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HISTON ROAD STAKEHOLDER WORKSHOP REPORT - (PART 2)

THE GREATER CAMBRIDGE CITY DEAL

JANUARY 2017

WSP | PARSONS BRINCKERHOFF

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THE GREATER CAMBRIDGE CITY DEAL

Cambridgeshire County Council

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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 (LLF). 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 comments on the previously consulted 'Do Maximum' designs for Histon Road.

1.1.2 The Key objectives of the Histon Road scheme are to:

- 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 This report (Part 2) covers feedback received at the last 2 workshops, known as Workshops 3, and 4. An earlier four additional workshops were also held (1A, 1B, 2A, 2B) which are covered in a separate report (Part 1). Workshop feedback across all the sessions was varied and should be read as a whole to obtain a balanced view. The design workshops aimed to gather local knowledge to be assessed and incorporated into revised designs going forward, where possible.

1.1.5 Within Workshop 3, groups were asked to assess and develop current and alternative design options at a number of key locations along Histon Road. For each key location, groups were asked to develop up to 3 alternative designs and then assess these against the 'Do Maximum' and 'Existing Situation' options, using a fixed criteria and scoring matrix. The locations of focus along Histon Road, within this Workshop were:

- Victoria Road Junction;
- North of Victoria Road Segment;
- Windsor Road Segment;
- Gilbert Road Junction; and
- North of Gilbert Close Segment.

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 locations.

1.1.7 Key themes and general consensus of feedback received at Workshop 3 is summarised below with further details provided in the remainder of this report. Most feedback groups suggested and preferred their alternative junction designs, which incorporated significant cycle provision and kept as much green verge as possible. Group designs also commonly incorporated segregation between car and ped/cycle users. It should be noted that the majority of alternative designs produced by workshop attendees do not account for or include bus lanes or significant bus priority.

VICTORIA ROAD JUNCTION

1.1.8 For this junction there was a general preference in the feedback for designs which incorporate extensive and segregated cycle and pedestrian provision, and for Victoria Road to ideally not have restricted access or only have restricted access at peak times. The Cambridge Cycling Campaign / Histon Road Area Residents Association / Benson Area Residents Association alternative design was presented by, and was well received by residents, with a primary focus on segregated improvements to pedestrian/cyclists. Within the alternative design significant space is allocated to non-motorised users and to green spaces at the junction, with limited spaced given to bus priority measures.

NORTH OF VICTORIA ROAD SEGMENT

1.1.9 Little to no feedback was received on this section of Histon Road.

WINDSOR ROAD SEGMENT

1.1.10 Little to no feedback was received on this section of Histon Road.

GILBERT ROAD JUNCTION

1.1.11 As with Victoria Road designs, extensive and segregated cycle and pedestrian provision were seen as preferable. Right turn lanes on Histon Road at this point were also widely deemed as advantageous. Bus priority measures were not seen as a high priority for Histon Road residents. Again a Cambridge Cycling Campaign / Histon Road Area Residents Association / Benson Area Residents Association alternative design was generally well received, with a primary focus on space allocation to achieve segregated pedestrian/cyclist movements.

NORTH OF GILBERT CLOSE SEGMENT

1.1.12 Little to no feedback was received on this section of Histon Road.

1.1.13 Groups in Workshop 4 were asked to discuss and identify three design ideas and design concerns in regards to traffic mitigation measures and parking impacts. Key themes and general consensus of feedback received at Workshop 4 is summarised below with further details provided in the remainder of this report:

PARKING

1.1.14 Parking was a key theme and issue within the workshops. In general residents did not want parking on Histon Road to be removed as it is believed that alternative parking is not readily available on local roads, and that removal of parking could negatively impact on local businesses, residents and other users such as carers who may be reliant on parking provision to access nearby residences. Additionally, current parking is viewed as a buffer between housing and the carriageway. A general review of parking policy in the area, and in all of Cambridge, was requested a number of people in attendance at the workshops, particularly in relation to a city-wide residents-only parking scheme.

RAT RUNNING

1.1.15 Rat running is believed to be an issue at present, predominantly between Huntingdon Road and Histon Road in the southern extent of the corridor, where narrow streets have resulting in cases of damage to properties and parked cars. The exact roads in question are highlighted within this report. Extensive traffic calming measures would in general be welcome in the minor roads within the vicinity of Histon Road.

ROAD CLOSURES & BANNED TURNS

1.1.16 No road closures were welcomed or deemed appropriate by workshop attendees. Banned turns were not preferred by attendees but a suggestion was made that if they were required, that they only occur at peak times.

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 Brinkerhoff 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 todays 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; and
- Ensure that the preferred option developed includes details of proposed landscape areas and tree planting.

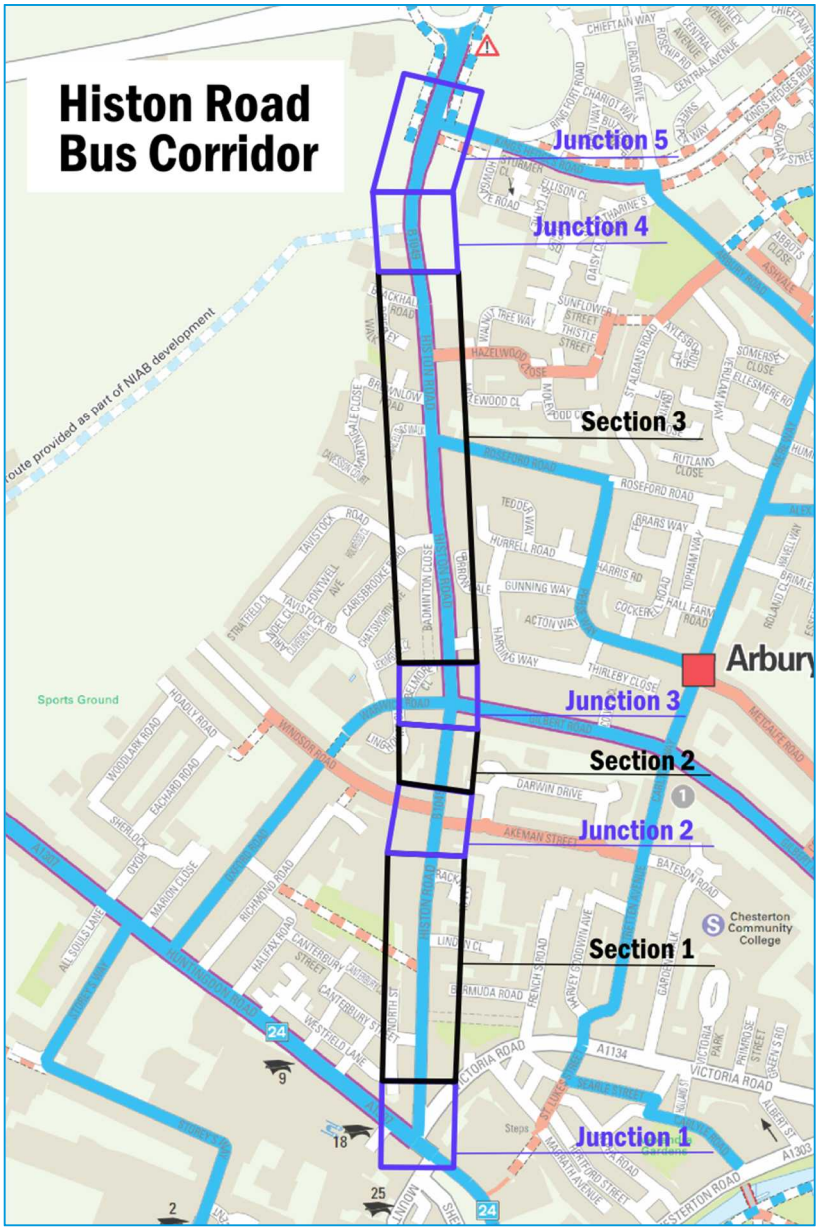
2.1.6 The Local Liaison Forum (LLF) have been asked to take the above design requirements on board when making their final resolution recommendations to the Board.

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 have been undertaken (the output of the last 2 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 resolutions 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 four themes. Of these themes, the first 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 Road / Histon Road / Huntingdon Road Junction to the Gilbert Road Junction (Junction 1 to 3 in Figure 2-1). The northern section covers from the Gilbert Road Junction to the Kings Hedges Junctions (Section 3 to Junction 5 in Figure 2-1). For workshop themes 3 and 4 the corridor was looked at as a whole.

2.2.3 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 presentation had taken place, two discussion sessions where held, within 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 3

2.2.5 Workshop 3 took place on 28th November 2016 at Shirley Community Nursery and Primary School between 6:30pm and 9:00pm. Invitees were split into 4 groups/tables during the discussion session.

2.2.6 The agenda of the workshop was as follows:

Table 2-1: Design Workshop 3 Agenda

	ITEM
1	Welcome and scene setting
2	Presentation on key scheme element relational and how they deliver scheme objectives including: Key Junctions including: → Victoria Road Junction; and → Gilbert Road / Warwick Road Key Cross Sections including: → North of Victoria Road; → Windsor Road; and → North of Gilbert Close.
3	Discussion sessions: → Pros and cons of key scheme elements → Possible alternative design ideas
4	Break
5	Discussion session: → Opportunities/ideas for other/alternative measures to deliver scheme objectives
6	Feedback session
7	Summing up the next steps

DESIGN WORKSHOP 4

2.2.7 Workshop 4 took place on 5th December 2016 at Shirley Community Nursery and Primary School between 6:30pm and 9:00pm. Invitees were split into 4 groups/tables during the discussion session.

2.2.8 The agenda of the workshop was as follows:

Table 2-2: Design Workshop 4 Agenda

	ITEM
1	Welcome and scene setting
2	Presentation on Parking and Mitigation Measure
3	Discussion session (traffic changes on side roads): → Issues of concern arising from potential changes in local traffic → Local knowledge of Rat Running → Local knowledge of current/future need for traffic mitigation measures, where and why → Ideas on the form of any mitigation measures
4	Break
5	Discussion session (parking in surrounding roads): → Issues of concern arising from potential displacement of parking → The need for mitigation measures and where → Ideas on the form of any mitigation measures
6	Feedback session
7	Summing up the next steps

STAKEHOLDERS

2.2.9 The stakeholders invited to the above workshops were:

- Councillors (Cross, Davies, Hipkin, Holland, Holt, Jenkins, Mason, O'Reilly, Perry, Sales, Stonham, Todd-Jones);
- Benson 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 feedback sheets. In Workshop 3, this took the additional form of developing alternative designs at key locations and scoring them relative to the existing situation and the proposed layout in the previously published 'Do Maximum' plans. In Workshop 4 this took the form of 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 Additional sketches and annotations on plans were also collected in the feedback and will be included in an appendix of the full report.

3.1.3 The results from each of these feedback mechanisms is summarised below.

3.2 JUNCTION AND ROAD SEGMENT ASSESSMENTS (WORKSHOP 3)

3.2.1 Within Workshop 3, groups were asked to assess and develop up to three alternative design options at a number of key locations along Histon Road. Groups were then asked to assess their designs against the 'Do Maximum' and 'Existing Situation' options, using a fixed criteria and scoring matrix. The locations of focus along Histon Road, within this Workshop were:

- Victoria Road Junction;
- North of Victoria Road Segment;
- Windsor Road Segment;
- Gilbert Road Junction; and
- North of Gilbert Close Segment.

3.2.2 Specifically groups were asked to assess the designs against the following criteria:

- **Journey Time/Reliability,** relative to:
  - Motor Vehicles;
  - Buses;
  - Cyclists;
  - Pedestrians; and
  - Ability to manage network.
- **Road Safety,** relative to:
  - Motor Vehicles;
  - Cyclists;
  - Pedestrians; and
- **Public Realm/Trees.**

3.2.3 Scoring on each of these factors ranged from 1 – 10. 1 being 'very poor' and 10 being 'very good'.

3.2.4 These scores were then summed together and given as an overall score out of 90. It was also possible to assign a different weighting to each factor should the attendees wish to do so.

3.2.5 *Please note that not all tables provided assessments at all locations. All feedback received is presented in this report.*

CAM CYCLE / HRARA / BENRA - ALTERNATIVE DESIGN PROPOSAL

3.2.6 Alternative concepts, developed by resident groups, were distributed amongst the attendees at both workshops, having been prepared prior to the workshops. These designs were produced by the Histon Road Area Residents' Association and Benson Area Residents Association with Cambridge Cycling Campaign input. These concepts, labelled as 'Do Everything', are shown below and cover the Victoria / Histon / Huntingdon Road Junction, Gilbert Road Junction and Kings Hedges Junction.

3.2.7 Many groups referenced these designs during the Workshop 3 assessment and scoring session.

3.2.8 It should be noted that these designs do not include bus lanes on the run up to Victoria Road or Gilbert Road junction. The designs have a primary focus on pedestrian and cycling segregation, with less of a focus on achieving bus priority along the corridor.

Figure 3-1: Victoria / Histon / Huntingdon Road Junction Alternative Design – CamCycle/HRARA/BenRA

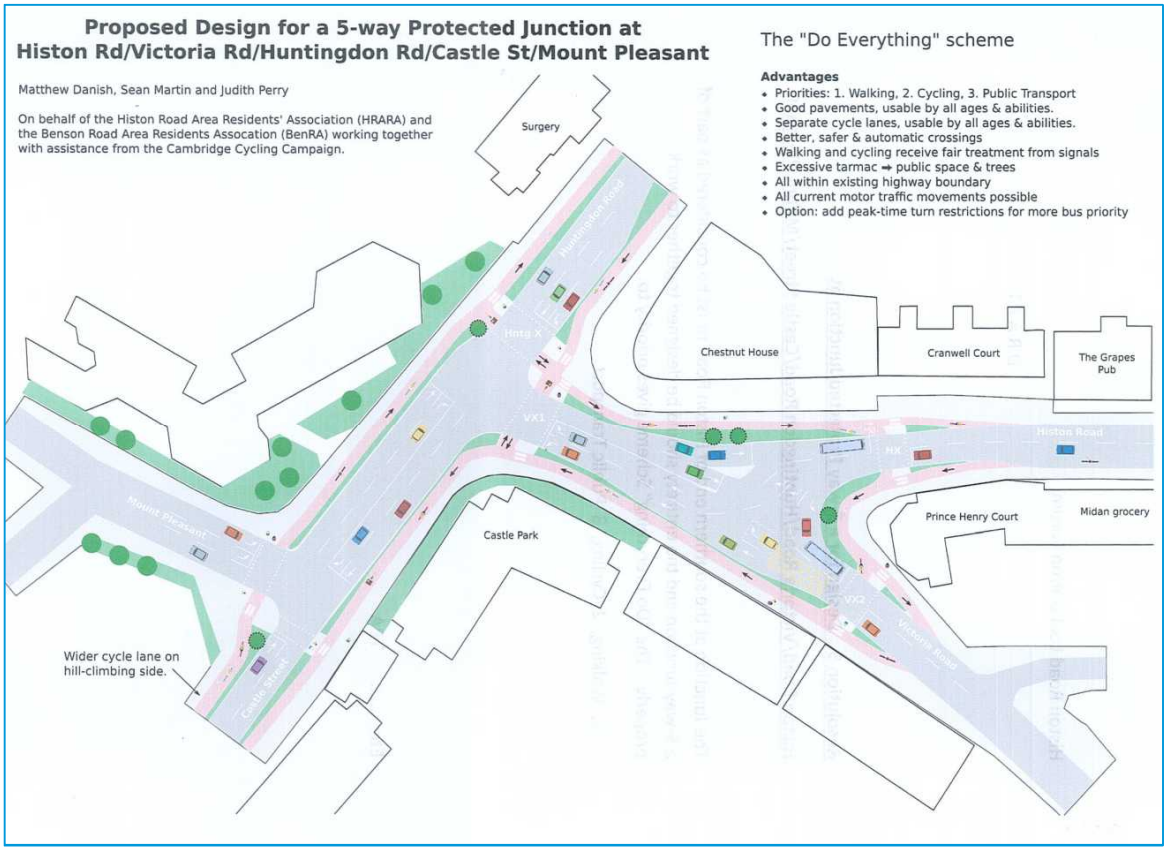


Figure 3-2: Gilbert Road Junction Alternative Design – CamCycle/HRARA/BenRA

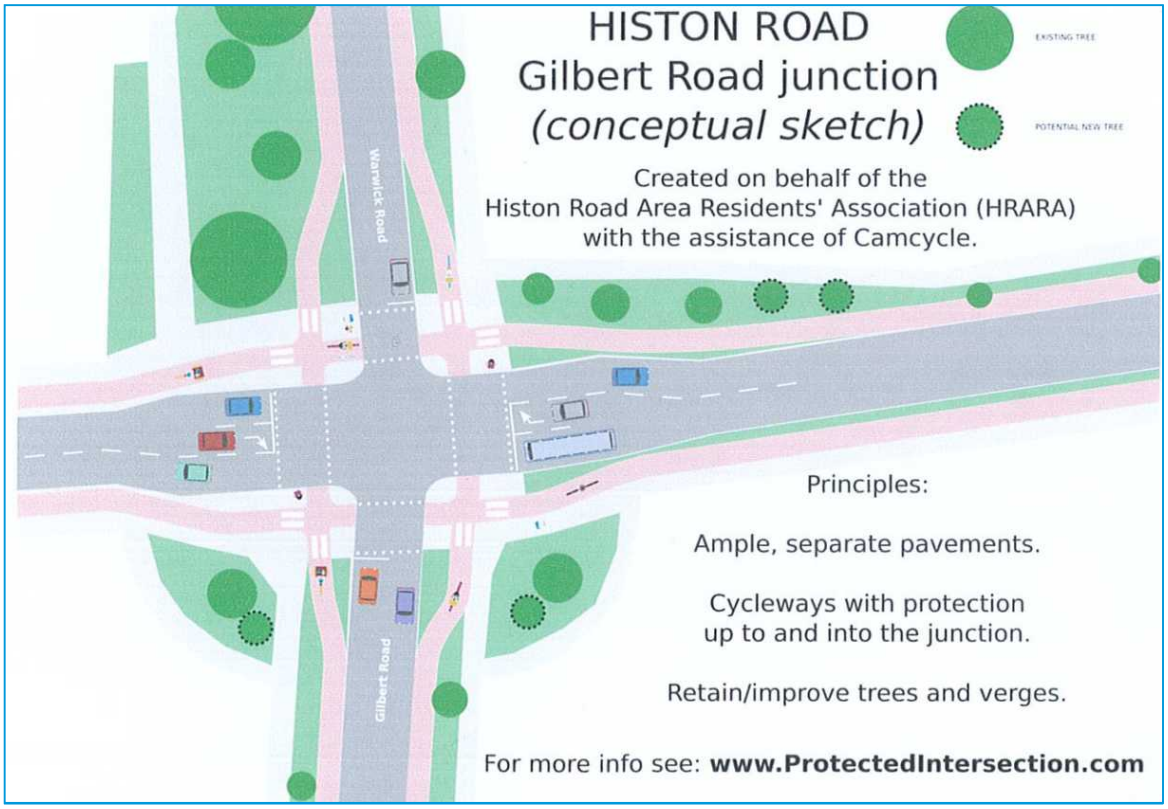
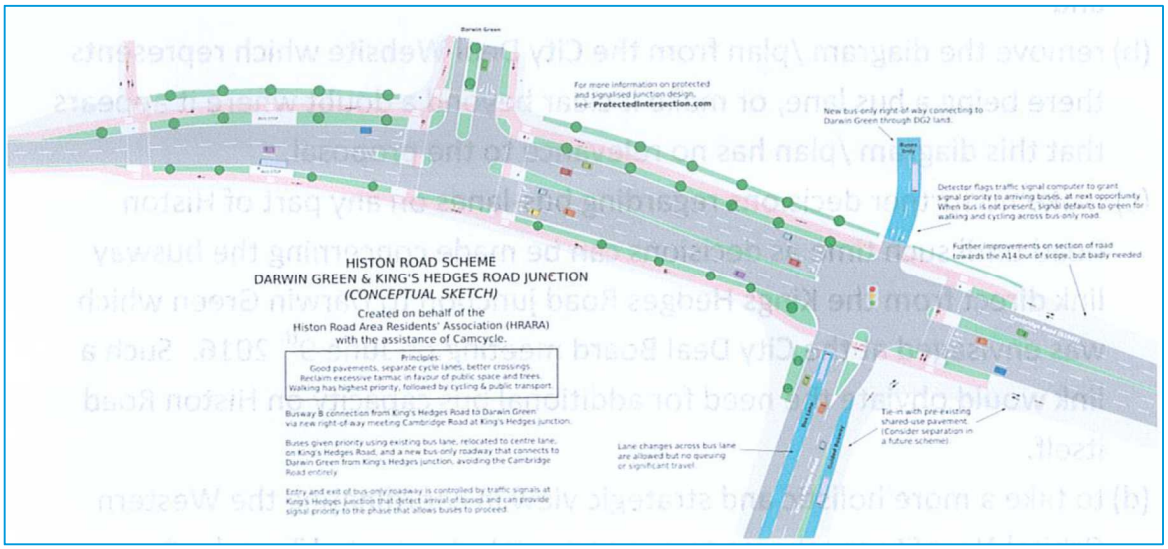


Figure 3-3: Kings Hedges Junction Alternative Design – CamCycle/HRARA/BenRA



VICTORIA ROAD JUNCTION

3.2.9 The current 'Do Maximum designs for the Victoria Road realigns the junction to provide priority to Histon Road over Victoria Road. The 'Do Maximum designs ban movements into Victoria Road for all vehicles except buses, however as per the City Deal resolutions one option with the banned movements and one option without the banned movements will be developed in the next round of scheme design. Suggested alternative designs and subsequent assessments are listed below.

