### QUALITY MANAGEMENT

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<td>December 2016</td>
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EXECUTIVE SUMMARY

1.1.1 The Histon Road Design Workshops have been introduced to allow key stakeholders to input their design ideas/concepts which will then be outlined to the City Deal Board, via a set of resolutions submitted by the Histon Road Local Liaison Forum. During the workshop sessions, which covered a number of design themes, Stakeholders were asked to detail their concerns and ideas for Histon Road and provide comment on the previously consulted “Do Maximum” designs for Histon Road.

1.1.2 The key objectives of the Histon Road scheme are:

- To provide comprehensive priority for buses in both directions along Histon Road, where possible;
- To provide additional capacity for sustainable trips to employment and education sites;
- To increase bus patronage and provide new services along Histon Road;
- To make provision along Histon Road for safer and more convenient routes for cycling and walking, segregated from general traffic where practical and possible;
- To generate options capable of maintaining traffic levels at today’s levels in Cambridge; and
- To consider the potential for enhancing the environment, streetscape and air quality in the corridor.

1.1.3 Before the workshops commenced it was clarified that The City Deal Board had issued the following design requirements, in relation to taking forward the initial design ideas proposed in the “Do Maximum” option:

- Take forward “Do Maximum” option initial ideas for further design work (inbound bus lane through to Gilbert Road);
- Exclude the idea of banning the right turn into Warwick Road and the idea of ‘floating’ bus stops, to develop two preferred design options, one including and one excluding the changes at the Victoria Road junction;
- Ensure that the preferred option design for consultation includes details of proposed landscape areas and tree planting; and
- Instruct the Local Liaison Forum to involve local Councillors and stakeholder groups in the development of the detailed layout for consultation.

1.1.4 Furthermore the following statement has been included into this report at the request of the attending residents’ associations. “In accepting co-option on to the Histon Road LLF, the Residents’ Associations are not to be taken as endorsing the “Do Maximum” Histon Road proposal and its terms, including acceptance of bus-lanes at the expense of front yards, trees and verges. The residents’ associations are willing to participate in the Local Liaison Forum and contribute local knowledge and experience to its workshops on this understanding.”

1.1.5 The design workshops are aimed to gather local knowledge to be incorporated into revised designs. In particular the workshops aimed to gather ideas and concerns on the following topics:

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

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

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

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

→ Cross Sections designs:
  - Attendees indicated a general preference for incorporating a segregated footway and cycleway which is separated from the carriageway by a green verge, with trees on either side of the carriageway.

→ Junction Design
  - In general protected and segregated junctions were perceived as preferable i.e. junctions which easily facilitate, and in some cases, prioritise, pedestrian and cyclist movements.
    - Victoria Road Junction
      - Various designs were proposed which include both signalised and roundabout options. There is a general desire to remove banned turning movements or as a possible compromise ban them outside of peak times only.
    - Gilbert Road Junction
      - There is a general preference for a larger scale junction at this location with additional capacity for all modes. Segregation of pedestrians and cyclists from road traffic was highlighted as a preference.
    - Kings Hedges Junction
      - Little feedback was given regarding this junction.

→ Bus Stops
  - Most residents were not in favour of floating bus stops, largely due to the spatial constraints along Histon Road, particularly in the southern section;
  - The retaining of laybys for buses was desirable, to enable traffic flow to be consistent; and
  - The location and usage of several bus stops was questioned.

→ Pedestrian Crossings
  - The location and frequency of crossings was a concern for many attendees. There are a number of locations where the potential need for additional crossings was identified.

→ Minor Road Crossings
- Copenhagen style raised crossings, which give priority to pedestrians and cyclists were popular among attendees although use from visually impaired users was a concern.

- Additional crossings were recommended for consideration on Histon Road just north of Victoria Road and at Barrowdale (to link to the pedestrian and cyclist cut through) and at Carisbrooke;

  > Landscaping, drainage and street furniture

- The majority of attendees were keen to retain as much green verge and as many trees as possible with a general desire to retain a green verge between the footway/cycleway and carriageway as a means of segregation.

- Landscaping and street furniture was requested to be designed in line with the historic design and character of Histon Road.

