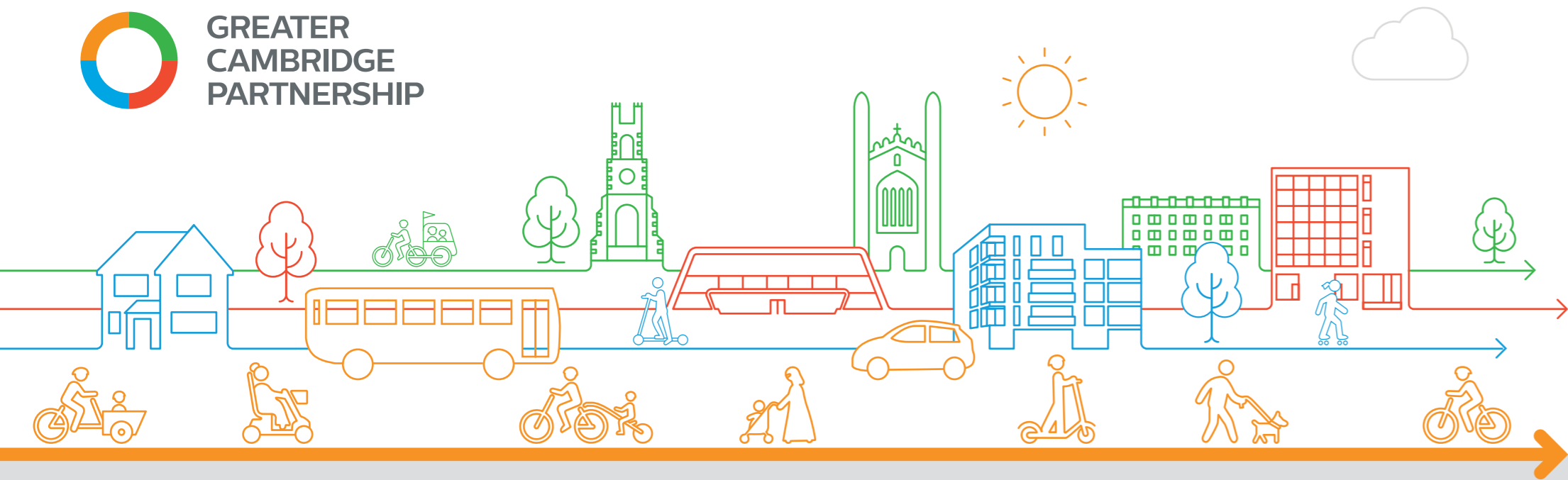




GREATER  
CAMBRIDGE  
PARTNERSHIP



# Cycling+ Hills Road

We are consulting on walking, cycling and public transport improvements to Hills Road between Purbeck Road and Lensfield Road.

[www.greatercambridge.org.uk/cycling-plus-hills-road](http://www.greatercambridge.org.uk/cycling-plus-hills-road)

The consultation closes at midday on **24 July 2023**



# Hills Road improvements: Lensfield Road / Gonville Place to Hills Road Sixth Form College

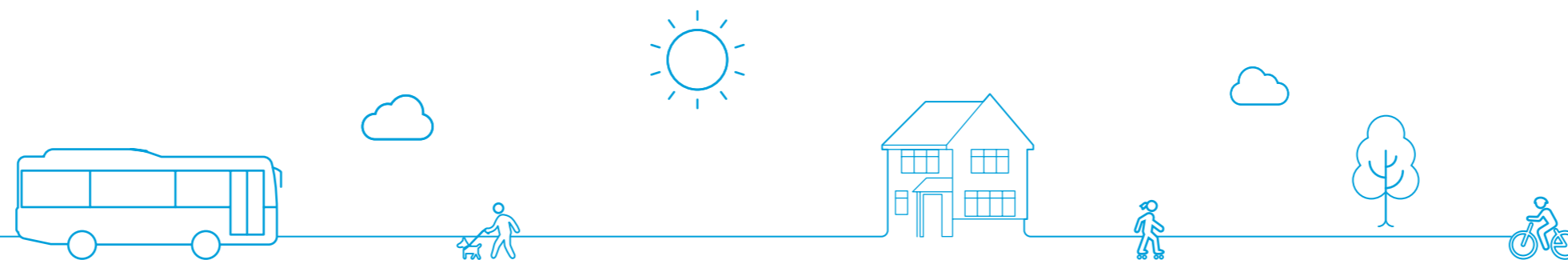


Hills Road is a major road in Cambridge, connecting the city centre with Cambridge Station, Addenbrooke's and the Cambridge Biomedical Campus. The section of Hills Road being considered is from the Lensfield Road / Gonville Place junction to Hills Road Sixth Form College / Purbeck Road.

