUSES AT SQUASH COURTS, BARRATS RIGHT TO BUY CUTTHROUGH TO DARWIN GREEN - HAVE PLAN BEEN THOUGHT OF.
2:	CONSIDER GILTON ROAD INTERCHANGE AND MADINGLEY ROAD M11 JUNCTION DEVELOPED. USE WIDE ROADS TO BRING PEOPLE INTO TOWN.
3:	CONSIDER THE RISES AROUND "SHARED USE BUS STOPS" SOUND DANGEROUS FOR PEDESTRIANS AND CYCLISTS.

4 AIR QUALITY - IF YOU REMOVE THE TREES AND GRASS WHAT WILL IMPROVE THE AIR.

Please complete and retain this form for collection at the end of the workshop session.

CARISBROOKE ROAD JUNCTION IS DANGEROUS ALREADY

SURFACE WATER A PROBLEM IF ~~PTD~~

TOP PRIORITY

JOIN UP HILSTON GUIDED
BUSWAY

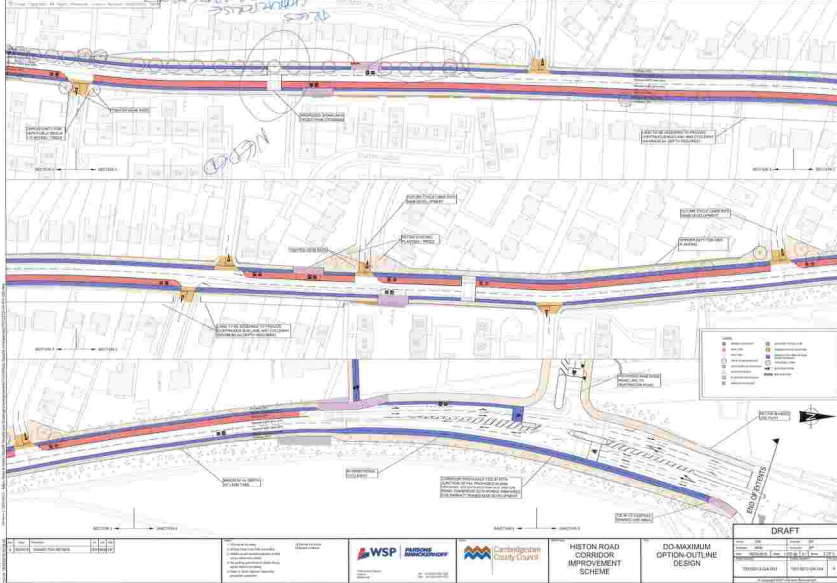
STOP AT OLD STATION CUT

ACROSS A14 AT EXISTING.

NIAB BRIDGE OVER A14.

TO TAKE GUIDED BUSWAY

TO HUNTINGDON ROAD.



NO.	DESCRIPTION	DATE	BY	CHECKED
1	ISSUED FOR TENDER	10/10/2018	J. SMITH	M. JONES
2	REVISED FOR CLARIFICATION	15/10/2018	J. SMITH	M. JONES

1. This drawing is a technical drawing and should be read in conjunction with the Bill of Materials and the Specification.

2. All dimensions are in millimetres unless otherwise stated.

3. All tolerances are as per BS 4871.

4. All materials shall be as specified in the Bill of Materials.

5. All work shall be carried out in accordance with the Specification.

6. All work shall be carried out in accordance with the current edition of the British Standards mentioned in the Specification.

7. All work shall be carried out in accordance with the current edition of the British Standards mentioned in the Specification.

8. All work shall be carried out in accordance with the current edition of the British Standards mentioned in the Specification.



HISTON ROAD CORRIDOR IMPROVEMENT SCHEME

 DD-MAXIMUM OPTION-OUTLINE DESIGN

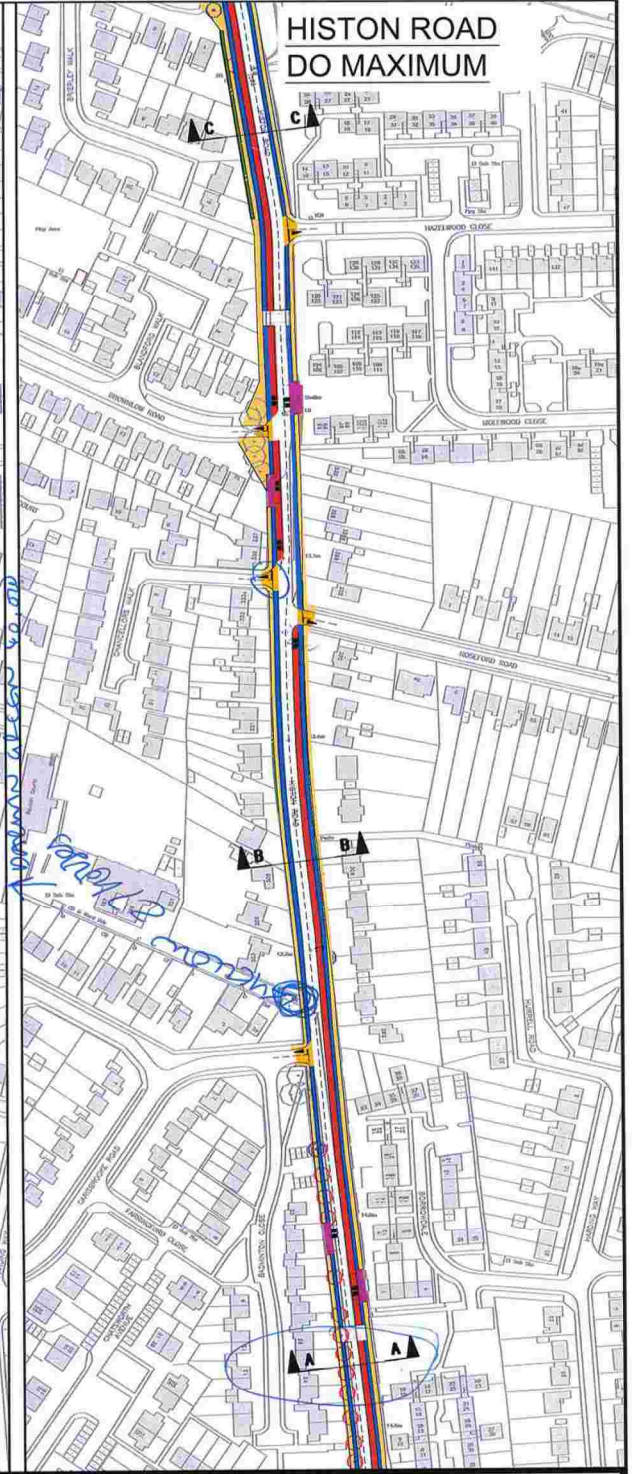
NO.	DESCRIPTION	DATE	BY	CHECKED
1	ISSUED FOR TENDER	10/10/2018	J. SMITH	M. JONES
2	REVISED FOR CLARIFICATION	15/10/2018	J. SMITH	M. JONES

DRAFT	
NO.	DESCRIPTION
1	ISSUED FOR TENDER
2	REVISED FOR CLARIFICATION

HISTON ROAD EXISTING



HISTON ROAD DO MAXIMUM



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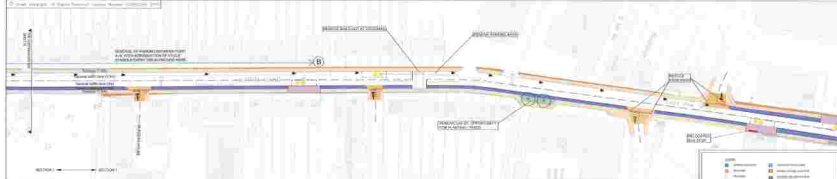
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REV	DATE	BY	DESCRIPTION	CHK	APP
SCALE: @ A1		CHECKED:	APPROVED:		
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PROJECT: HISTON ROAD CORRIDOR		
TITLE: HISTON ROAD WORKSHOP HISTON ROAD		
CAD FILE: 2012-SK-023	DESIGN-DRAWN: AKM	DATE: OCT 2016
PROJECT No: 70012012	DRAWING No: 2012-SK-024-GA	REV: P01



<p>Scale: 1:500</p> <p>North Arrow</p>	<p>Client: Cambridgeshire County Council</p> <p>Project: Histon Road Corridor Improvement Scheme</p> <p>Phase: DC-Maximum Option-Outline (Variation) Design</p>	<p>WSP WSP WSP</p>	<p>Cambridgeshire County Council</p>	<p>HISTON ROAD CORRIDOR IMPROVEMENT SCHEME</p>	<p>DC-MAXIMUM OPTION-OUTLINE (VARIATION) DESIGN</p>	<p>DRAFT</p> <p>Project No: 10000100000000000000</p> <p>Revision: 01</p> <p>Date: 10/01/2024</p>
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Scale	1:1000
North Arrow	As shown
Date	10/10/2011
Drawn by	WSP
Checked by	WSP

- 1. Proposed bus lane
- 2. Proposed cycle lane
- 3. Proposed yellow paving
- 4. Proposed green LED lighting
- 5. Proposed road markings
- 6. Proposed road signs
- 7. Proposed road furniture
- 8. Proposed road works
- 9. Proposed road closures
- 10. Proposed road diversions

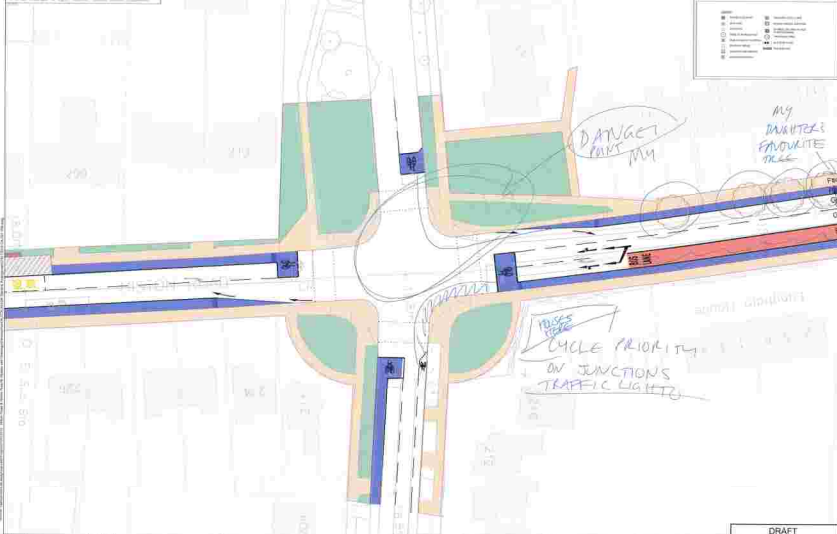


HISTON ROAD CORRIDOR IMPROVEMENT SCHEME

KINGS HEDGES ROAD JUNCTION DO-MAXIMUM

DRAFT	
Scale	1:1000
Date	10/10/2011
Drawn by	WSP
Checked by	WSP

- Pavement
- Footway
- Cycleway
- Cycle lane
- Cycle path
- Cycle track
- Cycle route
- Cycleway
- Cycle lane
- Cycle path
- Cycle track
- Cycle route
- Cycleway
- Cycle lane
- Cycle path
- Cycle track
- Cycle route



1	2	3	4

1. The proposed cycleway is to be constructed in accordance with the relevant standards and specifications set out in the relevant documents.

2. The proposed cycleway is to be constructed in accordance with the relevant standards and specifications set out in the relevant documents.

3. The proposed cycleway is to be constructed in accordance with the relevant standards and specifications set out in the relevant documents.

4. The proposed cycleway is to be constructed in accordance with the relevant standards and specifications set out in the relevant documents.



HISTON ROAD CORRIDOR IMPROVEMENT SCHEME

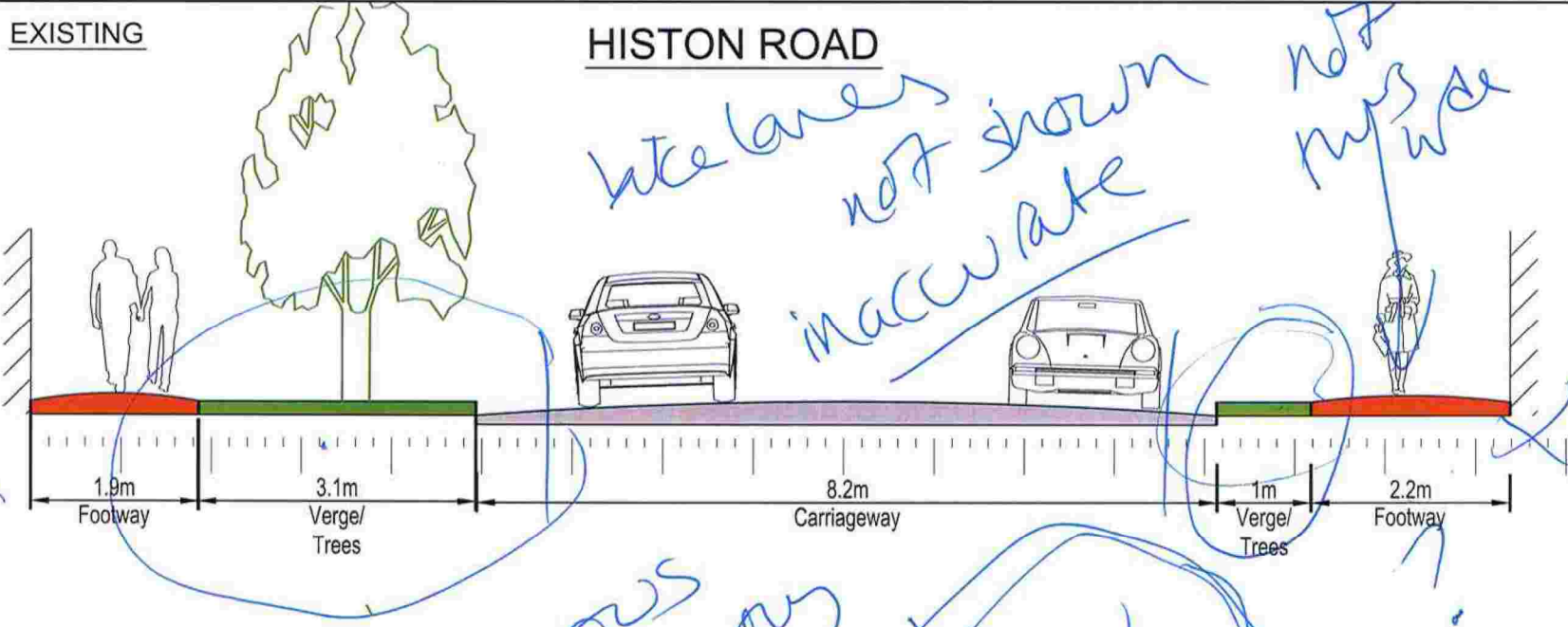
GILBERT ROAD JUNCTION DO-MAXIMUM

DRAFT			

EXISTING

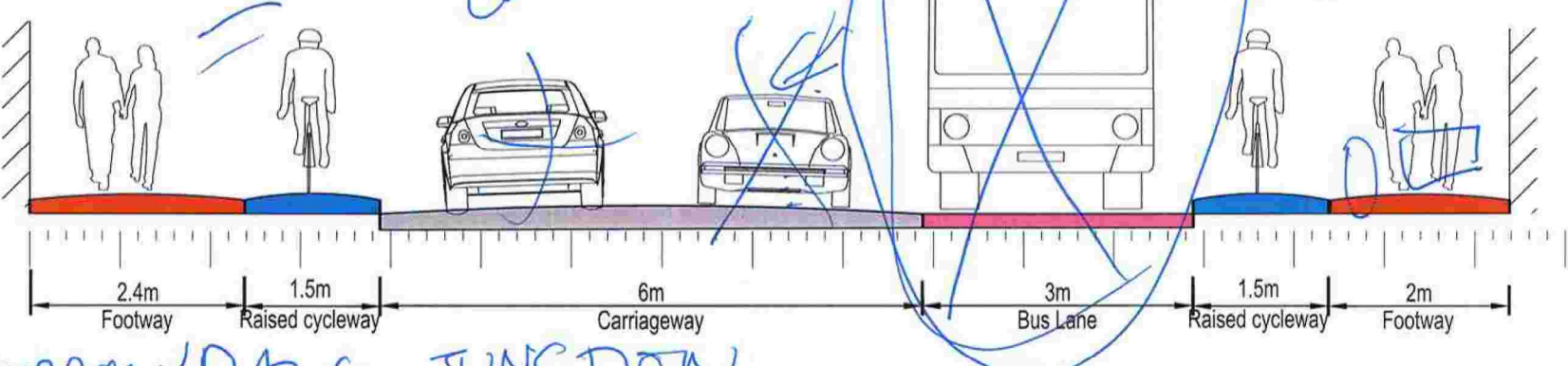
HISTON ROAD

like lanes not shown inaccurate
not my way



Do MAXIMUM

dangerous car/bike w/entry



BORROWDALE JUNCTION

POTENTIAL

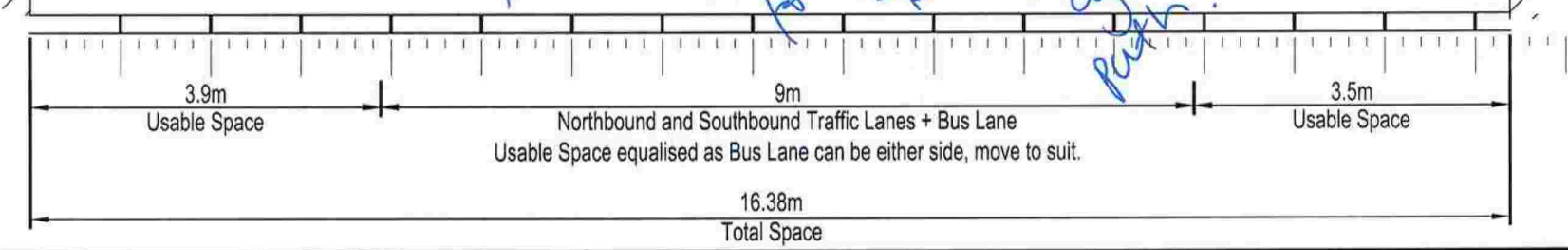
ALLOW FOR CYCLE LINK THROUGH TO GUNNING WAY.

MAKE SURE CROSSINGS HAVE DROPPED KERBS.

Example Width	
Carriageway	6m
Bus Lane	3m
Cycle lane	2m
Parking/Verge	2m
Footpath	1.8m
Verge	1.0m

Scale 1m

holding point for cyclists turning right at borrowdale
2m cycle path
green space



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SCALE @ A3: NOT TO SCALE	CHECKED: LS	APPROVED: DP
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CLIENT: CAMBRIDGESHIRE COUNTY COUNCIL

PROJECT: HISTON ROAD CORRIDOR		
TITLE: HISTON ROAD WORKSHOP HISTON ROAD SECTION A-A		
CAD FILE: 2012-SK-023	DESIGN-DRAWN: AKM	DATE: OCT 2016
PROJECT No: 70012012	DRAWING No: 2012-SK-024-01	REV: P01

3.5m *1.75m*

HILTON

MILTON ROAD DESIGN WORKSHOP

Date:	31.10.2016
Table Number:	5

Perry, Sales, O'Sullivan, (Analogies)

TOP 3 DESIGN IDEAS

1:	Consider shared car scheme where small (electric) vehicles can be used around town, with a view to eventual banning of petrol vehicles in town, except for emergency services. As tried successfully in Europe, this is likely to have a longer life than the current 'do max' scheme for buses.
2:	REDUCE speed limit on Hilton Rd. This would reduce benefits of bus lane in terms of time-saving, but would make the road better for pedestrians, cyclists, esp. people crossing road. 20mph
3:	Please see table 5 ^{Plan A} Generic Design for segregated highway with no bus lane.

Guided Bus To go through Darwin Green as road

Plan A Table 5 send buses through Darwin Green

Bus lanes could be slightly shorter & not take land from residents.