- Sustainable Urban Drainage Systems (SUDS) were generally favourable to attendees, particularly where they can offer an improvement to the landscaping.
2

PROJECT BACKGROUND

2.1

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:

Æ Where possible to provide comprehensive priority for buses in both direction along Histon Road;
Æ Make provisions for cyclists along Histon Road, which is segregated from buses and general traffic wherever possible;
Æ Improve provision of cyclists and pedestrians;
Æ Generate options capable of maintaining todays traffic levels in Cambridge;
Æ Consider the potential for enhancing the environment, streetscape and air quality in this corridor; and
Æ 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:

Æ No banned right turn into Warwick Road and no inclusion of ‘floating’ bus stops on this corridor
Æ To develop two preferred design options, one including and one excluding banned turns for private vehicles at the Victoria Road junction
Æ Ensure that the preferred option developed includes details of proposed landscape areas and tree planting
2.1.6 The Local Liaison Forum (LLF) have been asked to take the above design requirements on board when making their final recommendations to the Board.

2.1.7 Following direction from the City Deal Board, a number of stakeholder workshops have been undertaken with the Histon LLF to consider design approaches and concepts for a number of design aspects of Histon Road, in order to build-on and improve upon, the “Do Maximum” designs which were published at the first round of public consultation.

2.2 WORKSHOP DETAILS

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

Figure 2-1: Histon Road Corridor Junctions and Sections
PROGRAMME & FORMAT

2.2.2 The workshops were split into three themes. Of these themes, two were split into two workshops, one for the southern section of the route and one for the northern section of the route. The southern section covers from the Victoria / Histon / Huntingdon Road Junction to (and including) Gilbert Road Junction (Junction 1 to Junction 3 in Figure 2-1). The northern section covers from north of Gilbert Road to Kings Hedges Junction (Section 3 to Junction 5 in Figure 2-1).

2.2.3 Ahead of each workshop, a seating plan was created which split attendees into groups, aiming to situate a range of stakeholders on each table. Each workshop started with introductory presentations where attendees were informed of general design approaches, a range of ideas and examples and constraints to be taken into consideration. Once the presentations had taken place, two discussion sessions where held, in which each table was instructed to consider specific aspects of the corridor design. The discussions were facilitated at each table. At the end of the workshop a spokesperson from each table presented their top design ideas and design concerns to all attendees.

2.2.4 At each session, each table was provided with copies of the “Do Maximum” designs and a number of additional plans and worksheets to capture their thoughts and feedback, dependent on the workshop theme.

DESIGN WORKSHOP 1

2.2.5 Workshop 1A took place on the 17th October 2016 at Shirley Community Nursery and Primary School between 6:30pm and 9:00pm. The workshop focused on the southern half of Histon Road encompassing Victoria / Histon / Huntingdon Road Junction to the Gilbert Road Junction. Invitees were split into 4 groups/tables during the discussion session.

2.2.6 Workshop 1B took place on the 31st October 2016 at Shirley Community Nursery and Primary School between 6:30pm-9:00pm. The workshop focused on the northern half of Histon Road encompassing just north of Gilbert Road to Kings Hedges Junction. Invitees were split into 6 groups/tables during the discussion session.

2.2.7 The agenda of both workshops were as follows:

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

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

2.2.8 Workshop 2A took place on the 7\(^{th}\) November 2016 at Shirley Community Nursery and Primary School between 6:30pm and 9:00pm. The workshop focused on the southern half of Histon Road encompassing Victoria / Histon / Huntingdon Road Junction to the Gilbert Road Junction. Invitees were split into 4 groups/tables during the discussion session.

2.2.9 Workshop 2B took place on the 14\(^{th}\) October 2016 at Shirley Community Nursery and Primary School between 6:30pm-9:00pm. The workshop focused on the northern half of Histon Road encompassing just north of Gilbert Road to Kings Hedges Junction. Invitees were split into 4 groups/tables during the discussion session.