## Hills Road design options

This consultation presents two concept design options.

Both options propose changes that would make it easier and more attractive to travel by bike, on foot or by public transport. This will be achieved by providing safer junctions, new crossings, continuous footpaths, segregated cycleways and floating bus stops.



# Why is the scheme needed?

The previous Cycling Plus consultation showed that there is a high demand for improved cycling options along this route. At the moment, the options for travelling by bus, walking and cycling don't do enough to encourage people to travel using sustainable options, and we want to make these more attractive for more people.

## What's happened so far?

A public consultation in summer 2021 presented 13 cycling and walking routes across the city. The GCP Executive Board considered the feedback from the consultation and agreed to prioritise two routes for investment: A1134 and Hills Road.

A consultation on the A1134 scheme will be undertaken separately.

# Links to other projects

The Cycling Plus Hills Road scheme, along with the Cycling Plus A1134 scheme, is being taken forward as part of the GCP's overall City Access project. City Access aims to increase walking, cycling and use of public transport and to give people more options for travel other than the private car.

## Related projects:

Making Connections proposals for improved public transport, walking and cycling, and the introduction of a Sustainable Travel Zone with an associated road user charge, go to the GCP Executive Board this summer;

New Road Classification proposals look to change the way that people and traffic move around the city;

The Chisholm Trail links to Cambridge Station and connects with the Cycling Plus Hills Road proposals via Station Road;

Cambridge South East Transport links to Addenbrooke's and the Cambridge Biomedical Campus. The Cycling Plus Hills Road proposals provide the final stretch to the city centre.

More details on and the current status of all of the above projects can be found on our website: [www.greatercambridge.org.uk](http://www.greatercambridge.org.uk)

# Aims of the scheme



The scheme looks at walking, cycling, bus stops and bus lanes as well as on-street servicing and delivery vehicle parking. It also considers vehicle access.

The aims of the scheme are to:

- Increase walking and cycling levels with better active travel infrastructure
- Improve pedestrian and cycle safety along Hills Road and at signal-controlled side road junctions
- Maintain or improve the appearance of our streets
- Maintain or reduce bus journey times wherever possible, improve waiting areas and make it easier to get on and off buses
- Reduce the conflict between local businesses (for example, kerbside parking for servicing and delivery) and the safe movement of pedestrians and cyclists
- Support the shift from private cars to public and active means of transport
- Support the substantial planned growth in Cambridge by providing safe and attractive active travel connections between new and existing communities and services



# Option descriptions

## Option A

Option A proposes end-to-end walking and cycling improvements, which can mostly be built without moving the existing kerb lines.

This option proposes changes to existing junction layouts, which will improve facilities for pedestrians and cyclists while keeping current vehicle capacities wherever possible.

## Option B

Option B proposes to make more extensive changes to the existing kerb lines to provide wider cycle lanes along the length of the scheme.

More extensive changes are proposed to the Station Road and Cherry Hinton Road junctions, which will significantly improve the pedestrian and cycling infrastructure.



# Scheme features

## CYCLOPS junction

A CYCLOPS junction (Cycle Optimised Protected Signals) is designed to fully segregate cyclists from traffic to improve safety for all road users. All movements through the junction are controlled by signals. Pedestrian crossings across each arm of the junction and a segregated cycleway allow cyclists to cross each arm safely without conflicting with pedestrians. The compact junction arrangement provides more public open space for the introduction of new planting.

CYCLOPS junctions have been put in place on Histon Road (Gilbert Road junction) and will also be introduced on Milton Road.

CYCLOPS junction



Floating bus stop

## Floating bus stops

A floating bus stop involves the pedestrian footway and cycle lane routing behind the bus stop. The benefit of this arrangement is that cyclists do not have to negotiate out and around parked buses, improving the route safety for all users.

Floating bus stops have already been implemented across the city including on Histon Road, Huntingdon Road and Eddington.