TABLE 1

3.2.10 Table 1 chose to assess the Cam Cycle / HRARA / BenRA alternative design as their Alternative A.

3.2.11 Table 1's scoring is shown below:

Table 3-1: Victoria Road Junction Alternatives Assessment – Table 1

FACTOR	EXISTING LAYOUT	DO MAXIMUM	ALTERNATIVE A	ALTERNATIVE B	ALTERNATIVE C	WEIGHTING (1-10)
Journey time/reliability						
Motor Vehicles	3	2	3	-	-	5
Buses	3	5	3/4*	-	-	9
Cyclists	4	5	7	-	-	10
Pedestrians	2	3	8	-	-	10
Ability to Manage Network	1	?	?	-	-	10
Road Safety						
Motor Vehicles	7	8	7/8*	-	-	10
Cyclists	1	1	9	-	-	5
Pedestrians	5	5	9	-	-	9
Public Realm/Trees						
Public Realm/Trees	1	4	7	-	-	10
Score	**27**	**33**	**54**	**-**	**-**	**-**
Weighted Score	**24**	**31**	**47**	**-**	**-**	**-**

3.2.12 The following comment was made in relation to the marked entries above for 'Buses' and 'Motor Vehicles'.

" Optional split lane at end of Victoria Rd (right lane) becomes bus only at peak times"*

TABLE 2

3.2.13 Table 2 did not draw any alternative designs and thus it is assumed that the 'Alternative A' ranking is referencing the Cam Cycle / HRARA / BenRA concept.

3.2.14 Table 2's scoring is shown below:

Table 3-2: Victoria Road Junction Alternative Assessment - Table 2

Factor	Existing Layout	Do Maximum	Alternative A	Alternative B	Alternative C	Weighting (1-10)
Journey time/reliability						
Motor Vehicles	2	1	7	-	-	7
Buses	2	9	7	-	-	7
Cyclists	N/A	0	6	-	-	7
Pedestrians	7	7	9	-	-	7
Ability to Manage Network	-	-	-	-	-	-
Road Safety						
Motor Vehicles	5	3	6	-	-	10
Cyclists	1	0	9	-	-	10
Pedestrians	5	5	9	-	-	10
Public Realm/Trees						
Public Realm/Trees	0	1	4	-	-	8
Score	**22**	**26**	**57**	**-**	**-**	**-**
Weighted Score	**19**	**21**	**48**	**-**	**-**	**-**

3.2.15 The following comments were made in relation to various aspects of the assessment:

Alternative A – *"Cyclists more likely to use"*

Cyclists Journey Time, Existing Layout – *"Cyclists don't use hill road as dangerous"*

Cyclists Safety, Current Design *"Disastrous raised cycleway"*

"Raised cycleway thought dangerous"

Current Design – *"Visibility issue with trees"*

TABLE 3

3.2.16 Table 3 chose to assess the Cam Cycle / HRARA / BenRA alternative design as their Alternative A.

3.2.17 Table 3's scoring is shown below relative to these designs.

Table 3-3: Victoria Road Junction Alternatives Assessment – Table 3

Factor	Existing Layout	Do Maximum	Alternative A	Alternative B	Alternative C	Weighting (1-10)
Journey time/reliability						
Motor Vehicles	5	2	8	-	-	-
Buses	5	6	8	-	-	-
Cyclists	3	2	9	-	-	-
Pedestrians	2	2	9	-	-	-
Ability to Manage Network	1	1	9	-	-	-

FACTOR	EXISTING LAYOUT	DO MAXIMUM	ALTERNATIVE A	ALTERNATIVE B	ALTERNATIVE C	WEIGHTING (1-10)
Road Safety						
Motor Vehicles	7	8	9	-	-	-
Cyclists	2	2	10	-	-	-
Pedestrians	2	2	10	-	-	-
Public Realm/Trees						
Public Realm/Trees	1	3	6	-	-	-
Score	**28**	**28**	**78**	**-**	**-**	**-**
Weighted Score	**-**	**-**	**-**	**-**	**-**	**-**

TABLE 4

3.2.18 Table 2 did not draw any alternative designs and thus it is assumed that the 'Alternative A' ranking is referencing the Cam Cycle / HRARA / BenRA concept.

3.2.19 Table 4's scoring at this location is shown below:

Table 3-4: Victoria Road Junction Alternatives Assessment – Table 4

FACTOR	EXISTING LAYOUT	DO MAXIMUM	ALTERNATIVE A	ALTERNATIVE B	ALTERNATIVE C	WEIGHTING (1-10)
Journey time/reliability						
Motor Vehicles	5	6	6	-	-	5
Buses	6	6	6	-	-	7
Cyclists	6	6	6	-	-	8
Pedestrians	5	3	6	-	-	9
Ability to Manage Network	6	4	6	-	-	-
Road Safety						
Motor Vehicles	6	6	6	-	-	8
Cyclists	4	1	6	-	-	10
Pedestrians	2	1	6	-	-	10
Public Realm/Trees						
Public Realm/Trees	1	2	4	-	-	9
Score	**41**	**35**	**52**	**-**	**-**	**-**
Weighted Score	**28**	**23**	**38**	**-**	**-**	**-**

NORTH OF VICTORIA ROAD SEGMENT

3.2.20 No table in attendance completed an alternative design for the section of Histon Road north of Victoria Road.

WINDSOR ROAD SEGMENT

3.2.21 No table in attendance completed an alternative design for the Windsor Road section of Histon Road.

GILBERT ROAD JUNCTION

3.2.22 The current 'Do Maximum' design increases the level of cycle provision at the Gilbert Road Junction. The southbound bus lane terminates prior to the junction to allow for the inclusion of a left turn lane. The alternative designs for this junction and subsequent assessments undertaken by each group at this located are listed below.

TABLE 1

3.2.23 Table 1 did not draw any alternative designs and thus it is assumed that the 'Alternative A' ranking is referencing the Cam Cycle / HRARA / BenRA concept at this junction.

3.2.24 Table 1's scoring at this location is shown below:

Table 3-5: Gilbert Road Junction Alternatives Assessment – Table 1

FACTOR	EXISTING LAYOUT	DO MAXIMUM	ALTERNATIVE A	ALTERNATIVE B	ALTERNATIVE C	WEIGHTING (1-10)
Journey time/reliability						
Motor Vehicles	6	6	7	-	-	5
Buses	6	N/A	9	-	-	10
Cyclists	3	6	10	-	-	9
Pedestrians	8	8	8	-	-	10
Ability to Manage Network	2	4	9	-	-	7
Road Safety						
Motor Vehicles	6	7	10	-	-	10
Cyclists	3	6	10	-	-	10
Pedestrians	8	8	10	-	-	10
Public Realm/Trees						
Public Realm/Trees	6	6	9	-	-	10
Score	**48**	**51**	**72**	**-**	**-**	**-**
Weighted Score	**44**	**46**	**75**	**-**	**-**	**-**

3.2.25 The following comments were made as part of this assessment:

"Do not want bus lane"

"Assuming no banned right turn"

"Assuming cycling priority"

TABLE 2

3.2.26 Table 2 did not draw any alternative designs and thus it is assumed that the 'Alternative A' ranking is referencing the Cam Cycle / HRARA / BenRA concept.

3.2.27 Table 2's scoring at this location is shown below:

Table 3-6: Gilbert Road Junction Alternative Assessment

Factor	Existing Layout	Do Maximum	Alternative A	Alternative B	Alternative C	Weighting (1-10)
Journey time/reliability						
Motor Vehicles	5	4	6	-	-	5
Buses	5	5	5	-	-	10
Cyclists	5	5	8	-	-	9
Pedestrians	5	5	7	-	-	10
Ability to Manage Network	-	-	-	-	-	-
Road Safety						
Motor Vehicles	5	5	5	-	-	10
Cyclists	3	5	7	-	-	10
Pedestrians	5	6	7	-	-	10
Public Realm/Trees						
Public Realm/Trees	8	8	8	-	-	10
Score	**41**	**43**	**53**	**-**	**-**	**-**
Weighted Score	**38**	**41**	**49**	**-**	**-**	**-**

3.2.28 Although a score was provided for 'Ability to Manage Network' it was done so incorrectly (sum of four above values) and thus was not included in the above table.

TABLE 3

3.2.29 Table 3 chose to assess the Cam Cycle / HRARA / BenRA alternative design as their Alternative A.

3.2.30 Table 3's scoring at this location is shown below:

Table 3-7: Gilbert Road Junction Alternative Design B– Table 3

Factor	Existing Layout	Do Maximum	Alternative A	Alternative B	Alternative C	Weighting (1-10)
Journey time/reliability						
Motor Vehicles	9	4	-	6	-	-
Buses	9	4	-	7	-	-
Cyclists	4	4	-	5	-	-
Pedestrians	8	8	-	5	-	-
Ability to Manage Network			-		-	-
Road Safety						
Motor Vehicles	8	8	-	8	-	-
Cyclists	3	5	-	9	-	-
Pedestrians	9	9	-	7	-	-
Public Realm/Trees						
Public Realm/Trees	8	8	-	8	-	-
Score	**58**	**50**	**-**	**55**	**-**	**-**
Weighted Score	**-**	**-**	**-**	**-**	**-**	**-**

TABLE 4

3.2.31 Table 4 chose to assess the Cam Cycle / HRARA / BenRA alternative design as their Alternative A.

3.2.32 Table 4's scoring at this location is shown below:

Table 3-8: Gilbert Road Junction Alternative Design A– Table 4

FACTOR	EXISTING LAYOUT	DO MAXIMUM	ALTERNATIVE A	ALTERNATIVE B	ALTERNATIVE C	WEIGHTING (1-10)
Journey time/reliability						
Motor Vehicles	5	4	5	-	-	5
Buses	5	4	5	-	-	8
Cyclists	7	9	6	-	-	6
Pedestrians	8	8	8	-	-	8
Ability to Manage Network	7	7	7	-	-	9
Road Safety						
Motor Vehicles	7	8	7	-	-	5
Cyclists	5	7	9	-	-	8
Pedestrians	8	8	7	-	-	9
Public Realm/Trees						
Public Realm/Trees	8	8	8	-	-	7
Score	**60**	**63**	**62**	**-**	**-**	**-**
Weighted Score	**44**	**46**	**45**	**-**	**-**	**-**

3.3 JUNCTION AND ROAD SEGMENT IDEAS & CONCERNS (WORKSHOP 3)

3.3.1 In addition to the alternative designs, attendees were asked to fill out their top 3 design ideas and concerns relating to the key junctions and segments. There are summarised in Table 3-9 below.

Table 3-9: Junction and Road Segments Ideas and Concerns

TABLE	ITEM	COMMENT
1	Idea 1	Advanced cycle green light at Castle Northampton Bridge St.
	Idea 2	Pedestrian Crossing needed at Histon Road before Victoria Road junction.
	Idea 3	Separate cycle routes dramatically better both for safety + speed.
	Concern 1	No Histon Rd pedestrian crossing
	Concern 2	Deadly for cyclists
	Concern 3	Green space added at serious cost to fluidity of junction
	Concern 4	Need pay & display for businesses on Histon Road
	Concern 5	No bus lanes
2	Idea 1	Keep it simple – straight cycle lanes – not raised
	Idea 2	NO RESTRICTION FOR CARS (or any other vehicles) TURNING INTO VICTORIA ROAD
	Idea 3	No Bus lanes. Keep traffic flowing – The Bus lanes not needed
	Concern 1	Current design – visibility restricted by landscaping.
	Concern 2	Raised cycle lanes are dangerous. Cycle lanes must have clear route at junctions.
	Comment 1	Histon/Vicr/Hunt Rd is a 5-way junct + current design considers only 3 of them.
	Comment 2	A Journey time saving unreliable when destination of traffic unknown

TABLE	ITEM	COMMENT
3	Idea 1	We strongly support the "do everything" scheme because it maintains vehicle movements in all existing directions and improves facilities for pedestrians and cyclists. Also supports bus movements by ensuring that Histon Rd makes progress on every cycle and avoids Histon Rd getting locked up, on a buffer and release basis.
	Idea 2	In addition, there is landscaping which both protects cyclists and enhances the streetscape.
	Idea 3	Avoids displacement of traffic to other roads in Cambridge. Improved safety for all users. Follows a natural flow. Improved crossings for pedestrians. Flexible scheme – lends itself to design adaptations.
	Idea 4	Support Matt Danish scheme segregated cycle way. Support retain 2 lanes in Histon Rd coming out of Cambridge to allow R turn into Gilbert Rd.
	Idea 5	Flexible scheme. Recommend no bus lanes.
	Concern 1	Keep parking for shop on Histon Road. A1 scheme space for traffic islands and signals. Traffic modelling required,
	Concern 2	Do Max scheme (called current design). Problem at displaced traffic. No modelling of Castle Street, or Mount Pleasant Junction or Chesterton Rd, Northampton St and beyond. Rat running in side streets off Histon Rd.
	Concern 3	Existing scheme. Unsafe for pedestrians & cyclists. No Histon Rd crossing. Congested for traffic including buses.
	Concern 4	No removal of trees.
4	Idea 1	Pedestrian crossing at Chesnut House (next to Cranwell Court) on Histon Road
	Idea 2	Dedicated cycles (as long as it does not compromise parking or pedestrian footpath). Priority for cyclists. "Do maximum" plan stops cycle path at dangerous turn point for buses into Victoria Road. DEATH TRAP!
	Idea 3	Introduce trees. Trees should be preserved – any trees removed should be replaces with mature trees.
	Concern 1	Residents + business parking should not be removed. Crucial! Effects people's lives hugely!
	Concern 2	No bus lane can fit!
	Concern 3	Do not want road bias (banned turns) for cars. Need to model Castle Street – cannot make decisions without this information.

3.4 MITIGATION IDEAS & CONCERNS (WORKSHOP 4)

3.4.1 Tables at Workshop 4 were asked to state their three biggest design ideas and design concerns in regards to traffic mitigation measures and parking impacts. These are shown below in Table 3-10 below

Table 3-10: Traffic Mitigation Ideas and Concerns.

TABLE	ITEM	COMMENT
1	Idea 1	No bus lanes – all comments assume this. need park + ride at Histon end to siphon off cars before they come into city
	Idea 2	Emergency Vehicle Access must be retained
	Idea 3	Extreme traffic calming required throughout the Canterbury St/Benson/Richmond/Oxford/Windsor Roads network. City-wide residents parking necessary. E.g. trial gate on Canterbury/Benson St.
	Idea 4	20mph limit
	Idea 5	Cambridge connect – go ahead w. light rail
	Concern 1	No Bus Lanes
	Concern 2	Removal of parking on Histon Rd causes more problems than it solves. Existing parking on the road reduces the speed. Removal of parking gives problems for elderly, business, access for trades people to Histon Road corridor.

TABLE	ITEM	COMMENT
	Concern 3	Rat Running through Canterbury St/Benson St + other side roads onto Huntingdon Rd, incl. Oxford Road + Richmond Rd/Windsor Road – due to increase traffic and banning of left + right turn at Victoria Road
	Concern 4	Strongly dispute Skanska percentages – many spaces in Oxford & Wentworth roads are already used by commuters working on Histon road and elsewhere nearby. Increase of resident permits recently on Canterbury Street.
	Concern 5	Histon Road residents very anxious about losing parking, + need access for • Carers visiting elderly or disabled • Families w. small children • Deliveries to homes + business • Services, removals + building work We oppose removal of residents parking on Histon Road + Canterbury St area. Must continue to be all residents parking.
	Comment 1	Also, parking help buffer Histon Road homes against vibration + pollution.
2	Idea 1	Home Zones in Buntingdon – Histon Rd triangle must consider 5-way junction V-H-H-MP-C
	Idea 2	Park & Ride at Impington Farm. Buses serving it must run late and be free.
	Idea 3	Introduce flexible working hours. Keep all parking (except in rush hour maybe?) But then where?
	Idea 4	No bus lane. Compulsory purchase of Arbury Quick Fit and create parking to release parking lost. Ring road needed.
	Concern 1	Skanka survey assumes lifting residents parking. Need night time survey on parking.
	Concern 2	Local community needs parking for local businesses – pay & display opposite side of the road on Histon
	Concern 3	Morning and night rat running on Histon – Huntingdon triangle
	Comment 1	Must include modelling on Castle St & Mount Pleasant.
3	Idea 1	Access required from A14 East to Huntingdon Road to avoid traffic having to use Histon + Milton Road as rat runs.
	Idea 2	More park + ride provision to reduce volume of traffic.
	Idea 3	"Residents' only" parking across the city. Histon Road not wide enough for cycle lanes.
	Concern 1	The removal of residents' + business parking facilities is a big concern. Residents' survey indicates that there is insufficient capacity/space for any displaced parking in surrounding Benson area roads. Will worsen the consequences of rat-run area roads. Will worsen the consequences of rat-runs on supporting roads. Needs for carers + businesses + essential structural work. Will lead to greater dangers on Benson area roads. Please see attachments A.
	Concern 2	Banning turns on Victoria Road causes rat-running, displaced traffic + congestion elsewhere which slows down buses outbound + causes major disruption.
	Concern 3	There has been no modelling of Castle Hill. Increase in traffic down Castle Hill will put cyclists in danger.
	Comment 1	Do not trust Skanska parking survey
	Comment 2	Support for resolutions 1, 2, 3, 4, 5, Histon Rd Liaison Forum paper attached.
4	Idea 1	Copenhagen Design Crossing. Preferred for all Pedestrian Crossings
	Idea 2	Roseford/St Albans/Perse Way mitigation Raised table/Copenhagen style junction.
	Idea 3	Pay and display: revised for areas. Pinch points and build out, Benson, Priory, Canterbury, big enough to allow, Emergency services, refuge Vehicles to enter and clear the road.
	Concern 1	Survey did not include early morning traffic, evening traffic level of extra traffic going via Mitchems corner.

TABLE	ITEM	COMMENT
	Concern 2	Validity of survey figures, how were they measured. Parking Permits the area is already over subscribed for parking permits etc.
	Concern 3	Parking concern that the area needs to be reassessed and accounted. Bus lanes, road not wide enough. Delivery timing for shops. Cycle path is the road wide enough.
	Comment 1	No road closures. No banning of right light turning
	Comment 2	Stretten Ave, Harvey Goodwin Ave, ratrun if banning
	Comment 3	Shorter Route Akeman St, rat running
	Comment 4	One way system, ½ of Strettton Ave
	Comment 5	Minor Roads are not made for major traffic changes
	Comment 6	Gateway features between Victoria Rd/Chesterton Rd.

3.4.2 In addition to the above, potential and existing rat running routes were identified by workshop attendees. The rat runs identified are as follows

TABLE 1

- Roseford Rd – Alex Wood Rd – Mansel Way;
- Oxford Rd – Windsor Rd; and
- Benson St – Canterbury St – Priory St – Westfield Ln – North St – Halifax Rd – Richmond Rd area.

TABLE 2

- Gilbert Rd;
- Akeman St – Stretten Ave;
- Oxford Rd – Winsdor Rd;
- Richmond Rd;
- Benson St – Canterbury St; and
- Priory St – Canterbury St.

TABLE 3

- Oxford Road – Windsor Road;
- Benson St – Canterbury St; and
- Priory St – Canterbury St.

TABLE 4

3.4.3 Table 4 did not identify any rat runs.

3.5 RECURRING THEMES & CONSENSUS

VICTORIA ROAD JUNCTION

3.5.1 All tables reviewed the alternative design presented by Cambridge Cycling Campaign / Histon Road Area Residents Association/ Benson Area Residents Association. All tables preferred this design as it retained access to Victoria Road. It was also thought that this design provided better pedestrian and cycle provision due to a primary focus on providing segregated access for these modes. No dedicated bus lanes are provided on the run up to the junction, within the design.

NORTH OF VICTORIA ROAD SEGMENT

3.5.2 No alternative designs were presented for this segment.

WINDSOR ROAD SEGMENT

3.5.3 No alternative designs were presented for this segment.

GILBERT ROAD JUNCTION

3.5.4 Again all tables reviewed the alternative design presented by Cambridge Cycling Campaign / Histon Road Area Residents Association/ Benson Area Residents Association. Two tables preferred this option due to extensive additional pedestrian and cycling provision. No dedicated bus lanes are provided on the run up to the junction, within this design.

3.5.5 One table preferred the existing layout and one preferred the 'Do Maximum' proposal.

NORTH OF GILBERT CLOSE SEGMENT

3.5.6 No alternative designs were presented for this segment.

JUNCTION & ROAD SEGMENT IDEAS & CONCERNS

3.5.7 The ideas and concerns relating to junction and segment design are largely focused on having no banned vehicles movements. Most attendees supported or proposed designs with all current possible vehicle movements in place.