2.2.10 The agenda for both workshops was as follows:

<table>
<thead>
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<th>Table 2-2: Design Workshop 2A &amp; 2B Agenda</th>
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</thead>
<tbody>
<tr>
<td>ITEM</td>
</tr>
<tr>
<td>1  Welcome and Scene Setting</td>
</tr>
<tr>
<td>2  Presentation on Local Side Road Objectives, Bus Stop Options, Sustainable Drainage Options, Crossings Needs and Landscaping Opportunities.</td>
</tr>
<tr>
<td>3  Discussion session: Crossings of minor side roads and bus stop design and locations</td>
</tr>
<tr>
<td>4  Break</td>
</tr>
<tr>
<td>5  Discussion session: Landscaping, sustainable drainage and street furniture</td>
</tr>
<tr>
<td>6  Feedback Session: Reporting back on Top 3 design ideas / Top 3 design concerns (in relation to current “Do Maximum” design) from each group</td>
</tr>
<tr>
<td>7  Summing up and next steps</td>
</tr>
</tbody>
</table>

STAKEHOLDERS

2.2.11 The stakeholders invited to the above workshops were:

- Councillors (Cross, Davies, Hipkin, Holland, Holt, Jenkins, Mason, O’Reilly, Perry, Sales, Stonham, Todd-Jones);
- Benson Road Area Residents’ Association; Bermuda Flats Residents’ Association; Windsor Road Residents’ Association; Richmond Road Residents’ Association; Oxford Road Residents’ Association; Roseford Road Residents’ Association, Orchard Park Residents’ Association; Darwin Erasmus Akeman Residents’ Association; Stretton Avenue Residents’ Association; Histon Road Area Resident’s Association;
- FECRA;
- Local Trader/Business;
- Arbury Primary School; St Luke’s Primary School; Mayfield Primary School; Chesterton Community College; North Cambridge Academy;
- Cambridge Past Present and Future;
- Cambridge Cycling Campaign;
- Cam Sight;
→ Disability Panel;
→ Lucy Cavendish College;
→ Cambridge Association of Architects;
→ Richard Newcombe Court CHS;
→ Smarter Cambridge Transport;
→ Cyclists’ Touring Club (CTC);
→ Stagecoach;
→ Local Police; and
→ Carter Jonas;
3 WORKSHOP FEEDBACK

3.1 FEEDBACK MECHANISMS

3.1.1 During each workshop, each table was asked to fill out a feedback sheet which listed their top three design ideas and top three design concerns. Where possible the aim was to capture the ideas and concerns of the table as a whole, which they had come to a consensus upon, and not that of an individual.

3.1.2 When determining stakeholder ideas for cross-section layouts, at a number of locations along Histon Road, tables were provided with a blank copy of a typical cross section and asked to fill out their desired cross section for this location on Histon Road. Each table was provided with desired minimum and absolute minimums of all carriageway and footway features to help in this process.

3.1.3 Additional sketches and annotations on plans were also collected in the feedback and are shown in the Appendix of this report.

