

# Histon Road Corridor

*Design Workshops –  
Summary of all Feedback*

January 2017



# CITY DEAL AND GROWTH

- **Commitment to Growth: Government, County, City and District**
- **Emerging Local Plans:**
  - 33,000 new homes
  - 45,000 new jobs
- **Sustainable growth: city fringe developments and satellite sites**
- **Demand for travel predicted by CCC to increase by 30% in fifteen years**
- **'Do nothing' not a viable option**
- **Failure to act will result in ever increasing congestion**

# STRATEGIC PROJECT ISSUES

**Does traffic growth justify physical improvements?**

- **2031 morning peak traffic in Cambridge up 32%**
- **Without bus, cycling and walking improvements, conditions on key access routes continue to deteriorate and delays continue to grow**
- **More congestion**
- **Buses even less reliable**
- **Unpleasant to walk or cycle**
- **Problems on neighbouring side streets (through traffic and commuter parking) exacerbated**

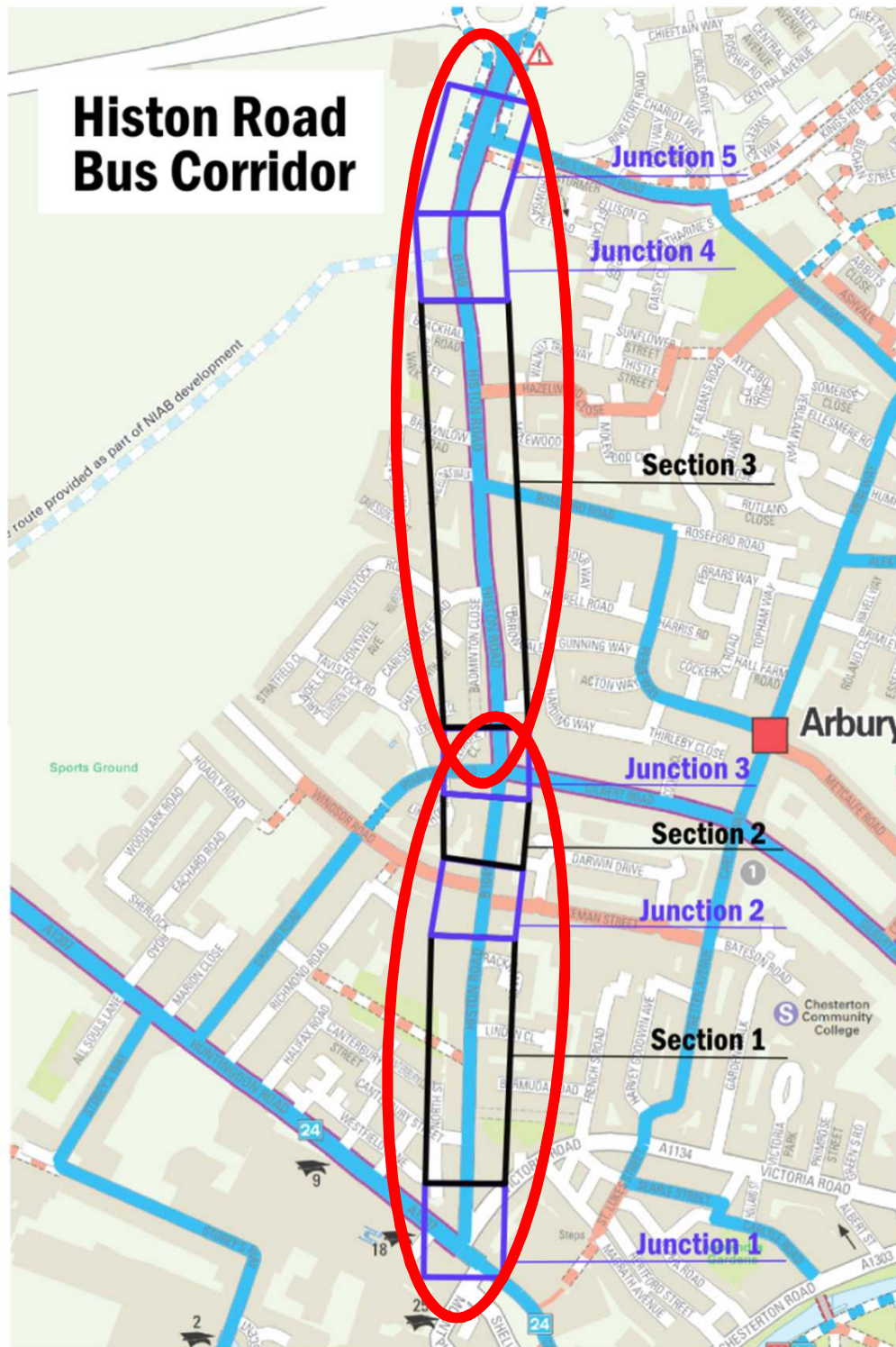
# CITY DEAL: STRATEGY

- **Joint Transport Strategy**
- **Prioritise**
  - Walking
  - Cycling
  - Public Transport
- **Invest in high quality infrastructure**
- **Reallocate road space from private vehicles**

# HISTON ROAD WORKSHOPS



# Histon Road Bus Corridor



Gilbert Road to Kings Hedges

Victoria Road to Gilbert Road

# PROJECT OBJECTIVES

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

# DESIGN OBJECTIVES & COMMITMENTS

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

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

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

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





# WORKSHOPS

## 1A, 2A, 2B & 2B

# LLF WORKSHOP OVERVIEW



- **Four Stakeholder Workshops (1A / 1B / 2A / 2B) were held with a wide representation of views**