3.5.8 Furthermore there is a general preference among residents for designs which do not include bus lanes. The alternative designs presented by Cambridge Cycling Campaign / Histon Road Area Residents Association/ Benson Area Residents Association do not include for a dedicated bus lane along Histon Road.

3.5.9 Residents voiced opposition to the removal of trees, and suggested that space allocated for bus lanes in the 'Do Maximum' design could instead be used to improve pedestrian and cyclist provision as well as increase green spaces along the corridor. Residents appear to be of the general opinion that bus lanes will be of little to no benefit along Histon Road and the road space should be better used for other modes.

3.5.10 A number of smaller specific measures were suggested throughout the workshop, such as to increase the number of pedestrian crossings along Histon Road.

3.5.11 There is concern regarding loss of parking and resultant parking displacement on local roads.

MITIGATION IDEAS & CONCERNS

3.5.12 There are many concerns regarding the knock on impacts of a scheme on Histon Road, largely relating to a potential increase in rat running routes and loss of residents parking.

3.5.13 Firstly the areas of concern relating to rat running are primarily in the Benson Street / Canterbury Street area between Histon and Huntingdon Roads and the Oxford Road to Windsor Road link between Histon and Huntingdon Road. To a lesser extent the Akeman Street to Stretten Avenue, Richmond Road, and Roseford Road were also identified as areas of concern by workshop attendees.

3.5.14 There is a common desire for extensive traffic calming measures in the Benson Street / Canterbury Street area with many in attendance wishing to turn the area into a home zone, stating damage to property, from speeding vehicles, as a large contributing factor. Furthermore, it was felt that the removal of parking in areas with narrow pavements and limited road space would likely increase the risk of damage to properties, and compromise the safety of cyclists and pedestrians.

3.5.15 Residents in general did not wish to lose the parking spaces on the south of Histon Road due to concerns of displacement and effect on local business as well as uses related to nearby residential properties, such as visiting carers or tradespeople.

3.5.16 The Skanska parking survey, which concluded there was sufficient room for the displaced parking on local roads, was rejected by residents as the study considered the potential to remove current residents permit parking to allow for the parking displacement to be accommodated. The timing of the survey was questioned and requested to be retaken in relation to informing further design work. There were calls for general revised parking strategies in the area e.g. pay and display, and a wider residents parking study throughout the city.

3.5.17 As in workshops 1 and 2, several residents in attendance suggested a park and ride at the northern end of Histon Road could potentially reduce the traffic using Histon Road as a radial route into the city. *This is outside the scope of the current study and initial discussions with the County Council indicate that there is a lack of suitable sites for a Park & Ride site to be located at the Northern end of Histon Road. However feedback on this point has been fed back to the Council.*

3.5.18 There was support for revised modelling with the previously banned turns re-instated in order to inform any decision making.

GENERAL THEMES

3.5.19 The recurring general themes and concerns which arose during these two workshops are:

- Alternative Junction designs show a preference to allocate space for segregated pedestrian and cycling provision or for green spaces;
- The provision of bus lanes along Histon Road is not viewed as a priority for space allocation, by Histon Road residents, with alternative designs reallocating this road space to pedestrians and cyclists;
- Cyclist segregation is desired at all points along the route, including at the Victoria Road junction;
- Residents do not want to ban any vehicle movements which exist at present;
- If the parking at the southern end of Histon Road were to be removed it is perceived that there would not be space to accommodate the displacement on local roads and there are possible negative implications on local businesses and carers, trades people who currently make use of the parking when accessing nearby residences;
- Current parking is recognised as providing a buffer to homes from Histon Road traffic;
- A wider residents parking strategy is felt to be needed for the area and for the city;
- Traffic calming is felt to be needed in many side streets to reduce rat running, which is a current and future concern.

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, which will all be considered as part of the next stages of the scheme design.

4.1.2 In addition to general design ideas, many local issues were raised and captured, for example local rat running routes and locations where additional crossings may be needed.

4.2 NEXT STEPS

4.2.1 Following a summary presentation of the workshops outcome to the LLF, the LLF will now use the information contained in this report (Part 2 covering workshops 3 and 4), and the first workshop report (Part 1 covering workshops 1A,1B, 2A & 2B) to help them to consolidate their ideas and form the resolutions they wish to submit to the City Deal Board.

Appendix A

WORKSHOP 3 FEEDBACK

HISTON ROAD DESIGN WORKSHOP

Date:	28 November 2016
Table Number:	1 one

TOP 3 DESIGN IDEAS

1:	Advanced ~~GO~~ green light @ at Castle Northampton Bridge St.
2:	Pedestrian Crossing needed at Histon Road before Victoria Road junction
3:	Separate cycle routes dramatically better both for safety + speed.

TOP 3 DESIGN CONCERNS for current design

1:	No Histon Rd pedestrian crossing
2:	Deadly for cyclists
3:	green/added at serious cost to fluidity of junction (space)

4. Need Pays display for businesses on Histon Road
5. No Bus lanes

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

TABLE 4

Vanessa Kelly

Mike Todd-Jones

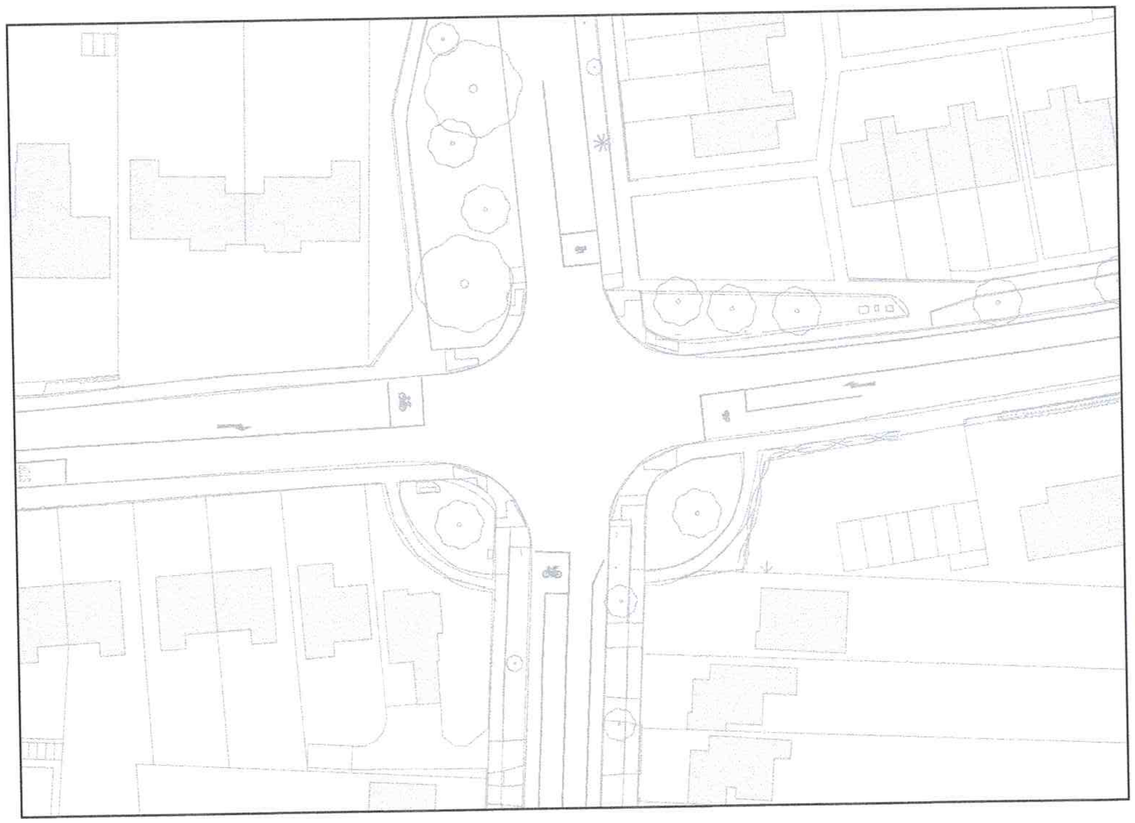
Lesley Ridgewell, Owner Business 69 Histon Road (Headlines)

Margaret Reynolds

Edward Leigh

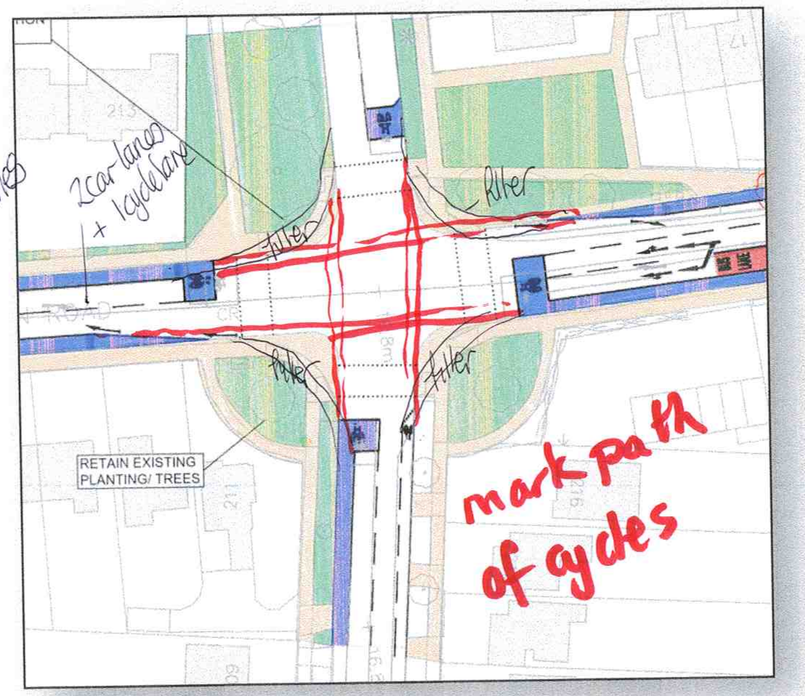
ASSESSMENT 4 – GILBERT ROAD JUNCTION(B)

ALTERNATIVE DESIGN B (MARK=UP THIS PLAN)



EXISTING LAYOUT

CURRENT DESIGN



SCORING TABLE (ADD IN YOUR SCORES)

Factor	Existing layout	Current design	Alternative A	Alternative B	Alternative C	Weighting (1-10)
Journey time/reliability						
Motor vehicles						
Buses						
Cyclists						
Pedestrians						
Ability to manage network						
Road Safety						
Motor vehicles						
Cyclists						
Pedestrians						
Public realm/trees						
Score						

Soft Junctions

No raised cycle lanes
No bus lane

Factor	Existing layout	Current design	Alternative A	Alternative B	Alternative C	Weighting (1-10)
Journey time/reliability						
Motor vehicles	3	7	7	7	7	4
Buses	3	7	7	7	7	5
Cyclists	7	8	8	8	8	4
Pedestrians	7	8	8	8	8	3
Ability to manage network	5	6	6	6	6	5
Road Safety						
Motor vehicles	5	7	7	7	7	7
Cyclists	3	7	7	7	7	7
Pedestrians	7	7	7	7	7	7
Public realm/trees	5	5	5	5	5	7
Score	45	62	62	62	62	

Score 1-10, where 1=very poor, 10=very good

Weighting 1-10, where 10 is very important

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

Matthew Danish, Sean Martin and Judith Perry

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

The "Do Everything" scheme

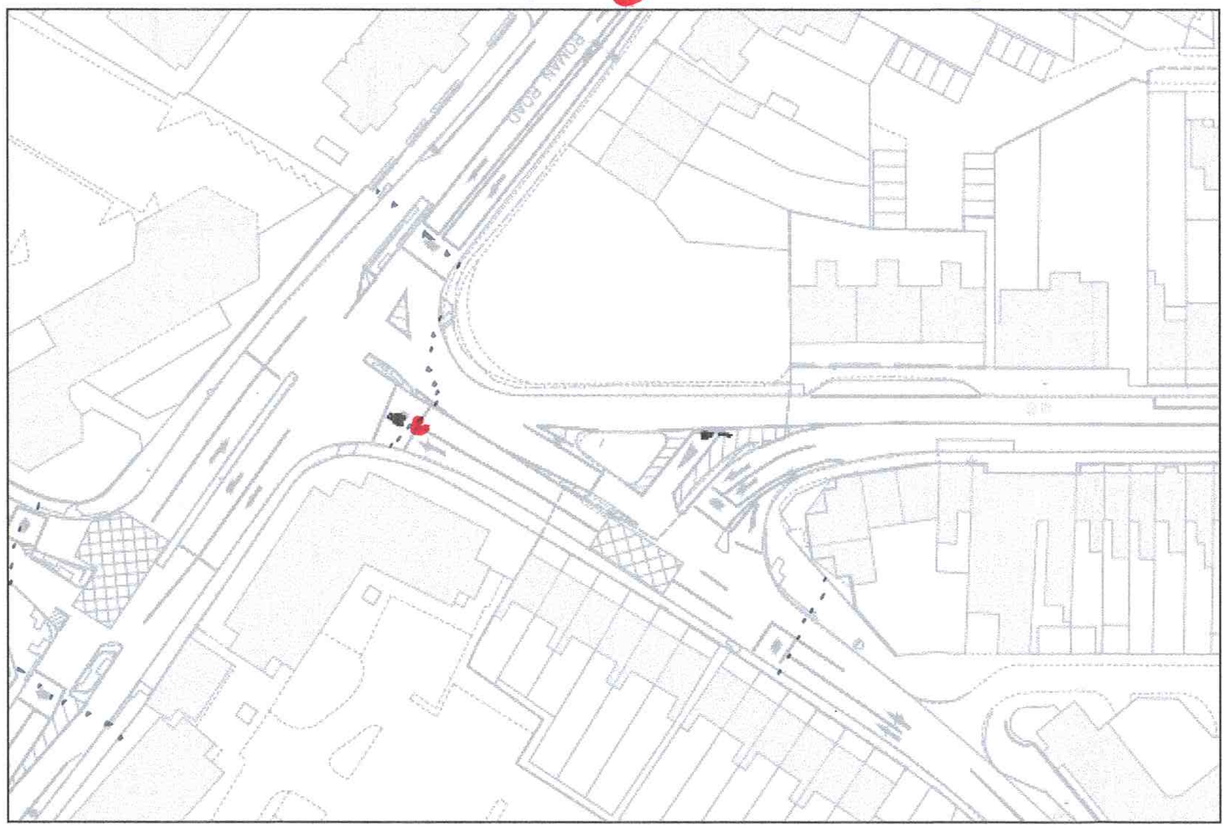
Advantages

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

Table 1

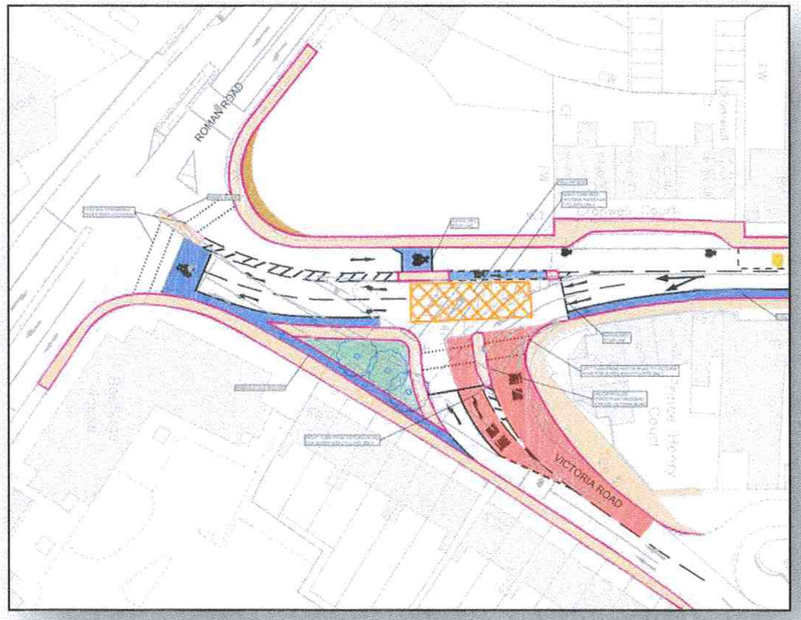
ASSESSMENT 1 – VICTORIA ROAD JUNCTION (A)

ALTERNATIVE DESIGN A (MARK=UP THIS PLAN)



EXISTING LAYOUT

CURRENT DESIGN



SCORING TABLE (ADD IN YOUR SCORES)

Assessment is Peak Traffic

* OPTIONAL SPLIT LANE AT END OF VICTORIA RD (RIGHT) BECOMES BUS ONLY AT PEAK TIMES

Factor	Existing layout	Current design	Alternative A (HRARA proposal)	Alternative B	Alternative C	Weighting (1-10)
Journey time/reliability						
Motor vehicles	3	2	3			5
Buses	3	5	3/4			9
Cyclists	4	5	7			10
Pedestrians	2	3	8			10
Ability to manage network	1	?	?			10
Road Safety						
Motor vehicles	7	8	7/8			5
Cyclists	1	1	9			9
Pedestrians	5	5	9			10
Public realm/trees	1	4	7			4
Score						

Factor	Existing layout	Current design	Alternative A	Alternative B	Alternative C	Weighting (1-10)
Journey time/reliability						
Motor vehicles	3	7	7	7	7	4
Buses	3	7	7	7	7	5
Cyclists	7	8	8	8	8	4
Pedestrians	7	8	8	8	8	3
Ability to manage network	5	6	6	6	6	5
Road Safety						
Motor vehicles	5	7	7	7	7	7
Cyclists	3	7	7	7	7	7
Pedestrians	7	7	7	7	7	7
Public realm/trees	5	5	5	5	5	7
Score	45	62	62	62	62	

Score 1-10, where 1=very poor, 10=very good

Weighting 1-10, where 10 is very important

General points (2) a journey time scoring \ unreliable when destination of traffic unknown

(1) Histon/Vicr/Hunt Rd is a 5-way junct & current design considers only 3 of them

HISTON ROAD DESIGN WORKSHOP

Date:	28/11/16
Table Number:	2

TOP 3 DESIGN IDEAS

1:	Keep it simple – Straight cyclelanes – not raised No Bus Lanes Keep traffic flowing – Then Bus Lanes not needed –
2:	NO RESTRICTION for CARS (or any other vehicle) TURNING INTO VICTORIA ROAD
3:	

Option A ✕

TOP 3 DESIGN CONCERNS

1:	Current design – visibility restricted by landscaping.
2:	Raised cycle lanes are dangerous. cycle lanes must have clear route at junctions
3:	

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

TABLE (2)

Judith Perry

David Bailey (Richmond Road A. & CORE)

Alison Cox (Mayfield Primary School)

Mary Wheater WIRE (Windsor Rd Residents' Assoc)

ANDY CAMPBELL STAGECOACH

Add to report Table 2

Histon Road Local Liaison Forum

Resolution 1. Bus lane Histon Road

The Histon Road LLF does not support any proposal that there be bus lanes on any part of Histon Road which will require land acquisitions.

The Histon Road LLF calls upon the City Deal Board to

(a) remove the bus lane from its proposals for those sections requiring land acquisitions - that is, to revert to a maximum of two motorized lanes; and

(b) remove the diagram /plan from the City Deal Website which represents there being a bus lane, or make it clear beyond a doubt where it appears that this diagram /plan has no relevance to the proposal.

(c) make no further decisions regarding bus-lanes on any part of Histon Road until such time as decisions can be made concerning the busway link direct from the Kings Hedges Road junction to Darwin Green which was envisaged at the City Deal Board meeting on June 9th 2016. Such a link would obviate the need for additional bus capacity on Histon Road itself.