## Continuous footways

Existing footways along Hills Road will remain, with options to continue across less-trafficked side roads with a continuous footway. Continuous footways across side roads provide clear visual priority to pedestrians and cyclists. This is achieved through the use of ramps, coloured surface materials and tight junction corners to ensure vehicles slow down.

## Cycleways

The new cycleways will provide direct and continuous facilities for cyclists, separated from the high vehicle flows along Hills Road.

While the proposed width of cycle lanes and the detail around bus stops and junctions differs between option A and B, each option aims to provide Cambridge kerb segregation along the length of the scheme and in both directions.

## Cambridge kerb

A Cambridge kerb is a shallow-angled concrete kerb that is installed between the cycleway and the carriageway. The kerb creates stronger definition between cycle lane and carriageway, making it clear to vehicle drivers that they should not cross this line yet allowing cyclists to navigate from cycle lane to carriageway and back to overtake other cyclists, or any other obstruction.



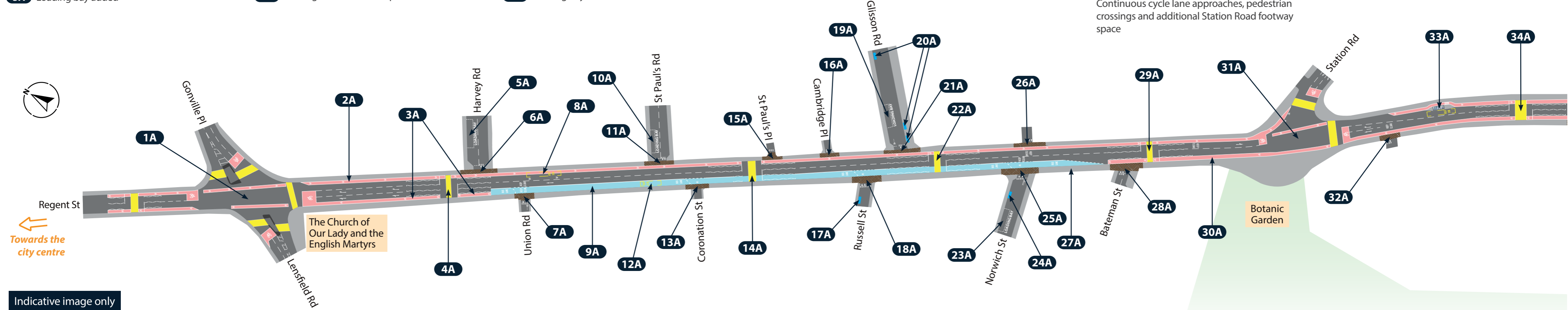
Cambridge kerb

# Option A Lensfield Road junction to Station Road junction

Road	Footway	Bus lane	Crossing	Continuous footway
Central island	Cycleway	Bus shelter	On-street cycle parking	Shared-use path

- 1A** Lensfield Road junction improvements. Cycle lanes added on Regent Street approach
- 2A** Outbound cycle lane retained (1.6-1.7m wide) with added Cambridge kerb segregation
- 3A** Extension of inbound cycle lane from the bus lane to the Lensfield Road junction
- 4A** Existing signal-controlled pedestrian crossing retained
- 5A** Loading bay added
- 6A** Continuous footway treatment
- 7A** Continuous footway treatment
- 8A** Existing outbound bus stop retained
- 9A** Existing inbound bus lane (bus, taxi, cycles) retained, restrictions extended to 24 hours
- 10A** Loading bay added
- 11A** Continuous footway treatment
- 12A** Existing inbound bus stop retained
- 13A** Continuous footway treatment
- 14A** Existing signal-controlled pedestrian crossing retained
- 15A** Continuous footway treatment
- 16A** Continuous footway treatment
- 17A** New on-street public cycle parking
- 18A** Continuous footway treatment
- 19A** Loading bay added