- Independently facilitated with presentations on design parameters and constraints
- **Route split into southern & northern sections**
- First two workshops focussed on highway cross sections, main junction designs and bus lanes
- **Second two workshops focussed on minor side roads, bus stops and landscaping, drainage and street furniture**
- Each table provided reporting on top 3 design ideas / design concerns along with other comments
- **Workshop feedback is varied and should be read as a whole to obtain a view**

# WORKSHOPS

## 3 & 4

# LLF WORKSHOP OVERVIEW



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

# FEEDBACK SUMMARY





# KEY FEEDBACK THEMES – CROSS SECTIONS

Absolute minimum				Preferred minimum			
4	3	2	1	1	2	3	4
<b>Carriageway</b>							
Traffic lanes (in both directions)							
Bus lane							
<b>Footway</b>							
<b>Cycle Facilities (assuming medium - high flow)</b>							
<b>On carriageway</b>							
Raised cycleway: one-way							
Raised cycleway: two-way							
Mandatory & advisory cycle lanes							
<b>On footway</b>							
Shared-use: fully shared (two-way)							
Shared-use: separated (two-way)							
<b>Footway Parking</b>							
Bus Stops (with one-way cycling)							
Floating bus stop							
Shared-use (fully shared)							
Shared-use (separated)							

→ **Southern Half: Suggestions for a symmetrical allocation of space on both sides of the road with cycle lanes on both sides of the road where possible;**

→ **Northern Half: Suggestions for a segregated footway and cycleway separated from the carriageway by a green verge with trees on either side of the carriageway;**

→ **Segregated footways and cycleways are preferred but shared use paths could be considered in close proximity to schools;**