Date:

A Table 2

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

Matthew Danish, Sean Martin and Judith Perry

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

The "Do Everything" scheme

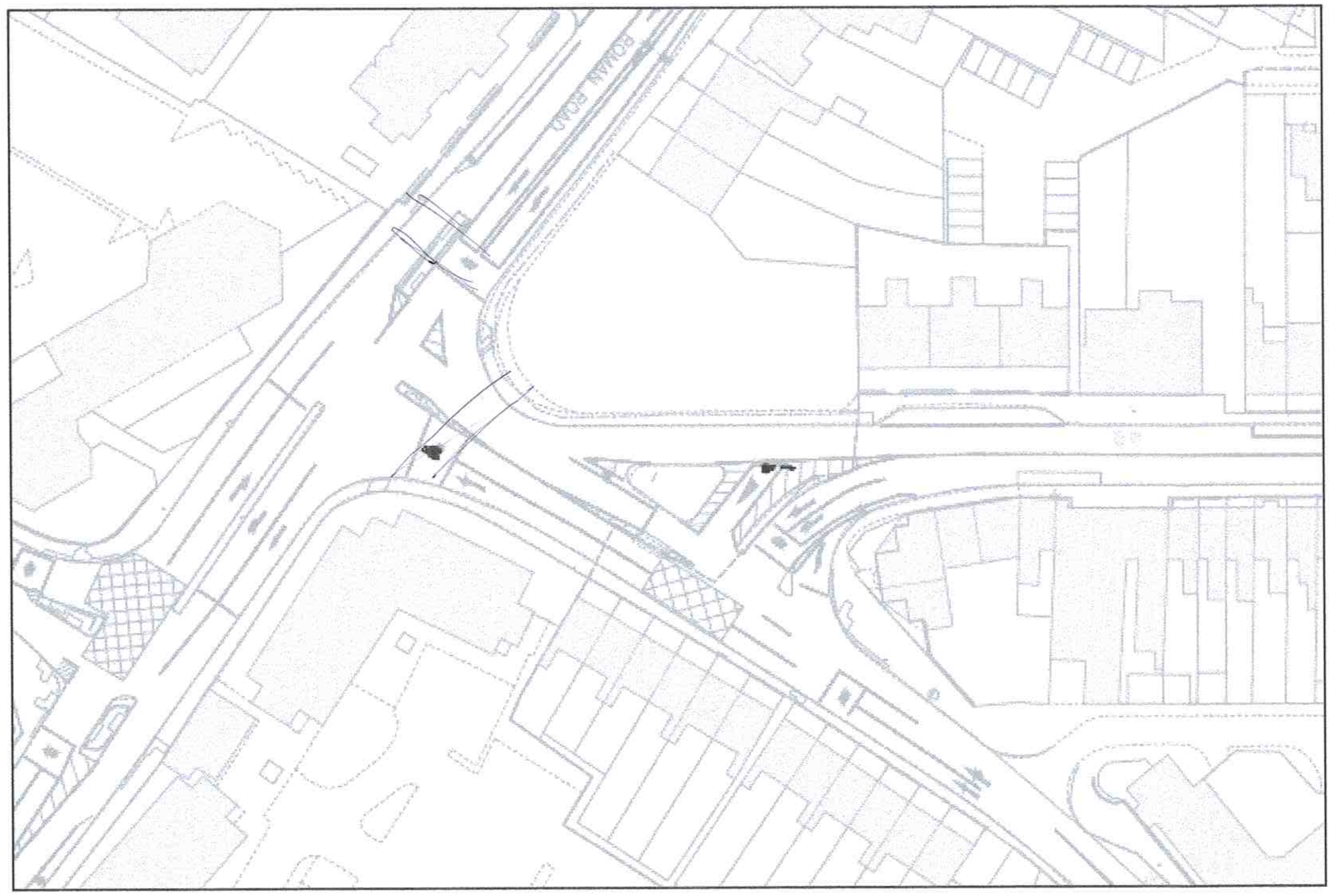
Advantages

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

TABLE 2

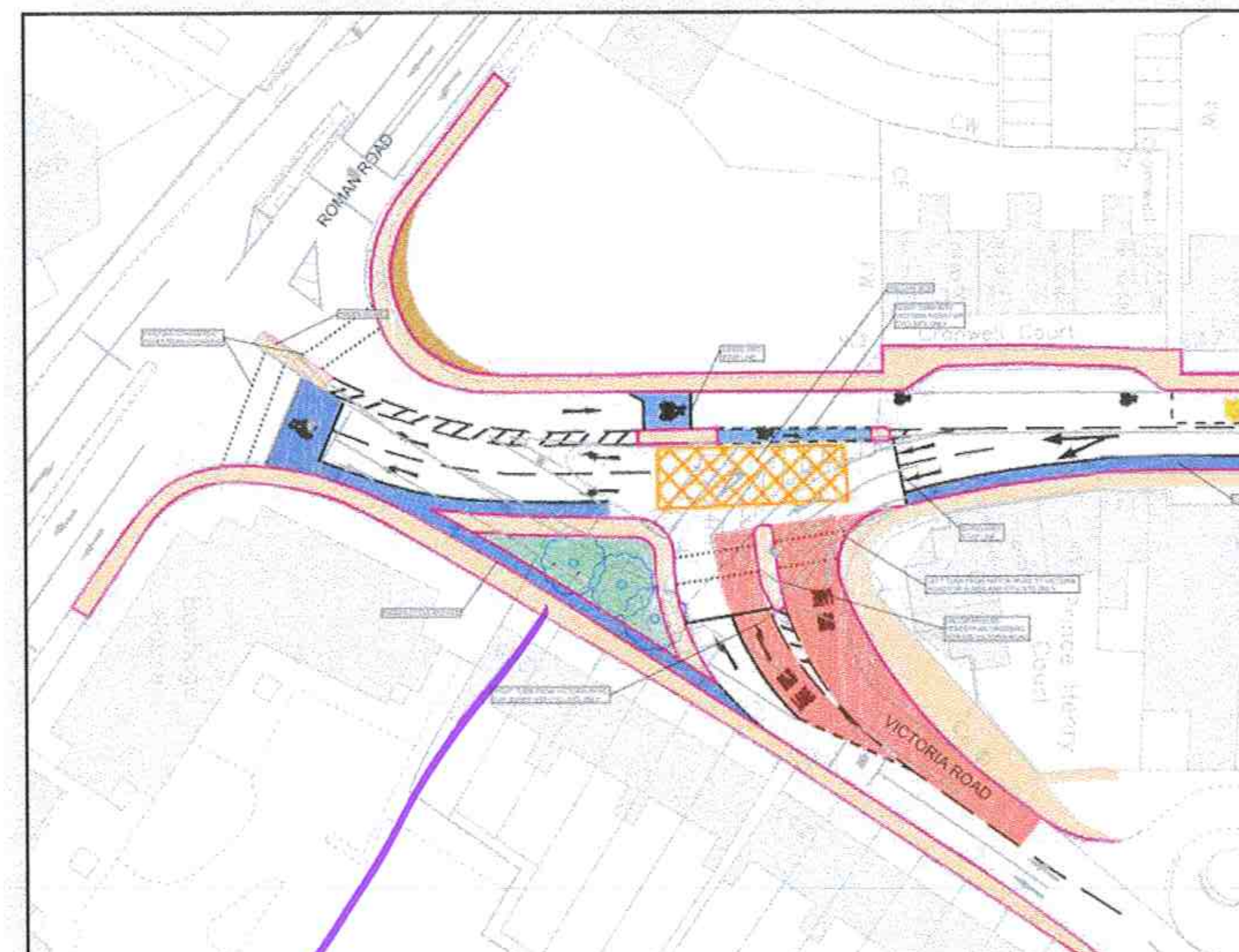
ASSESSMENT 1 – VICTORIA ROAD JUNCTION (A)

ALTERNATIVE DESIGN A (MARK=UP THIS PLAN)



EXISTING LAYOUT

CURRENT DESIGN



Visibility issue with trees.

SCORING TABLE (ADD IN YOUR SCORES)

Peak times (8am)

Cyclists don't use will avoid as dangerous

Cyclists more likely to use it.

Factor	Existing layout	Current design	Alternative A	Alternative B	Alternative C	Weighting (1-10)
Journey time/reliability						
Motor vehicles	2	1	7			7
Buses	2	9	7			7
Cyclists (route avoided at peak times)	N/A	N/A	6			7
Pedestrians	7	7	9			7
Ability to manage network	5					
Road Safety						
Motor vehicles	5	3	6			10
Cyclists	1	0	9			10
Pedestrians	5	5	9			10
Public realm/trees	0	1	4			8
Score	22	26	57			

disastrous raised cycleway

RAISED CYCLEWAY THOUGHT DANGEROUS

Factor	Existing layout	Current design	Alternative A	Alternative B	Alternative C	Weighting (1-10)
Journey time/reliability						
Motor vehicles	3	7	7	7	7	4
Buses	3	7	7	7	7	5
Cyclists	7	8	8	8	8	4
Pedestrians	7	8	8	8	8	3
Ability to manage network	5	6	6	6	6	5
Road Safety						
Motor vehicles	5	7	7	7	7	7
Cyclists	3	7	7	7	7	7
Pedestrians	7	7	7	7	7	7
Public realm/trees	5	5	5	5	5	7
Score	45	62	62	62	62	

Score 1-10, where 1=very poor, 10=very good

Weighting 1-10, where 10 is very important

HISTON ROAD DESIGN WORKSHOP

Date:	28 Nov 2016
Table Number:	3

TOP 3 DESIGN IDEAS

Application of Alternative (A1)

1:	strongly / " / " We support the do everything scheme because it maintains vehicle movements in all existing directions and improves facilities for pedestrians and cyclists. Also supports bus movements by ensuring that Histon Rd makes progress on every cycle and avoids Histon Rd getting locked up on a buffer and release basis. In addition, there is Landscaping which both protects cyclists and enhances the streetscape.
2:	Avoids displacement of traffic to other roads in Cambridge Improved safety for all users. Follows a natural flow. Improved crossings for pedestrians
3:	Flexible scheme - lends itself to design adaptations

TOP 3 DESIGN CONCERNS

Keep parking for shop on Histon Rd.

1:	(A1) scheme space for traffic islands and signals ~~but considers overload junctions~~. Traffic modelling required.
2:	Do Max scheme (called current design) Problem of displaced traffic No modelling of Castle Street, ~~traffic flow data~~ on Mount Pleasant Junction on Chesterton Rd, Northampton St. and beyond. ~~Also~~ Rat running in side streets off Histon Rd.
3:	Existing scheme Unsafe for pedestrians & cyclists. No Histon Rd crossing Congested for traffic including buses.

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

HISTON / GILBERT RD JUNCTION

~~HISTON ROAD DESIGN~~ WORKSHOP

Date:	28 Nov 2016
Table Number:	3

TOP 3 DESIGN IDEAS "Matt scheme"

1:	Support Matt Danish scheme segregated cycle way Support retain 2 lanes in Histon Rd coming out of Cambridge to allow R. turn into Gilbert Rd.
2:	Flexible scheme Recommend no bus lanes.
3:	

TOP 3 DESIGN CONCERNS

1:	No removal of trees.
2:	
3:	

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

TABLE (3)

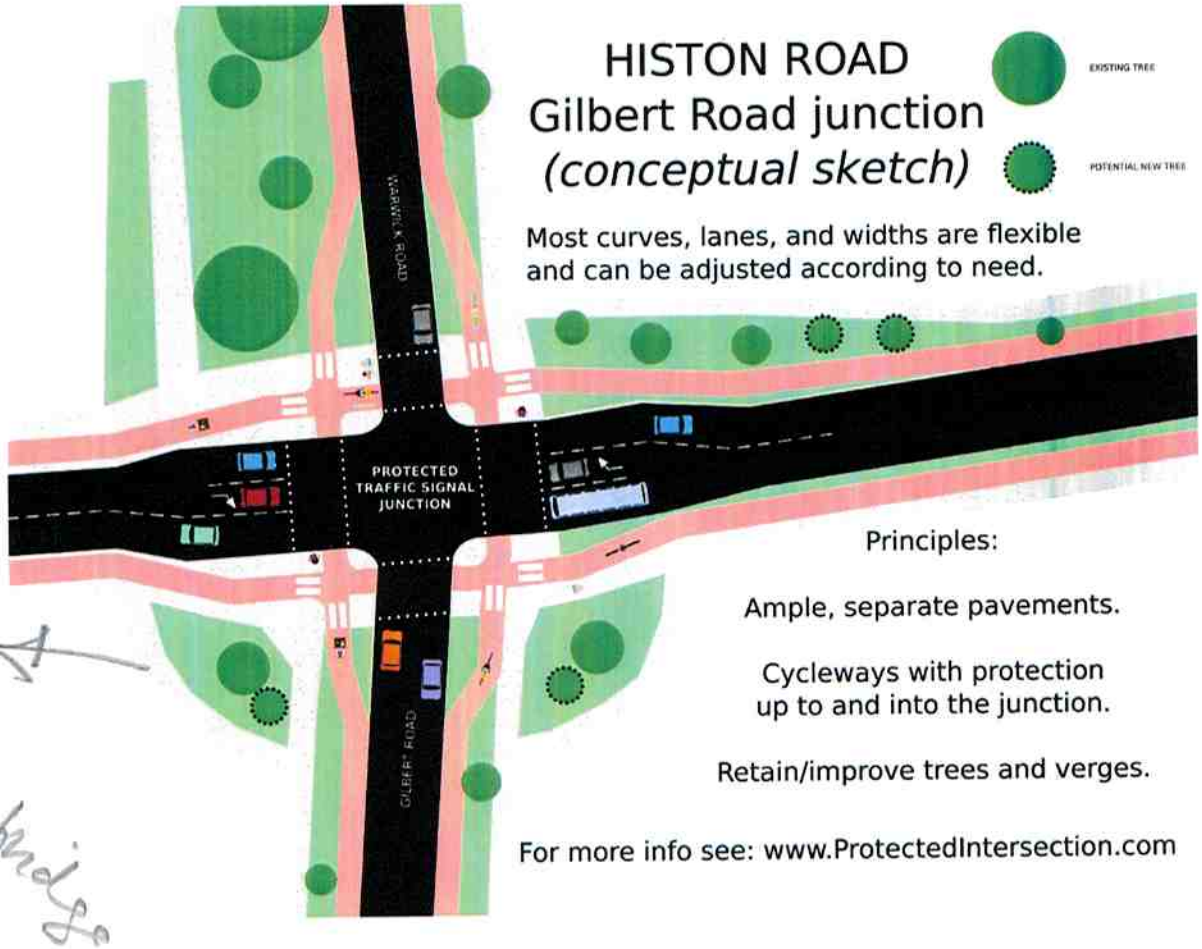
ANNA CLUTCHLEY	BENRA
Clive Bowling	HRRA
Tania Elliott	FeCRA
Ann Mullinger	WIRE
Alison Weston	Hinton Rd R.A.

c. Implement Smart Traffic Management making all traffic lights responsive to traffic flows and prioritising emergency service vehicles and buses without widening or building new roads
d. Re-route Citi8 bus in Histon/Impington to speed up travel time
e. New buses using separate entry and departure doors to facilitate faster flow of passengers

Environment

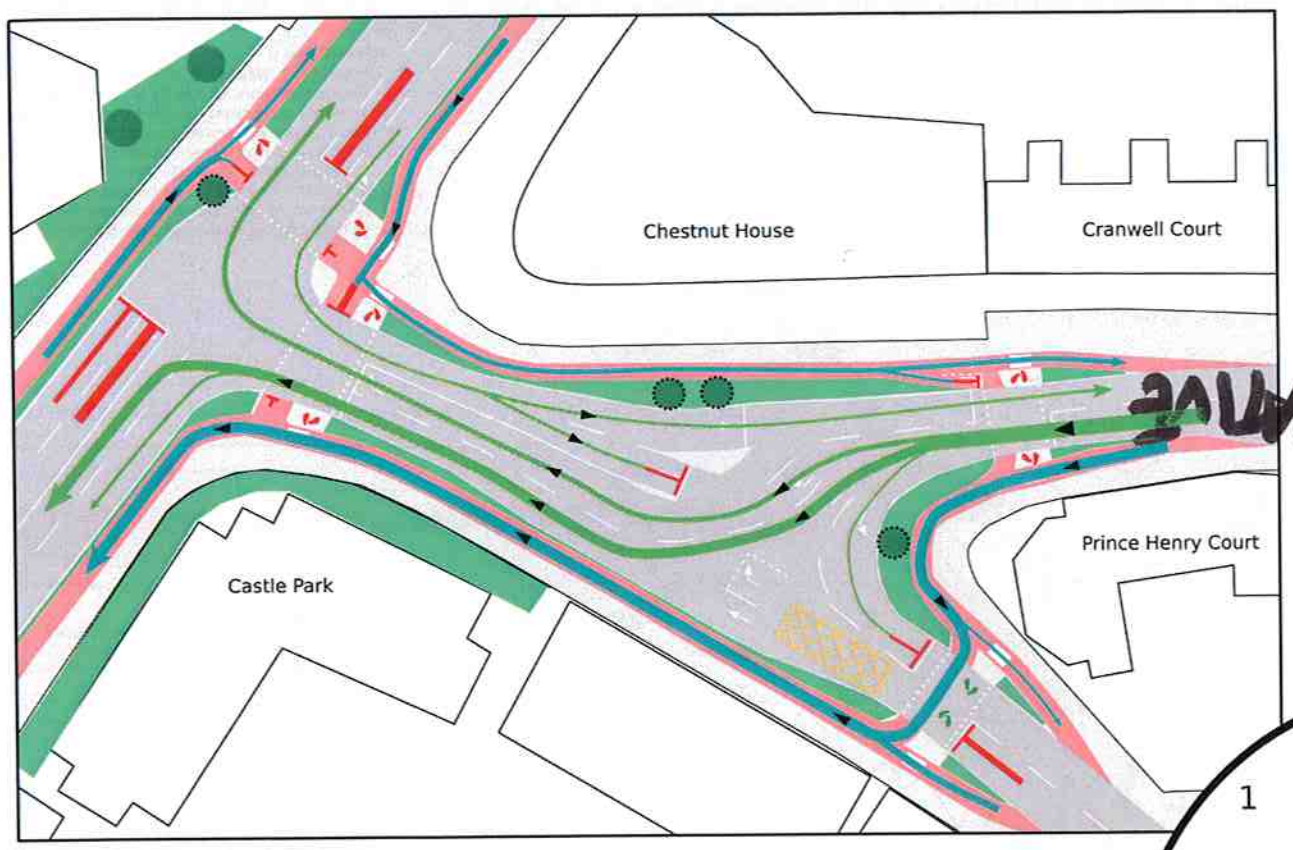
a. The streetscape with trees articulates a sense of place and provides aesthetic interest, better air, better drainage, and lower flood risk. They have a considerable amenity value during the seasons.
b. Air and noise pollution statistics should be analysed and presented at the LLF meeting.