- 20A** New on-street public cycle parking
- 21A** Continuous footway treatment
- 22A** Existing signal-controlled pedestrian crossing retained
- 23A** Loading bay added
- 24A** New on-street public cycle parking
- 25A** Continuous footway treatment
- 26A** Continuous footway treatment
- 27A** Existing inbound bus stop retained
- 28A** Continuous footway treatment
- 29A** Existing signal-controlled pedestrian crossing retained
- 30A** Extension of inbound cycle lane from the Station Road junction to the bus lane
- 31A** Station Road junction improvements. Continuous cycle lane approaches, pedestrian crossings and additional Station Road footway space
- 32A** Continuous footway treatment
- 33A** Existing outbound bus stop outside Centennial Hotel replaced by floating bus stop relocated 40m closer to Station Road junction (developer proposed)
- 34A** 104-112 Hills Road developer proposed Toucan Crossing included in the scheme



Indicative image only

# Option A Station Road junction to Purbeck Road

- 35A** Continuous footway treatment
- 36A** Cycle lanes widened to 2.0-2.3m with added Cambridge kerb segregation inbound and outbound
- 37A** Continuous footway treatment
- 38A** Existing inbound bus stop upgraded to a floating bus stop layout
- 39A** Continuous footway treatment

- 40A** Brooklands Avenue junction improvements. Continuous outbound Hills Road cycle lane, dropped kerb access to Brooklands Avenue advanced stop line and all movement exit for cyclists from Brookgate
- 41A** Continuous footway treatment
- 42A** Existing Toucan Crossing retained
- 43A** Continuous footway treatment

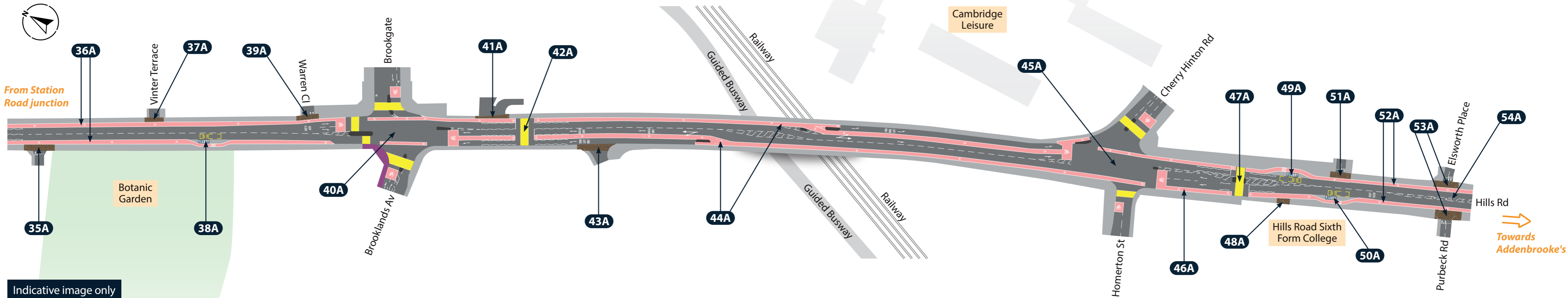
- 44A** Existing railway bridge layout retained, with the cycle lanes adjacent to the footway upgraded to include Cambridge kerb
- 45A** Cherry Hinton Road junction improvements. Removal of Hills Road inbound bus lane to provide in and outbound Cambridge kerb cycle lanes, Homerton Street direct pedestrian crossing and footway widening improvements

Road	Footway	Bus lane	Crossing	Continuous footway
Central island	Cycleway	Bus shelter	On-street cycle parking	Shared-use path

- 46A** Inbound bus lane replaced with 2.0m wide cycle lane with added Cambridge kerb segregation
- 47A** Existing signal-controlled pedestrian crossing retained
- 48A** Continuous footway treatment
- 49A** Existing outbound bus stop upgraded to floating bus stop layout

- 50A** Existing inbound bus stop upgraded to floating bus stop layout
- 51A** Continuous footway treatment
- 52A** Cycle lanes widened to 1.8m with added Cambridge kerb segregation both inbound and outbound
- 53A** Continuous footway treatment

- 54A** Central waiting area for cyclists turning right into Purbeck Road



Indicative image only

# Option B Lensfield Road junction to Station Road junction

Road	Footway	Bus lane	Crossing	Continuous footway
Central island	Cycleway	Bus shelter	On-street cycle parking	Shared-use path

- 1B** Cycle lanes added on the Regent Street approach and cycle lanes on the Hills Road approach widened with added Cambridge kerb segregation
- 2B** Cycle lanes widened to 2.0-2.3m with added Cambridge kerb segregation both inbound and outbound along the entire scheme
- 3B** Existing signal-controlled pedestrian crossing retained
- 4B** Continuous footway treatment
- 5B** Loading bay added
- 6B** Inbound bus lane (Bateman Street to Union Road) removed to make space for widened cycle lane