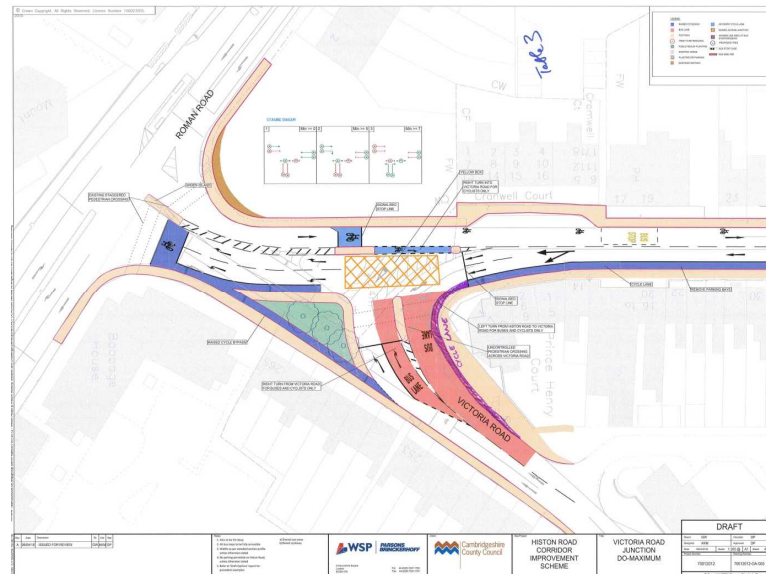
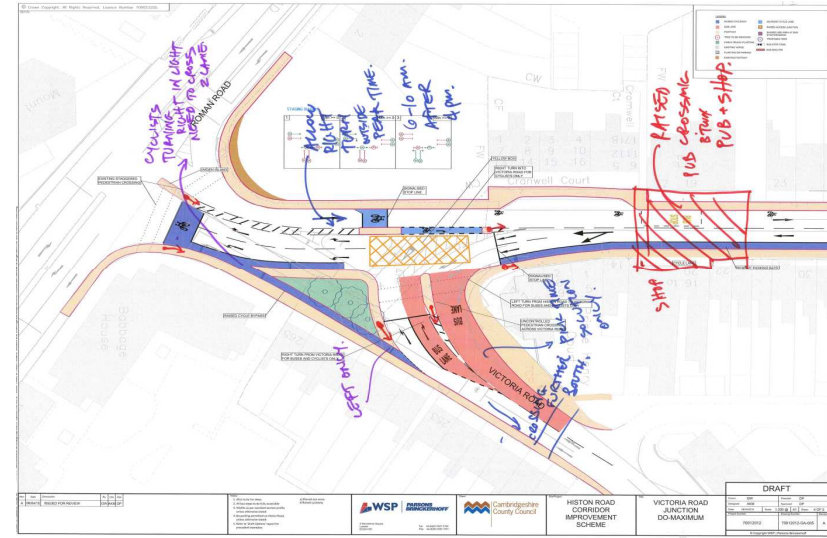
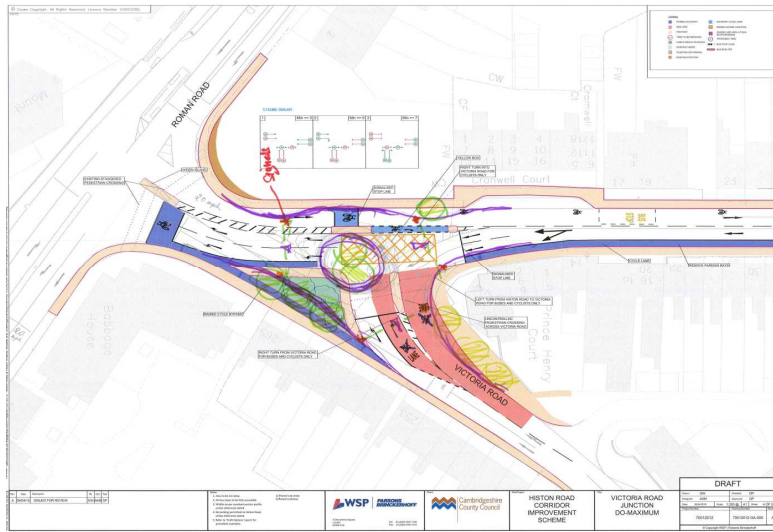
→ **None of the workshop groups supported the compulsory purchase of land on the edge of the carriageway;**

→ **In general designs did not include a bus lane and instead chose to reallocate the space to verges of cycleways;**



- **Suggestion that any banned turns should occur only during peak times, if at all;**
- Requests for better pedestrian and cyclist provision. With a key design factor being segregated cycle lanes for all movements and additional crossings ;
- **Request that existing signal phasing and timings be relooked at to create additional capacity;**
- Although the 'Do maximum' generally scored higher than the 'Existing' (3 out of 4 tables). All workshop groups preferred the HRARA (et al) alternative design overall in their scoring, with many preferring the fact it retained access to Victoria Road (no banned turns).