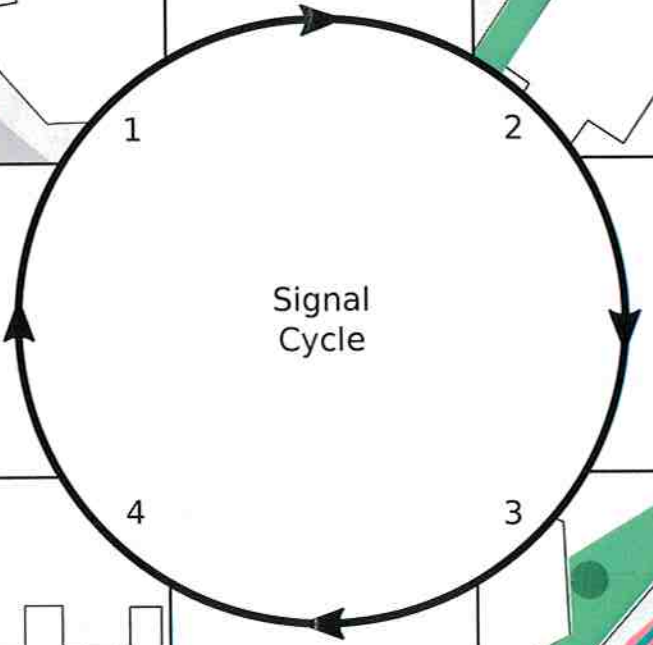
Lilian Rundblad Vice Chair HRARA

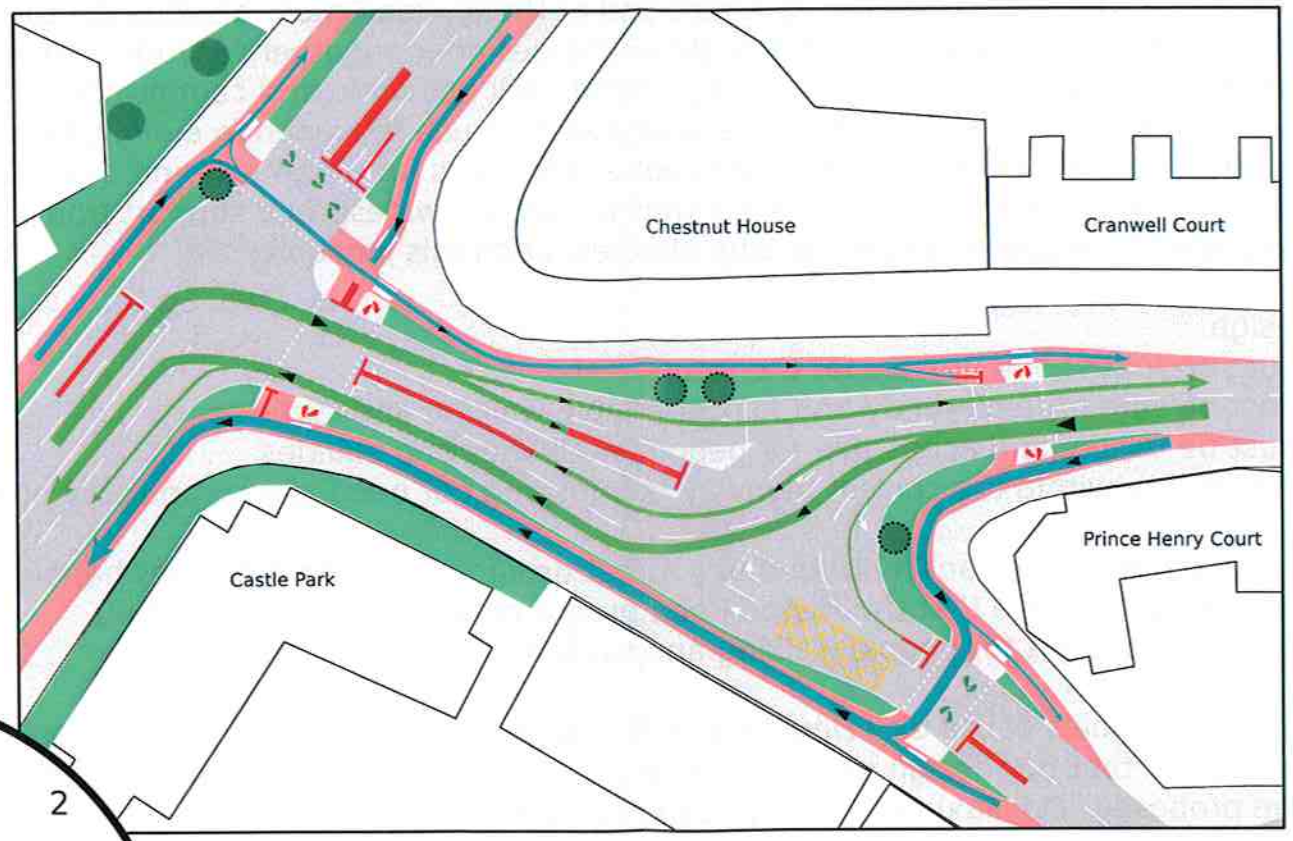


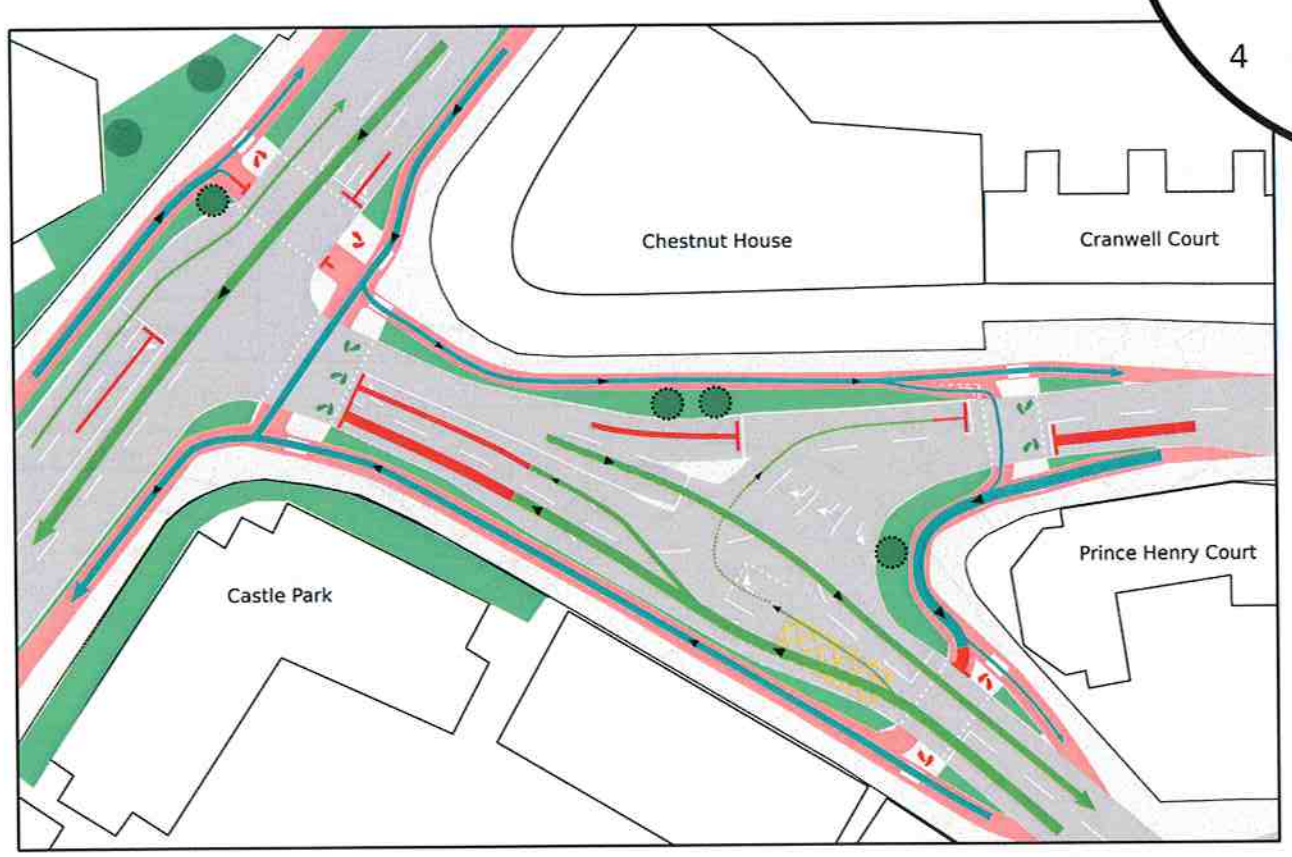
CA Cambridge

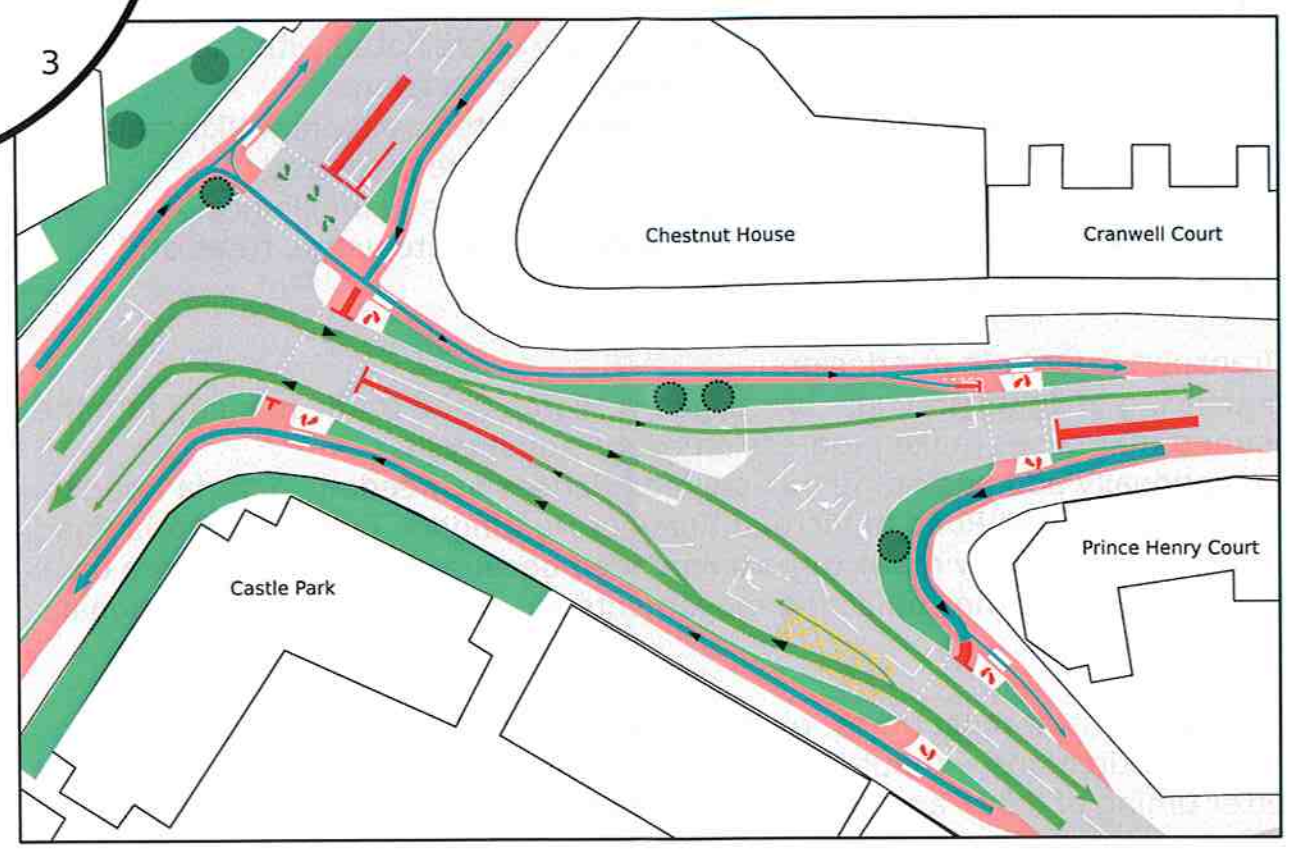
Sample coordinated 2-junction signal programming cycle for morning peak-time











Width of line shows approximate morning peak flow of motor vehicles and cycles.

A' Table 3

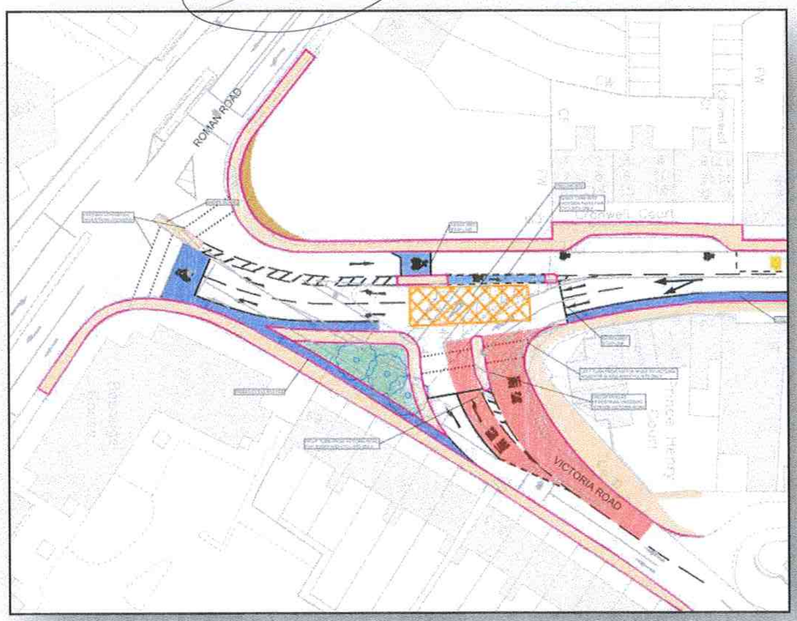
ASSESSMENT 1 – VICTORIA ROAD JUNCTION ~~(B)~~

ALTERNATIVE DESIGN ~~B~~ A' (MARK=UP THIS PLAN)

ie. do everything scheme. see email sheet

EXISTING LAYOUT

PROPOSED ~~CURRENT~~ DESIGN = DO MAX.



SCORING TABLE (ADD IN YOUR SCORES)

Factor	Existing layout	Current design	Alternative A ! DO Everything	Alternative B	Alternative C	Weighting (1-10)
Journey time/reliability						
Motor vehicles	5	2	8			
Buses	5	6	~~8~~			
Cyclists	~~3~~	~~8~~2	9			
Pedestrians	2	2	9			
Ability to manage network	1	1	9			
Road Safety						
Motor vehicles	7	8	9			
Cyclists	2	2	10			
Pedestrians	~~X~~2	2	10			
Public realm/trees	1	3	6			
Score						

Factor	Existing layout	Current design	Alternative A	Alternative B	Alternative C	Weighting (1-10)
Journey time/reliability						
Motor vehicles	3	7	7	7	7	4
Buses	3	7	7	7	7	5
Cyclists	7	8	8	8	8	4
Pedestrians	7	8	8	8	8	3
Ability to manage network	5	6	6	6	6	5
Road Safety						
Motor vehicles	5	7	7	7	7	7
Cyclists	3	7	7	7	7	7
Pedestrians	7	7	7	7	7	7
Public realm/trees	5	5	5	5	5	7
Score	45	62	62	62	62	

Score 1-10, where 1=very poor, 10=very good

Weighting 1-10, where 10 is very important

HISTON ROAD DESIGN WORKSHOP

Date:	28/11/2016.
Table Number:	4.

TOP 3 DESIGN IDEAS

1:	Pedestrian crossing at Chestnut House (next to Cranwell Court) on Histon Road.
2:	Dedicated cycles (as long as it does not compromise parking or Priority for cyclists (pedestrian & footpath). "Do Maximum" after shops cycle point for buses into Victoria Road. DEATH TRAP! Safe to be on road w/ such a redundant cycle lane.
3:	Introduce trees. Trees should be preserved - any trees removed should be replaced with mature tres.

TOP 3 DESIGN CONCERNS

1:	Residents + business Parking should not be removed. Crucial! Effects people's lives hugely!
2:	No bus lane can't fit!
3:	Do not want road bans. (banned turns). for cars. Need to model Castle Street - cannot make decisions without this information.

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

TABLE (4)

Kay Harris - Hawks/Campkin Resident Assc.

Leela Dockerill - "

Katharine Smith - BenRA

Simon Pratt - Skanska

Jocelyne A. Scott - Hilton Rd LLF

A. Leech - BenRA.

Sean Martin Hilton Rd Residents Association

Alternative (A)

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

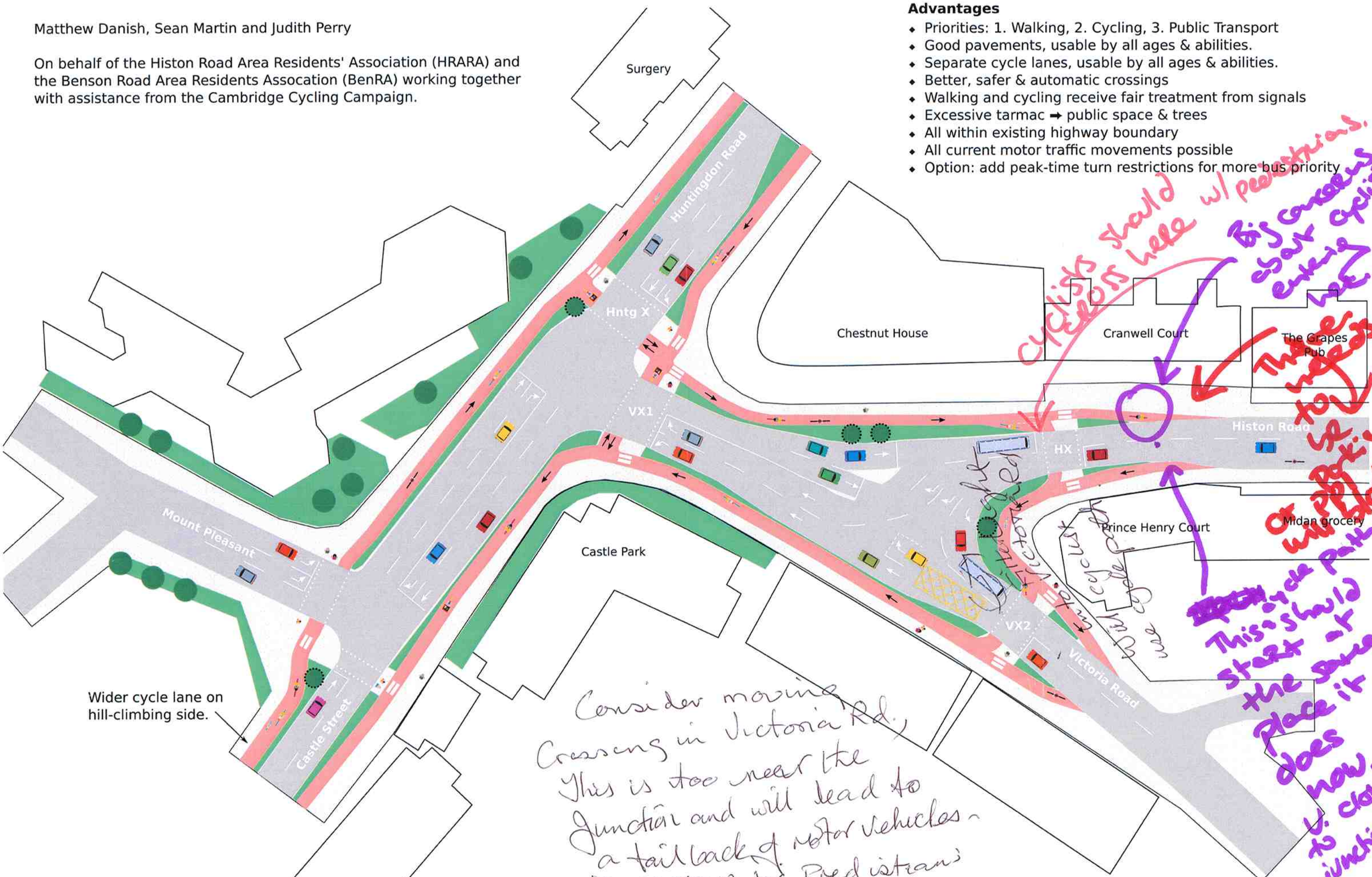
Matthew Danish, Sean Martin and Judith Perry

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

The "Do Everything" scheme

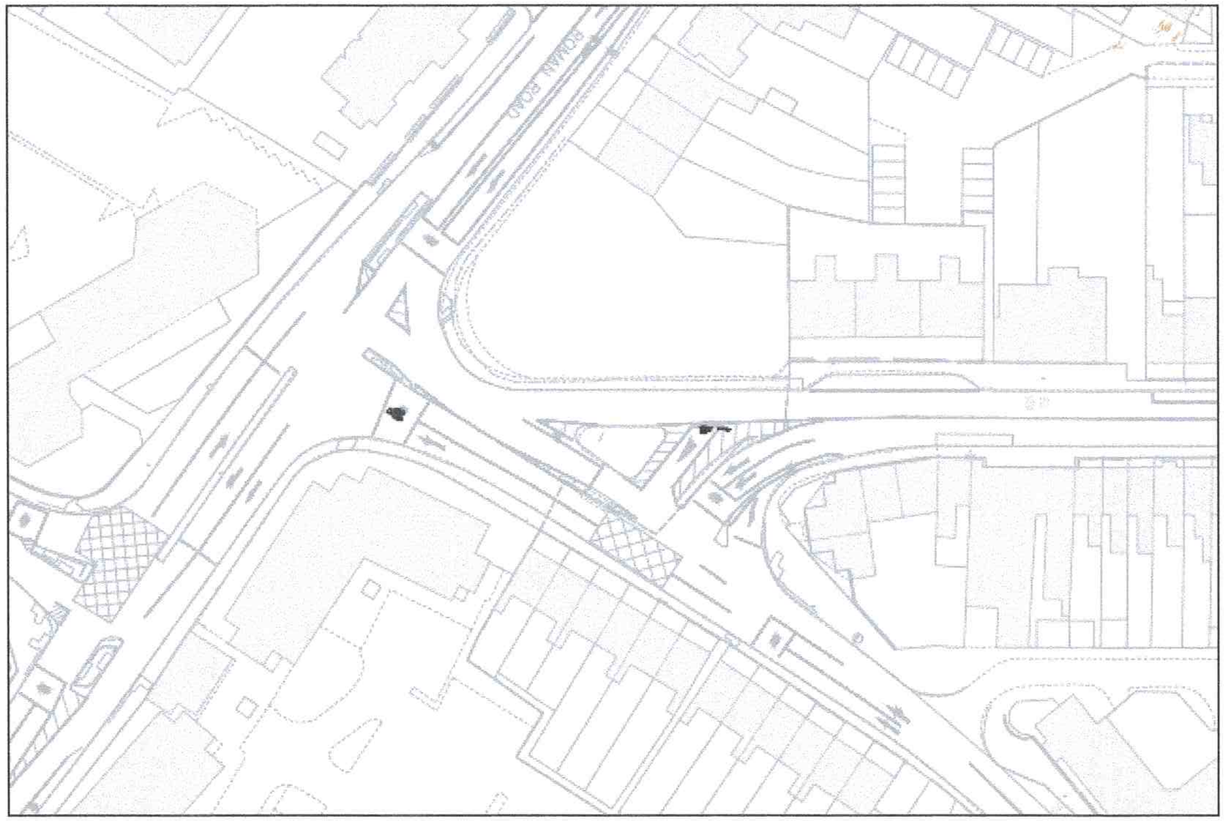
Advantages

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



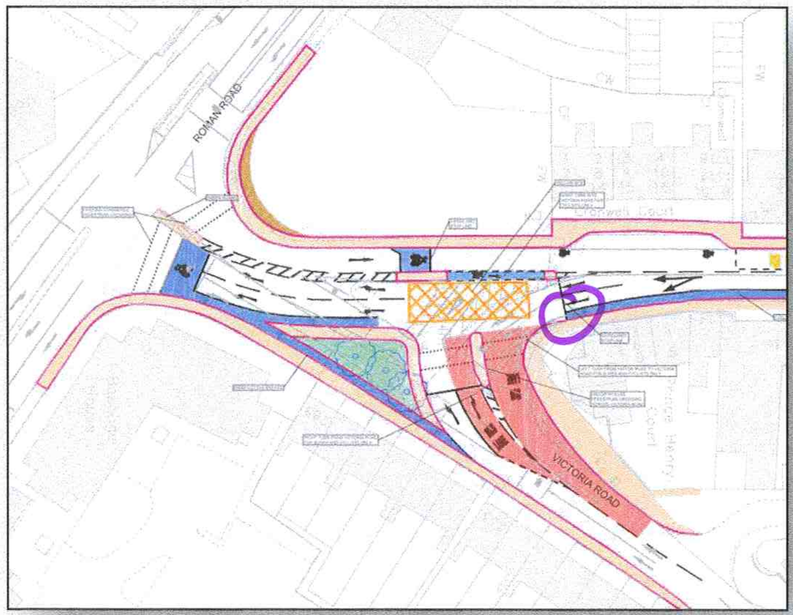
ASSESSMENT 1 – VICTORIA ROAD JUNCTION (A)