TOP 3 DESIGN CONCERNS

1:	BUS LANES — we believe the benefits of the bus lane are overstated as the evidence is is debateable. Damage to local environment + quality of life (+ air quality) has been underestimated. Also, the time saved during peak hours is a poor return for investment.
2:	But If the bus lane remains then there is not the road space to properly accommodate cycles in a manner where it is safe for young & old cycles to share the space and overtake safely.
3:	It is likely that in some places cycles will travel on my way side of the road. Bus stop design is dangerous, should be floating bus stop islands

See Robia junction **Plan B** Table 5

Please complete and retain this form for collection at the end of the workshop session. Suggested changes -

PTO

Electric cycles.

Park & Ride + Facilities!

1. See plan for safe travel for pedestrians, cycles & electric small cars & for the scheme.
2. Send buses through purpose build wide road through Darwin Green
3. Reduce speed limit on Histon Road to 20 mph.

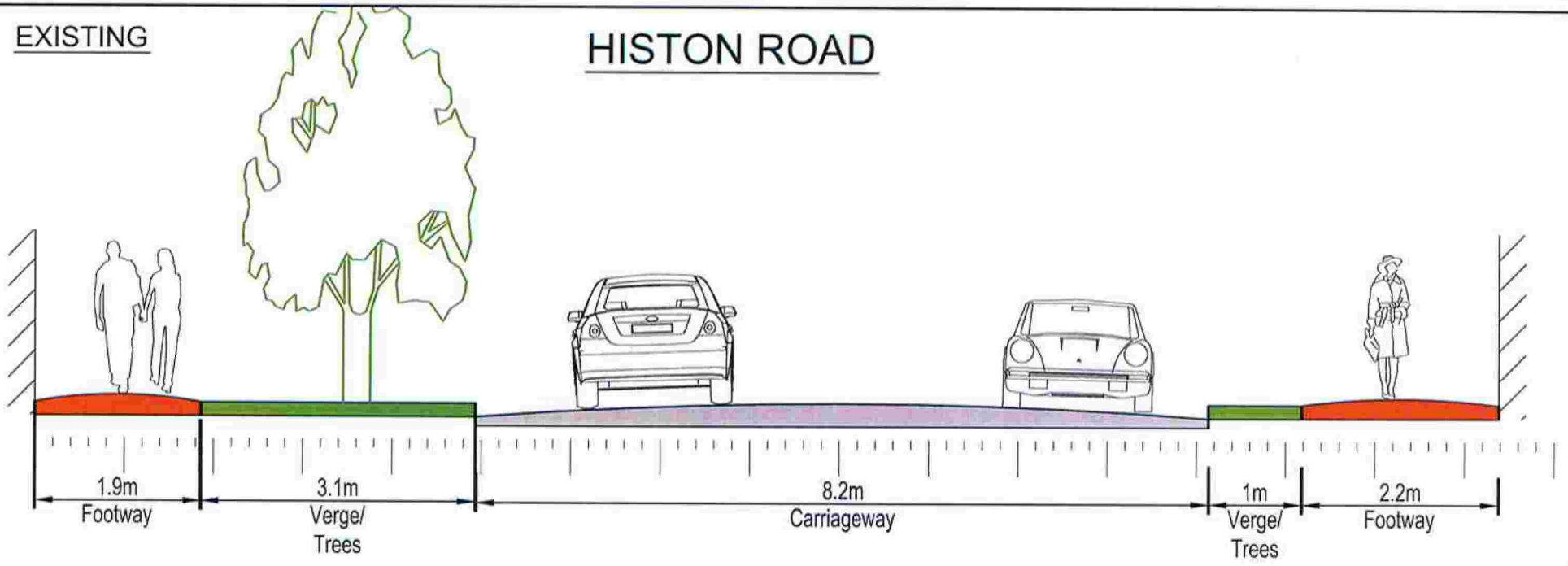
We would like to see projected numbers using the guided bus OUTSIDE of peak hrs for the next 5 yrs

Projected time savings could be obtained by enforcing parking & delivery restrictions during peak hours. Histon road is adequate to needs outside peak.

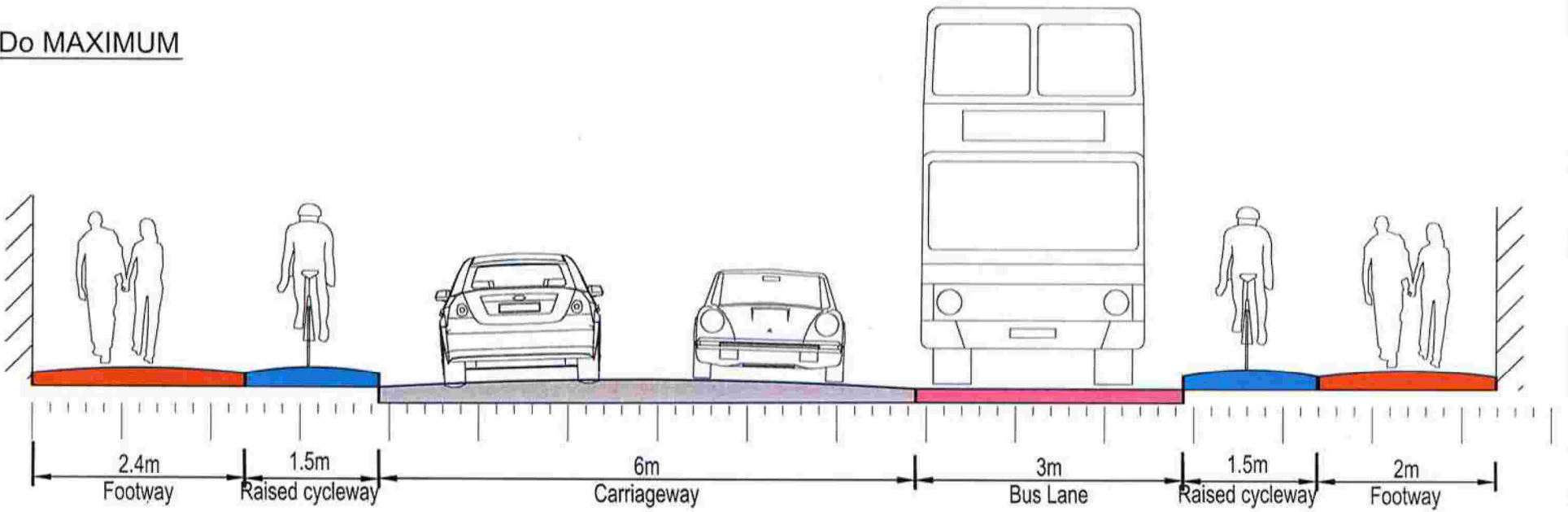
Could we have a cost-benefit analysis in detail for the plans.

EXISTING

HISTON ROAD



Do MAXIMUM



POTENTIAL

Generic Design Segregation

Example Width

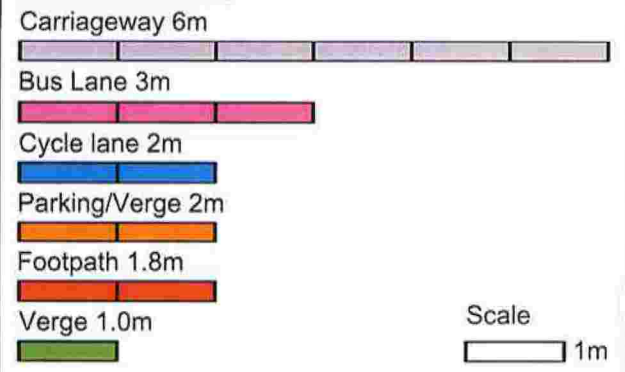
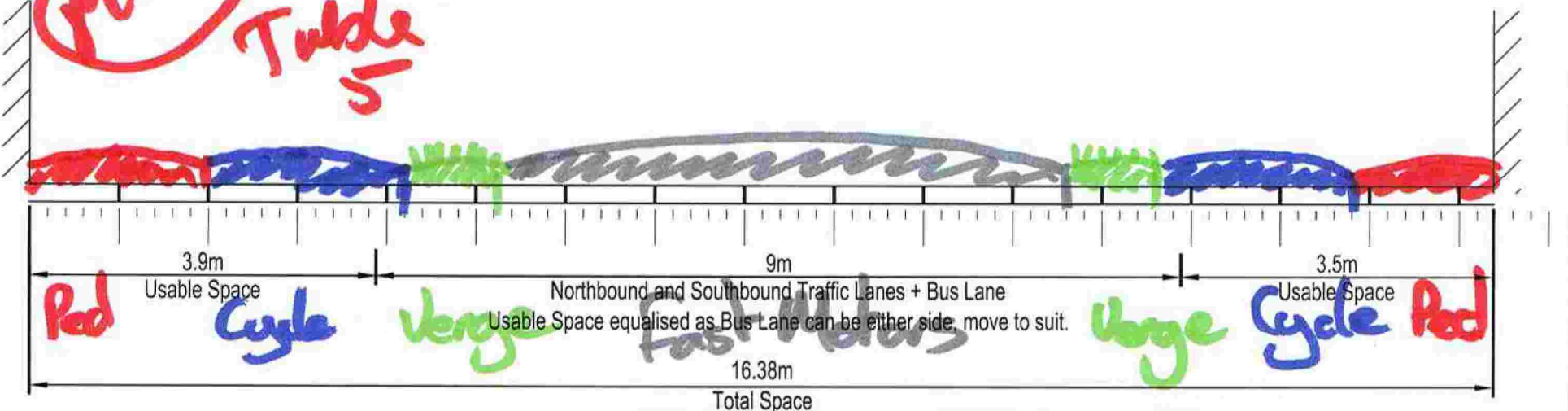


Table 5

Plan A
Table 5



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<p>REV DATE BY DESCRIPTION CHK APD</p>						<p>TITLE: HISTON ROAD WORKSHOP HISTON ROAD SECTION A-A</p>	
<p>SCALE @ A3: NOT TO SCALE</p>		<p>CHECKED: LS</p>		<p>APPROVED: DP</p>		<p>CAD FILE: 2012-SK-023</p>	
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				<p>DRAWING No: 2012-SK-024-01</p>		<p>REV: P01</p>	

HISTON MILTON ROAD DESIGN WORKSHOP

Date:	31st OCTOBER 2016
Table Number:	6

TOP 3 DESIGN IDEAS

1:	Reduce the width of cycleways to 1.5m throughout, ^{maintain} reduce width of footpaths to avoid need to compulsory purchase land. Can also provide space for greenery too at some points.
2:	Provide an additional phase of the lights to give cyclists a headstart at junctions. Consideration for the design idea of from Matthew Danish for Gilbert Road/Histon Road with separate phase.
3:	Consider a more modest length of bus lane in each direction, saving land + trees, and perhaps obtaining most of the benefit.

TOP 3 DESIGN CONCERNS

1:	Raised cycleways are difficult for wheelchair users + those with walking difficulties. Consideration should be given to flat surfaces where possible.
2:	The buses only run at the rate of 7 per hour. Daily periods of congestion are around 45 mins morning + evening north of Gilbert Road, so around 10 buses or <1000 people a day are benefiting → more residents are affected? cost analysis?
3:	Why are we building a bus lane without a Park & Ride?

Please complete and retain this form for collection at the end of the workshop session.

footway = 1.8 min.
raised cycleway = 1.8 min. (height 2.1m.)

- Raised cycle ways → cause trip hazards
→ problematic with wheelchair + mobility scooters. CONCERN

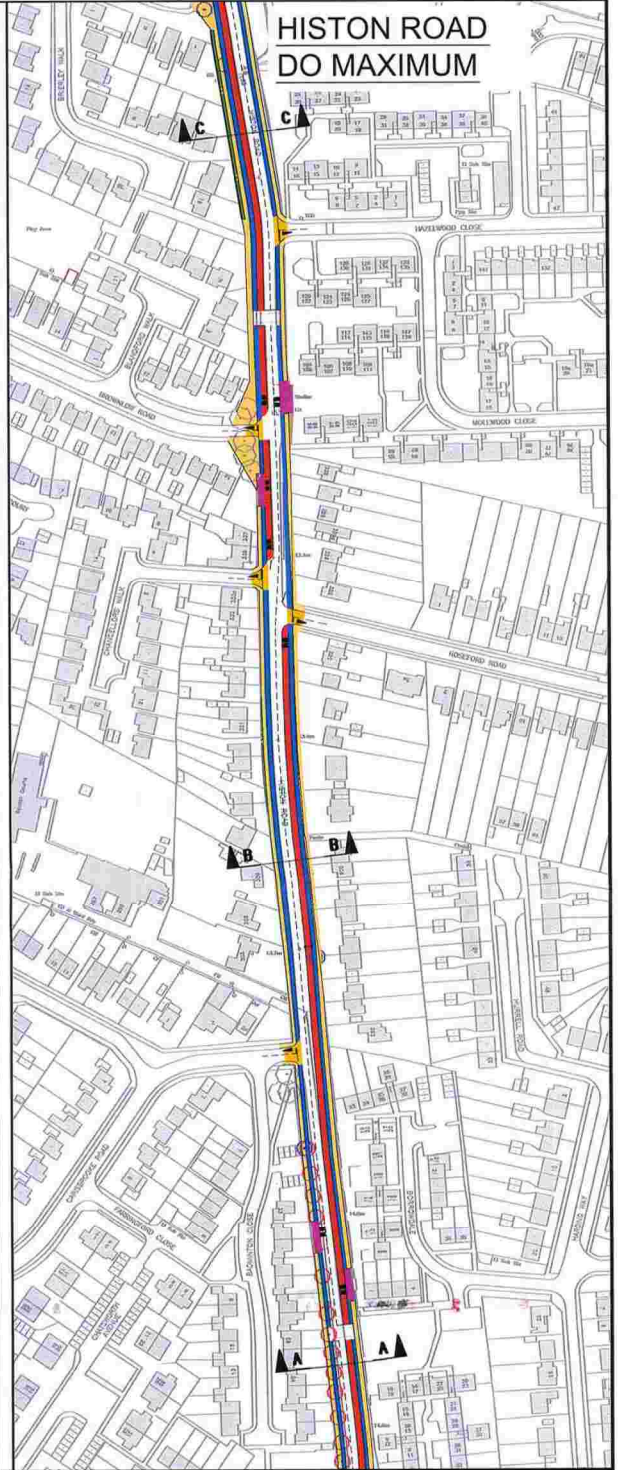
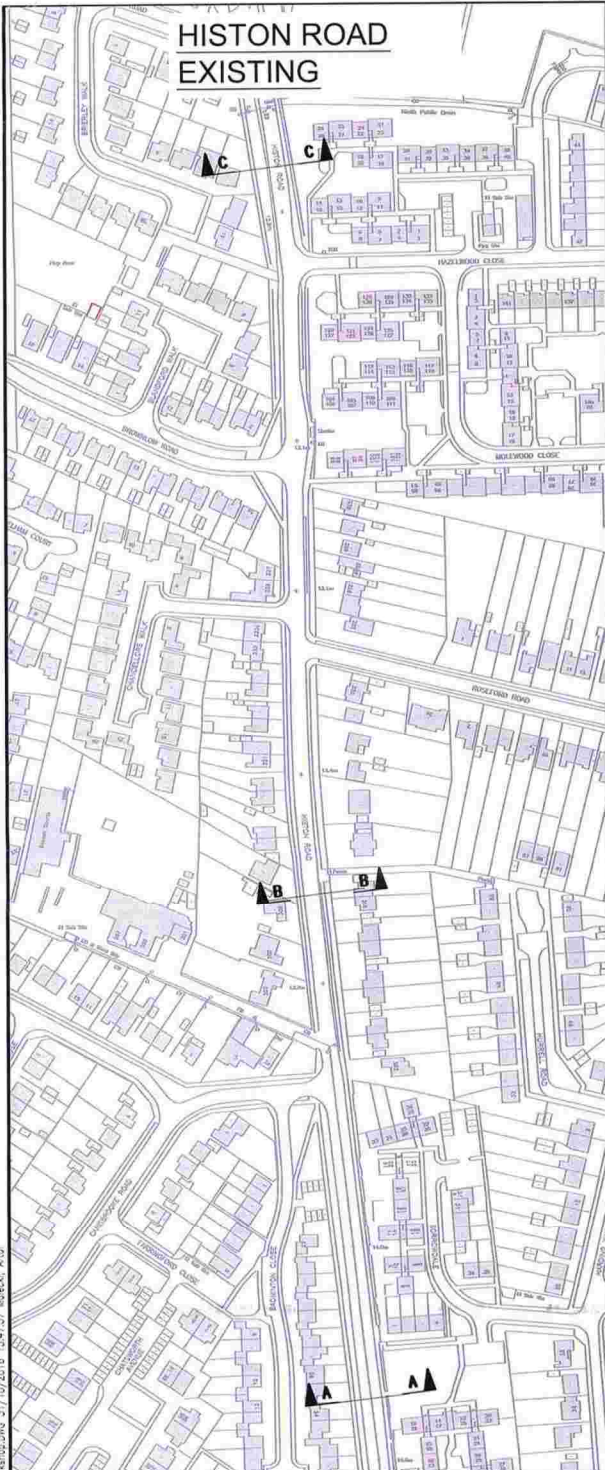
• why is the cycleway 1.5m in one place, then 2m in others? ↙ rephrase as a design idea. IDEA.
+ green

- 7 buses an hour around 10 buses a day or <1000 people per day. CONCERN

• ~~Address~~ Cycle headstart should be considered. (green for cyclists only first) IDEA

- Is a bus lane required for the whole length here, or just in the run up to the lights. IDEA

- Why not have a Park & Ride at the top of Histon Road.