# KEY FEEDBACK THEMES – VICTORIA ROAD





# KEY FEEDBACK THEMES – VICTORIA ROAD

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

Matthew Danish, Sean Martin and Judith Perry

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

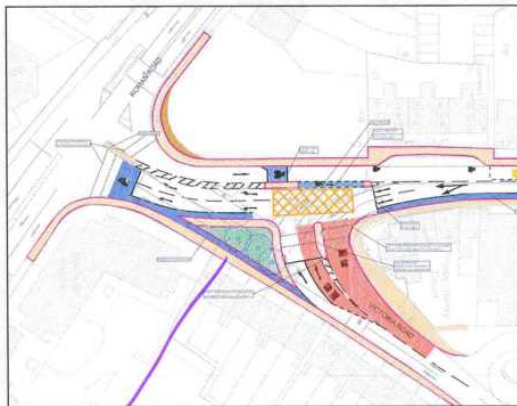
**The "Do Everything" scheme**

**Advantages**

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

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## CURRENT DESIGN



Visibility issue with trees.



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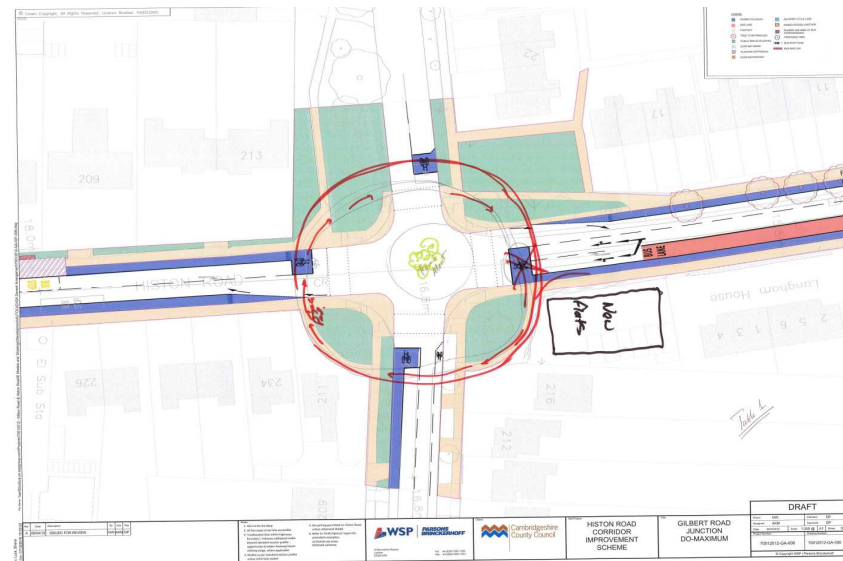
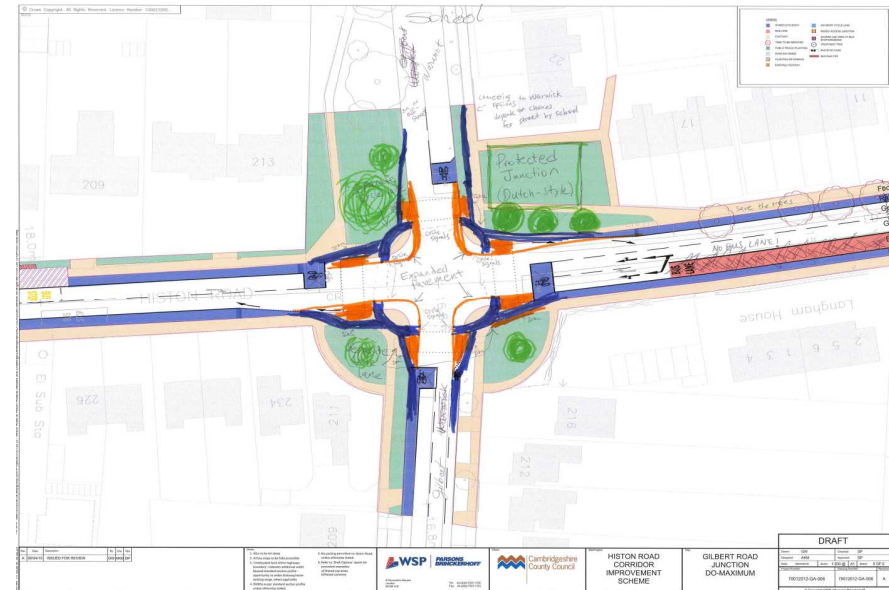
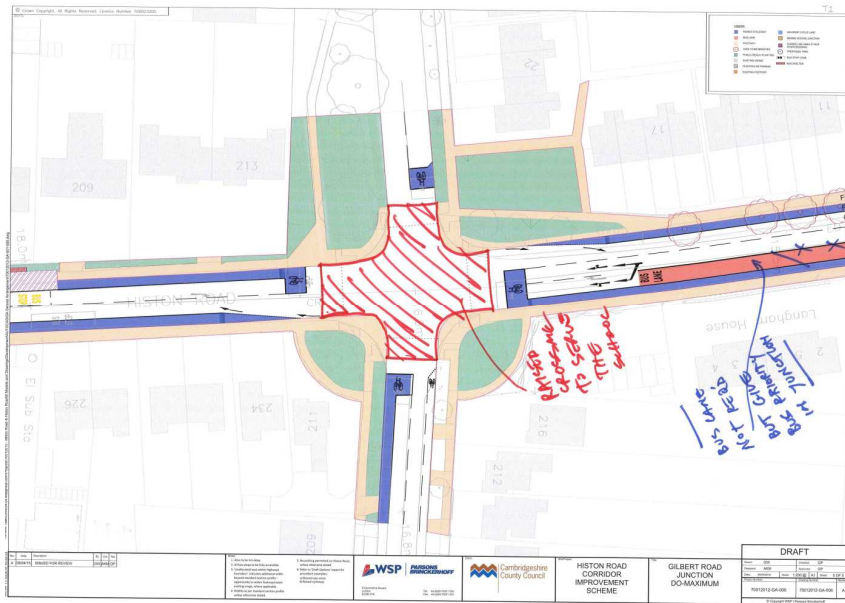