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

3.2 TOP DESIGN IDEAS & CONSTRAINTS

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

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

### Table 3-1: Design Workshop 1A

<table>
<thead>
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<th>TABLE NUMBER</th>
<th>DESIGN IDEA OR CONCERNS</th>
<th>COMMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Idea 1</td>
<td>Introducing raised crossings in strategic points (also speed calming)</td>
</tr>
<tr>
<td></td>
<td>Idea 2</td>
<td>Histon to Victoria Rd allow turn off peak</td>
</tr>
<tr>
<td></td>
<td>Idea 3</td>
<td>Develop cycleway network to take cyclists outside Histon Road (alt. routes)</td>
</tr>
<tr>
<td></td>
<td>Idea 4</td>
<td>Encourage developers to provide open accessible space outside Coop / ATS (part of local plan opportunity)</td>
</tr>
<tr>
<td></td>
<td>Idea 5</td>
<td>Reduce speed to 20mph after ALDI southwards</td>
</tr>
<tr>
<td></td>
<td>Concern 1</td>
<td>Where will people park when existing parking spaces removed?</td>
</tr>
<tr>
<td></td>
<td>Concern 2</td>
<td>Road safety due to traffic speed. No zero visibility trucks allowed into Histon Rd / into Cambridge</td>
</tr>
<tr>
<td></td>
<td>Concern 3</td>
<td>Cycleway too narrow for raised kerb. Drop to road level or combine with pavement to create shared pathway.</td>
</tr>
<tr>
<td></td>
<td>Additional Comments</td>
<td>Parking for homes. Where do cars go?</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Slower cyclists on Rd slows traffic</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Speed of traffic. 20 miles an hour restrictive</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bus reliability</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Provide cycling network outside Histon Rd.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>London example. No zero visibility trucks in Histon Rd.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>When cycleway is too narrow – shared pathway pedestrian + cycle</td>
</tr>
<tr>
<td>2</td>
<td>Idea 1</td>
<td>Alternative cycle route behind Southern section of Histon Road behind Nasreen Dar. Through part of cemetery.</td>
</tr>
<tr>
<td>TABLE NUMBER</td>
<td>IDEA OR CONCERN</td>
<td>COMMENT</td>
</tr>
<tr>
<td>--------------</td>
<td>----------------</td>
<td>---------</td>
</tr>
<tr>
<td>Idea 2</td>
<td>Victoria / Histon Road junction should be restricted only during peak-hours. Evidence shows they serve no purpose out of rush hour. No change in design to allow this to happen. Change lights at this junction. On the “current” junction: (a) Coordinate traffic lights (b) Allocate more time to Histon Road over Vic / Hunt Rd (c) Halfway house: turning allowed but no route Huntingdon to Vic Rd</td>
<td></td>
</tr>
<tr>
<td>Concern 1</td>
<td>Raised cycle lanes are perceived to be less safe than ‘flat’ ones. In part because of joining and leaving the lane to overtake etc. Remove parking if at all only lunch time</td>
<td></td>
</tr>
<tr>
<td>Concern 2</td>
<td>Layby on Histon Rd by #130 is used by St Luke’s Primary School for coaches for school trips.</td>
<td></td>
</tr>
<tr>
<td>Concern 3a</td>
<td>Victoria Rd: Nth bound buses will be delayed as they will be unable to leave Victoria Road easily. Also no pedestrian crossing of Histon Rd at Victoria Road end.</td>
<td></td>
</tr>
<tr>
<td>Concern 3b</td>
<td>Blocking useful road area</td>
<td></td>
</tr>
<tr>
<td>Idea 1</td>
<td>Cycleway to be chamfered – see [concern] 2 below, not raised</td>
<td></td>
</tr>
<tr>
<td>Idea 2</td>
<td>Parking restrictions at certain times to allow for deliveries to shops + houses on east side - see [concern] 3 below</td>
<td></td>
</tr>
<tr>
<td>Idea 3</td>
<td>Reduce traffic lanes to 5.4m (if allowed) as this can force drivers to be slow + careful. This will allow more for footway (1.8m) + perhaps 2 cycleways of 1.5 each. This will also help “buffer” sound as local residents are worried about increased vibration + noise due to loss of parking. Ref: diagram “potential” – sheet 1 2012-SK-020</td>
<td></td>
</tr>
<tr>
<td>Idea 4</td>
<td>Proposal is to keep it as it is – no change is our strong preference. A compromise could be to ban only the right turn into Victoria Rd from Histon Rod and/or a ban on HGVs.</td>
<td></td>
</tr>
<tr>
<td>Idea 5</td>
<td>Proposal to send all buses down Castle Hill + not down Victoria Road.</td>
<td></td>
</tr>
<tr>
<td>Idea 6</td>
<td>Continuation of cycle lane into Victoria Rd – see diagram. HR RD / Gilbert / Warwick Rd junction needs filter lanes to turn right – look at grass area to see if roadscape can be widened for bikes. See ref: 70012012-GA-003</td>
<td></td>
</tr>
<tr>
<td>Concern 1</td>
<td>What are the options for alternative parking, for residents cars (Histon Road) – currently there are adequate spaces in the Benson area, but there are houses in Canterbury St where there had been no cars, + now have 1, or 2. Worry that there may not be enough spaces in future. This may have knock on effect through area. Undertake survey of parking spaces at different times of day + day of the week in whole area with residents’ parking in streets off Histon Road.</td>
<td></td>
</tr>
<tr>
<td>Concern 2</td>
<td>Do max plan – 1.5m cyclelane could be dangerous for cyclists needing to overtake because of step: not raised may be better (chamfered)</td>
<td></td>
</tr>
<tr>
<td>Concern 3</td>
<td>Deliveries to shop (midan) + houses on east side of Histon Road may be difficult. Also will apply to both sides of Histon Road If there is “no parking” access + deliveries to houses.</td>
<td></td>
</tr>
<tr>
<td>Concern 4</td>
<td>Maintaining existing hedges so that they do not overlap onto the street</td>
<td></td>
</tr>
<tr>
<td>Concern 5</td>
<td>This is a neighbourhood, not a “corridor”</td>
<td></td>
</tr>
<tr>
<td>Concern 6</td>
<td>Prohibition of traffic turning right and left into Victoria Road from Histon Road and Huntingdon Road</td>
<td></td>
</tr>
<tr>
<td>Concern 7</td>
<td>Rat running through side streets off Huntingdon Road / Histon Rd</td>
<td></td>
</tr>
<tr>
<td>Concern 8</td>
<td>HR / Gilbert Rd / Warwick Rd junction: All traffic will be held up by vehicles turning right. NOS 197 onwards on Histon Road – or approx. the bus stop, widen road to create 2 traffic lanes + filter</td>
<td></td>
</tr>
<tr>
<td>Idea 1</td>
<td>Advisory cycle lane on outbound (car carriageway to be 5.4m wide) side (at least). Cherry Hinton High Street traffic Calm Zone 20 mph max. Some members think parking unappropriate for safety concerns between Victoria junction and ALDI.</td>
<td></td>
</tr>
</tbody>
</table>
Table 3-1 shows that there is a broad range of opinions and feedback regarding the southern half of Histon Road. The typically recurring themes, which mirrored comments made at the workshop event, are:

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

- Request that additional trees should be planted along route.

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

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

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

Table 3-3: Design Workshop 2A

<table>
<thead>
<tr>
<th>TABLE NUMBER</th>
<th>DESIGN IDEA OR CONCERNS</th>
<th>COMMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Idea 1</td>
<td>Dutch roundabout Gilbert Rd junction.</td>
</tr>
<tr>
<td></td>
<td>Idea 2</td>
<td>Side Road Treatment at Murketts &amp; Canterbury Street</td>
</tr>
<tr>
<td></td>
<td>Idea 3</td>
<td>Move crossing towards Bermuda Terrace, local bus stops and express bus; keep bus stop outside Grapes.</td>
</tr>
<tr>
<td></td>
<td>Concern 1</td>
<td>Parking for residents ➔ elderly, disabled, businesses, essential structural work.</td>
</tr>
<tr>
<td></td>
<td>Concern 2</td>
<td>Speed of traffic Gilbert to Victoria 20mph?</td>
</tr>
<tr>
<td></td>
<td>Concern 3</td>
<td>Junction at Victoria Rd especially pedestrian crossing.</td>
</tr>
<tr>
<td>2</td>
<td>Idea 1</td>
<td>Priority to cyclists and pedestrians across all side road junctions; particular problem at side road to Aldi – centre island a possibility (island in the side road leading to Aldi + Iceland); also carry on pavement across junction. Except Windsor Rd junction – pedestrian raised area further away from Histon Rd,</td>
</tr>
</tbody>
</table>
## Table 3-4