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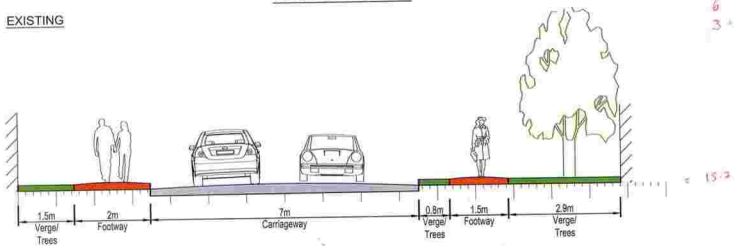
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PROJECT: HISTON ROAD CORRIDOR		
TITLE: HISTON ROAD WORKSHOP HISTON ROAD		
CAD FILE: 2012-SK-023	DESIGN DRAWN: AKM	DATE: OCT 2016
PROJECT NO: 70012012	DRAWING NO: 2012-SK-024-GA	REV: P01

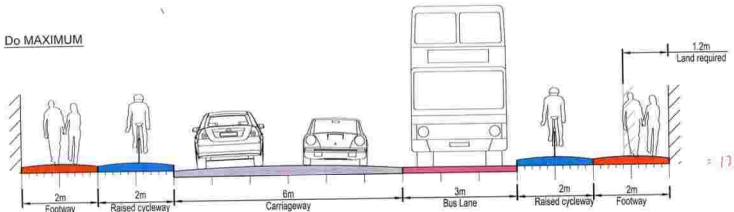
HISTON ROAD

1-512-2
6
3 = 1.54m

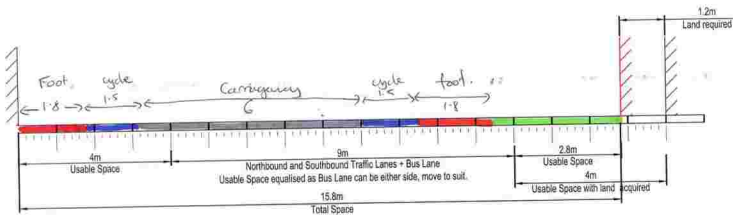
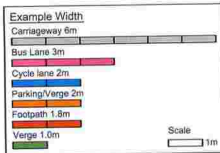
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Do MAXIMUM



POTENTIAL



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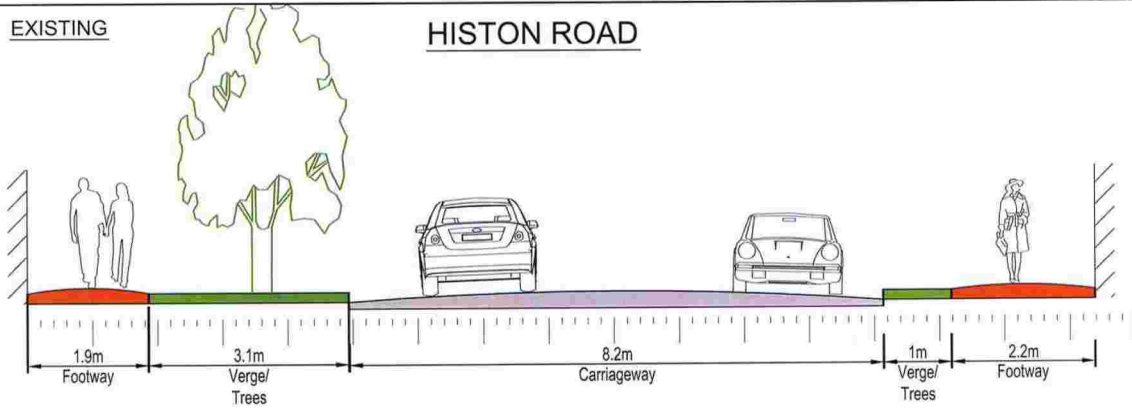
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TITLE:	HISTON ROAD WORKSHOP HISTON ROAD SECTION B-B		
DATE:	2013-SK-023	DESIGNER:	AWM
PROJECT NO.:	70012012	DRAWING NO.:	2012-SK-024-02
DATE:		DATE:	OCT 2016
REV:		REV:	P01

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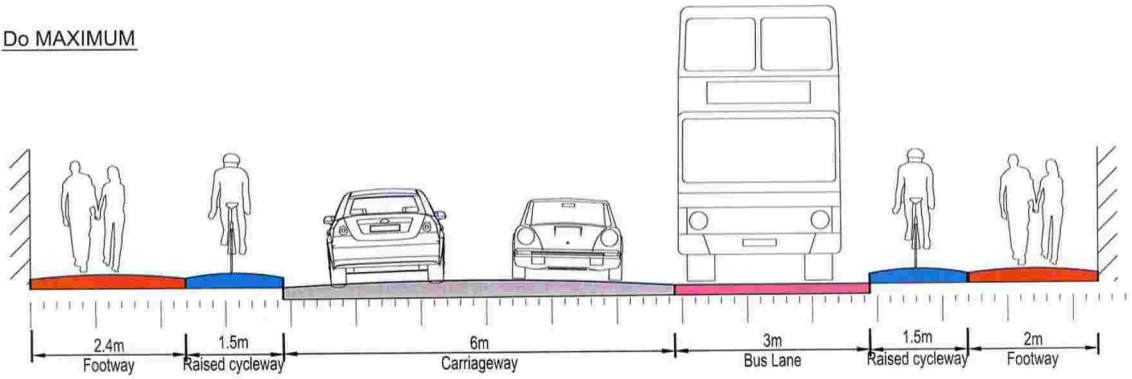
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HISTON ROAD

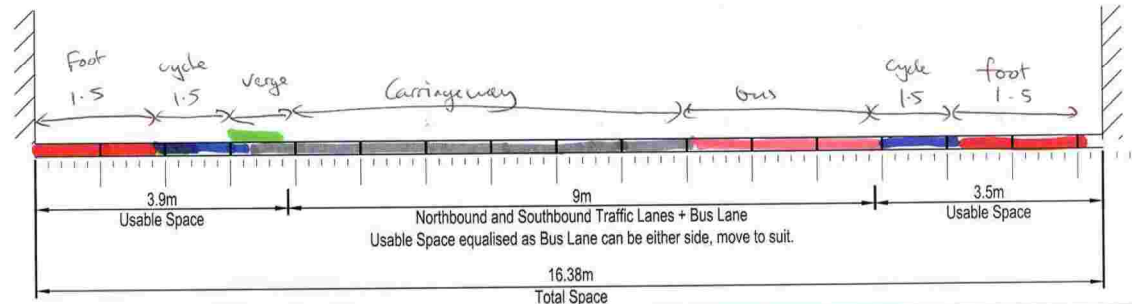
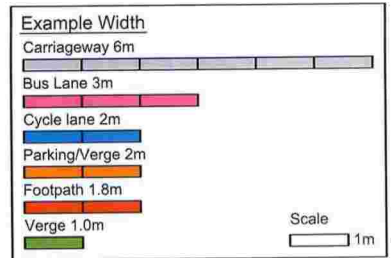
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POTENTIAL



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TITLE: HISTON ROAD WORKSHOP HISTON ROAD SECTION A-A		
CAD FILE: 2012-SK-023	DESIGN-DRAWN: AKM	DATE: OCT 2016
PROJECT No: 70012012	DRAWING No: 2012-SK-024-01	REV: P01

HISTON MULTON ROAD DESIGN WORKSHOP

Date:	31 Oct. 2016
Table Number:	7

TOP 3 DESIGN IDEAS

1:	Get rid of Bus Lanes ; not right for Histon Rd just too small
2:	Separate cyclists @ Histon/Gilbert/Warrick Junction Early light for cyclists to start off before cars Right turn signal for cars
3:	Concession charge to subsidise bus fares

TOP 3 DESIGN CONCERNS

1:	Buses coming in on lane, then dumped into south portion of Histon Road with nowhere to run.
2:	Cyclists need 2m minimum , 1.5 minimum Keep ^{established} mature trees - cannot ^{re} plant mature trees
3:	Park + Ride at Girton needed Park + Cycle place Park + Ride @ Histon Rd would be good.

Please complete and retain this form for collection at the end of the workshop session.

TABLE (7)

- 1) Have those whose house frontage/garden are in line, for compulsory purchase been individually notified?
- 2) Raised cycle lanes could actually be dangerous for cyclists. Should be level.
- 3) Width of bus lanes at 3m? I thought Andy Campbell of Stagecoach had already stated this would not be wide enough, and does not actually think they are necessary.

THE AUTHORITIES are NOT listening to Stagecoach. It is nearly 3 years since Andy Campbell said floating bus stops on Hills Road would be a disaster, but it was pushed through by Bob Menzies who is "delighted" with the result: CURTAILED CIT & BUS no longer serves Addenbrookes, pedestrians are put at risk accessing bus and all traffic grinds to a halt while bus blocks road and fumes are pumped into the atmosphere. Well done! and all at vast expense and disruption.

PROJECT	HISTON ROAD CORRIDOR IMPROVEMENTS
DATE	11/22/2024
SCALE	AS SHOWN
PROJECT NO.	2024-001

Prepared by: **WSP**
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Cambridge & Essex Regional Council
 100 North Main Street, Suite 200
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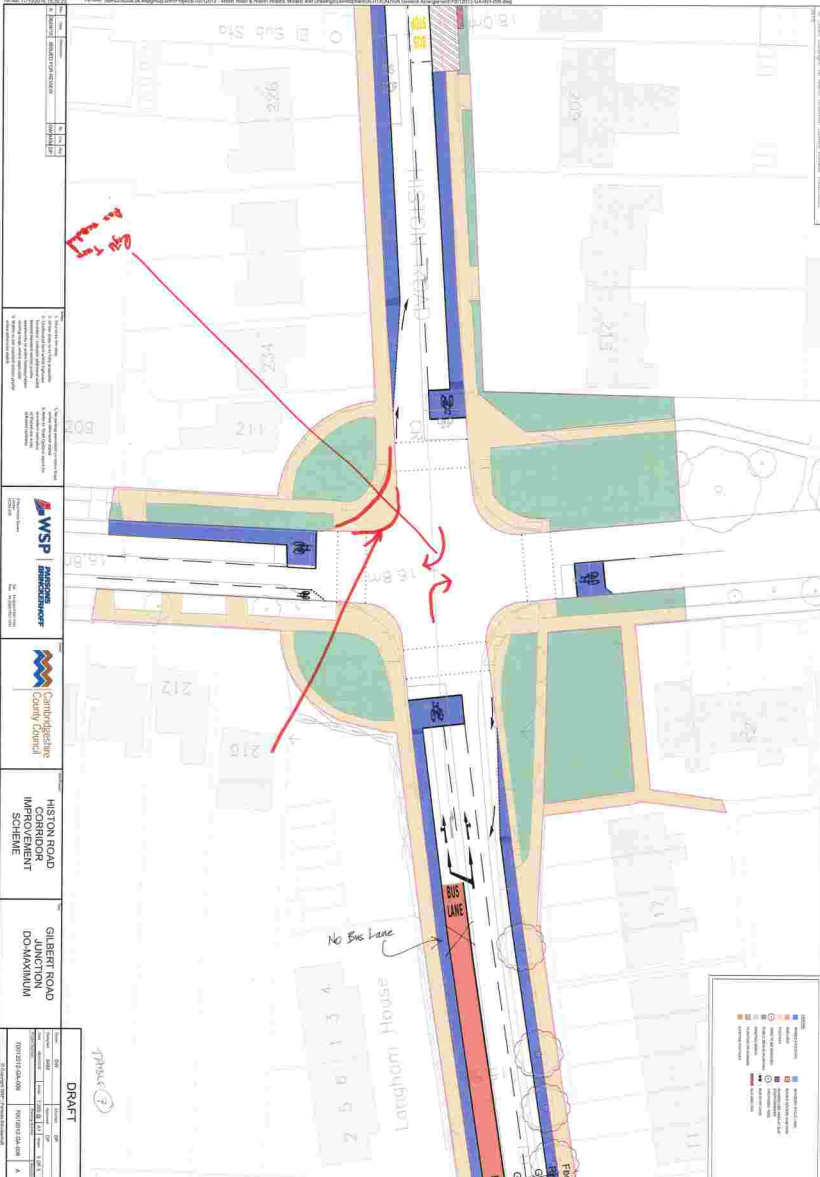
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HISTON ROAD CORRIDOR IMPROVEMENTS SCHEME

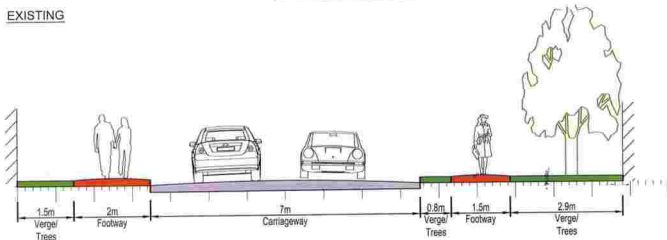
GILBERT ROAD JUNCTION DO-MAXIMUM

DRAFT	
NO. 001	DATE 11/22/2024
NO. 002	DATE 11/22/2024
NO. 003	DATE 11/22/2024
NO. 004	DATE 11/22/2024
NO. 005	DATE 11/22/2024
NO. 006	DATE 11/22/2024
NO. 007	DATE 11/22/2024
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NO. 031	DATE 11/22/2024
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NO. 095	DATE 11/22/2024
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NO. 100	DATE 11/22/2024

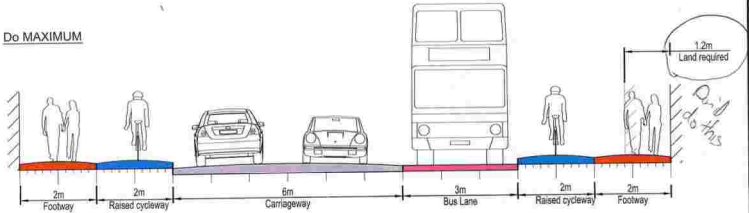


HISTON ROAD

EXISTING

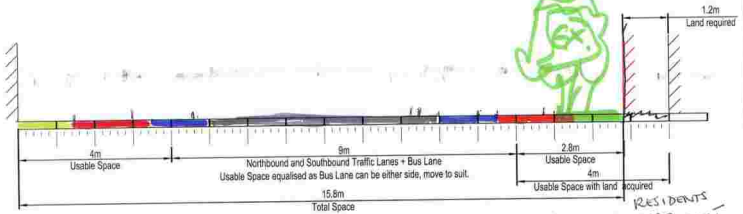
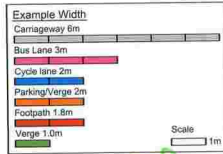


Do MAXIMUM



POTENTIAL

1 No bus lane



Client: Cambridgeshire Council; 2013-SK-024-02; extn: Res; Issued: 26/10/2016; 9:48:03; version: 4/4

REV	DATE	BY	DESCRIPTION	CHK	APP
01	31/10/2016	AKM	FIRST ISSUE	L.S.	DP
SCALE 1:1			CHANGED	APPROVED	DP
NOT TO SCALE			LS	DP	
FOR INFORMATION ONLY					
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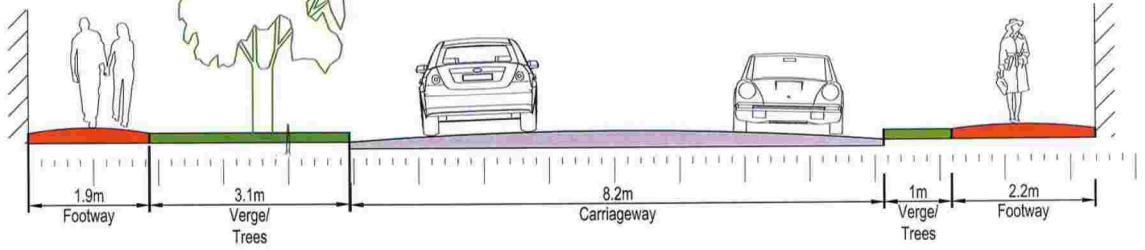
CAMBRIDGESHIRE COUNTY COUNCIL

PROJECT		HISTON ROAD CORRIDOR	
TITLE		HISTON ROAD WORKSHOP HISTON ROAD SECTION B-B	
DATE	2013-SK-024	DESIGN/ISSUE	AKM
DATE			OCT 2016
PROJECT NO.	70012012	DRAWING NO.	2012-SK-024-02
REV			P01

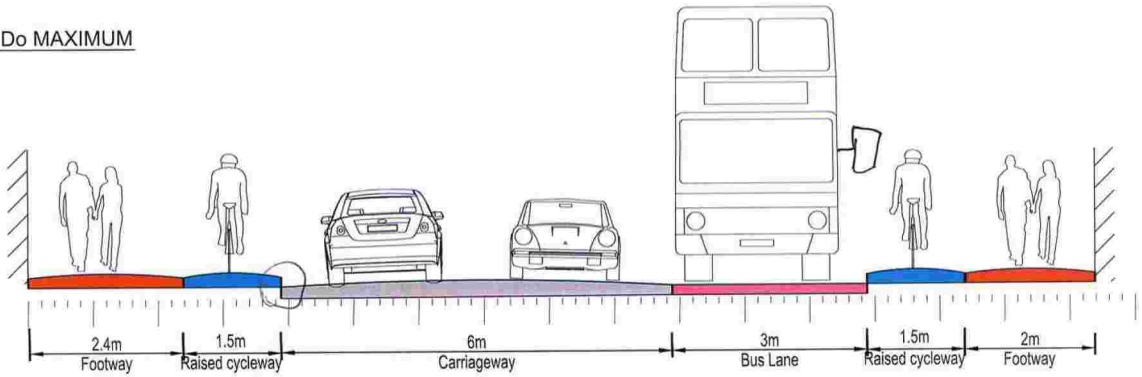
EXISTING

HISTON ROAD

Section A-A



Do MAXIMUM



I understand that Steepest each behave 3 metres is INSUFFICIENT for buses.

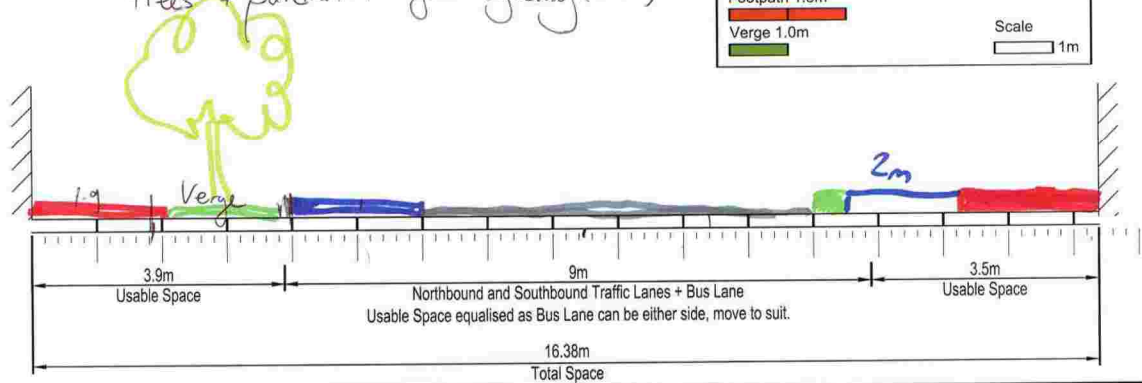
POTENTIAL



Example Width	
Carriageway	6m
Bus Lane	3m
Cycle lane	2m
Parking/Verge	2m
Footpath	1.8m
Verge	1.0m

Scale 1m

→ 1 Take out bus lane. This space for trees + pavement + 'good' cycling (2m)



C:\Users\UKAM001\Desktop\2012-SK-024-Histon Road Workshop.DWG 31/10/2016 15:48:01 Melissa_AJW

PO1	31/10/2016	AKM	FIRST ISSUE	1.5	DP
REV	DATE	BY	DESCRIPTION	CHK	APD
SCALE @ A3		CHECKED:	APPROVED:		
NOT TO SCALE		LS	DP		

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PROJECT:	HISTON ROAD CORRIDOR		
TITLE:	HISTON ROAD WORKSHOP HISTON ROAD SECTION A-A		
CAD FILE:	2012-SK-023	DESIGN DRAWN:	AKM
DATE:	OCT 2016		

DRAWING STATUS: FOR INFORMATION ONLY

CLIENT: CAMBRIDGESHIRE COUNTY COUNCIL

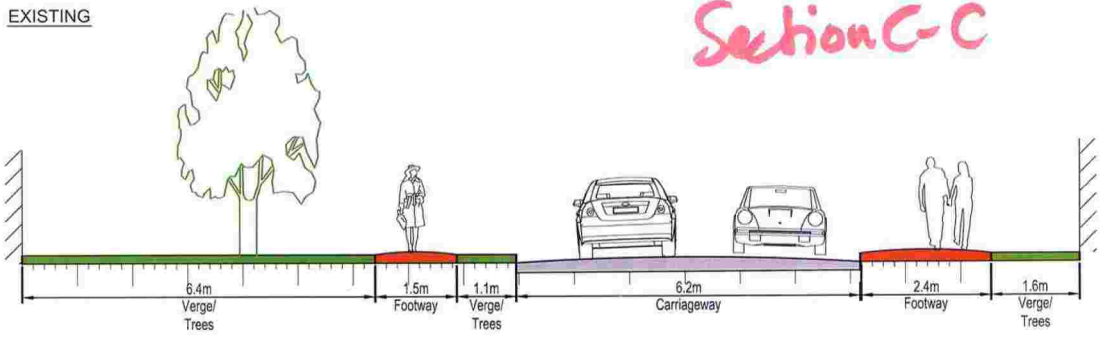
PROJECT No:	70012012	DRAWING No:	2012-SK-024-01	REV:	P01
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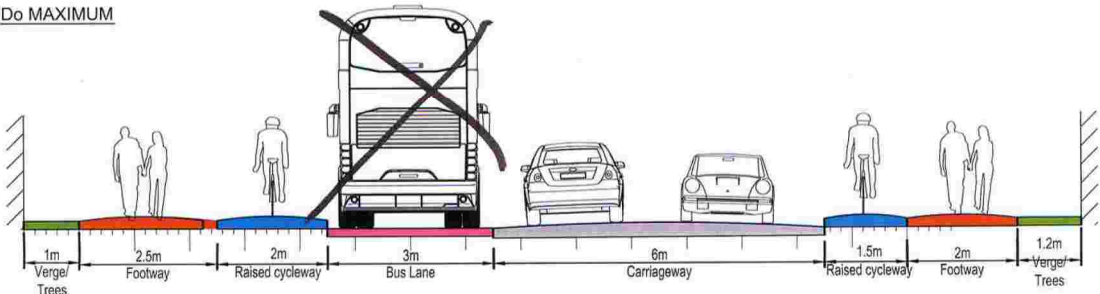
HISTON ROAD