ALTERNATIVE DESIGN A (MARK=UP THIS PLAN)



EXISTING LAYOUT

CURRENT DESIGN



SCORING TABLE (ADD IN YOUR SCORES)

Factor	Existing layout	Current design	Alternative A	Alternative B	Alternative C	Weighting (1-10)
Journey time/reliability						
Motor vehicles	5	6	6			
Buses	6	6	6			
Cyclists	6	6	6			
Pedestrians	5	3	6			
Ability to manage network	6	4	6			
Road Safety						
Motor vehicles	6	6	6			
Cyclists	4	1	6			
Pedestrians	2	1	6			
Public realm/trees	1	2	4			
Score						

Factor	Existing layout	Current design	Alternative A	Alternative B	Alternative C	Weighting (1-10)
Journey time/reliability						
Motor vehicles	3	7	7	7	7	4
Buses	3	7	7	7	7	5
Cyclists	7	8	8	8	8	4
Pedestrians	7	8	8	8	8	3
Ability to manage network	5	6	6	6	6	5
Road Safety						
Motor vehicles	5	7	7	7	7	7
Cyclists	3	7	7	7	7	7
Pedestrians	7	7	7	7	7	7
Public realm/trees	5	5	5	5	5	7
Score	45	62	62	62	62	

Score 1-10, where 1=very poor, 10=very good

Weighting 1-10, where 10 is very important

Appendix B

WORKSHOP 4 FEEDBACK

T Margaret Reynolds — Oxford Road Residents Association
Angus MacKinnon — Oxford Road Residents Association
ANNA CRUTCHLEY — Benson Area RA
Barbara Gay(@ — MRRA
PAUL BRAZIER RESIDENT

HISTON ROAD DESIGN WORKSHOP

Date:	5 Dec 2016
Table Number:	1

TOP 3 DESIGN IDEAS

1:	NO BUS LANES – All comments assume this NEED [PARK + RIDE] at Histon Road to siphon off cars before they come into city
2:	Emergency Vehicle Access must be retained
3:	Extensive traffic calming required throughout the Canterbury ST / Benson / Richmond / Oxford / Windsor Roads network. City-wide residents parking necessary. eg. trial gate on Canterbury / Benson ST.
4:	20mph limit
5.	cambridge connect – go ahead w. light rail

TOP 3 DESIGN CONCERNS

1: 1.5	NO BUS LANES Removal of parking on Histon Rd causes more problems than it solves: (Existing parking) Narrows the road reduces the speed Removal / parking gives problems for elderly (carers), businesses desperate for custom, access for tradespeople & Histon Rd residents
2:	RAT RUNNING THROUGH CANTERBURY ST / BENSON ST (other side roads) onto Huntingdon Rd, incl. Oxford Road + Richmond Rd / Windsor Road — due to increase traffic AND banning of left + right turns at Victoria Road
3:	STRONGLY DISPUTE SKANSKA PERCENTAGES — MANY SPACES IN OXFORD & WENTWORTH ROADS ARE ALREADY USED BY COMMUTERS WORKING ON HISTON ROAD AND ELSEWHERE IN CAMBY. Increase of resident permits recently on Cant. Street.

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

PTO →

4. Histon Road residents very anxious about loosing parking, + need access for:
- carers visiting elderly or disabled
- families w. small children
- deliveries to homes + business
- services, removals + building work

Also, current parking help, buffer Histon Road homes against vibration + pollution

∴ We oppose removal of residents parking on Histon Road + Canterbury Spaces. Must continue to be all ^ residents parking →

TABLE 1

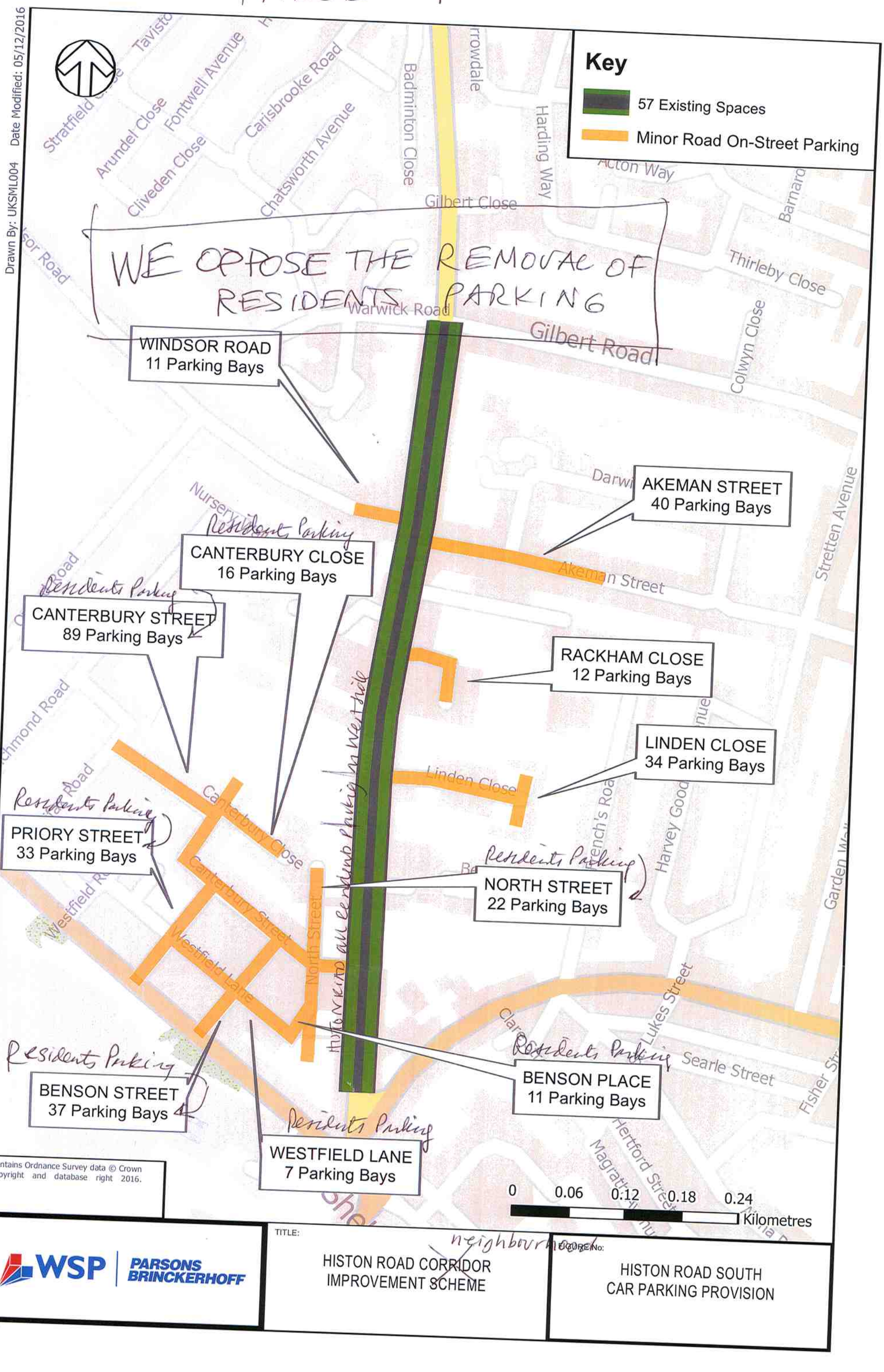

Key
57 Existing Spaces
Minor Road On-Street Parking
WE OPPOSE THE REMOVAL OF RESIDENTS PARKING
WINDSOR ROAD
11 Parking Bays
CANTERBURY CLOSE
16 Parking Bays
CANTERBURY STREET
89 Parking Bays
PRIORY STREET
33 Parking Bays
BENSON STREET
37 Parking Bays
WESTFIELD LANE
7 Parking Bays
AKEMAN STREET
40 Parking Bays
RACKHAM CLOSE
12 Parking Bays
LINDEN CLOSE
34 Parking Bays
NORTH STREET
22 Parking Bays
BENSON PLACE
11 Parking Bays
Residents Parking
Gilbert Close
Warwick Road
Gilbert Road
Akeman Street
Linden Close
Canterbury Close
Canterbury Street
Westfield Lane
North Street
Badminton Close
Harding Way
Acton Way
Thirleby Close
Colwyn Close
Stretten Avenue
Searle Street
Hertford Street
Arundel Close
Fontwell Avenue
Carisbrooke Road
Chatsworth Avenue
Cliveden Close
Stratfield Close
Nursery Road
Richmond Road
Contains Ordnance Survey data © Crown copyright and database right 2016.
0 0.06 0.12 0.18 0.24
Kilometres
WSP | PARSONS BRINCKERHOFF
TITLE:
HISTON ROAD CORRIDOR IMPROVEMENT SCHEME
FIGURE No:
HISTON ROAD SOUTH CAR PARKING PROVISION
Drawn By: UKSML004 Date Modified: 05/12/2016
File: Q:\WSP_UK\WSP_D\Cambridge\DP\JGC\70012012 - Milton Road & Histon Road\Mapfiles\Histon_Road_Parking.mxd

TABLE 1

PARK + RIDE NEEDED

Banned Right Turn into Warwick Road (in Do Maximum Design)

RAT RUN

RAT RUN

Banned Right Turn into Victoria Road (in Do Maximum Design)

AM + PM needs measures to prevent traffic ~~using~~ Bdge Rd will be worse with Bus Lane.

Key

- Histon Road
- Milton Road
- Road Closures

PM Traffic Flow Changes - Do Maximum v. Do Nothing

- Potential Traffic Decrease
- Potential Traffic Increase

WSP | PARSONS BRINCKERHOFF

TITLE:

Histon ~~Milton~~ Road Workshop 4

FIGURE No:

2031 PM Traffic Flow Changes with Do Maximum Designs

0 0.075 0.15 0.3 0.45 0.6 Kilometres

Drawn By: UKSML004 Date Modified: 01/11/2016

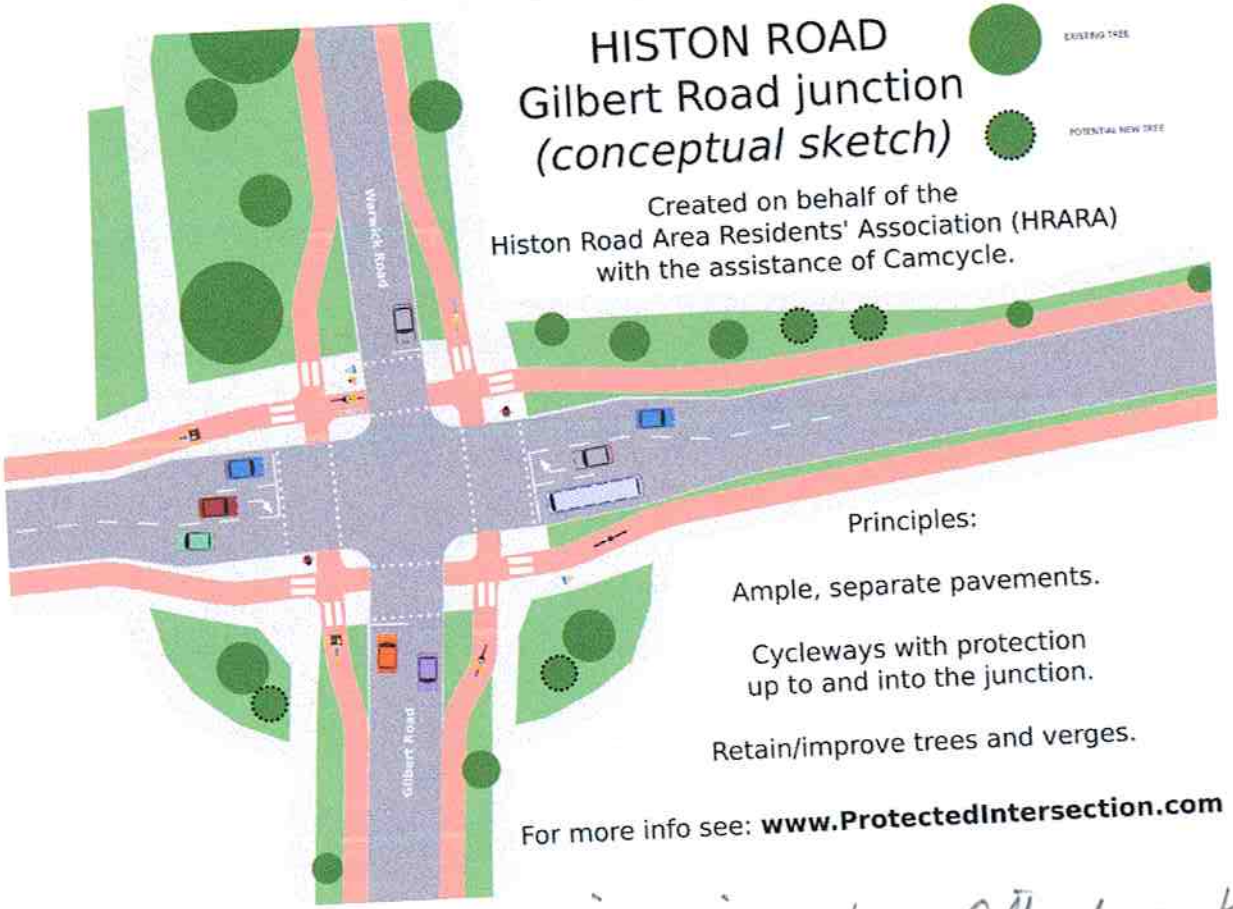
File: Q:\WSP_UK\WSP_D\Cambridge\DP\SML\Milton Road\Workshop Link Flows.mxd

HISTON ROAD
Gilbert Road junction
(conceptual sketch)

EXISTING TREE

POTENTIAL NEW TREE

Created on behalf of the
Histon Road Area Residents' Association (HRARA)
with the assistance of Camcycle.



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**

Assume right turn signal filter from Gilbert ⇒ Histon Rd

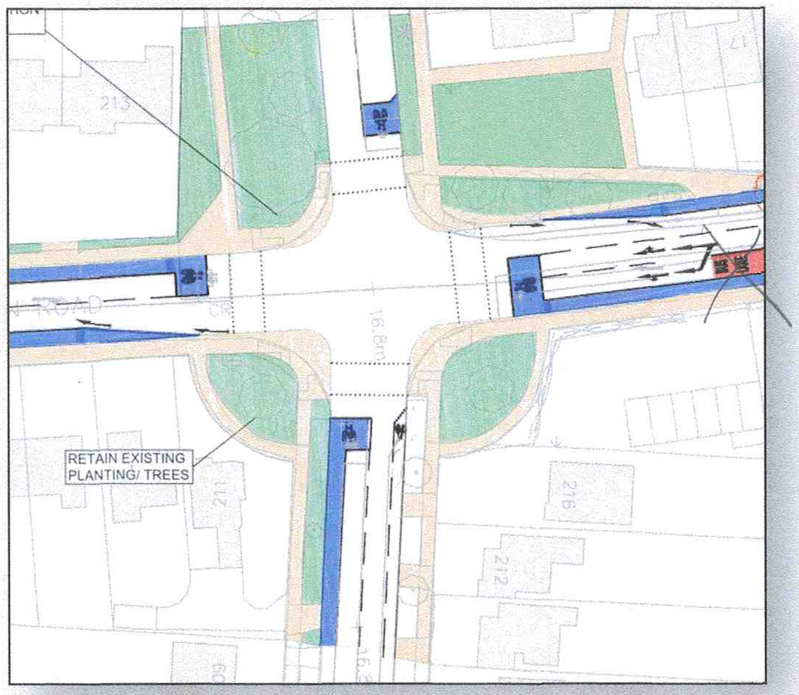
TABLE 1

ASSESSMENT 4 – GILBERT ROAD JUNCTION(A)

ALTERNATIVE DESIGN A (MARK=UP THIS PLAN)

EXISTING LAYOUT

CURRENT DESIGN



SCORING TABLE (ADD IN YOUR SCORES)

Factor	Existing layout	Current design	Alternative A	Alternative B	Alternative C	Weighting (1-10)
Journey time/reliability						
Motor vehicles	6	6	7			5
Buses	6	N/A	9			10
Cyclists	3	6	10			9
Pedestrians	8	8	8			10
Ability to manage network	2	4	9			7
Road Safety						
Motor vehicles	6	7	10			10
Cyclists	3	6	10			10
Pedestrians	8	8	10			10
Public realm/trees	6	6	9			10
Score						

Factor	Existing layout	Current design	Alternative A	Alternative B	Alternative C	Weighting (1-10)
Journey time/reliability						
Motor vehicles	3	7	7	7	7	4
Buses	3	7	7	7	7	5
Cyclists	7	8	8	8	8	4
Pedestrians	7	8	8	8	8	3
Ability to manage network	5	6	6	6	6	5
Road Safety						
Motor vehicles	5	7	7	7	7	7
Cyclists	3	7	7	7	7	7
Pedestrians	7	7	7	7	7	7
Public realm/trees	5	5	5	5	5	7
Score	45	62	62	62	62	

Do NOT WANT BUS LANE

Assuming No banned right turn

Assuming cycling priority

~~Assume~~

Score 1-10, where 1=very poor, 10=very good

Weighting 1-10, where 10 is very important

TABLE 1

Date Modified: 01/11/2016

Drawn By: UKSML004

File: Q:\WSP_UK\WSP_D\Cambridge\DP\SML\Milton Road\Workstop Final Flows.mxd

Key

- Histon Road
- Milton Road
- Road Closures

AM Traffic Flow Changes - Do Maximum v. Do Nothing

- Potential Traffic Decrease
- Potential Traffic Increase

Banned Right Turn into Warwick Road (in Do Maximum Design)

Traffic here will certainly NOT decrease because of works to Histon Rd

Banned Right Turn into Victoria Road (in Do Maximum Design)

NW Cambridge Development

RAT RUN
Oxford - Windsor Road
A traffic count has been carried out June 2015
SERIOUS RAT RUN
ALREADY, CAMBRIDGE UNIV N W Cambridge
will generate more
Rathchoose on Histon Rd will increase
usage of Windsor Oxford cut-thru

PARK + RIDE SITE?

PARK + RIDE SITE?

PARK + RIDE SITE?

Girton

Chesterton

Arbury

Kings Hedges

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0 0.075 0.15 0.3 0.45 0.6 Kilometres

WSP | PARSONS BRINCKERHOFF

TITLE:

Histon ~~Milton~~ Road Workshop 4

FIGURE No:

2031 AM Traffic Flow Changes with Do Maximum Designs

HISTON ROAD DESIGN WORKSHOP

Date:	5 DEC 16
Table Number:	2

TOP 3 DESIGN IDEAS

1:	HOME ZONE IN BUNTINGDON - HISTON RD Δ MUST CONSIDER 5-WAY JUNCTION V-H-H-MP-C* PARK & RIDE AT IMPINGTON FARM
2:	BUSES SERVING IT MUST RUN LATE AND BE FREE INTRODUCE FLEXIB WORKING HOURS. KEEP ALL PARKING (EXCEPT IN NOSH HOUR MAYBE?) BUT THEN WHERE?
3:	NO BUS LANE COMPULARY PURCHASE OF HARVEY QUICK FIT AND CREATE PARKING TO RELACE PARKING LOST RING ROAD NEEDED!