<table>
<thead>
<tr>
<th>TABLE NUMBER</th>
<th>DESIGN IDEA OR CONCERNS</th>
<th>COMMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Idea 1</td>
<td>Need pedestrian crossing across Histon Rd near Victoria Rd junction.</td>
<td></td>
</tr>
<tr>
<td>Idea 2</td>
<td>Junctions with cycle routes across junctions (Matt Danish’s design – protected intersection).</td>
<td></td>
</tr>
</tbody>
</table>
| Idea 3       | a) Greenery/trees where possible especially toward Gilbert Rd.   
              b) Be imaginative where space is constrained toward Victoria Rd → Kenny M. |         |
| Idea 4       | a) Question need for bus stop outside “Grapes” possibly move to Victoria Rd or further down Histon Rd between stops 1 & 2.   
              b) Review number & location of bus stops 2,3,6,7.   
              c) Question whether bus stop needed outside Pizzeria 2, 3, as well as Aldi. |         |
| Idea 5       | Review location of pedestrian crossing especially near Aldi. |         |
| Idea 6       | Happy with proposed raised junction a la Copenhagen with consideration for disabilities/blind/visually impaired. |         |
| Idea 7       | Insufficient width for express bus to overtake slow stopped bus. |         |
| Idea 8       | Copenhagen crossing at entrance to Canterbury St and at all junctions (or raised platform). |         |
| Idea 9       | Keep tree planting & street furniture PLAIN + simple. Don’t try to “push” it up i.e. not “planters” or “Victoriana” – or even “contemporary,” just true to the history of the street. |         |
| Idea 10      | We like the Dutch design for the Gilbert Rd junction (Matthew Danish design); would like to see that modelled. Also, interested in his design for Huntingdon/Histon/Victoria Rd junction. |         |
| Idea 11      | 20mph speed limit. |         |
| Idea 12      | Block paving – We suggest block paving (or another surface treatment) at various junctions, e.g. Windsor Rd, Akeman St, in order to detract from Histon Rd being on elong tarmac line + encourage slow driving. |         |
| Concern 1    | Better facilities for pedestrian crossings across from the Grapes to the shop Midan, e.g. Toucan crossing (for pedestrian + cycles). |         |
| Concern 2    | Loss of residents parking – residents at top of Histon Rd – up to no. 101 don’t want to lose their parking. This is due to fear of increase noise + vibration from traffic + also that parking for business, elderly residents would be detrimental. |         |
| Concern 3    | No floating bus stops, pull-in bus stops (as current). Cycles can overtake. |         |
| Concern 4    | Keep all bus stops as present. |         |

### 3.2.4

The recurring points from Table 3-4 are:

- There is once more concern regarding the loss of parking;
- Attendees desire segregated pedestrian and cycle crossings at junctions;
- Need for an additional crossing on Histon Road just north of the Victoria Road junction;
- Review and rethink the number of bus stops along Histon Road and their locations; and
- General agreement of priority for pedestrians and cyclists at minor side roads.
Please note that in this session, due to a smaller turn out, the groups were reordered into 4 tables.

### Table 3-4: Design Workshop 2B

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

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

### 3.2.5

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

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

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

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

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

3.3.3 All three cross sections are facing north.

Figure 3-1: Design Workshop 1A - Cross Section Locations
3.3.4 Table 3-5 provides a key for the use of each colour of allocation.

Table 3-5: Cross Section Key

<table>
<thead>
<tr>
<th>Colour</th>
<th>Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Carriageway</td>
</tr>
<tr>
<td></td>
<td>Bus Lane</td>
</tr>
<tr>
<td></td>
<td>Cycle Lane</td>
</tr>
<tr>
<td></td>
<td>Advisory Cycle Lane</td>
</tr>
<tr>
<td></td>
<td>Verge</td>
</tr>
<tr>
<td></td>
<td>Shared Use</td>
</tr>
<tr>
<td></td>
<td>Footway</td>
</tr>
<tr>
<td></td>
<td>Verge/bus queue jump lane</td>
</tr>
<tr>
<td></td>
<td>Parking/verge</td>
</tr>
<tr>
<td></td>
<td>Parking</td>
</tr>
<tr>
<td></td>
<td>Unallocated</td>
</tr>
</tbody>
</table>

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

**VICTORIA ROAD**

Table 3-6: Victoria Road Cross Section - Existing

<table>
<thead>
<tr>
<th>Width (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carriageway</td>
</tr>
<tr>
<td>Bus Lane</td>
</tr>
<tr>
<td>Cycle Lane</td>
</tr>
<tr>
<td>Verge</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Width (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carriageway</td>
</tr>
<tr>
<td>Width</td>
</tr>
<tr>
<td>Verge</td>
</tr>
<tr>
<td>Parking</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Width (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carriageway</td>
</tr>
<tr>
<td>Width</td>
</tr>
<tr>
<td>Verge</td>
</tr>
<tr>
<td>Width</td>
</tr>
<tr>
<td>Verge</td>
</tr>
<tr>
<td>Parking</td>
</tr>
<tr>
<td>Parking</td>
</tr>
</tbody>
</table>