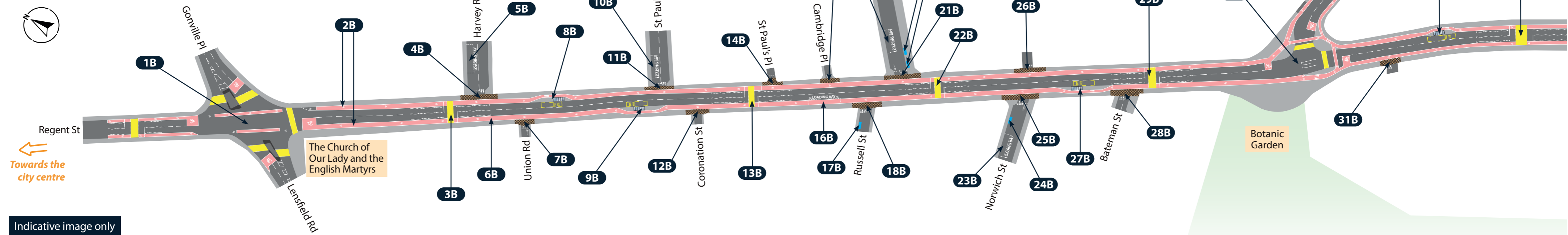
- 7B** Continuous footway treatment
- 8B** Existing outbound bus stop retained and upgraded to floating bus stop layout
- 9B** Existing inbound bus stop retained and upgraded to floating bus stop layout
- 10B** Loading bay added
- 11B** Continuous footway treatment
- 12B** Continuous footway treatment
- 13B** Existing signal-controlled pedestrian crossing retained
- 14B** Continuous footway treatment
- 15B** Continuous footway treatment

- 16B** Time restricted Loading bay
- 17B** New on-street public cycle parking
- 18B** Continuous footway treatment
- 19B** Loading bay added
- 20B** New on-street public cycle parking
- 21B** Continuous footway treatment
- 22B** Existing signal-controlled pedestrian crossing retained
- 23B** Loading bay added
- 24B** New on-street public cycle parking

- 25B** Continuous footway treatment
- 26B** Continuous footway treatment
- 27B** Existing inbound bus stop retained and upgraded to a floating bus stop layout
- 28B** Continuous footway treatment
- 29B** Existing signal-controlled pedestrian crossing retained

- 30B** Station Road junction improvements. Improved pedestrian crossings, additional Station Road footway space, partial CYCLOPS with segregated cycle tracks and signal-controlled for inbound cyclists turning right into Station Road
- 31B** Continuous footway treatment

- 32B** Existing outbound bus stop outside Centennial Hotel replaced by floating bus stop relocated 40m closer to Station Road junction (developer proposed)
- 33B** 104-112 Hills Road developer proposed Toucan Crossing included in the scheme



Indicative image only

# Option B Station Road junction to Purbeck Road

- 34B** Continuous footway treatment
- 35B** Cycle lanes widened to 2.0-2.3m with added Cambridge kerb segregation both inbound and outbound
- 36B** Continuous footway treatment
- 37B** Existing inbound bus stop upgraded to a floating bus stop layout
- 38B** Continuous footway treatment

- 39B** Brooklands Avenue junction improvements. Cycle lanes added on both the Hills Road outbound and Brooklands Avenue approaches, all movement exit for cyclists from Brookgate and 'Hold the Left Turn' cycle facility on Hills Road inbound
- 40B** Continuous footway treatment
- 41B** Existing Toucan Crossing retained
- 42B** Continuous footway treatment