# KEY FEEDBACK THEMES – GILBERT ROAD JUNCTION



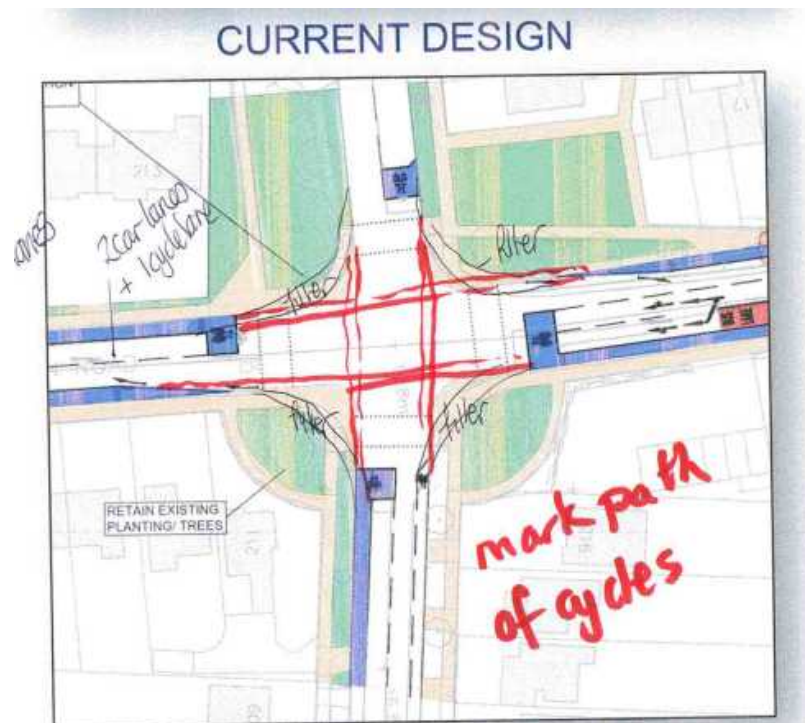
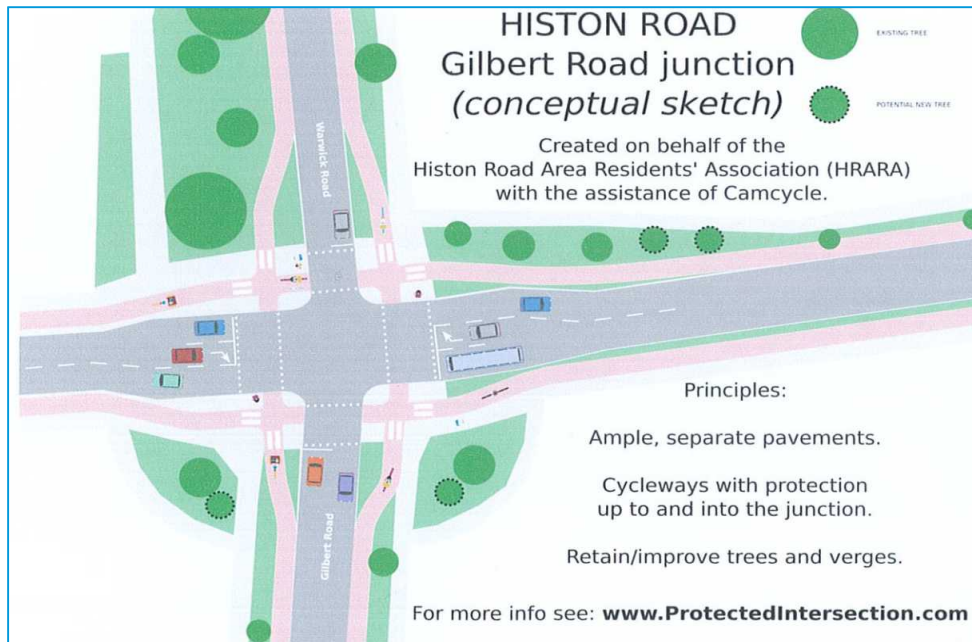
- **Request for a raised crossing at junction to serve school movements;**
- General support for a 'Dutch Style' Roundabout design with segregated ped and cycle movements in all directions;
- **Request to retain/improve trees and verges where possible in the design;**
- Two workshop groups preferred the HRARA (et al) alternative option due to extensive pedestrian and cycling provision.
- **One workshop group preferred the 'Existing' layout and one preferred the 'Do Maximum' proposal.**