Section C-C

EXISTING



Do MAXIMUM

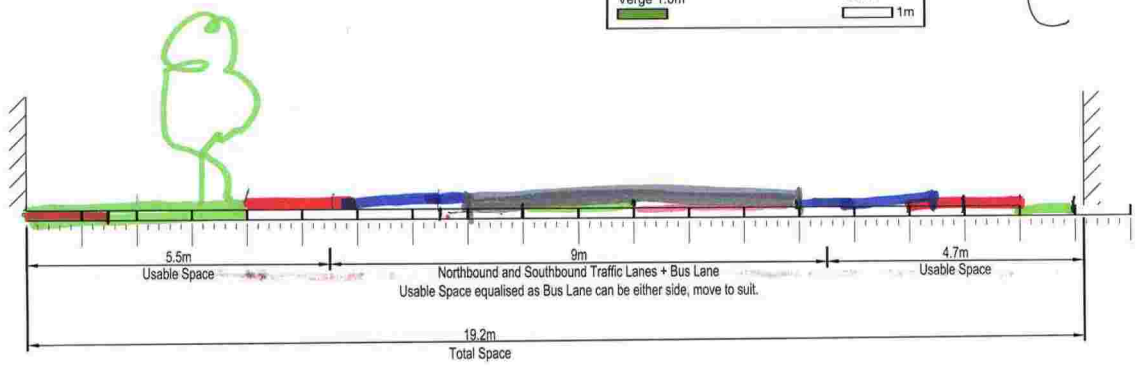


POTENTIAL

Example Width

- Carriageway 6m
- Bus Lane 3m
- Cycle lane 2m
- Parking/Verge 2m
- Footpath 1.8m
- Verge 1.0m

Scale 1m



C:\Users\UK000001\Desktop\2012-SK-024-Histon Road Workshop.DWG 31/10/2016 15:48:07 McCreel, Arthur

PO1	31/10/2016	AKM	FIRST ISSUE	LS	DP
REV	DATE	BY	DESCRIPTION	CHK	APP
SCALE @ A1	NOT TO SCALE	CHECKED:	LS	APPROVED:	DP
DRAWING STATUS: FOR INFORMATION ONLY					
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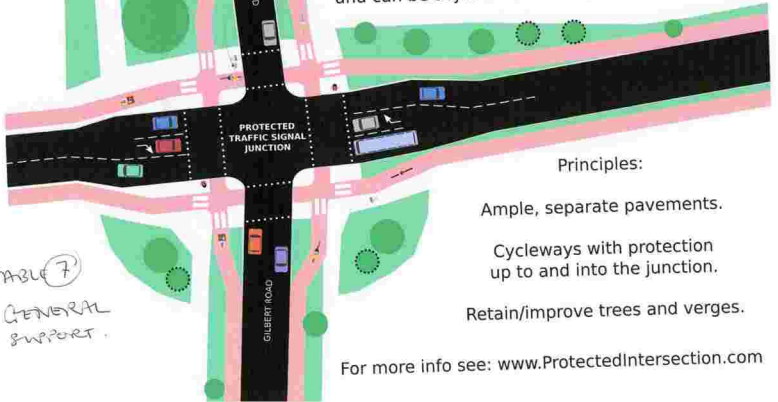
CLIENT: CAMBRIDGESHIRE COUNTY COUNCIL

PROJECT: HISTON ROAD CORRIDOR		
TITLE: HISTON ROAD WORKSHOP HISTON ROAD SECTION C-C		
CAD FILE: 2012-SK-023	DESIGN-DRAWN: AKM	DATE: OCT 2016
PROJECT No: 70012012	DRAWING No: 2012-SK-024-03	REV: P01

HISTON ROAD Gilbert Road junction (conceptual sketch)



Most curves, lanes, and widths are flexible and can be adjusted according to need.



Principles:

Ample, separate pavements.

Cycleways with protection up to and into the junction.

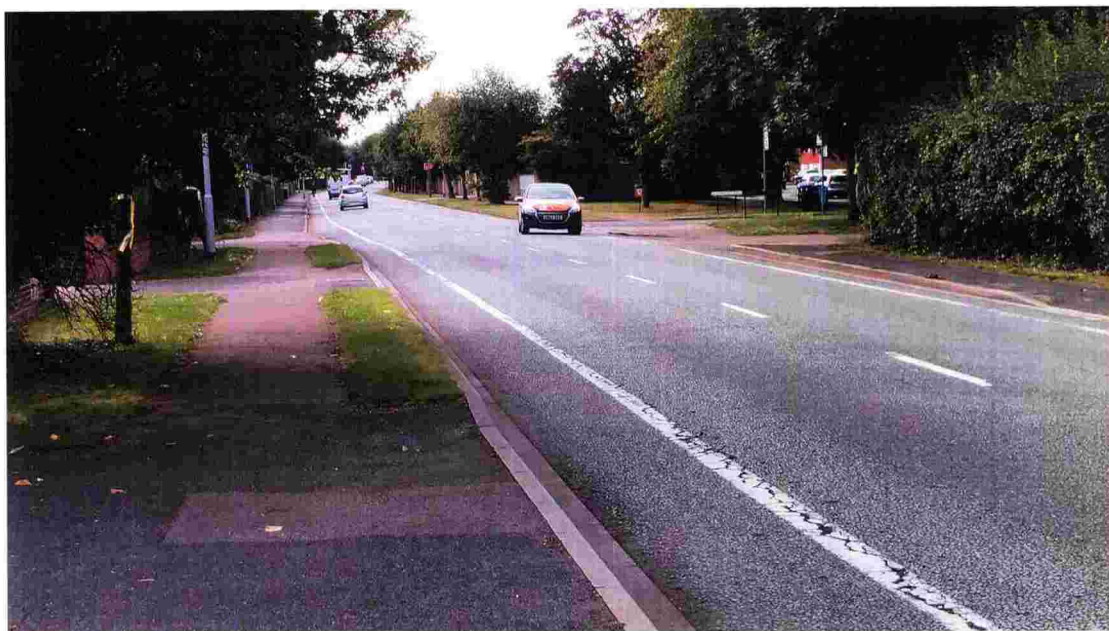
Retain/improve trees and verges.

For more info see: www.ProtectedIntersection.com

North of Carisbrooke Road (Facing North)



North of Carisbrooke Road (Facing South)



North of Hazelwood Close (Facing South)



South of King Hedges Road Junction (Facing North)



North of Gilbert Road (Facing South)



North of Brownlow Road Junction (Facing South)



APPENDIX B-1

WORKSHOP 2A FEEDBACK

HISTON ROAD DESIGN WORKSHOP

Date:	07/11/2016.
Table Number:	1

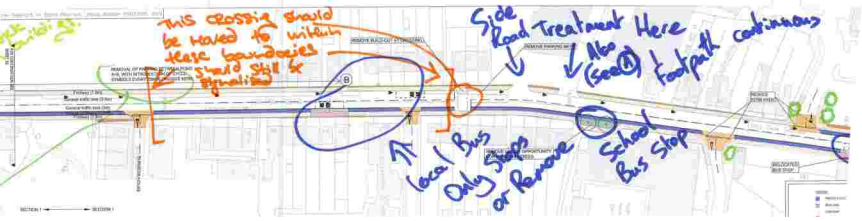
TOP 3 DESIGN IDEAS

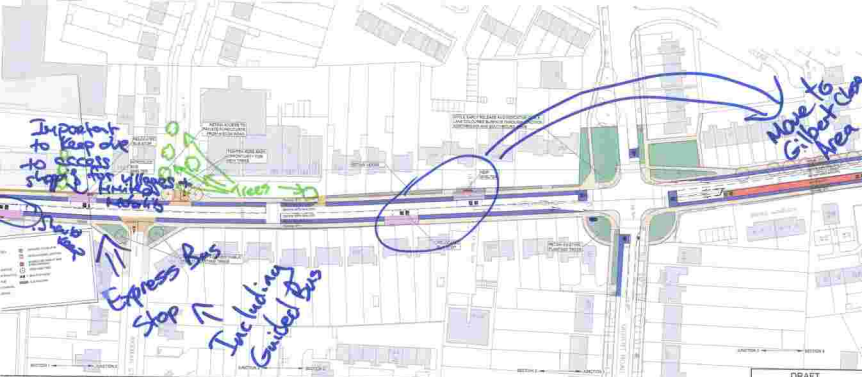
1:	Dutch Roundabout Gilbert Road jnc.
2:	Side Road Treatment @ Markets & Canterbury Street
3:	Move Crossing towards Bermuda terrace, local Bus Stops & Express Bus 20mph Gilbert Keep bus stop outside Grapes.

TOP 3 DESIGN CONCERNS

1:	Speed of traffic Gilbert to Vic. 20mph?
2:	Parking for Residents → Elderly, disabled, businesses, essential structural work
3:	Jnc. at Vic. Road esp. Ped. Crossing

Please complete and retain this form for collection at the end of the workshop session.





1. Title:
 2. Date:
 3. Author:
 4. Scale:
 5. Status:

- 1. Designation
- 2. Location
- 3. Date
- 4. Status
- 5. Author
- 6. Scale
- 7. Date
- 8. Status
- 9. Author
- 10. Scale
- 11. Date
- 12. Status
- 13. Author
- 14. Scale
- 15. Date
- 16. Status
- 17. Author
- 18. Scale
- 19. Date
- 20. Status



HISTON ROAD CORRIDOR IMPROVEMENT SCHEME

DO-MAXIMUM OPTION-OUTLINE DESIGN

DRAFT	
NO.:	DATE:
1	1/1/2020
2	1/1/2020
3	1/1/2020
4	1/1/2020
5	1/1/2020
6	1/1/2020
7	1/1/2020
8	1/1/2020
9	1/1/2020
10	1/1/2020
11	1/1/2020
12	1/1/2020
13	1/1/2020
14	1/1/2020
15	1/1/2020
16	1/1/2020
17	1/1/2020
18	1/1/2020
19	1/1/2020
20	1/1/2020

TABLE 1

In terms of drainage, these should be covered during improvements in pavement

20 mph speed limit would assist cyclists & pedestrians.

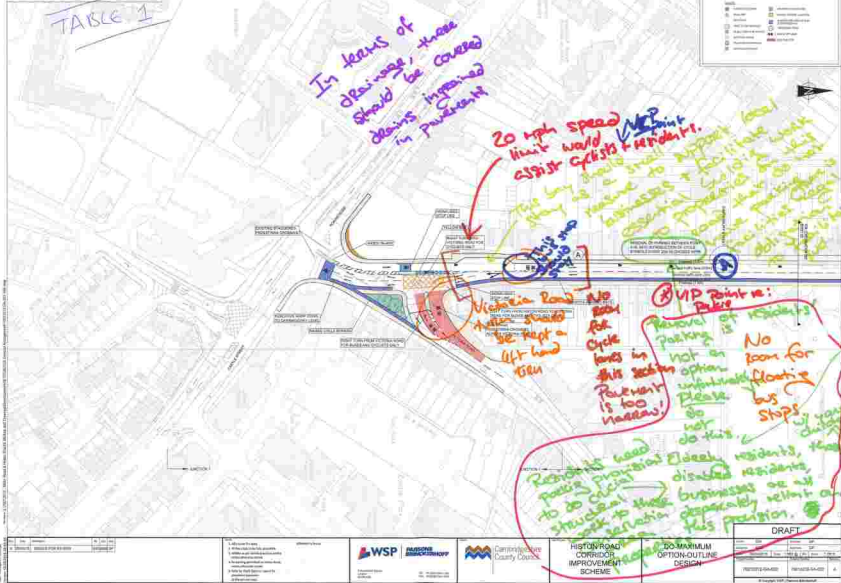
MP point

MP point re: Parks

Removal of residents' parking is not an option. No room for bus stops. Please bus stops.

Residents need parking provisions to be clearly structured. Elected residents, please discuss with the council. Disabled residents or bus users to these premises separately without a bus provision.

20 mph speed limit



1. Proposed	2. Existing	3. To be removed
4. To be added	5. To be replaced	6. To be updated
7. To be replaced	8. To be updated	9. To be replaced

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Centrica
County Council

HISTORIC
ROAD
CORRECT
IMPROVEMENT
SCHEME

DRAFT
DO-MAXIMUM
OPTION-OUTLINE
DESIGN

Vertical space for other project details and notes, mostly blank.



TABLE 1

1	As shown	1:1	1:1
2	As shown	1:1	1:1

3	As shown	1:1	1:1
4	As shown	1:1	1:1
5	As shown	1:1	1:1
6	As shown	1:1	1:1

7	As shown	1:1	1:1
8	As shown	1:1	1:1
9	As shown	1:1	1:1
10	As shown	1:1	1:1

WSP

WSP | **WSP**

Central Bedfordshire
County Council

HISTON ROAD
CORRIDOR
IMPROVEMENT
SCHEME

GILBERT ROAD
JUNCTION
DO-MAXIMUM

DRAFT		
Rev	Description	Date
1	Issue for comment	15/03/2024
2	Issue for comment	15/03/2024
3	Issue for comment	15/03/2024
4	Issue for comment	15/03/2024
5	Issue for comment	15/03/2024
6	Issue for comment	15/03/2024
7	Issue for comment	15/03/2024
8	Issue for comment	15/03/2024
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26	Issue for comment	15/03/2024
27	Issue for comment	15/03/2024
28	Issue for comment	15/03/2024
29	Issue for comment	15/03/2024
30	Issue for comment	15/03/2024

TABLE 7

Controlled Crossing (North of Linden Cl) – Looking North



Bus Stop 2 (left) and 3 (right) – Looking North



4 of 4

Shelter

Bus

People in group: Smartwax Cambridge Transport
 Windsor Rd
 Watford Rd / Mayhead Primary
 Brownlow Rd
 Fossil Water
 Benson St.

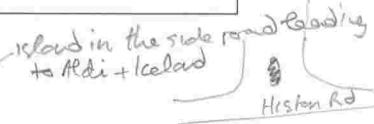
HISTON ROAD DESIGN WORKSHOP

Date:	7 Nov 2016
Table Number:	2

ALDI

TOP 3 DESIGN IDEAS

1:	Priority to cyclists & pedestrians access / ^{all} side road junctions Particular problem at side road to Aldi - <u>centre island</u> a possibility & also carry on pavement across junction.
2:	Except Windsor Rd junction - pedestrian raised area further away from Histon Rd, which is where they tend to cross road to avoid cars trying to exit to center Windsor Rd.
3:	New pedestrian crossing (+cyclists) across Histon Rd opposite Histon Rd cemetery. Reduce no. of bus stops from 2 to 2 ^{4 points to 2 pairs} in section up to Sulfur Rd. see purple squares on sheet "X" Table 2



TOP 3 DESIGN CONCERNS

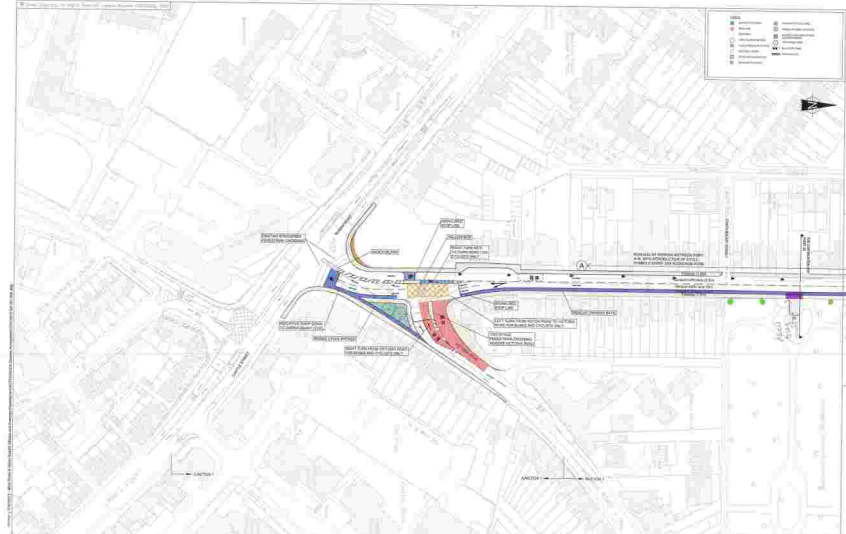
(4) Planting at the man St, end of Warunch Rd
 & edge of cemetery if Friends agree.

1:	Design of Histon / Victoria / Huntlyden Rd junction & no R. turn Histon → Victoria and Huntlyden → Victoria is <u>flawed</u> and fundamental to the whole scheme. This junction needs a different approach.
2:	Removal of parking for 1-100 Histon Rd creates problems for disabled, elderly and builders etc.
3:	St hugh's School no pay. by opposite ATS for school buses. so retain use.

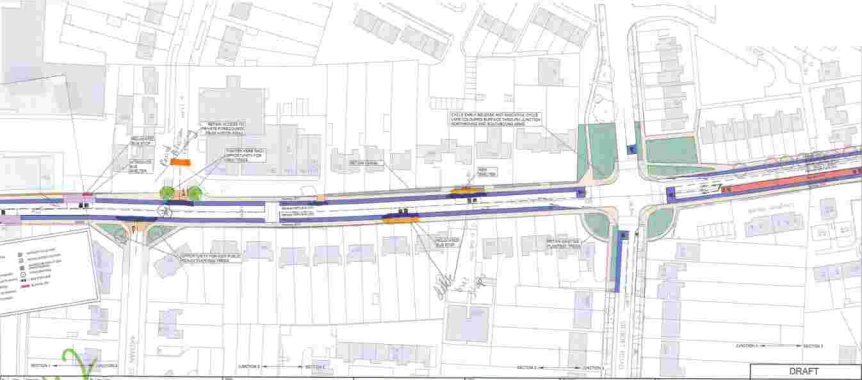
4.

Please complete and retain this form for collection at the end of the workshop session.

Next time - omit feedback session at end of evening to allow more time for discussion in groups which was too short.