TOP 3 DESIGN CONCERNS

1:	SKANSKA SURVEY ASSUMES LIFTING RESIDENS PARKING NEED NIGHTTIME SURVEY ON PARKING
2:	LOCAL COMMUNITY NEEDS PARKING FOR LOCAL BUSNESSES - PAY & DISPLAY OPPOSITE SIDE OF THE ROAD ON HISTON
3:	MORNING AND NIGHT RAT RUNNING IN HISTON - HUNTINGDON Δ

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

* Victoria Rd – Huntingdon Rd – HISTON Rd – Mount Pleasant – Castle ST
MUST INCLUDE MODELLING ON CASTLE ST & MOUNT PLEASANT

(2) UNREALISTIC

Drawn By: UKSML004 Date Modified: 05/12/2016

Key

- 57 Existing Spaces
- Minor Road On-Street Parking

WINDSOR ROAD
11 Parking Bays

AKEMAN STREET
40 Parking Bays

CANTERBURY CLOSE
16 Parking Bays

CANTERBURY STREET
89 Parking Bays

RACKHAM CLOSE
12 Parking Bays

LINDEN CLOSE
34 Parking Bays

PRIORY STREET
33 Parking Bays

NORTH STREET
22 Parking Bays

BENSON PLACE
11 Parking Bays

BENSON STREET
37 Parking Bays

WESTFIELD LANE
7 Parking Bays

Stratfield Close, Tavistock, Fontwell Avenue, Arundel Close, Cliveden Close, Carisbrooke Road, Chatsworth Avenue, Badminton Close, Harrowdale, Harding Way, Acton Way, Barnard, Gilbert Close, Thirleby Close, Colwyn Close, Warwick Road, Gilbert Road, Windsor Road, Nursery Walk, Akeman Street, Stretten Avenue, Richmond Road, Linden Close, French's Road, Harvey Goodwin Avenue, Canterbury Close, Canterbury Street, Westfield Road, Westfield Lane, North Street, Garden Walk, Clare Street, St. Lukes Street, Searle Street, Fisher Street, Hertford Street, Magrath Avenue

0 0.06 0.12 0.18 0.24 Kilometres

WSP | PARSONS BRINCKERHOFF

TITLE:

HISTON ROAD CORRIDOR IMPROVEMENT SCHEME

FIGURE No:

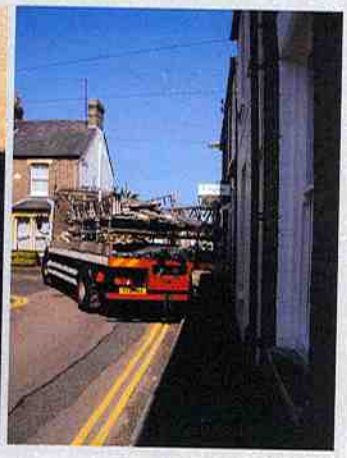
HISTON ROAD SOUTH CAR PARKING PROVISION

File: Q:\WSP_UK\WSP_D\Cambridge\DP\JGC\70012012 - Milton Road & Histon Road\Mapfiles\Histon_Road_Parking.mxd

The 2016 **BenRA** survey found poor driving down Benson St and Canterbury St caused in excess of £21,000 of damage to property

Canterbury Street

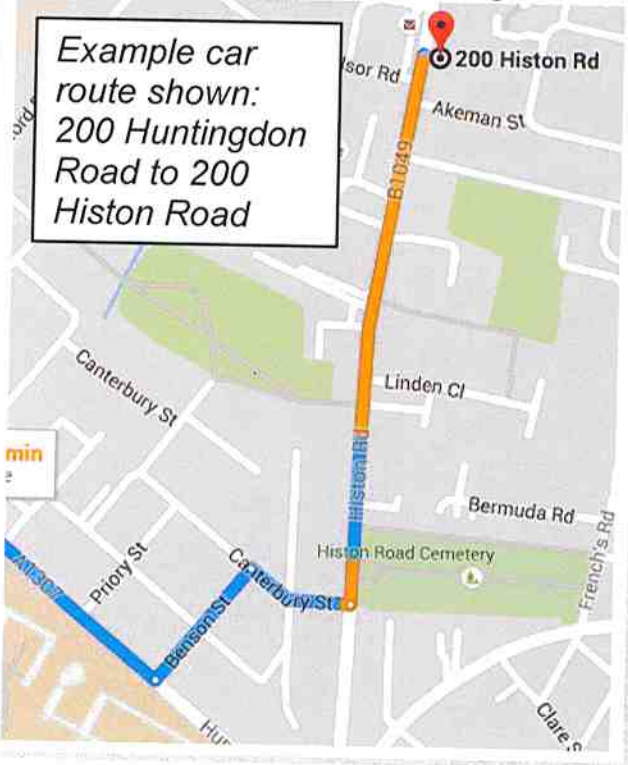




Benson Street



Google routes traffic via Benson St, Canterbury St



Parking on Histon Road

Many BenRA members on Histon Road have no rear access to their houses.

Parking close to houses is required for:

- carers visiting the elderly or disabled
- families with small children
- deliveries to homes & businesses
- services, removals and building work

Yet BenRA's parking survey suggests that, with removal of parking on Histon Road, there will be **no free spaces in the parking zone until Priory Street**.

Flyer by Benson Area Residents' Association
Post: 16 Benson Street, Cambridge
Web: http://bensonarea.uk/
Email: secretary@bensonarea.uk

2

Drawn By: UKSML004 Date Modified: 01/12/2016

Key

- Histon Road
- Milton Road
- Road Closures

PM Traffic Flow Changes - Do Maximum v. Do Nothing

- Potential Traffic Decrease
- Potential Traffic Increase

~~reruns~~

Banned Right Turn into ~~Warwick~~ Road (in Do Maximum Design)

Banned Right Turn into Victoria Road (in Do Maximum Design)

0 0.075 0.15 0.3 0.45 0.6 Kilometres

WSP | PARSONS BRINCKERHOFF

TITLE:

~~Histon~~ Road Workshop 4

FIGURE No:

2031 PM Traffic Flow Changes with Do Maximum Designs

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(2)

Drawn By: UKSML004 Date Modified: 01/11/2016

File: Q:\WSP_UK\WSP_D\Cambridge\DP\SML\Milton Road\Workshop Link Flows.mxd

Key

- Histon Road
- Milton Road
- Road Closures

AM Traffic Flow Changes - Do Maximum v. Do Nothing

- Potential Traffic Decrease
- Potential Traffic Increase

Rat runs

Banned Right Turn into Warwick Road (in Do Maximum Design)

Banned Right Turn into Victoria Road (in Do Maximum Design) object!

Girton

Chesterton

Arbury

King's Hedges

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0 0.075 0.15 0.3 0.45 0.6 Kilometres

WSP | PARSONS BRINCKERHOFF

TITLE:

~~Histon~~ ~~Milton~~ Road Workshop 4

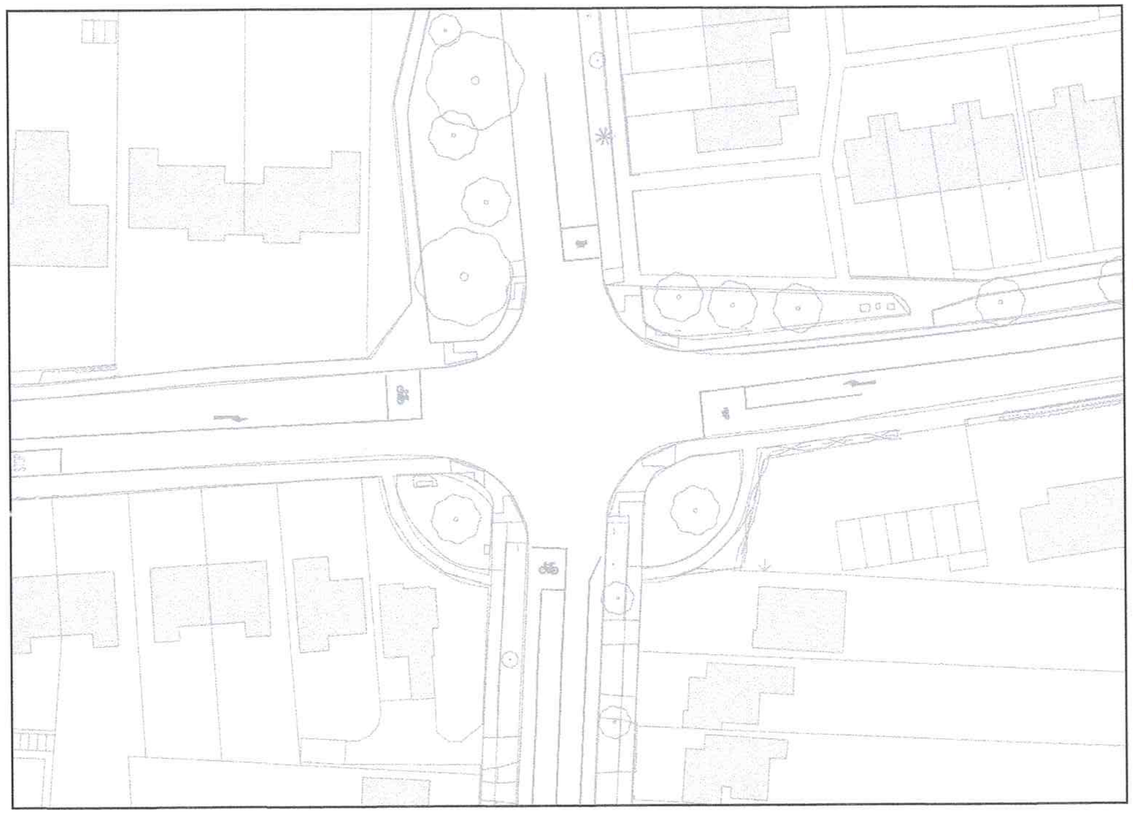
FIGURE No:

2031 AM Traffic Flow Changes with Do Maximum Designs

Table 2

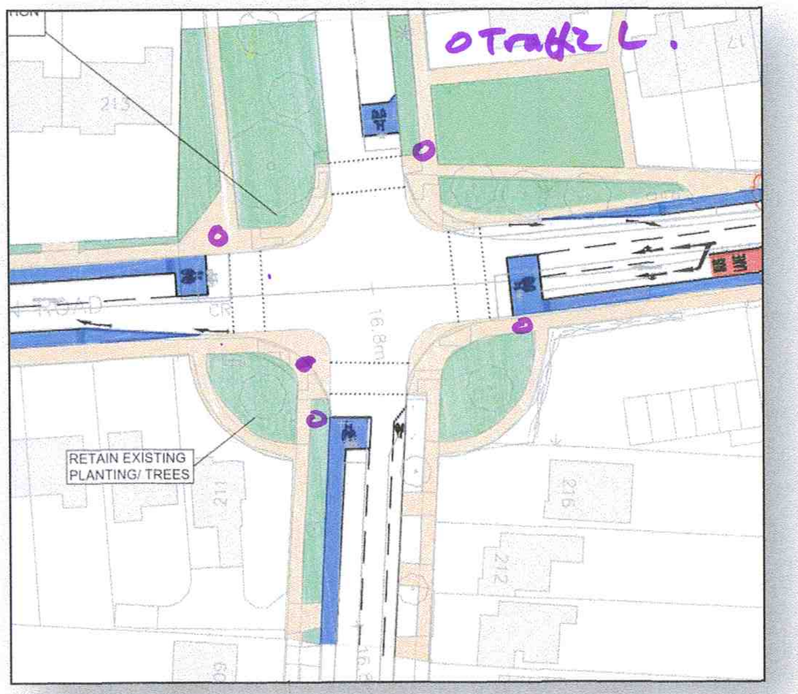
ASSESSMENT 4 – GILBERT ROAD JUNCTION(A)

ALTERNATIVE DESIGN A (MARK=UP THIS PLAN)



EXISTING LAYOUT

CURRENT DESIGN



SCORING TABLE (ADD IN YOUR SCORES)

Factor	Existing layout	Current design	Alternative A	Alternative B	Alternative C	Weighting (1-10)
Journey time/reliability						
Motor vehicles	5	4	6			7
Buses	5	6	6			7
Cyclists	5	5	8			7
Pedestrians	5	5	7			7
Ability to manage network	20	19	26			
Road Safety						
Motor vehicles	5	5	5			10
Cyclists	3	5	7			10
Pedestrians	5	6	7			10
Public realm/trees	8	8	8			10
Score	21	24	27			

Factor	Existing layout	Current design	Alternative A	Alternative B	Alternative C	Weighting (1-10)
Journey time/reliability						
Motor vehicles	3	7	7	7	7	4
Buses	3	7	7	7	7	5
Cyclists	7	8	8	8	8	4
Pedestrians	7	8	8	8	8	3
Ability to manage network	5	6	6	6	6	5
Road Safety						
Motor vehicles	5	7	7	7	7	7
Cyclists	3	7	7	7	7	7
Pedestrians	7	7	7	7	7	7
Public realm/trees	5	5	5	5	5	7
Score	45	62	62	62	62	

Score 1-10, where 1=very poor, 10=very good

Weighting 1-10, where 10 is very important

Histon Road Local Liaison Forum

Resolution 4. Gilbert Road/Warwick Road/Histon Road Junction

The Gilbert Road/Warwick Road/Histon Road is the main junction near the Mayfield School for younger children and also the Chesterton Community College for older children. It is therefore essential to give priority to cycle lanes and footpaths that are protected by trees and verges. Any design taken forward should therefore incorporate segregation of pedestrians and cyclists from motor traffic by trees and verges. It should also include features and surfaces for older people and people with disabilities.

The conceptual sketch of the junction in question (see below) prepared by HRARA in cooperation with Cambridge Cycling Campaign is a protected junction design that includes these parameters.

We therefore call upon the Board to instruct the officers to take forward this protected design to the next stage of consultation as an alternative to the "Do Maximum" option that would put children cycling on the road unprotected.

Alternative A

Facilitator
OLIVER BROWN
EDWARD LEIGH - SMASTER CAMBRIDGE TRANSPORT
ALEXANDRA FARRAGHER.

Tania Elliott - FECRA
PHILIP SQUIRES - Benson Residents
Ann Mullinger Windsor Rd. R.A.

HISTON ROAD DESIGN WORKSHOP

Date:	Dec 2016.
Table Number:	Table 3

TOP 3 DESIGN IDEAS

1:	Access required from A14 East to Huntingdon Road TO AVOID TRAFFIC HAVING TO USE HISTON + HILTON ROAD AS RAT RUNS.
2:	MORE PARK + RIDE PROVISION TO REDUCE VOLUME OF TRAFFIC.
3:	~~NEED FOR LOADING BAYS FOR SHOPS TO AVOID~~ "RESIDENTS' ONLY" PARKING ACROSS THE CITY, ~~BOOK PARKING PROVISION IN COOK~~ HISTON ROAD NOT WIDE ENOUGH FOR LANES. ^ CYCLE

TOP 3 DESIGN CONCERNS

1:	THE REMOVAL OF RESIDENTS' + BUSINESS PARKING FACILITIES IS A BIG CONCERN. RESIDENTS' SURVEY ~~SUG~~INDICATES THAT THERE IS INSUFFICIENT ~~NO~~ CAPACITY / SPACE FOR ANY DISPLACED PARKING IN SURROUNDING BENSON AREA ROADS. WILL WORSEN THE CONSEQUENCES OF RAT-RUN ON SURROUNDING ROADS.
2:	BANNING TURNS ON VICTORIA ROAD CAUSES RAT-RUNNING, DISPLACED TRAFFIC + CONGESTION ELSEWHERE WHICH SLOWS DOWN BUSES OUTBOUND. + CAUSES MAJOR DISRUPTION.
3:	THERE HAS BEEN NO MODELLING OF CASTLE HILL. INCREASE IN TRAFFIC DOWN CASTLE HILL WILL BUT CYCLISTS IN DANGER.

NEEDS FOR CARERS + BUSINESSES + ESSENTIAL STRUCTURAL WORK. WILL LEAD TO GREATER DANGERS ON BENSON AREA ROADS. PLEASE SEE ATTACHMENT (A)

DO NOT TRUST STANSKA PARKING SURVEY.

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

PTO

ATTACHMENT (A). Table 3

The 2016 **BenRA** survey found poor driving down Benson St and Canterbury St caused in excess of £21,000 of damage to property

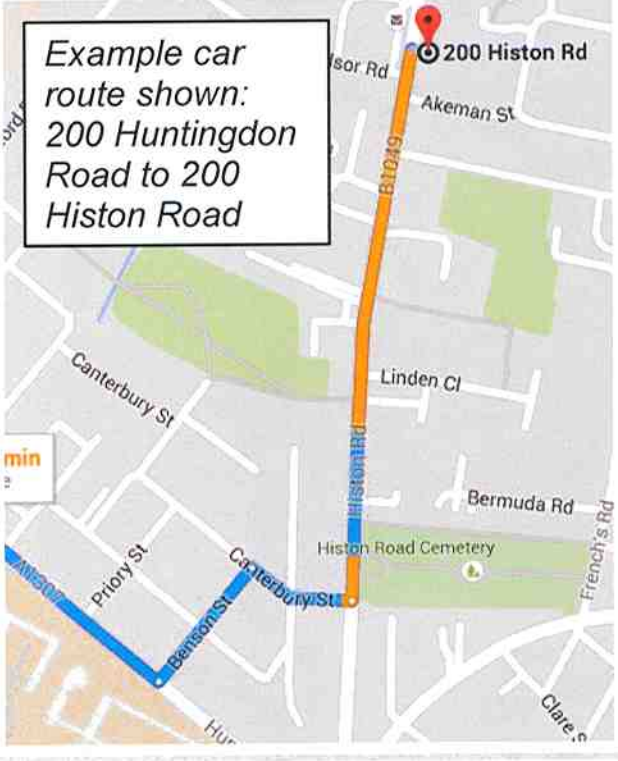
Canterbury Street



Benson Street



Google routes traffic via Benson St, Canterbury St



Parking on Histon Road

Many BenRA members on Histon Road have no rear access to their houses.

Parking close to houses is required for:

- carers visiting the elderly or disabled
- families with small children
- deliveries to homes & businesses
- services, removals and building work

Yet BenRA's parking survey suggests that, with removal of parking on Histon Road, there will be **no free spaces in the parking zone until Priory Street**.

Flyer by Benson Area Residents' Association
Post: 16 Benson Street, Cambridge
Web: http://bensonarea.uk/
Email: secretary@bensonarea.uk

Table 3

Key

- Histon Road
- Milton Road
- Road Closures

AM Traffic Flow Changes - Do Maximum v. Do Nothing

- Potential Traffic Decrease
- Potential Traffic Increase

Barred Right Turn into Warwick Road (in Do Maximum Design)

Banned Right Turn into Victoria Road (in Do Maximum Design)

Contains Ordnance Survey data © Crown copyright and database right 2016.

0 0.075 0.15 0.3 0.45 0.6 Kilometres

WSP | PARSONS BRINCKERHOFF

TITLE:

~~Histon Milton~~ Road Workshop 4

FIGURE No:

2031 AM Traffic Flow Changes with Do Maximum Designs

File: Q:\WSP_UK\WSP_D\Cambridge\DP_SML\Milton Road\Workshop Link Flows.mxd

Drawn By: [illegible] Date Plotted: [illegible]/2016

Table 5.3

Same as AM peak

Date Modified: 01/11/2016

Drawn By: UKSML004

File: Q:\WSP_UK\WSP_D(Cambridge)\DP\SML\Milton Road\Workshop Link Flows.mxd

Key

- Histon Road
- Milton Road
- Road Closures

PM Traffic Flow Changes - Do Maximum v. Do Nothing

- Potential Traffic Decrease
- Potential Traffic Increase

Banned Right Turn into Warwick Road (in Do Maximum Design)

Banned Right Turn into Victoria Road (in Do Maximum Design)

0 0.075 0.15 0.3 0.45 0.6 Kilometres

WSP | PARSONS BRINCKERHOFF

TITLE:

~~Histon~~ ~~Milton~~ Road Workshop 4

FIGURE No:

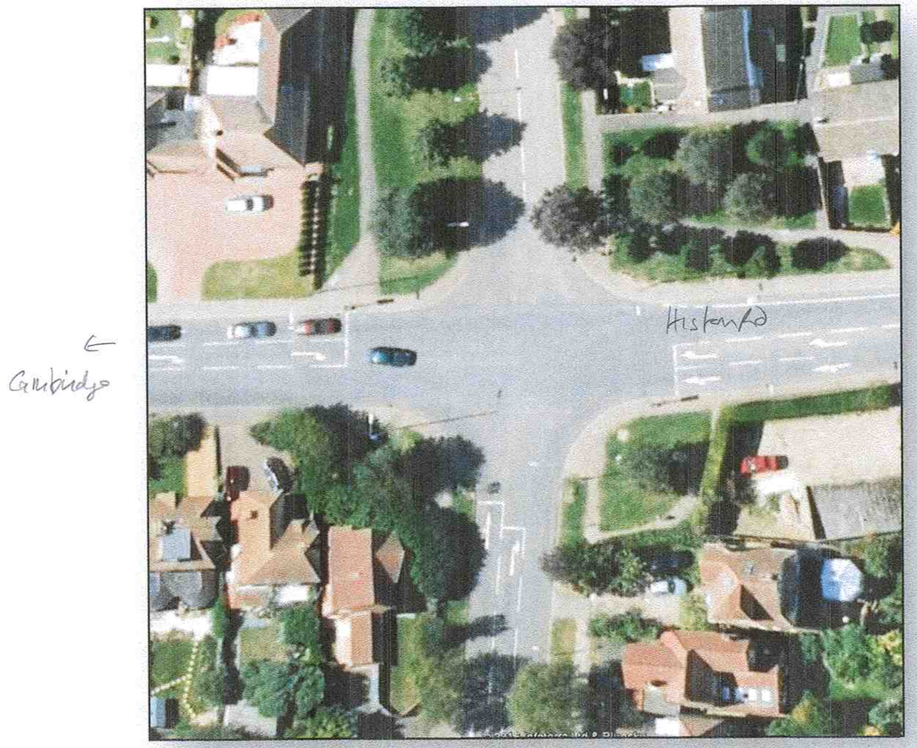
2031 PM Traffic Flow Changes with Do Maximum Designs

Egpl

ASSESSMENT 4 – GILBERT ROAD JUNCTION(A) TABLE 3.