# KEY FEEDBACK THEMES – GILBERT ROAD





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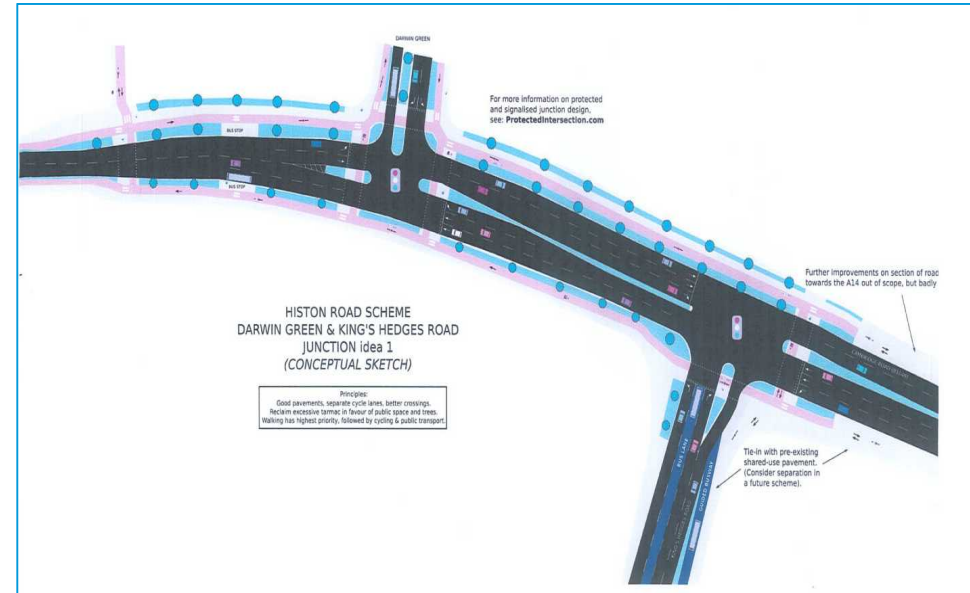
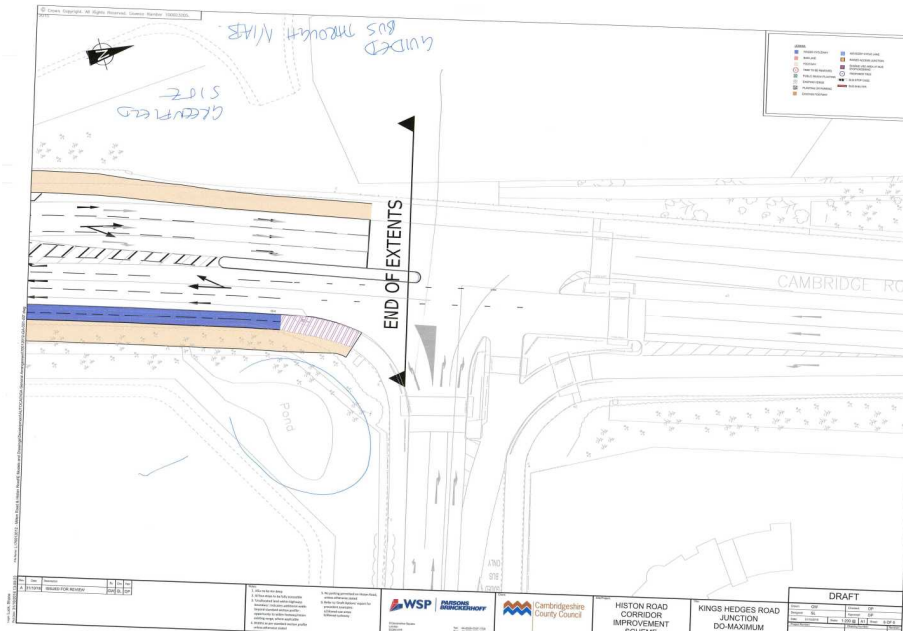


# KEY FEEDBACK THEMES – KINGS HEDGES JUNCTION



- Request that express buses should be routed through the NIAB /Darwin Green development and Huntingdon road to enable greater road space for ped/cycle;
- Request to reclaim more space for trees and verges;

# KEY FEEDBACK THEMES – KINGS HEDGES JUNCTION



# KEY FEEDBACK THEMES – MINOR ROAD CROSSINGS

- **Raised crossings with priority for pedestrians and cyclists were popular;**
- **Additional pedestrian and cyclist crossings are desired at a number of points along Histon Road to reduce distance between them;**
- **Specific crossings recommendations included just north of Victoria Road at Borrowdale (to link to the pedestrian and cyclist cut through) and at Carisbrooke;**