<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Revision</td> <td style="width: 50%;">Description</td> </tr> <tr> <td> </td> <td> </td> </tr> </table>	Revision	Description			<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Proposed Footway / Cycleway</td> <td style="width: 50%;">Proposed Footway</td> </tr> <tr> <td> </td> <td> </td> </tr> </table>	Proposed Footway / Cycleway	Proposed Footway			 	HISTON ROAD CORRIDOR IMPROVEMENT SCHEME	DO-MAXIMUM OPTION-OUTLINE DESIGN	DRAFT <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>								
Revision	Description																				
Proposed Footway / Cycleway	Proposed Footway																				



**HISTON ROAD
CORRIDOR
IMPROVEMENT
SCHEME**

**DO-MAXIMUM
OPTION-OUTLINE
DESIGN**

DRAFT	
NO. 001	DATE 01/03/2024
NO. 002	DATE 01/03/2024
NO. 003	DATE 01/03/2024
NO. 004	DATE 01/03/2024
NO. 005	DATE 01/03/2024
NO. 006	DATE 01/03/2024
NO. 007	DATE 01/03/2024
NO. 008	DATE 01/03/2024
NO. 009	DATE 01/03/2024
NO. 010	DATE 01/03/2024



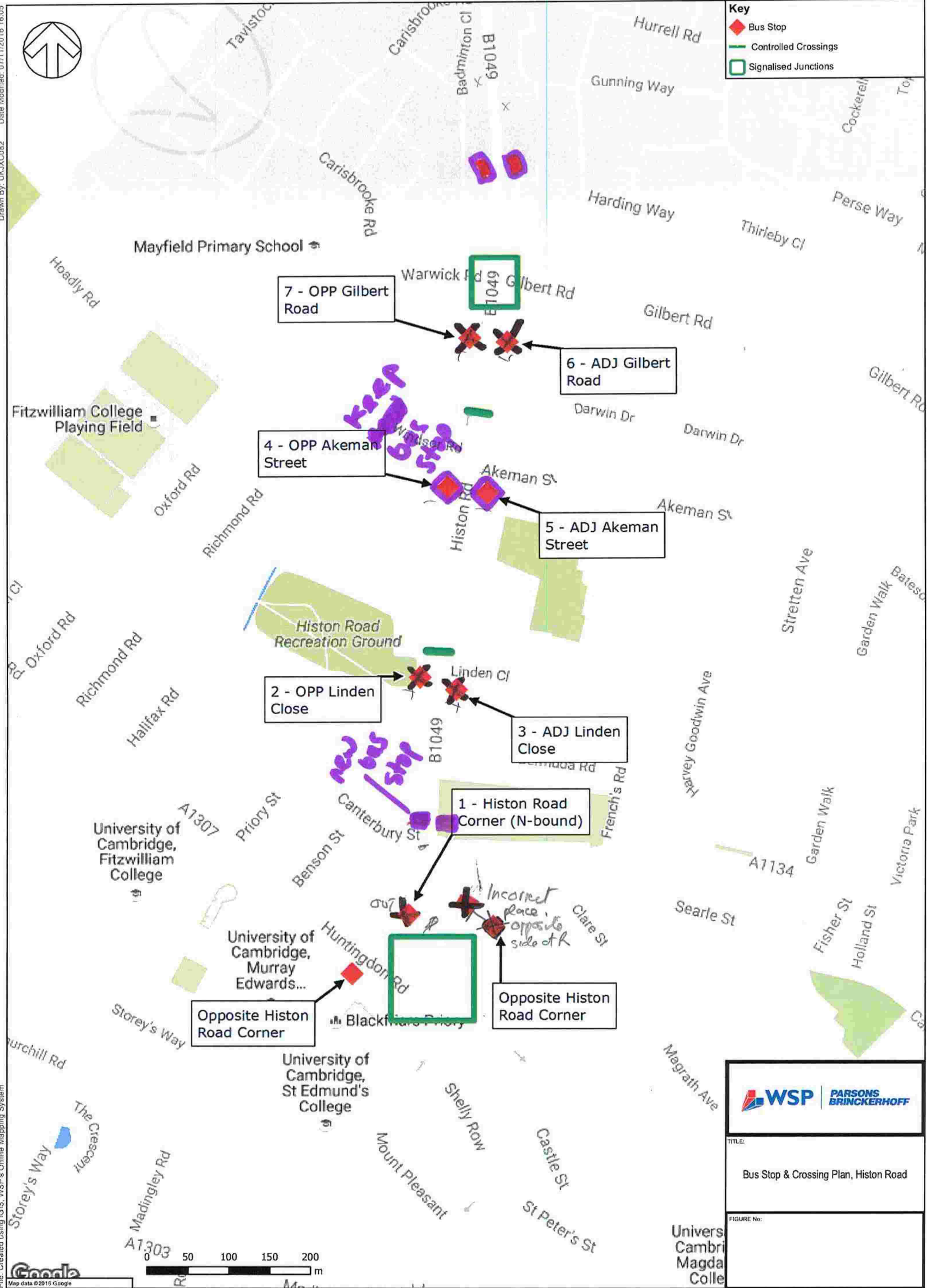
Table 2

Sheet 'X'

Drawn By: UKJXC082 Date Modified: 07/11/2016 16:05

Key

- Bus Stop
- Controlled Crossings
- Signalised Junctions



WSP | **PARSONS BRINCKERHOFF**

TITLE:
Bus Stop & Crossing Plan, Histon Road

FIGURE No:

File: Created using iGIS, WSP's Online Mapping System

Sheet 'X' Table 2

HISTON/VICTORIA HUNTINGDON/CASTLE JUNCTION idea 1 (CONCEPTUAL SKETCH)



Principles:
 Good pavements, separate cycle lanes, better crossing.
 Reclaim excessive tarmac in favour of public space and trees.
 Walking has highest priority, followed by cycling & public transport.
 Stay within highway boundary.

Integrate with Huntingdon Road Phase II project

Redesign of Mt Pleasant not included;
 could advise people cycling to use
 alternate route via Castle Row.

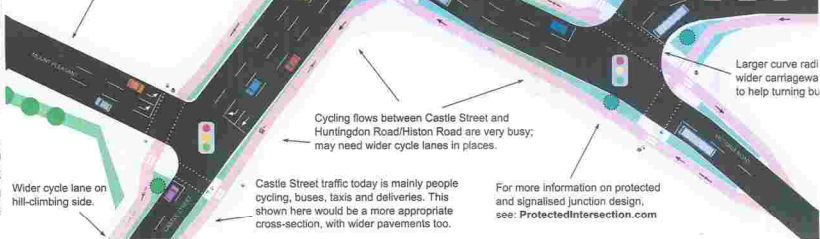
Larger curve radii
 wider cartage ways
 to help turning buses

Cycling flows between Castle Street and
 Huntingdon Road/Histon Road are very busy;
 may need wider cycle lanes in places.

Wider cycle lane on
 hill-climbing side.

Castle Street traffic today is mainly people
 cycling, buses, taxis and deliveries. This
 shown here would be a more appropriate
 cross-section, with wider pavements too.

For more information on protected
 and signalled junction design,
 see: ProtectedIntersection.com



HISTON ROAD DESIGN WORKSHOP

Date:	
Table Number:	3

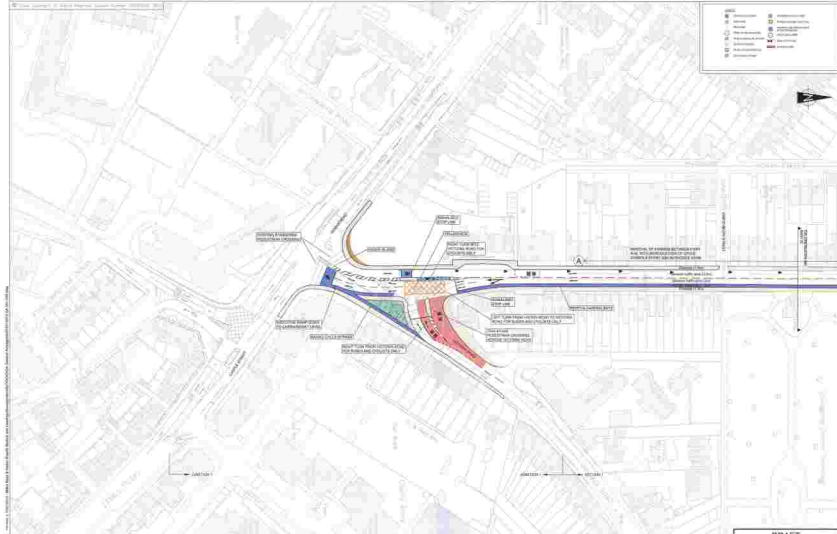
TOP 3 DESIGN IDEAS

1:	N660 PEDESTRIAN XING NEAR ACROSS HISTON ROAD NEAR VICTORIA Rd JUNCTION
2	JUNCTIONS WITH CYCLE ROUTES ACROSS JUNCTIONS (MATT. DANISH'S DESIGNS) PROTECTS INTERSECTION
3	2: a) GREENWAYS/TRIGGS WHERE POSSIBLE ESPECIALLY TOWARD GILBERT ROAD b) By IMAGINATIVE WHERE SPACE IS CONSTRAINED TOWARD VICTORIA ROAD. KENNY M. TO BE
4	3: a) QUESTION N660 FOR BUS STOP OUTSIDE "GRAPES" POSSIBLY MOVE TO VICTORIA ROAD OR FURTHER DOWN HISTON ROAD BETWEEN STOPS 1 & 2. b) REVIEW NUMBER & LOCATION OF BUS STOPS 2, 3, 6, 7 c) QUESTION WHETHER BUS STOP NEEDED OUTSIDE PIZZERIA 2, 3 AS WELL AS ALDI

TOP 3 DESIGN CONCERNS

5	1:	REVIEW LOCATION OF PEDESTRIAN XINGS GSP NEAR ALDI'S
6	2:	HAPPY WITH PROPOSED RAISED JUNCTIONS ALA COPENHAGEN WITH CONSIDERATION FOR DISABILITIES / BLIND / VIS. IMPAIRED
7	3:	INSUFFICIENT WIDTH WIDTH FOR EXPRESS BUS TO OVERTAKE SLOW STOPPED BUS

Please complete and retain this form for collection at the end of the workshop session.



Rev	Description	By	Check
01	Issue for Approval	WSP	WSP
02	Issue for Construction	WSP	WSP

1	Proposed Cycle Lane
2	Proposed Pedestrian Crossing
3	Proposed Bus Lane
4	Proposed Cycle Lane
5	Proposed Pedestrian Crossing
6	Proposed Bus Lane
7	Proposed Cycle Lane
8	Proposed Pedestrian Crossing
9	Proposed Bus Lane
10	Proposed Cycle Lane

WSP | **WSP** | **WSP**

WSP

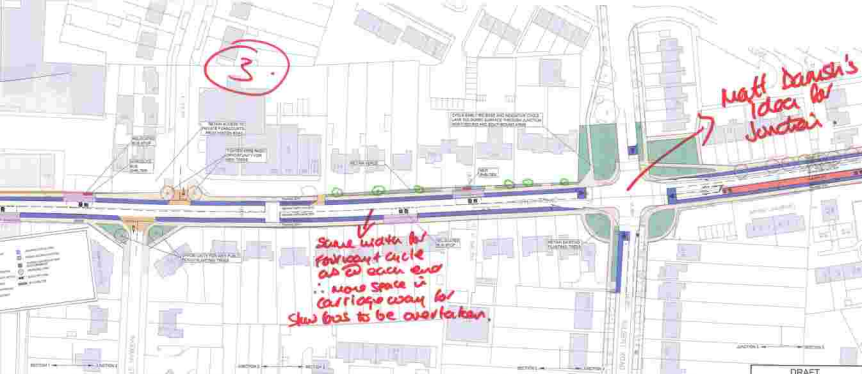
Cambridgeshire County Council

Cambridgeshire County Council

HISTON ROAD CORRIDOR IMPROVEMENT SCHEME

DO-MAXIMUM OPTION-OUTLINE DESIGN

DRAFT			
Rev	Description	By	Check
01	Issue for Approval	WSP	WSP
02	Issue for Construction	WSP	WSP



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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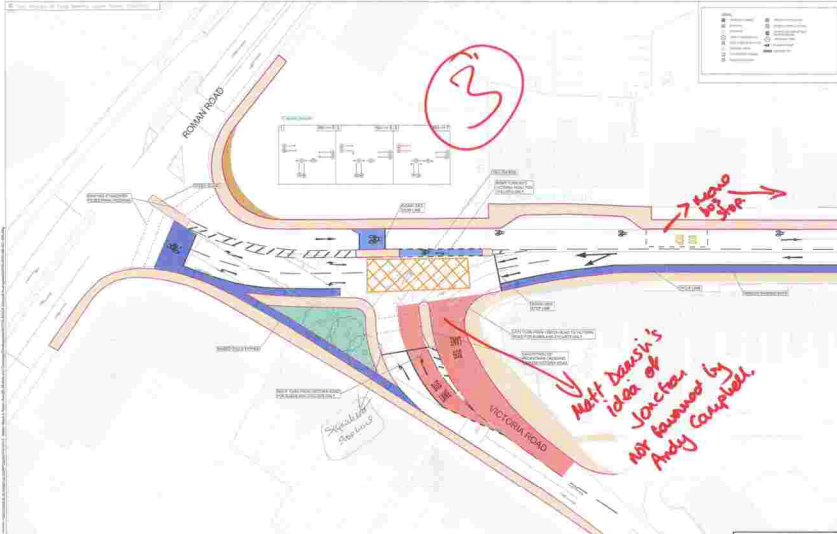
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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HISTON ROAD CORRIDOR IMPROVEMENT SCHEME

DO-MAXIMUM OPTION-OUTLINE DESIGN

DRAFT	
10/10/2019 04:40:02 10/10/2019 04:40:02	10/10/2019 04:40:02 10/10/2019 04:40:02



<p>1. Title block</p> <p>2. Client</p> <p>3. Project name</p> <p>4. Project location</p> <p>5. Project description</p> <p>6. Project start date</p> <p>7. Project end date</p> <p>8. Project status</p> <p>9. Project manager</p> <p>10. Project sponsor</p>		<p>WSP</p> <p>WSP Parsons Brinckerhoff</p>	<p>Cambridge</p> <p>Cambridge County Council</p>	<p>HITON ROAD CORRIDOR IMPROVEMENT SCHEME</p>	<p>VICTORIA ROAD JUNCTION EQUIMAXIMUM</p>	<p>DRAFT</p> <p>Issue No. 1</p> <p>Date: 12/01/2018</p> <p>Scale: 1:1000</p> <p>Author: [Name]</p> <p>Checker: [Name]</p> <p>Approver: [Name]</p> <p>Project Manager: [Name]</p> <p>Project Sponsor: [Name]</p>
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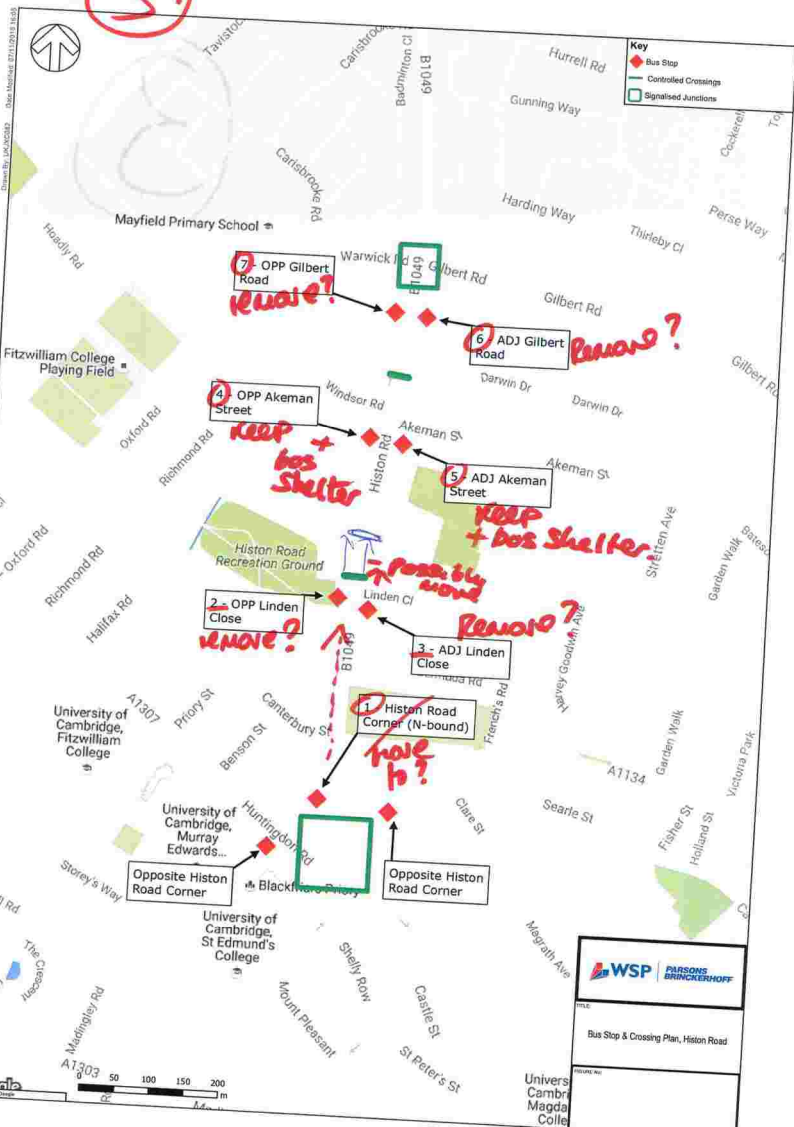
Drawn by: JAC/MSD/19 Date: 07/09/18 10:58

3.



Key

- Bus Stop
- Controlled Crossings
- Signalised Junctions



7 - OPP Gilbert Road
remove?

6 - ADJ Gilbert Road
remove?

4 - OPP Akeman Street
keep + bus shelter

5 - ADJ Akeman Street
keep + bus shelter

2 - OPP Linden Close
remove?

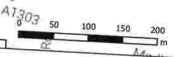
3 - ADJ Linden Close
remove?

1 - Histon Road Corner (N-bound)
have to?

WSP | **PARSONS BRINCKERHOFF**

TITLE
Bus Stop & Crossing Plan, Histon Road

PROJECT NO.



HISTON ROAD DESIGN WORKSHOP

Date:	7 November
Table Number:	4

TOP 3 DESIGN IDEAS

1:	Copenhagen crossing at entrance to Canterbury Jct - and at ALL junctions (or raised platform) if possible not at the junction - where the cycle lane
2:	keep tree planting + street furniture PLAIN + simple. Don't try to "push" it up i.e. not "planted" or "victoriana" - or even "contemporary", just true to the history of the street.
3:	we like the Dutch design for the Gilbert Road junction (Matthew Danish design) + would like to see that modelled. Also, interested in his design for Huntingdon/Hulton/Victoria Road junction

4. 20 mph speed limit

→ see over

TOP 3 DESIGN CONCERNS

1:	Better facilities for pedestrian crossings across from the Grapes to the shop, Midan eg. Toucan (for pedestrians + cycles)
2:	we Loss of resident parking - residents at top of Hulton Road - up to no 101 don't want to lose their parking. This is due to fear of increased noise + vibration from traffic + also the concern that parking for business, + elderly residents would be detrimental.
3:	No floating bus stops, pull-in bus stops (as current). Cycles can overtake.

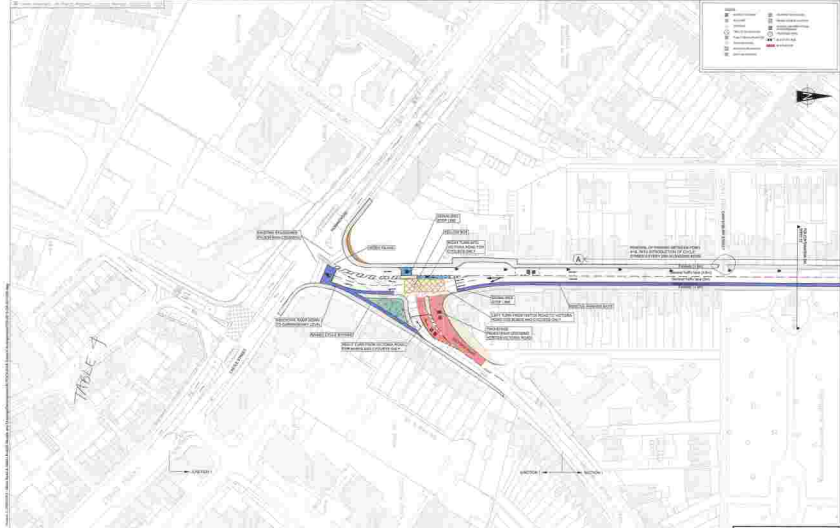
4. keep all bus stops as present

Please complete and retain this form for collection at the end of the workshop session.

5. Block paving

, or another surface treatment
we suggest block paving at various junctions - eg.
~~Windsor Road~~ Akeman St,

in order to detract from Hutan Rd being one long tarmac
line, + encourage slow driving



<p>Scale: 1:1000</p> <p>Revision: 1</p> <p>Date: 2024/11/01</p>	<p>WSP</p> <p>WSP CONSULTANTS</p>	<p>AMDP</p> <p>AMDP CONSULTANTS</p>	<p>Cartmel Grove Young Council</p>	<p>HISTON ROAD CORRIDOR IMPROVEMENT SCHEME</p>	<p>DO-MAXIMUM OPTION-OUTLINE DESIGN</p>	<p>DRAFT</p> <p>100/01/048-000 10/10/24-01-001 A</p>
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<p>Scale: 1:1000</p> <p>North Arrow</p>		<p>1. Design/Drawn: [Name]</p> <p>2. Checked: [Name]</p> <p>3. Approved: [Name]</p>		<p>WSP JURSON</p> <p>WSP JURSON</p>	<p>Cambridgeshire</p> <p>County Council</p>	<p>HISTON ROAD</p> <p>CORRIDOR</p> <p>IMPROVEMENT</p> <p>SCHEME</p>	<p>DO-MAXIMUM</p> <p>OPTION-OUTLINE</p> <p>DESIGN</p>	<p>DRAFT</p> <p>Project No: [Number]</p> <p>Revision No: [Number]</p> <p>Date: [Date]</p> <p>Author: [Name]</p> <p>Checker: [Name]</p> <p>Approver: [Name]</p>
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APPENDIX B-2

WORKSHOP 2B FEEDBACK

Table 1

Save the listed trees and the rows of trees and verges on Histon Road

Histon Road is the entry to the beautiful and classical centre of Cambridge and should be a warm and welcoming greeting to all visitors and residents.

The streetscape with trees articulates a sense of place and provides aesthetic interest, better air, better drainage, and lower flood risk. They have a considerable amenity value during the seasons.

