Histon Road Project Objectives

- Comprehensive priority for buses in both directions wherever practicable;
- Safer and more convenient routes for cycling and walking, segregated where practical and possible;
- Enhance the environment, streetscape and air quality;
- Additional capacity for sustainable trips to employment/education sites;
- Increased bus patronage and new services; and
- Maintain or reduce general traffic levels.
Consultation Response

• Over 15,000 households received a consultation brochure

• **944 completed** questionnaires were received

• All questions gained more support than opposition with most questions gaining significant support.

• The project team have also talked in depth with Road Safety Officers, Signals Team and Cycling Officers

• This engagement process has led to a number of design changes which we will outline and discuss in the workshop groups.
Workshop Discussion

• Presentation outlining the main design changes and reasons – 15 minutes

• Smaller groups to discuss the proposed changes that have been presented with the aim to provide specific comments that relate to local context or local knowledge - 30 minutes

• Feedback from all groups - 15 minutes
Design Changes

Summary of design changes that are proposed based on comments received during the public consultation and following discussion with Safety, Signals, and Cycling officers at Cambridgeshire County Council

1. Junction with Victoria/Huntingdon road
2. Parking bay and bus stop arrangements near Cranwell Court
3. Bus stops near Lindon Close
4. Crossing and bus stop arrangements near Akeman Street
5. Gilbert road junction
6. Crossing near Carisbrooke Road
7. Cycle lane from A14 junction to Kings Hedges road
Junction with Victoria/Huntingdon road

- Existing island widened to 1.5m
- Cycle lane moved to the road with separate signal stage.
- Mandatory Cycle lane (1.8-2.0m) provided (off road cycle facility removed)
- Signalised cycling crossing removed (Now just ped).
- ASL Box to be provided
- Cycle path widened
Parking bay and bus stop arrangements near Cranwell Court

- Existing Parking bays to be maintained
- Existing bus stop location maintained. (Floating bus stop removed.)
Bus stops near Lindon Close

- Existing bus stop location maintained.
Option 1

1) Maintain current location of outbound bus stop and crossing nr Post Office / Machine Mart. No change in locations to current situation. No Additional crossings.
Crossing and bus stop arrangements near Akeman Street

Option 2

2) Create new crossing left of Akeman Street, move bus stop opposite Akeman Street. Remove crossing Nr Post Office / Machine Mart
3) Create new crossing left of Akeman Street, remove outbound bus stop. Nearest Outbound is then current bus stop opposite 205 Histon Road. Remove crossing Nr Post Office / Machine Mart
Gilbert Road junction – Crossing types & segregation

Option A

- Segregated paths (Ped / Cycle)
- Separate parallel Ped/Cycle crossings

Option B

- Shared Surface (Ped / Cycle)
- Tucan Crossing
Tucan Crossing Explained
Crossing near Carisbrooke Road

- Uncontrolled Crossing Maintained
- Signal Crossing provided.
- Bus lane length reduced to accommodate crossing.
Cycle lane from A14 junction to Kings Hedges road
## Workshop Discussion – 30 minutes

<table>
<thead>
<tr>
<th>Design Change</th>
<th>Requested Action</th>
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<tbody>
<tr>
<td>1 Junction with Victoria/Huntingdon road</td>
<td></td>
</tr>
<tr>
<td>2 Parking bay and bus stop arrangements near Cranwell Court</td>
<td>General views / Comments on proposed changes</td>
</tr>
<tr>
<td>3 Bus stops near Lindon Close</td>
<td></td>
</tr>
<tr>
<td>4 Crossing and bus stop arrangements near Akeman St</td>
<td>Discuss pros and cons of the 3 potential options</td>
</tr>
<tr>
<td>5 Gilbert road junction</td>
<td>Discuss pros and cons of either:</td>
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<tr>
<td></td>
<td>a) Segregated crossings and footways/ Cycleways</td>
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<td></td>
<td>b) Shared use crossings and surfaces</td>
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<tr>
<td>6 Crossing near Carisbrooke Road</td>
<td></td>
</tr>
<tr>
<td>7 Cycle lane from A14 junction to Kings Hedges road</td>
<td>General views / Comments on proposed changes</td>
</tr>
</tbody>
</table>
Next Steps - Further Design Work

- Extensive work continues to take place with the Signals and Safety team to ensure the design is both safe and function correctly.

- Formal Stage 1 safety audit to be undertaken and responded to.
Programme and Timescales

- **December**
  - Executive Board

- **January to August 2019**
  - Detailed Design
  - Final Business Case
  - TRO’s
  - Contractor Procurement

- **October 2019**
  - Executive Board

- **Late 2019**
  - Construction
Discussion