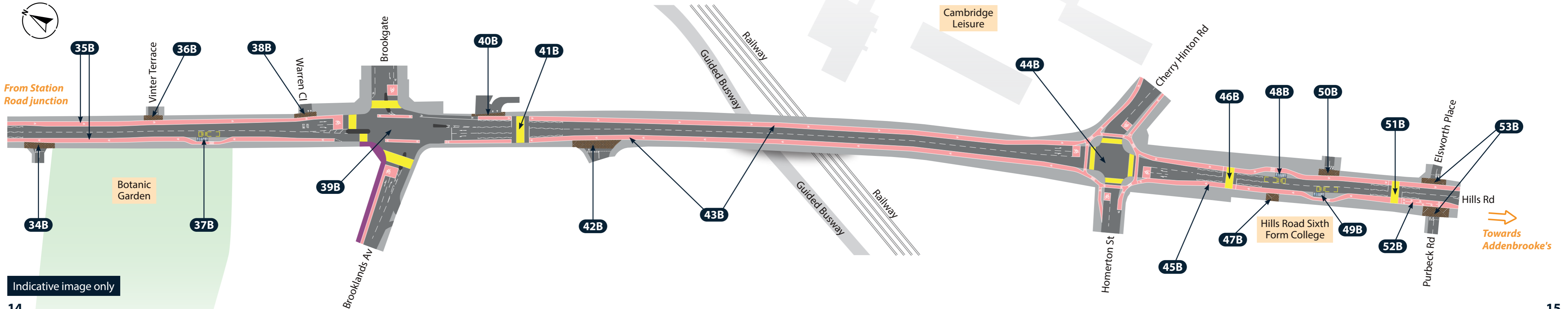
- 43B** Cycle lanes widened to 2.3m with added Cambridge kerb segregation both inbound and outbound, replacing the central cycle lanes on approach to Brooklands Avenue and Cherry Hinton Road
- 44B** Cherry Hinton Road junction improvements. CYCLOPS with segregated cycle and pedestrian crossing facilities across all junction arms.
- 45B** Inbound bus lane replaced with 2.3m cycle lane with added Cambridge kerb segregation

Road	Footway	Bus lane	Crossing	Continuous footway
Central island	Cycleway	Bus shelter	On-street cycle parking	Shared-use path

- 46B** Existing signal-controlled pedestrian crossing retained
- 47B** Continuous footway treatment
- 48B** Existing outbound bus stop upgraded to floating bus stop layout
- 49B** Existing inbound bus stop upgraded to floating bus stop layout

- 50B** Continuous footway treatment
- 51B** Proposed Toucan Crossing to improve pedestrian and cycle access to Hills Road Sixth Form College via Purbeck Road
- 52B** Short section of two-way cycle lane to provide cycle access to Purbeck Road from the new Toucan Crossing (51B)

- 53B** Continuous footway treatment



Indicative image only



# How to tell us your views

We want to understand the views of local residents, businesses, stakeholders and all road users. This feedback will be vital in helping to shape how the final Cycling Plus Hills Road scheme designs are developed and taken forward.



Read more detail on the proposals and fill out the survey online at [www.greatercambridge.org.uk/cycling-plus-hills-road](http://www.greatercambridge.org.uk/cycling-plus-hills-road)

If you would prefer not to complete the consultation survey online, please telephone 01223 699906 and a member of our Call Centre will add your responses to the survey for you.



If you would like a hard copy of the consultation brochure, please telephone 01223 699906 and we will post a copy to the address you give us.



Email us at: [consultations@greatercambridge.org.uk](mailto:consultations@greatercambridge.org.uk)



[facebook.com/  
GreaterCambs](https://www.facebook.com/GreaterCambs)



Write to us at: Greater Cambridge Partnership, PO Box 1493,  
Mandela House, 4 Regent Street, Cambridge, CB2 1BY



[@GreaterCambs](https://twitter.com/GreaterCambs)  
[#CyclingPlusHillsRoad](https://twitter.com/CyclingPlusHillsRoad)

## Events

Wednesday 28 June	6 – 8pm	Online via Microsoft Teams	Please register using the link below
Wednesday 5 July	6.30 – 8.30pm	Cambridge Junction, Clifton Way, Cambridge CB1 7GX – room J3	Drop-in – please arrive at any time during the event to talk to staff and view the plans
Thursday 13 July	6 – 8pm	Online via Microsoft Teams	Please register using the link below

For more details and to register: [www.greatercambridge.org.uk/cycling-plus-hills-road](http://www.greatercambridge.org.uk/cycling-plus-hills-road)

If you would prefer a copy of this document in large print, Braille, audio tape or in another language, please email: [consultations@greatercambridge.org.uk](mailto:consultations@greatercambridge.org.uk) or telephone 01223 699906