Any tree along Histon road that has to be removed due to construction work must be replaced with mature trees to create a continuity of this heritage. New trees should be planted along cycle lanes and pedestrian footpaths to create a safe zone against motorized traffic.

Histon Road Area Residents' Association

HISTON ROAD DESIGN WORKSHOP

Date:	14th Nov 2016
Table Number:	1

TOP 3 DESIGN IDEAS

1:	Bus stop cuts into grassed area @ Borrowdale
2:	<p>Eliminate box shading of cycle route north bound:</p>
3:	<p>Side road over winter pedestrian traffic: Borrowdale Black-hill</p> <p>→ Rain Jucias furniture relocated across would stop cars ^{bus stop}</p>

4. Copenhagen style at all side road junctions

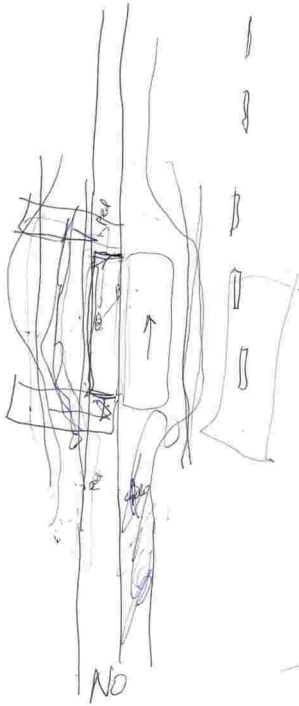
— See over →

TOP 3 DESIGN CONCERNS

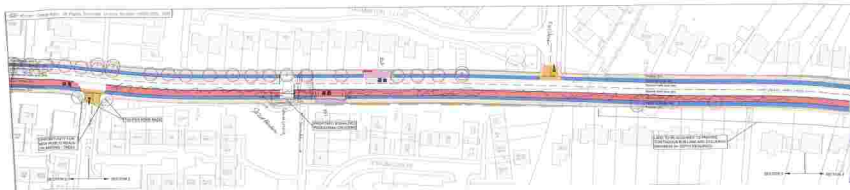
1:	<p>Clear segregated ¹⁸⁰⁰ cycle + ¹⁵⁰⁰ pedestrian no Bus Lane keep trees</p> <p>Dropped kerbs Priority for ^{cycle} ^{red} ^{cross} ^{road} ^{side} ^{roads} over cars</p>
2:	<p>Crossing at Borrowdale Toward cycles + pedestrian: Crossing repositioned to suit</p> <p>Cycles have to give way when bus pulls in as happens now</p>
3:	<p>From Carisbrooke Rd North ^{band} severe drainage issues w high water table road + pedestrian areas flooded.</p>

Buses easier for handicapped to board if step is lowered

Please complete and retain this form for collection at the end of the workshop session.



5. We endorse Matthew Danish's ideas for the Kings Hedges junction, showing segregated ~~for~~ cycle + pedestrian lanes. (see attached)



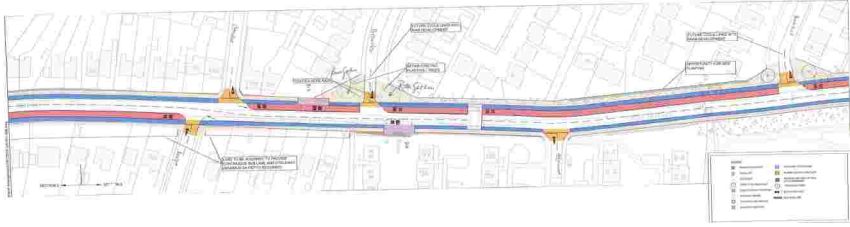


Table 1

Design Ideas

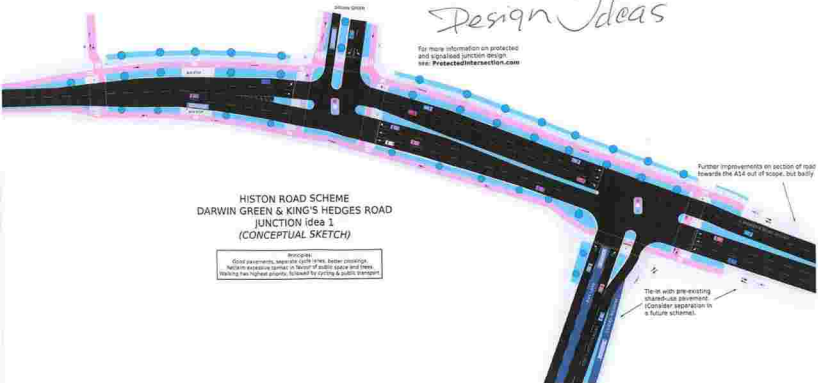
For more information on protected and signalised junction design see: ProtectedIntersections.com

HISTON ROAD SCHEME DARWIN GREEN & KING'S HEDGES ROAD JUNCTION Idea 1 (CONCEPTUAL SKETCH)

Notes:
- Grid pavement, see also cycle lanes, better crossings.
- Reduce excessive corner in favour of public space and trees.
- Having the highest priority, reserved for cycling & public transport.

Further improvements on section of road towards the ASA out of scope, but badly

Tie in with pre-existing shared-use pavement.
Consider separation in a future scheme.





For more information on protected and signalised junction design, see: ProtectedIntersection.com

**HISTON ROAD SCHEME
DARWIN GREEN & KING'S HEDGES ROAD
JUNCTION Idea 1
(CONCEPTUAL SKETCH)**

Principles
 - Clear pavement markings for cycle lanes, better coverage
 - Regular excessive markings in favour of subtle signs and lines
 - Marking the highest priority, reserved for cycling & public transport

Further improvements on section of road towards the A14 out of scope, but worthy

Tie-in with pre-existing shared-use pavement. Consider separation in a future scheme.

**HISTON ROAD SCHEME
DARWIN GREEN & KING'S HEDGES ROAD
JUNCTION Idea 3
(CONCEPTUAL SKETCH)**

Benefits:
Good pavements, separate cycle lanes, better crossings,
Bicycle and/or pedestrian crossing, no need for zebra, signal and street
lighting has highest priority, followed by cycling & public transport

Busway B connection from King's Hedges Road to Darwin Green
via new right-of-way meeting Cambridge Road at King's Hedges junction.

Buses given priority using existing bus lane, relocated to centre lane,
on King's Hedges Road, and a new bus-only roadway that connects to
Darwin Green from King's Hedges junction, avoiding the Cambridge
Road entry.

Entry and exit of bus-only roadway is controlled by traffic signals at
King's Hedges junction that detect arrival of buses and can provide
signal priority to the phase that allows buses to proceed.

For more information on protected
and signalised junction design,
see: ProtectedJunction.com

New bus-only right-of-way connecting to
Darwin Green through DGD land.

Detector flags traffic signal computer to give
signal priority to arriving buses, at next signal.
When bus is not present, signal defaults to g
walking and cycling across bus-only road.

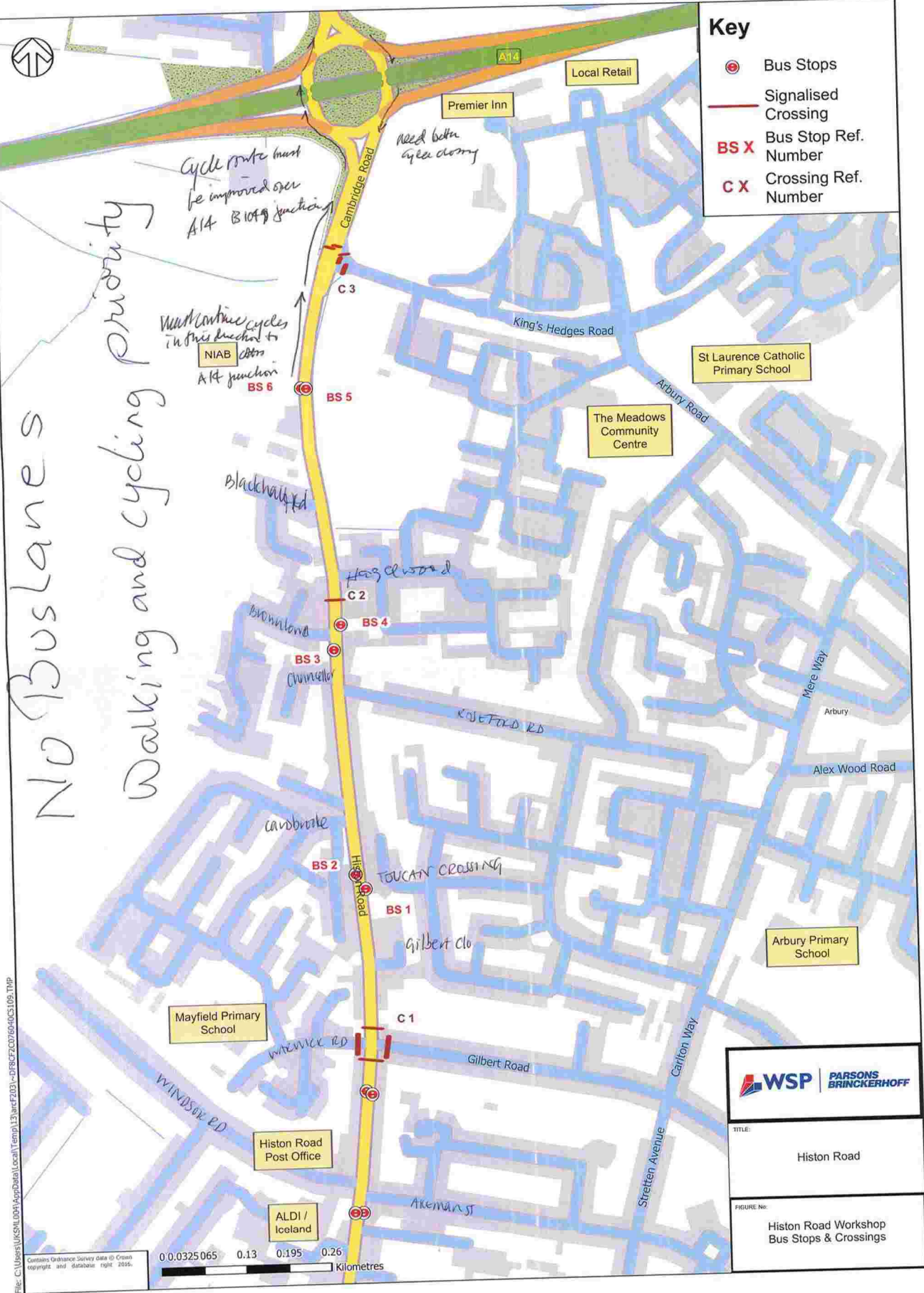
Further improvements in section of road
towards the A14 out of scope, but body

Tie-in with pre-existing
shared-use pavement.
(Consider separation in
a future scheme).



Table 1

Date Modified: 14/11/2016
Drawn By: UMSNLD04



WSP | PARSONS BRINCKERHOFF

TITLE: Histon Road

FIGURE NO: Histon Road Workshop Bus Stops & Crossings

File: C:\Users\UMSNLD04\AppData\Local\Temp\13\wcr201-05\FBCF2C076040C3105.TMP
Contains Ordnance Survey data © Crown copyright and database right 2016.

Residents of

Windsor Rd
Hawthorn Camphurst Rd
~~Hawthorn~~ Holywood close

HISTON ROAD DESIGN WORKSHOP

Date:	14 Nov 2016
Table Number:	2

TOP 3 DESIGN IDEAS

- 1: Round crossings on some side roads, depending on volume of traffic in each situation, as noted on the map. Traffic counts needed to confirm usage at different times of day. Set back raised crossings so as not to clash with angles lanes etc. Have round crossings built with pavement. Consider disabled pavement etc.
- 2: Reduce no of bus stops (consistent with requirement for max. distance between houses to nearest bus stop. Some support for guided bus to stop once on Histon Rd outside peak hrs. More bus shelters. More traffic needed in relation to cycle/pedestrian
- 3: No room for floating bus stops. Take advantage of bus lay-bys already there to help cyclists pass. concrete
- 3: Crossings - extra between c. and c. 2 near Town for Holyfield children.

TOP 3 DESIGN CONCERNS

- 1: We don't have knowledge of usage of side roads to make detailed proposals about roads for round crossings.
- 2: Concern that not all houses in the area are close enough to a bus stop; need to establish whether bus is a problem.
- 3: Don't cut down any existing trees. Loss of privacy to is not acceptable. Keep all existing green spaces. Woods of Gullhill Ln. More shrubs. Caris Brook Junction
- 4: Don't have 2 big junctions (King Hedges & Dawson Green spine road) so close to each other.

Please complete and retain this form for collection at the end of the workshop session. 5: Drainage problem - we don't know any.

Note from last week - Please put an island at the junction of Histon Rd & the road leading to Aldi/Island. It is an accident waiting to happen for pedestrians. See over the page.

Trampy A B

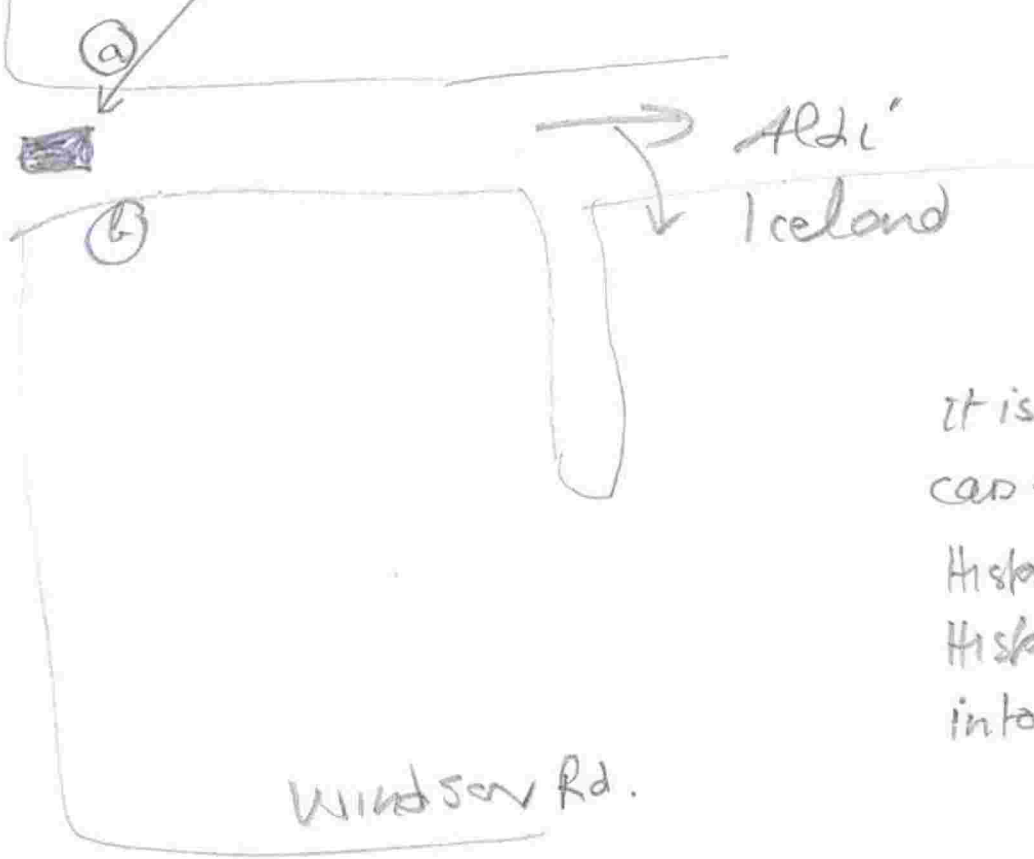
P.5

practical. King Hedges Junction. Move roundings. Caris Brook. Branches at woods. Set back in the landscape.

From last week.

Island has please for pedestrian safety so one only has to watch the cars & cyclists on half the road at a time.

Histon Rd.



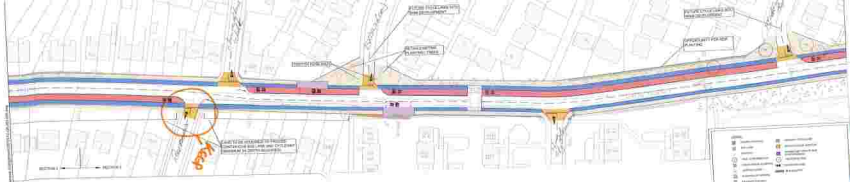
When at points (a) & (b) it is not possible to see car approaching along Histon Road from Cambridge to Histon, many of which turn into Albi parking.

Albi man St

Winton Rd.

TABLE 2







Rev	Description	Date
1	Issue for comment	15/08/2024
2	Issue for approval	15/08/2024

- Legend**
- 1. DO-MAXIMUM OPTION
 - 2. DO-MAXIMUM OPTION WITH 10% WIDENING
 - 3. DO-MAXIMUM OPTION WITH 15% WIDENING
 - 4. HISTON ROAD BRIDGE
 - 5. HISTON ROAD UNDERPASS
 - 6. HISTON ROAD OVERPASS

WSP | **ARCADIS** | **BRUNNEN**

WSP | ARCADIS | BRUNNEN

Cambridge County Council

Cambridge County Council

HISTON ROAD CORRIDOR IMPROVEMENT SCHEME

DO-MAXIMUM OPTION OUTLINE DESIGN

DRAFT

Author	Checked	Date
Author	Checked	Date
Author	Checked	Date

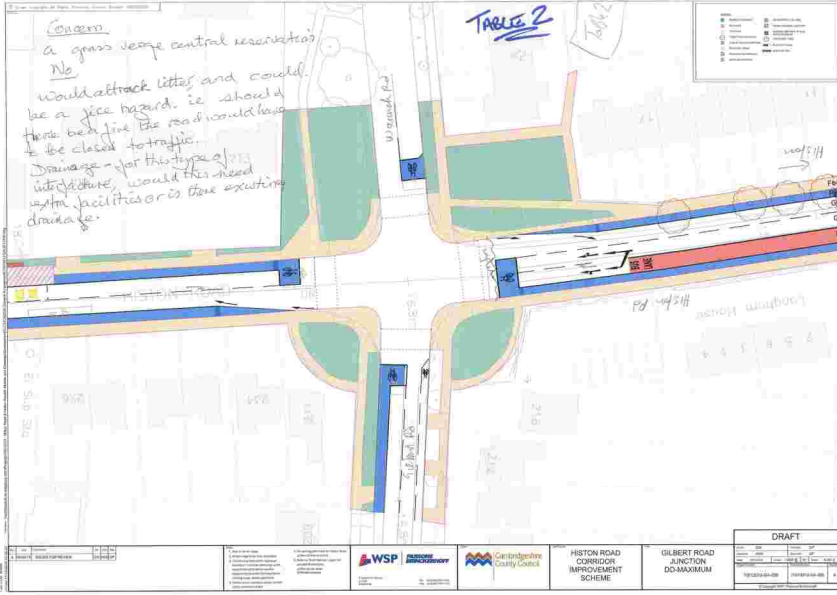


TABLE 2

Date Modified: 14/11/2016
Drawn By: LMS/ML004



Key

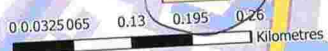
- Bus Stops
- Signalled Crossing
- BS X** Bus Stop Ref. Number
- C X** Crossing Ref. Number



WSP | **PARSONS BRINCKERHOFF**

TITLE:
Histon Road

FIGURE NO:
Histon Road Workshop Bus Stops & Crossings



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File: C:\Users\LMS\Local AppData\Local\Temp\131arcF2031-C398CF2076040C5109.TMP

HISTON ROAD DESIGN WORKSHOP

Date:	14 Nov 2016
Table Number:	3

TOP 3 DESIGN IDEAS

1:	<p><u>No Bus Lanes</u> - if possible at the widest point a "jump queue" priority for Buses.</p> <p><u>Crossings</u> - Rapid Response and/or Zebras; Wides Crossing at Hazelwood Addition Crossing between Roseford and Christbrook Rd.</p>
2:	<p><u>Cycling</u> - Remove advanced stops, level cycle paths, Introduce cycle lanes behind estates so Histon Road doesn't need to be used by local cycles</p> <p><u>Junctions</u> - smooth curves, not 90° with local level</p>
3:	<p>crossing for pedestrians + cycles - use textured surface to indicate road way.</p> <p><u>Landscaping</u> - Keep existing trees and no new landscaping necessary</p> <p><u>Street Furniture</u> - New lights have been installed, keep.</p>

TOP 3 DESIGN CONCERNS

1:	Remove dual direction cycle path near Darwin Green end "wrong direction" cycles have to cross to much traffic to reach other cycle path
2:	Bus stops should not be floating so or in any way designed so that cycles ride between footpath and buses. Bus stops should be "bus bays" Proper timing of lights at West end of Histon Road as well as at Huntington Road.
3:	Need feedback from Hills Road + Huntington Road If roadway is too narrow emergency vehicles have trouble getting through

Please complete and retain this form for collection at the end of the workshop session.