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

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

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

<table>
<thead>
<tr>
<th>Width (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carriageway</td>
</tr>
<tr>
<td>Width</td>
</tr>
<tr>
<td>Verge</td>
</tr>
<tr>
<td>Parking</td>
</tr>
<tr>
<td>Parking</td>
</tr>
</tbody>
</table>

Table 3-10: Victoria Road Cross Section - Table 3

<table>
<thead>
<tr>
<th>Width (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carriageway</td>
</tr>
<tr>
<td>Width</td>
</tr>
<tr>
<td>Verge</td>
</tr>
<tr>
<td>Parking</td>
</tr>
<tr>
<td>Parking</td>
</tr>
</tbody>
</table>

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

Table 3-11: Rackham Close Cross Section - Existing

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1.75m</td>
<td>8.5m</td>
<td>1.75m</td>
</tr>
</tbody>
</table>

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

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1.8m</td>
<td>6.9m</td>
<td>1.5m</td>
</tr>
</tbody>
</table>

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

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1.8m</td>
<td>1m</td>
<td>5.9m</td>
</tr>
</tbody>
</table>

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

WINDSOR ROAD

Table 3-14: Windsor Road Cross Section - Existing

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>2.5m</td>
<td>9m</td>
<td>2.5m</td>
</tr>
</tbody>
</table>

Table 3-15: Windsor Road Cross Section - Do Maximum

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>2m</td>
<td>2m</td>
<td>6m</td>
</tr>
</tbody>
</table>

Table 3-16: Windsor Road Cross Section - Table 3

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>2m</td>
<td>2m</td>
<td>6m</td>
</tr>
</tbody>
</table>

3.3.9 The following comments were made in relation to the above layout by Table 3:

“Greenway on boundary of cycleway and footway where 2+2m.”

3.3.10 As with Rackham Close there is only one design put forward for the Windsor Road cross section. This design is in broad agreement with the do maximum cross section however there is a desire to include a green boundary between footway and cycleway.

3.3.11 The cross sections presented and discussed at workshop 1B were at the following locations:

1. Gilbert Close;
2. Carisbrooke Road; and
3. Hazelwood Close.

3.3.12 Gilbert Close and Carisbrooke Road cross sections were facing north, and Hazelwood Close was facing south.
Figure 3-2: Design Workshop 1B – Cross Section Locations

GILBERT CLOSE

Table 3-17: Gilbert Close Cross Section - Existing

| 1.9m | 3.1m | 8.2m | 1m | 2.2m |

Table 3-18: Gilbert Road Cross Section - Do Maximum

| 2.4m | 1.5m | 6m | 3m | 1.5m | 2m |

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

| 1.8m | 2.25m | 2.25m | 6m | 0.5m | 1.8m | 1.8m |
3.3.13 Table 3 did not complete the cross section but wrote the following comments relating to an alternative Gilbert Close Cross Section:

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

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

Table 3-21: Gilbert Close Cross Section - Table 6

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

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

CARISBROOKE ROAD

Table 3-23: Carisbrooke Road Cross Section - Existing

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

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

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

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

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

Table 3-28: Hazelwood Close Cross Section - Existing

<p>| | | | | | |</p>
<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>6.4m</td>
<td>1.5m</td>
<td>1.1m</td>
<td>6.2m</td>
<td>2.4m</td>
</tr>
</tbody>
</table>

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

<p>| | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1m</td>
<td>2.5m</td>
<td>2m</td>
<td>3m</td>
<td>6m</td>
<td>1.5m</td>
</tr>
</tbody>
</table>

Table 3-30: Hazelwood Close Cross Section – Table 6

<p>| | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1.8m</td>
<td>1.5m</td>
<td>2.5m</td>
<td>6m</td>
<td>2.5m</td>
<td>1.5m</td>
</tr>
</tbody>
</table>