ALTERNATIVE DESIGN A (MARK=UP THIS PLAN)

EXISTING LAYOUT



SCORING TABLE (ADD IN YOUR SCORES)

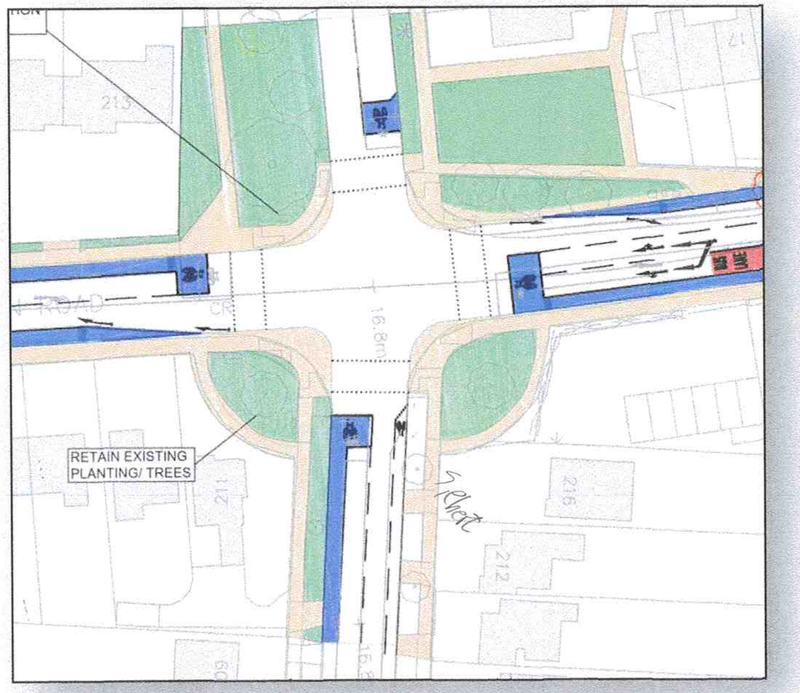
Factor	Existing layout	Current design	Alternative A	Alternative B	Alternative C	Weighting (1-10)
Journey time/reliability						
Motor vehicles	9	4		6		
Buses	9	4		7		
Cyclists	4	4		5		
Pedestrians	8	8		5		
Ability to manage network						
Road Safety	don't understand					
Motor vehicles	6	8		8		
Cyclists	3	5		9		
Pedestrians	9	9		7		
Public realm/trees	8	8		6		
Score						

Factor	Existing layout	Current design	Alternative A	Alternative B	Alternative C	Weighting (1-10)
Journey time/reliability						
Motor vehicles	3	7	7	7	7	4
Buses	3	7	7	7	7	5
Cyclists	7	8	8	8	8	4
Pedestrians	7	8	8	8	8	3
Ability to manage network	5	6	6	6	6	5
Road Safety						
Motor vehicles	5	7	7	7	7	7
Cyclists	3	7	7	7	7	7
Pedestrians	7	7	7	7	7	7
Public realm/trees	5	5	5	5	5	7
Score	45	62	62	62	62	

Score 1-10, where 1=very poor, 10=very good

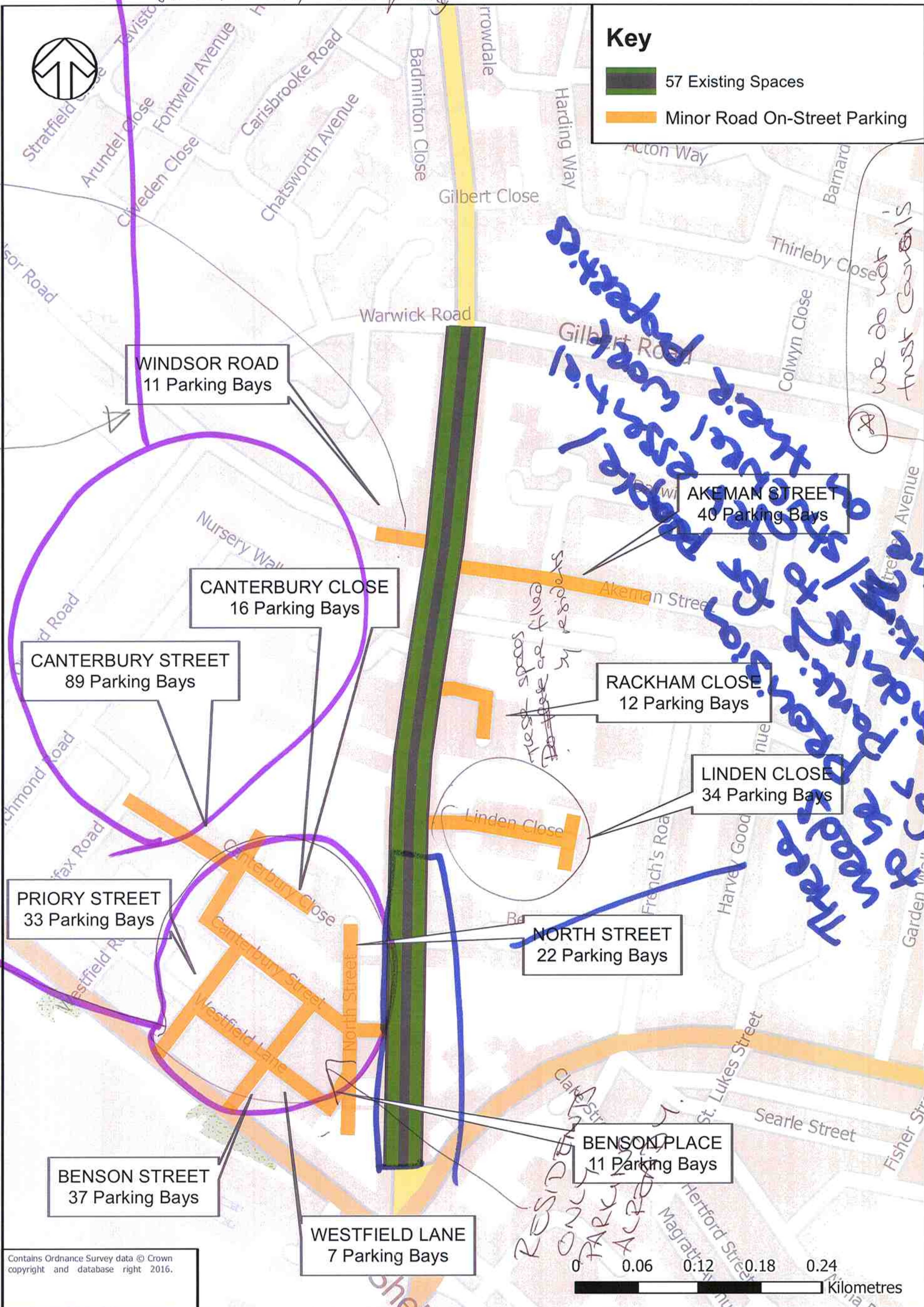
Weighting 1-10, where 10 is very important

PROPOSED CURRENT DESIGN



no spaces free in these side roads for more parking ↑ Histon

Table 3.



Key
57 Existing Spaces
Minor Road On-Street Parking
WINDSOR ROAD
11 Parking Bays
AKEMAN STREET
40 Parking Bays
CANTERBURY CLOSE
16 Parking Bays
CANTERBURY STREET
89 Parking Bays
RACKHAM CLOSE
12 Parking Bays
LINDEN CLOSE
34 Parking Bays
PRIORY STREET
33 Parking Bays
NORTH STREET
22 Parking Bays
BENSON PLACE
11 Parking Bays
BENSON STREET
37 Parking Bays
WESTFIELD LANE
7 Parking Bays
Warwick Road
Gilbert Road
Gilbert Close
Badminton Close
Harding Way
Acton Way
Thirleby Close
Colwyn Close
Stratfield Close
Arundel Close
Fontwell Avenue
Carisbrooke Road
Cliveden Close
Chatsworth Avenue
Nursery Walk
Linden Close
Canterbury Close
Canterbury Street
Westfield Lane
North Street
St. Lukes Street
Searle Street
Hertford Street
Fisher Street
0 0.06 0.12 0.18 0.24
Kilometres
Contains Ordnance Survey data © Crown copyright and database right 2016.
Drawn By: UKSML004 Date Modified: 05/12/2016
File: Q:\WSP_UK\WSP_D\Cambridge\DP\JGC\70012012 - Milton Road & Histon Road\Mapfiles\Histon_Road_Parking.mxd
RESIDENTS ONLY PARKING ALREADY.
(X) we do not trust Council's Parking Survey
These spaces filled by residents
This must include illegal parking at front of charity shop & other shops

Where does this figure of "11" come from in WR. Not accord with reality. There are no allowed spaces on the road.

In evening - there is not enough space to accommodate parked cars displaced from Histon Rd. This is the only area with residents' only parking. Benson Area RA did its own survey

WSP | PARSONS BRINCKERHOFF	TITLE: HISTON ROAD CORRIDOR IMPROVEMENT SCHEME	FIGURE No: HISTON ROAD SOUTH CAR PARKING PROVISION

(PTO)

We challenge these numbers of parking spaces. Note residents only in Canterbury/Benson area.

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

Matthew Danish, Sean Martin and Judith Perry

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

The "Do Everything" scheme

Advantages

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

Histon Road Local Liaison Forum

Resolution 4. Gilbert Road/Warwick Road/Histon Road Junction

The Gilbert Road/Warwick Road/Histon Road is the main junction near the Mayfield School for younger children and also the Chesterton Community College for older children. It is therefore essential to give priority to cycle lanes and footpaths that are protected by trees and verges. Any design taken forward should therefore incorporate segregation of pedestrians and cyclists from motor traffic by trees and verges. It should also include features and surfaces for older people and people with disabilities.

The conceptual sketch of the junction in question (see below) prepared by HRARA in cooperation with Cambridge Cycling Campaign is a protected junction design that includes these parameters.

We therefore call upon the Board to instruct the officers to take forward this protected design to the next stage of consultation as an alternative to the "Do Maximum" option that would put children cycling on the road unprotected.

ALTERNATIVE B

Support this

Table 3.

Histon Road Local Liaison Forum

Date

Resolution 3. Save the listed trees and the rows of trees and verges

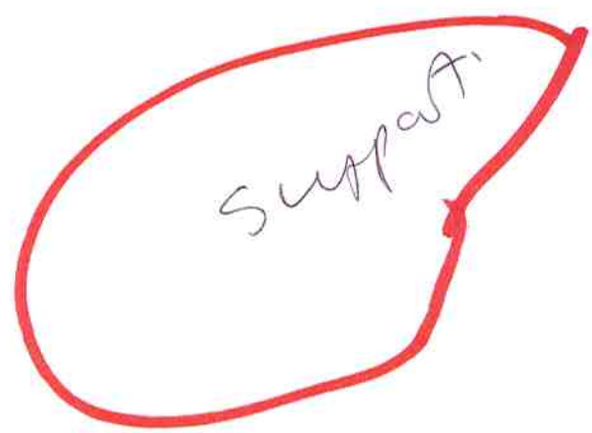
Histon Road is the entry to the beautiful and classical centre of Cambridge and should be a warm and welcoming greeting to all visitors and residents.

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 throughout the seasons.

Histon Road Local Liaison Forum calls upon the City Deal Board to

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

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



Also Google Route to Oxford / Windsor Rd - cars have been damaged in Windsor Road too

The 2016 **BenRA** survey found poor driving down Benson St and Canterbury St caused in excess of £21,000 of damage to property

Canterbury Street



Benson Street



Google routes traffic via Benson St, Canterbury St

Example car route shown: 200 Huntingdon Road to 200 Histon Road

Parking on Histon Road

Many BenRA members on Histon Road have no rear access to their houses.

Parking close to houses is required for:

- carers visiting the elderly or disabled
- families with small children
- deliveries to homes & businesses
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Yet BenRA's parking survey suggests that, with removal of parking on Histon Road, there will be **no free spaces in the parking zone until Priory Street**.

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Histon Road Local Liaison Forum

Resolution 2. Parking, Histon Road

The Histon Road LLF does not support any proposal involving removal of residents' parking provision for their vehicles and those of their visitors between Linden Close and the Histon Road/Victoria Road /Huntingdon Road Junction.

City-wide controlled parking zones should be a mandatory feature of any new scheme to enable Histon Road to fulfil its function without getting congested by non-essential commuter traffic looking for parking places

The Histon Road LLF calls upon the City Deal Board to

(a) remove plans to remove residents and residents' visitors parking from Histon Road between Linden Close and the Histon Road/Victoria Road/Huntingdon Road Junction.

(b) Introduce city-wide controlled parking zones as a mandatory feature of any new scheme.

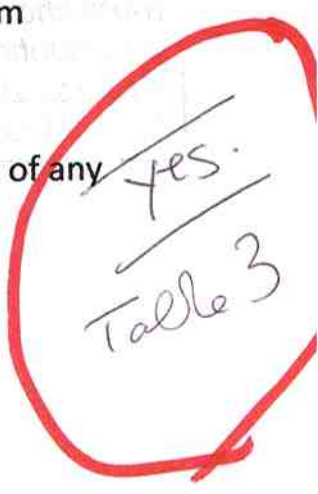

Table 3

see notes on this script

Histon Road Local Liaison Forum

agree

Resolution 1. Bus lane Histon Road

The Histon Road LLF does not support any proposal that there be bus lanes on any part of Histon Road which will require land acquisitions.

The Histon Road LLF calls upon the City Deal Board to

(a) remove the bus lane from its proposals for those sections requiring land acquisitions - that is, to revert to a maximum of two motorized lanes; and

(b) remove the diagram /plan from the City Deal Website which represents there being a bus lane, or make it clear beyond a doubt where it appears that this diagram /plan has no relevance to the proposal.

(c) make no further decisions regarding bus-lanes on any part of Histon Road until such time as decisions can be made concerning the busway link direct from the Kings Hedges Road junction to Darwin Green which was envisaged at the City Deal Board meeting on June 9th 2016. Such a link would obviate the need for additional bus capacity on Histon Road itself.

(d) to take a more holistic and strategic view in coordinating the Western Orbital Next Steps scheme to support related potential Tranche 1 schemes. In particular for the northern part of Histon Road and Darwin Green. The link between Madingley Park&Ride, North West Cambridge, Darwin Green and the Science Park has secured S106 agreements. As the Western Orbital schemes are in Tranche 2, this may be a strong reason to pause the Histon Road bus, cycling and walking improvements from the north of Gilbert Road Junction to Kings Hedges Road and include this part of Histon Road in Tranche 2.

HISTON ROAD DESIGN WORKSHOP

Date:	05-12-16
Table Number:	4

TOP 3 DESIGN IDEAS

1:	Copenhagen Design Crossings. Preferred for all Pedestrian Crossings
2:	Rosefood / St Albans / Perse Way Mitigation Raised table / Copenhagen style Junction.
3:	Pay and display revised for areas. Pinch points and build out, Benson, Priory, Canterbury, big enough to allow, Emergency Services Refuge Vehicles to enter and clear the road.

TOP 3 DESIGN CONCERNS

1:	Survey did not include early morning traffic, evening traffic level of extra traffic going via Mitchem Corner.
2:	Validity of survey figures, how were they measured Parking Permits the area is already over subscribed for Parking Permits etc.
3:	Parking concern, that the area needs to be reassessed and recounted. Bus lanes, road not wide enough. Delivery timings for shops. Cycle Paths, is the road wide enough.

P.T.O

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

TABLE 4

Drawn By: UKSML004 Date Modified: 05/12/2016

File: Q:\WSP_UK\WSP_D\Cambridge\DP\JGC\70012012 - Milton Road & Histon Road\Mapfiles\Histon_Road_Parking.mxd

Key

- 57 Existing Spaces (Histon Rd)
- Minor Road On-Street Parking

WINDSOR ROAD
11 Parking Bays

AKEMAN STREET
40 Parking Bays

CANTERBURY CLOSE
16 Parking Bays

CANTERBURY STREET
89 Parking Bays

RACKHAM CLOSE
12 Parking Bays

LINDEN CLOSE
34 Parking Bays

PRIORY STREET
33 Parking Bays

NORTH STREET
22 Parking Bays

BENSON PLACE
11 Parking Bays

BENSON STREET
37 Parking Bays

WESTFIELD LANE
7 Parking Bays

Stratfield Close, Tavistock, Arundel Close, Fontwell Avenue, Cliveden Close, Carisbrooke Road, Chatsworth Avenue, Badminton Close, Harrowdale, Harding Way, Acton Way, Barnard, Gilbert Close, Thirleby Close, Colwyn Close, Warwick Road, Gilbert Road, Windsor Road, Nursery Walk, Akeman Street, Stretten Avenue, Richmond Road, Canterbury Close, Canterbury Street, Westfield Road, Westfield Lane, North Street, Linden Close, French's Road, Harvey Goodwin Avenue, Garden Walk, Clare Street, St. Luke's Street, Searle Street, Fisher Street, Hertford Street, Magrath Avenue

0 0.06 0.12 0.18 0.24 Kilometres

WSP | PARSONS BRINCKERHOFF

TITLE:

HISTON ROAD CORRIDOR IMPROVEMENT SCHEME

FIGURE No:

HISTON ROAD SOUTH CAR PARKING PROVISION

ASSESSMENT 4 – GILBE

ALTERNATIVE DESIGN A (MARK=UP TI

SCORING TABLE (ADD IN YOUR SCORES

Factor	Existing layout	Current design	Alternative A	Alternative B	Alternative C	Weighting (1-10)
Journey time/reliability			(Rec. 4)			
Motor vehicles	5	4	5			5
Buses	5	4	5			7
Cyclists	7	9	6			6
Pedestrians	8	8	8			8
Ability to manage network	7	7	7			9
Road Safety						
Motor vehicles	7	8	7			5
Cyclists	5	7	9			8
Pedestrians	8	8	7			9
Public realm/trees	8	8	8			7
Score						

Histon Road Local Liaison Forum

Table 4

Resolution 4. Gilbert Road/Warwick Road/Histon Road Junction

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Factor						
Journey time/reliability						
Motor vehicles	3	7	7	7	7	4
Buses	3	7	7	7	7	5
Cyclists	7	8	8	8	8	4
Pedestrians	7	8	8	8	8	3
Ability to manage network	5	6	6	6	6	5
Road Safety						
Motor vehicles	5	7	7	7	7	7
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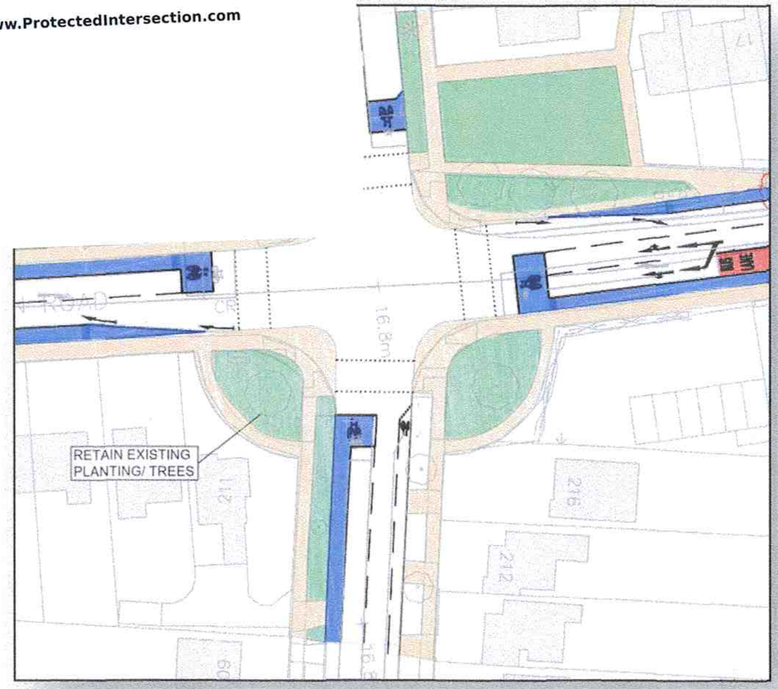
Weighting 1-10, where 10 is very important

NG LAYOUT

NT DESIGN



cyclist can avoid problems by approaching through the greenery across

TASC 4

Date Modified: 01/11/2016

Drawn By: UKSML004

Key

- Histon Road
- Milton Road
- Road Closures

PM Traffic Flow Changes - Do Maximum v. Do Nothing

- Potential Traffic Decrease
- Potential Traffic Increase

Banned Right Turn into Warwick Road (in Do Maximum Design)

Banned Right Turn into Victoria Road (in Do Maximum Design)

Girton

Arbury

Chesterton

King's Hedges

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0 0.075 0.15 0.3 0.45 0.6 Kilometres

WSP | PARSONS BRINCKERHOFF

TITLE:

Histon ~~Milton~~ Road Workshop 4

FIGURE No:

2031 PM Traffic Flow Changes with Do Maximum Designs

File: Q:\WSP_UK\WSP_D(Cambridge)\DP\SML\Milton Road\Workshop Link Flows.mxd