1. All work to be done in accordance with the latest edition of the following standards: a) BS 5606:1985 b) BS 5400:1985 c) BS 5400:1985 d) BS 5400:1985 e) BS 5400:1985	
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2. All work to be done in accordance with the latest edition of the following standards: a) BS 5606:1985 b) BS 5400:1985 c) BS 5400:1985 d) BS 5400:1985 e) BS 5400:1985

HISTON ROAD CORRIDOR IMPROVEMENT SCHEME
 DO-MINIMUM OPTION-OUTLINE DESIGN

PROJECT SHEET: 001000-0000-A DRAWING NO: 001000-0000-A

HISTON ROAD DESIGN WORKSHOP

Date:	14/11/16
Table Number:	4

TOP 3 DESIGN IDEAS

1:	No Bus Lane on Histon Road - it's not needed nor worthwhile Use smart ticketing, integrated across carriers, multiple doors on buses Improved cycle lanes that protect people, eg. greenways & preferably nice to give separation. AS MUCH GREEN AS POSSIBLE
2:	Phase traffic lights properly
3:	Roundabout at King's Hedges junction, suggest relocation of Darwin Green entrance to the opposite King's Hedges Road. <u>Light Rail</u>

TOP 3 DESIGN CONCERNS

1:	→ No Bus lanes
2:	No Bus Lane Tighter radii at junctions difficult to negotiate for motorists AND cyclists
3:	NO Traffic lights ^{Bus} rather than roundabouts.

Please complete and retain this form for collection at the end of the workshop session.



Legend	Symbol	Description
Proposed	Blue line	Proposed
Existing	Red line	Existing
Proposed	Green line	Proposed
Existing	Yellow line	Existing
Proposed	Purple line	Proposed
Existing	Orange line	Existing
Proposed	Light blue line	Proposed
Existing	Light red line	Existing
Proposed	Light green line	Proposed
Existing	Light yellow line	Existing
Proposed	Light purple line	Proposed
Existing	Light orange line	Existing





HISTON ROAD DESIGN WORKSHOP

Date:	07/11/2016.
Table Number:	1

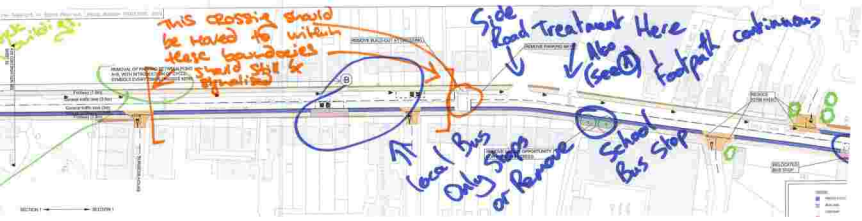
TOP 3 DESIGN IDEAS

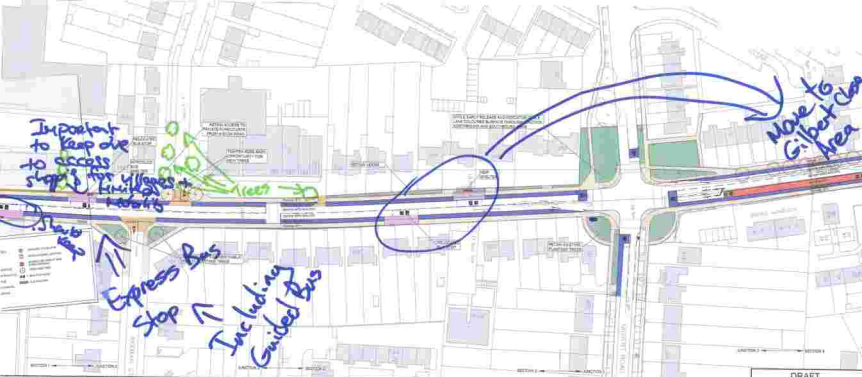
1:	Dutch Roundabout Gilbert Road jnc.
2:	Side Road Treatment @ Markets & Canterbury Street
3:	Move Crossing towards Bermuda terrace, local Bus Stops & Express Bus 20mph Gilbert Keep bus stop outside Grapes.

TOP 3 DESIGN CONCERNS

1:	Speed of traffic Gilbert to Vic. 20mph?
2:	Parking for Residents → Elderly, disabled, businesses, essential structural work
3:	Jnc. at Vic. Road esp. Ped. Crossing

Please complete and retain this form for collection at the end of the workshop session.





Scale: 1:1000
 Date: 15/03/2024
 Project: HISTON ROAD CORRIDOR IMPROVEMENT SCHEME

- 1. Proposed bus stop
- 2. Proposed bus shelter
- 3. Proposed bus stop
- 4. Proposed bus stop
- 5. Proposed bus stop
- 6. Proposed bus stop
- 7. Proposed bus stop
- 8. Proposed bus stop
- 9. Proposed bus stop
- 10. Proposed bus stop



HISTON ROAD CORRIDOR IMPROVEMENT SCHEME

DO-MAXIMUM OPTION-OUTLINE DESIGN

DRAFT	
NO.	DATE
1	15/03/2024
2	15/03/2024
3	15/03/2024
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98	15/03/2024
99	15/03/2024
100	15/03/2024

TABLE 1

In terms of drainage, these should be covered during pavement

20 mph speed limit would assist cyclists & pedestrians.

MP point re: Parks
Removal of residents parking is not an option
No room for floating bus stops
Residents need parking provision
Elderly residents, disabled residents or those who are unable to walk to these bus stops
Please do this

Victoria Road
No room for cycle lanes in this section
Pavement is too narrow!

The best way to improve the road is to have a 20 mph zone with a 20 mph limit and a 20 mph limit. This will help businesses and residents who are using the road. It will also help cyclists and pedestrians. It will also help the environment. It will also help the economy. It will also help the community. It will also help the world.



1. Site location 2. Site boundaries 3. Site area 4. Site description	1. Site location 2. Site boundaries 3. Site area 4. Site description	 WSP WSP	 NATIONAL HIGHWAYS NATIONAL HIGHWAYS	 Central Bedfordshire County Council	HISTORIC ROAD CORRIDOR IMPROVEMENT SCHEME	DO MAXIMUM OPTION OUTLINE DESIGN	DRAFT	
							1. Date 2. Version 3. Author 4. Reviewer	1. Date 2. Version 3. Author 4. Reviewer



<https://vimeo.com/190538776>

TABLE 1

1.1	1.2	1.3	1.4	1.5
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2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9	2.10	2.11	2.12	2.13	2.14	2.15	2.16	2.17	2.18	2.19	2.20	2.21	2.22	2.23	2.24	2.25	2.26	2.27	2.28	2.29	2.30	2.31	2.32	2.33	2.34	2.35	2.36	2.37	2.38	2.39	2.40	2.41	2.42	2.43	2.44	2.45	2.46	2.47	2.48	2.49	2.50	2.51	2.52	2.53	2.54	2.55	2.56	2.57	2.58	2.59	2.60	2.61	2.62	2.63	2.64	2.65	2.66	2.67	2.68	2.69	2.70	2.71	2.72	2.73	2.74	2.75	2.76	2.77	2.78	2.79	2.80	2.81	2.82	2.83	2.84	2.85	2.86	2.87	2.88	2.89	2.90	2.91	2.92	2.93	2.94	2.95	2.96	2.97	2.98	2.99	3.00
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WSP **WSP**

Central/Gilbert County Council

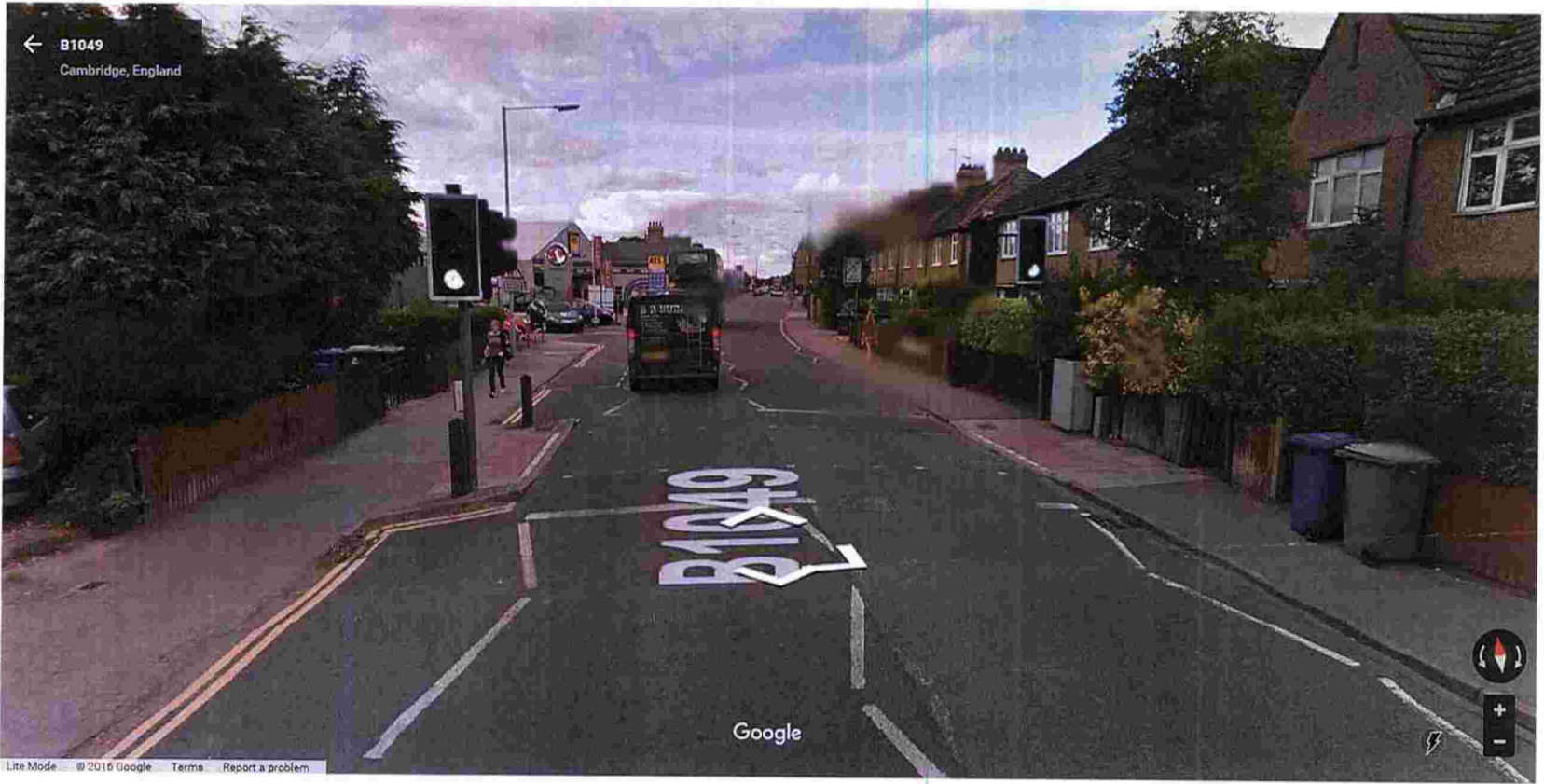
HISTON ROAD CORRIDOR IMPROVEMENT SCHEME

GILBERT ROAD JUNCTION DO-MAXIMUM

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TABLE 7

Controlled Crossing (North of Linden Cl) – Looking North



Bus Stop 2 (left) and 3 (right) – Looking North



Shelter



Bus

People in group: Smartwax Cambridge Transport
 Windsor Rd
 Watford Rd / Mayhead Primary
 Brownlow Rd
 Fossil Water
 Benson St.

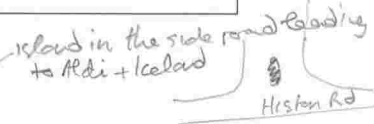
HISTON ROAD DESIGN WORKSHOP

Date:	7 Nov 2016
Table Number:	2

ALDI

TOP 3 DESIGN IDEAS

1:	Priority to cyclists & pedestrians access / ^{all} side road junctions Particular problem at side road to Aldi - <u>centre island</u> a possibility & also carry on pavement across junction.
2:	Except Windsor Rd junction - pedestrian raised area further away from Histon Rd, which is where they tend to cross road to avoid cars trying to exit to enter Windsor Rd.
3:	New pedestrian crossing (+cyclists) across Histon Rd opposite Histon Rd cemetery. Reduce no. of bus stops from 2 ^{4 pairs to 2 pairs} in section up to Sulfur Rd. see purple squares on sheet "X" Table 2



TOP 3 DESIGN CONCERNS

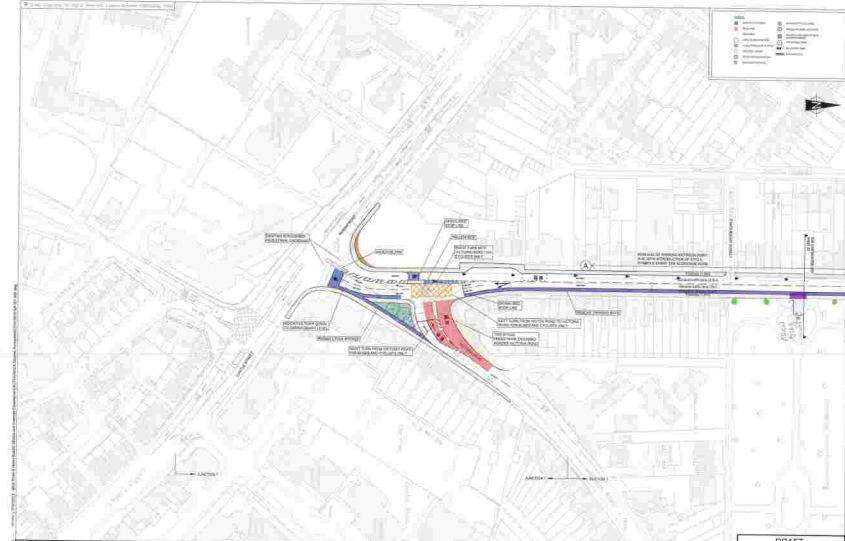
(4) Planting at the main St, end of Warunch Rd
 & edge of cemetery if Friends agree.

1:	Design of Histon / Victoria / Huntlyden Rd junction & no R. turn Histon → Victoria and Huntlyden → Victoria is <u>flawed</u> and fundamental to the whole scheme. This junction needs a different approach.
2:	Removal of parking for 1-100 Histon Rd creates problems for disabled, elderly and builders etc.
3:	St hugh's School no pay. by opposite ATS for school buses. so retain use.

4.

Please complete and retain this form for collection at the end of the workshop session.

Next time - omit feedback session at
 end of evening to allow more time for
 discussion in groups which was too short.



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5.0	5.0	5.0	5.0
6.0	6.0	6.0	6.0

HISTON ROAD CORRIDOR IMPROVEMENT SCHEME

DO-MAXIMUM OPTION-OUTLINE DESIGN

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4.0	4.0	4.0	4.0



HISTON ROAD CORRIDOR IMPROVEMENT SCHEME

DO-MAXIMUM OPTION-OUTLINE DESIGN

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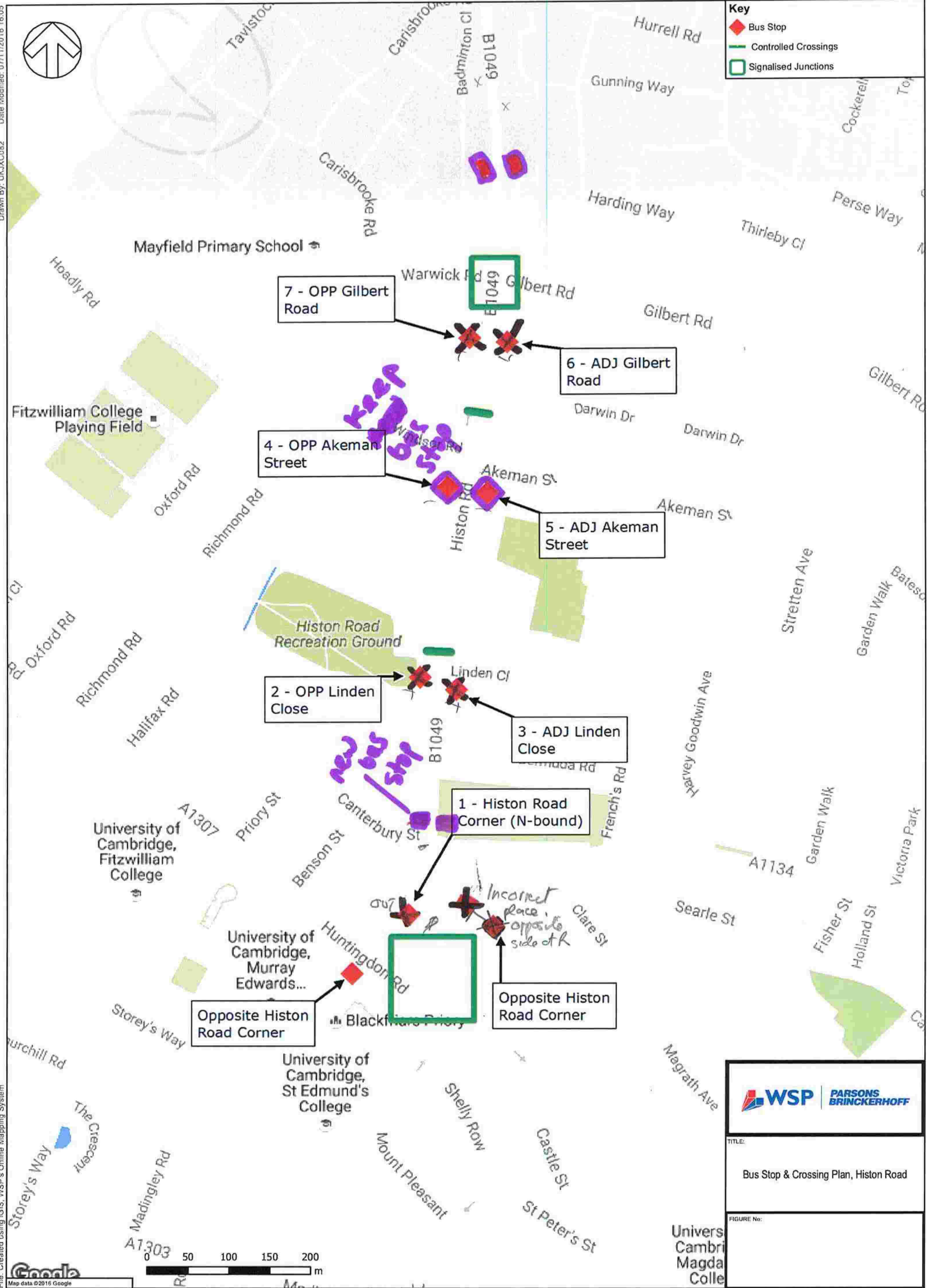
Table 2

Sheet 'X'

Drawn By: UKJXC082 Date Modified: 07/11/2016 16:05

Key

- Bus Stop
- Controlled Crossings
- Signalised Junctions



WSP | **PARSONS BRINCKERHOFF**

TITLE:
Bus Stop & Crossing Plan, Histon Road

FIGURE No:

File: Created using iGIS, WSP's Online Mapping System

Sheet 'X' Table 2

HISTON/VICTORIA HUNTINGDON/CASTLE JUNCTION idea 1 (CONCEPTUAL SKETCH)



Principles:
Good pavements, separate cycle lanes, better crossing.
Reclaim excessive tarmac in favour of public space and trees.
Walking has highest priority, followed by cycling & public transport.
Stay within highway boundary.