# KEY FEEDBACK THEMES – BUS STOPS & LAYBYS



- **General acceptance there is no room for floating bus stops along Histon Road and were not desired by local residents of the Road;**
- **Where road space allows, bus laybys should be retained or included;**
- **Identified that provision would be need for school bus/coaches for St Luke's Primary School. Current layby needs to be retained for this purpose;**
- **Suggestion by some residents that not all current bus stops are needed along Histon Road as thought to not be well used (Southern End);**

# KEY FEEDBACK THEMES – LANDSCAPING, DRAINAGE & STREET FURNITURE



- **Sustainable urban drainage (and improved surface water drainage in general) were welcome concepts and their integration sought after;**
- Request that street furniture and landscaping that fits the historic nature of the street should be incorporated into the design;
- **General acknowledgement there is less space on Histon road for landscaping so opportunities should be made where possible;**
- Creative landscaping such as rain gardens should be considered;



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

→ **Concerns regarding knock on impacts of increased rat running routes and loss of parking for residents.**

→ Areas of concern relating to rat running are primarily (but not only) identified as:

→ Benson Street / Canterbury Street area between Histon and Huntingdon Roads and

→ Oxford Road to Windsor Road link between Histon and Huntingdon Roads.

→ Akeman Street to Stretten Avenue.

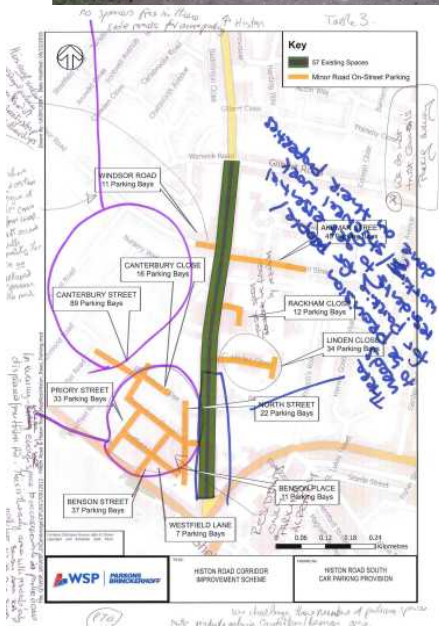
→ **Desire for Benson Street / Canterbury Street area to become a home zone**



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



- Residents in general do not wish to lose the on-road parking spaces on the south of Histon Road, due to concerns of displacement and effect on local business, carers etc
- **Calls for revised parking strategies in the area e.g. pay and display, and throughout the city.**
- A park and ride at the northern end of Histon Road and or Girton Interchange, is thought could potentially reduce the traffic using Histon Road as a radial route into the city. *However there are difficulties in identifying a suitable site , land ownership etc and CCC has indicated a new P&R is unlikely to come forward at these locations.*
- **Support for revised modelling with the previously banned turns re-instated in order to inform future decision making.**



- Preference for designs which incorporate segregated cycle/ped provision and separation from the road via green verges & trees;
- Preference for existing mature trees along corridor to be retained and additional trees to be added where there is room to do so on the Northern Section of the road;
- Generally, 'Do Maximum' designs have scored higher than existing, but HRARA (et al) designs scored highest;
- Concerns of 'rat running' should any scheme go ahead and further traffic modelling required to better understand impacts;
- Preference for no banned turns at junctions. Secondary compromise that any banned turns are only at peak times;
- Parking on Histon Road is felt should be retained. If displaced should be managed with a wider Residents Parking Scheme as an option. Request for revised parking surveys to inform further designs.
- Local residents do not see the road as just a 'strategic transport corridor';
- In general residents do not support bus lanes on Histon Road even though bus priority is a key objective of the scheme for Histon Road





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