Integrate with Huntingdon Road Phase II project

Redesign of Mt Pleasant not included;
could advise people cycling to use
alternate route via Castle Row.

Larger curve radii
wider cartage ways
to help turning buses

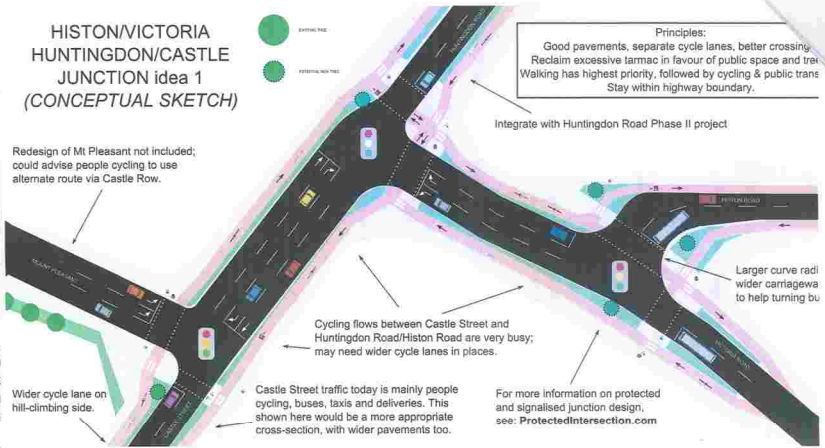
Cycling flows between Castle Street and
Huntingdon Road/Histon Road are very busy;
may need wider cycle lanes in places.

Castle Street traffic today is mainly people
cycling, buses, taxis and deliveries. This
shown here would be a more appropriate
cross-section, with wider pavements too.

For more information on protected
and signalised junction design,
see: ProtectedIntersection.com

Wider cycle lane on
hill-climbing side.

P
K
S



HISTON ROAD DESIGN WORKSHOP

Date:	
Table Number:	3

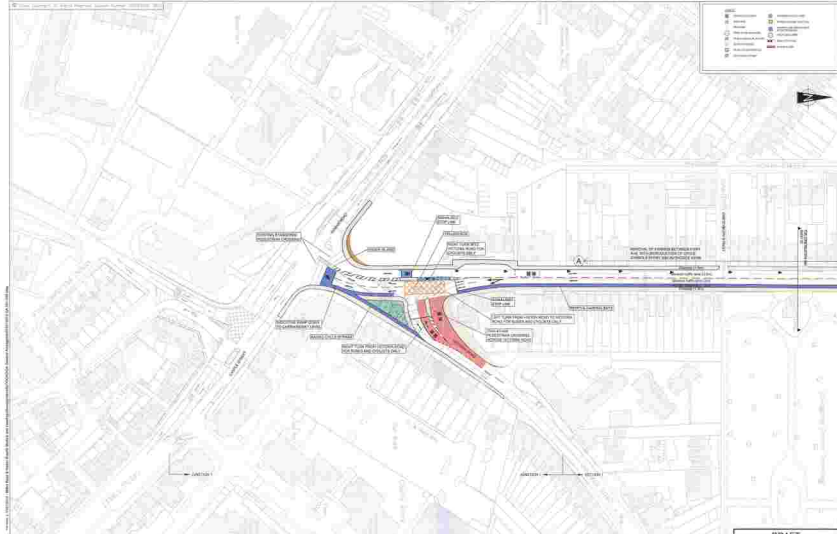
TOP 3 DESIGN IDEAS

1:	N660 PEDESTRIAN XING NEAR ACROSS HISTON ROAD NEAR VICTORIA Rd JUNCTION
2	JUNCTIONS WITH CYCLE ROUTES ACROSS JUNCTIONS (MATT. DANISH'S DESIGNS) PROTECTS INTERSECTION
3	2: a) GREENWAYS/TRIGGS WHERE POSSIBLE ESPECIALLY TOWARD GILBERT ROAD b) BE IMAGINATIVE WHERE SPACE IS CONSTRAINED TOWARD VICTORIA ROAD. KENNY M. TO BE
4	3: a) QUESTION N660 FOR BUS STOP OUTSIDE "GRAPES" POSSIBLY MOVE TO VICTORIA ROAD OR FURTHER DOWN HISTON ROAD BETWEEN STOPS 1 & 2. b) REVIEW NUMBER & LOCATION OF BUS STOPS 2, 3, 6, 7 c) QUESTION WHETHER BUS STOP NEEDED OUTSIDE PIZZERIA 2, 3 AS WELL AS ALDI

TOP 3 DESIGN CONCERNS

5	1:	REVIEW LOCATION OF PEDESTRIAN XINGS GSP NEAR ALDI'S
6	2:	HAPPY WITH PROPOSED RAISED JUNCTIONS ALA COPENHAGEN WITH CONSIDERATION FOR DISABILITIES / BLIND / VIS. IMPAIRED
7	3:	INSUFFICIENT WIDTH WIDTH FOR EXPRESS BUS TO OVERTAKE SLOW STOPPED BUS

Please complete and retain this form for collection at the end of the workshop session.



Scale: 1:1000	Scale: 1:1000
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1. Proposed Cycleway	2. Proposed Green Space
3. Proposed Footway	4. Proposed Pavement
5. Proposed Road	6. Proposed Road
7. Proposed Road	8. Proposed Road

WSP | **ARCADIS** | **BRUNNEN**

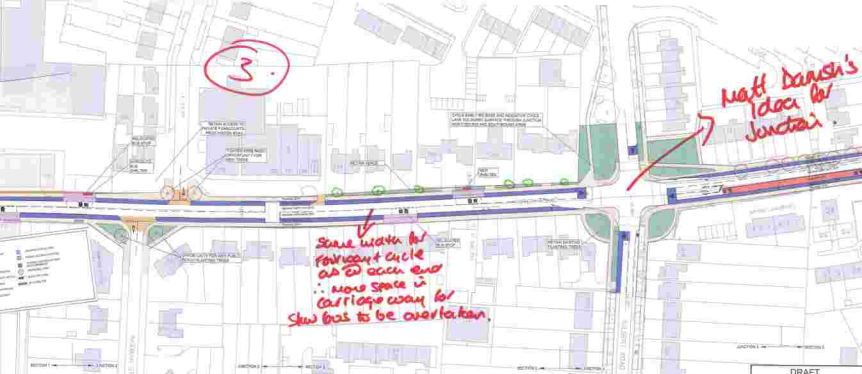
WSP | ARCADIS | BRUNNEN

Cambridgeshire County Council

HISTON ROAD CORRIDOR IMPROVEMENT SCHEME

DO-MAXIMUM OPTION-OUTLINE DESIGN

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NO	DATE	BY	APP
01	10/10/2023	J. JONES	J. JONES
02	10/10/2023	J. JONES	J. JONES
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WSP
 Mott MacDonald
 Cambridgeshire County Council

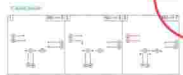
HISTON ROAD CORRIDOR IMPROVEMENT SCHEME

DO-MAXIMUM OPTION-OUTLINE DESIGN

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Project No:	1001010-04-002
Revision No:	1001010-04-002
Revision:	
Author:	
Check:	
Drawn:	
Scale:	
Date:	

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Author	...

1. Preparation	...
2. Approval	...
3. Implementation	...
4. Review	...

WSP **PARSON BRINCKERHOFF**

Cambridge City Council

HITON ROAD CORRIDOR IMPROVEMENT SCHEME

VICTORIA ROAD JUNCTION EQUILIBRIUM

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Issue	...
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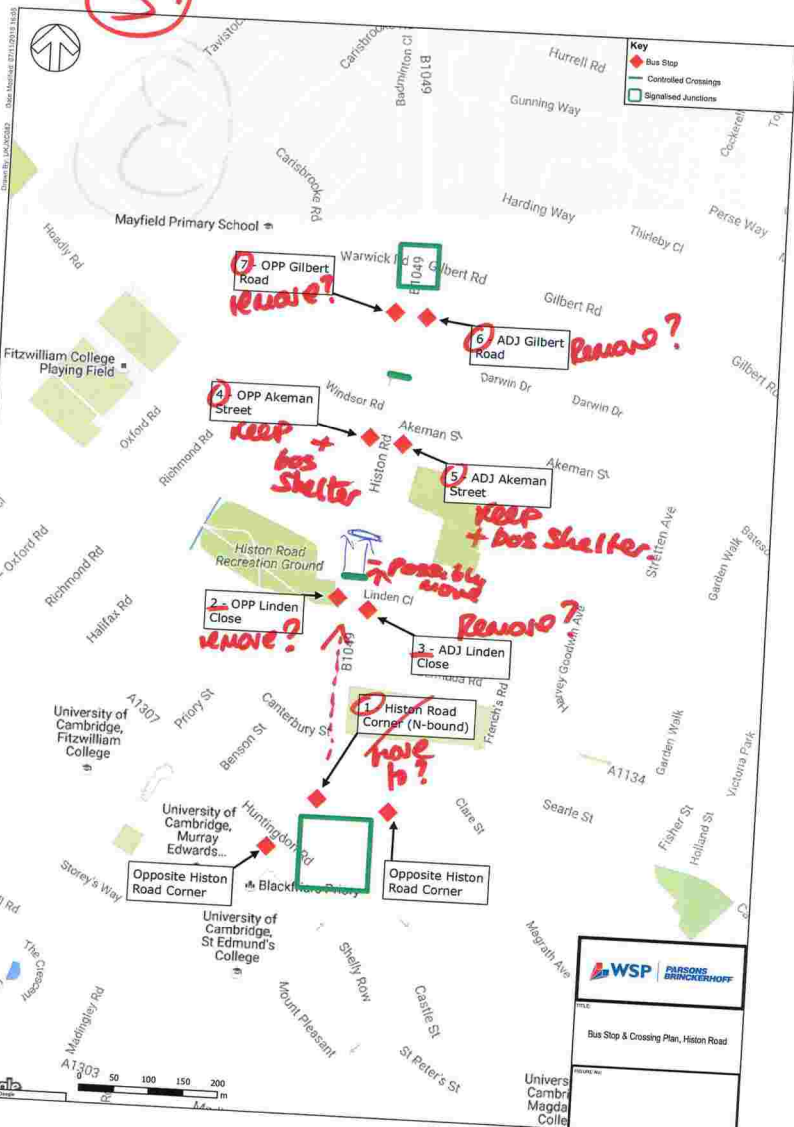
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3.



Key

- Bus Stop
- Controlled Crossings
- Signalised Junctions



7 - OPP Gilbert Road
remove?

6 - ADJ Gilbert Road
remove?

4 - OPP Akeman Street
keep + bus shelter

5 - ADJ Akeman Street
keep + bus shelter

2 - OPP Linden Close
remove?

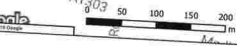
3 - ADJ Linden Close
remove?

1 - Histon Road Corner (N-bound)
have to?

WSP | **PARSONS BRINCKERHOFF**

TITLE
Bus Stop & Crossing Plan, Histon Road

PROJECT NO.



HISTON ROAD DESIGN WORKSHOP

Date:	7 November
Table Number:	4

TOP 3 DESIGN IDEAS

1:	Copenhagen crossing at entrance to Canterbury Jct - and at ALL junctions (or raised platform) if possible not at the junction - where the cycle lane
2:	keep tree planting + street furniture PLAIN + simple. Don't try to "push" it up i.e. not "planted" or "victoriana" - or even "contemporary", just true to the history of the street.
3:	we like the Dutch design for the Gilbert Road junction (Matthew Danish design) + would like to see that modelled. Also, interested in his design for Huntingdon/Hulton/Victoria Road junction

4. 20 mph speed limit

→ see over

TOP 3 DESIGN CONCERNS

1:	Better facilities for pedestrian crossings across from the Grapes to the shop, Midan eg. Toucan (for pedestrians + cycles)
2:	we Loss of resident parking - residents at top of Hulton Road - up to no 101 don't want to lose their parking. This is due to fear of increased noise + vibration from traffic + also the concern that parking for business, + elderly residents would be detrimental.
3:	No floating bus stops, pull-in bus stops (as current). Cycles can overtake.

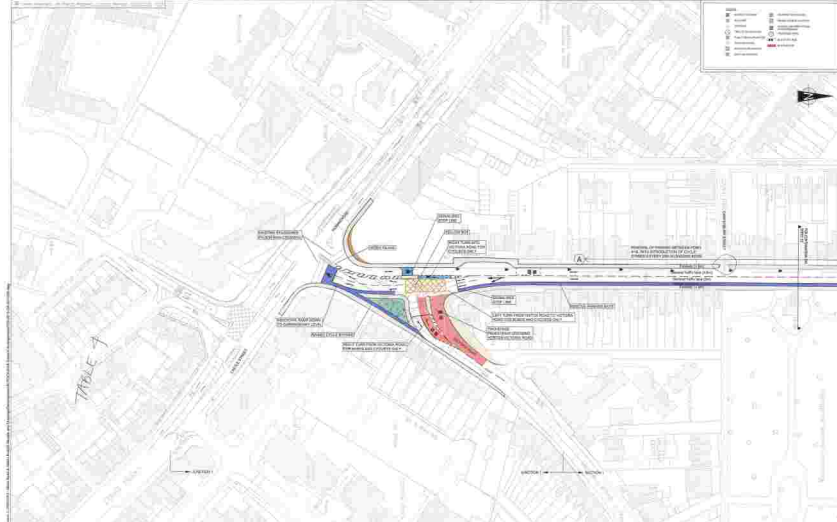
4. keep all bus stops as present

Please complete and retain this form for collection at the end of the workshop session.

5. Block paving

, or another surface treatment
we suggest block paving at various junctions - eg.
~~Windsor Road~~ Akeman St,

in order to detract from Hutan Rd being one long tarmac
line, + encourage slow driving



Legend	
Blue line	Proposed Cycle Lane
Green line	Proposed Pedestrian Crossing
Red line	Proposed Bus Lane
Yellow line	Proposed Road Markings
Black line	Existing Road
Grey area	Existing Buildings
Grey area	Existing Green Space
Grey area	Existing Water
Grey area	Existing Fences
Grey area	Existing Walls
Grey area	Existing Trees
Grey area	Existing Power Lines
Grey area	Existing Drainage
Grey area	Existing Footpaths
Grey area	Existing Cycle Paths
Grey area	Existing Bus Stops
Grey area	Existing Street Furniture
Grey area	Existing Street Lighting
Grey area	Existing Street Names
Grey area	Existing Street Numbers
Grey area	Existing Street Signs
Grey area	Existing Street Lamps
Grey area	Existing Street Closures
Grey area	Existing Street Works
Grey area	Existing Street Repairs
Grey area	Existing Street Maintenance
Grey area	Existing Street Cleaning
Grey area	Existing Street Security
Grey area	Existing Street Safety
Grey area	Existing Street Accessibility
Grey area	Existing Street Inclusivity
Grey area	Existing Street Sustainability
Grey area	Existing Street Resilience
Grey area	Existing Street Adaptability
Grey area	Existing Street Flexibility
Grey area	Existing Street Innovation
Grey area	Existing Street Creativity
Grey area	Existing Street Diversity
Grey area	Existing Street Richness
Grey area	Existing Street Vibrancy
Grey area	Existing Street Energy
Grey area	Existing Street Positivity
Grey area	Existing Street Optimism
Grey area	Existing Street Hope
Grey area	Existing Street Faith
Grey area	Existing Street Love
Grey area	Existing Street Compassion
Grey area	Existing Street Kindness
Grey area	Existing Street Generosity
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Grey area	Existing Street Welcome
Grey area	Existing Street Inclusion
Grey area	Existing Street Belonging
Grey area	Existing Street Community
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Grey area	Existing Street Partnership
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Grey area	Existing Street Stability
Grey area	Existing Street Security
Grey area	Existing Street Safety
Grey area	Existing Street Health
Grey area	Existing Street Well-being
Grey area	Existing Street Happiness
Grey area	Existing Street Joy
Grey area	Existing Street Fun
Grey area	Existing Street Entertainment
Grey area	Existing Street Recreation
Grey area	Existing Street Leisure
Grey area	Existing Street Relaxation
Grey area	Existing Street Rest
Grey area	Existing Street Sleep
Grey area	Existing Street Dreams
Grey area	Existing Street Imagination
Grey area	Existing Street Creativity
Grey area	Existing Street Innovation
Grey area	Existing Street Progress
Grey area	Existing Street Growth
Grey area	Existing Street Development
Grey area	Existing Street Improvement
Grey area	Existing Street Enhancement
Grey area	Existing Street Upgrade
Grey area	Existing Street Refinement
Grey area	Existing Street Perfection
Grey area	Existing Street Excellence
Grey area	Existing Street Quality
Grey area	Existing Street Standard
Grey area	Existing Street Benchmark
Grey area	Existing Street Best Practice
Grey area	Existing Street Gold Standard
Grey area	Existing Street World-Class
Grey area	Existing Street Exceptional
Grey area	Existing Street Outstanding
Grey area	Existing Street Remarkable
Grey area	Existing Street Incredible
Grey area	Existing Street Unbelievable
Grey area	Existing Street Amazing
Grey area	Existing Street Astonishing
Grey area	Existing Street Breathtaking
Grey area	Existing Street Stunning
Grey area	Existing Street Spectacular
Grey area	Existing Street Magnificent
Grey area	Existing Street Gorgeous
Grey area	Existing Street Beautiful
Grey area	Existing Street Lovely
Grey area	Existing Street Nice
Grey area	Existing Street Good
Grey area	Existing Street Great
Grey area	Existing Street Excellent
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Rev	Description	Date
1	Issue for Approval	15/03/2024
2	Issue for Construction	15/03/2024

Legend	
Blue line	Proposed Cycle Lane
Green line	Proposed Pedestrian Crossing
Red line	Proposed Bus Lane
Yellow line	Proposed Road Markings
Black line	Existing Road
Grey area	Existing Buildings
Grey area	Existing Green Space
Grey area	Existing Water
Grey area	Existing Fences
Grey area	Existing Walls
Grey area	Existing Trees
Grey area	Existing Power Lines
Grey area	Existing Drainage
Grey area	Existing Footpaths
Grey area	Existing Cycle Paths
Grey area	Existing Bus Stops
Grey area	Existing Street Furniture
Grey area	Existing Street Lighting
Grey area	Existing Street Names
Grey area	Existing Street Numbers
Grey area	Existing Street Signs
Grey area	Existing Street Lamps
Grey area	Existing Street Closures
Grey area	Existing Street Works
Grey area	Existing Street Repairs
Grey area	Existing Street Maintenance
Grey area	Existing Street Security
Grey area	Existing Street Safety
Grey area	Existing Street Health
Grey area	Existing Street Well-being
Grey area	Existing Street Happiness
Grey area	Existing Street Joy
Grey area	Existing Street Fun
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HISTON ROAD CORRIDOR IMPROVEMENT SCHEME

DO-MAXIMUM OPTION-OUTLINE DESIGN

DRAFT	
Project Name	Histon Road Corridor Improvement Scheme
Project Number	100/21/048-00
Revision Number	10/2024/04-001
Revision Description	A
Revision Date	15/03/2024
Revision Author	WSP
Revision Checker	WSP
Revision Approver	WSP
Revision Status	DRAFT



<p>Scale: 1:1000</p> <p>North Arrow</p>	<p>Legend</p> <ul style="list-style-type: none"> Existing Cycle Way Proposed Cycle Way Existing Road Width Proposed Road Width Existing Kerb Proposed Kerb 	<p>WSP jacob jacob</p>	<p>Cambridgeshire County Council</p>	<p>HISTON ROAD CORRIDOR IMPROVEMENT SCHEME</p>	<p>DO-MAXIMUM OPTION-OUTLINE DESIGN</p>	<p>DRAFT</p> <table border="1"> <tr> <td>Project No.</td> <td>1234567</td> </tr> <tr> <td>Revision No.</td> <td>1</td> </tr> <tr> <td>Author</td> <td>JACOB</td> </tr> <tr> <td>Check</td> <td>JACOB</td> </tr> <tr> <td>Date</td> <td>10/10/2023</td> </tr> </table>	Project No.	1234567	Revision No.	1	Author	JACOB	Check	JACOB	Date	10/10/2023
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