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

<p>| | | | | | |</p>
<table>
<thead>
<tr>
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<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>4m</td>
<td>1.8m</td>
<td>2.2m</td>
<td>6m</td>
<td>2.2m</td>
<td>1.8m</td>
</tr>
</tbody>
</table>

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

3.4 JUNCTION DESIGNS

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

VICTORIA ROAD JUNCTION

Figure 3-3: Table 1 Victoria Road Junction Design

3.4.2 Table 1 Junction Feedback

- The left turning cycle lane which leads from Victoria Road to Histon Road to Huntingdon Road should be for left turns at the Huntingdon Road junction as there is not sufficient space on Histon Road to allow for cyclists to cross the traffic lanes required to make a right turn onto Huntingdon Road;
→ Allow right and left turns into Victoria Road outside of peak times;
→ Include a pedestrian and/or cycle crossing on Victoria Road which is set back from the Histon Road intersection; and
→ Include a raised pedestrian crossing area between the Grapes pub and Midan Supermarket on Histon Road to the north of Victoria Road.

Figure 3-4: Table 2 Victoria Road Junction Design

3.4.3 Table 2 Junction Feedback

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

Figure 3-5: Table 3 Victoria Road Junction Design
3.4.4 Table 3 Junction Feedback

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

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

**Figure 3-6: CamCycle Victoria Road Junction Design**

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

**GILBERT ROAD JUNCTION**

**Figure 3-7: Table 1 (1A) Gilbert Road Junction Design**
3.4.7 Table 1 (workshop 1A) Junction Feedback

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

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

3.4.8 Table 2 (workshop 1A) Junction Feedback

- This table proposed a “Protected Junction (Dutch-style)” which incorporates segregated pedestrian and cycle movements in all directions; and
- A parallel crossing is present at each arm.
3.4.9 Table 1 (workshop 1B) Junction Feedback

Æ A roundabout in place of the signalised junction.

3.4.10 Table 2 (workshop 1B) Junction Feedback

Æ No raised cycle lanes are wanted at this junction.
3.4.11 Table 3 (workshop 1B) Junction Feedback

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

3.4.12 Table 7 (workshop 1B) Junction Feedback

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

**Figure 3-13: CamCycle Gilbert Road Junction Design**

![Gilbert Road junction design](image)

**KINGS HEDGES JUNCTION**

**Figure 3-14: Table 3 Kings Hedges Junction Design**

3.4.14 Table 3 Junction Feedback

→ Route the guided bus through the proposed NIAB development.
3.4.15 In addition to the concepts produced at the workshops, the following design was submitted by Histon Road Area Residents Association with assistance from a member of the Cambridge Cycling Campaign, for the Kings Hedges junction. This includes an avenue of trees on verges located between the road and dedicated footways/cycleways.

3.4.16 The design also includes a bus lane on the access to Darwin Green & along Kings Hedges Road, in support of Histon Road Area Residents Association’s view that buses should be diverted off Histon Road, onto an alternative routing, and hence bus lanes along Histon Road are not required.

Figure 3-15: CamCycle Kings Hedges Junction Design
3.5 BUS STOPS, PEDESTRIAN CROSSINGS, SIDE ROADS, LANDSCAPING AND DRAINAGE

3.5.1 Through the received workshop feedback a number of points were frequently made on the topics of bus stops, pedestrian crossings, side roads, landscaping and drainage.

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

3.6 OTHER

3.6.1 Numerous comments relating to the proposed NIAB / Darwin Green development have been made. In particular many workshop attendees sought to re-route express buses (e.g. guided busway) through the development to take the traffic off of Histon Road. This would take the buses in to and out of the city via Huntingdon Road.

3.6.2 There is a general call for this scheme to be considered within a wider transport proposal for Cambridge. Many in attendance stated they thought that the character of Histon Road should remain as it is and public transport should be prioritised along other routes by means of a segregated public transport system. This is viewed by locals as a means to remove the proposed bus lanes from Histon Road and reallocate the space for pedestrians, cyclists and green verges.

3.6.3 Many attendees called for a new Park and Ride at the northern end of Histon Road and/or at Girton Interchange to relieve traffic pressure on Histon Road.
4 SUMMARY

4.1 WORKSHOP CONCLUSIONS

4.1.1 A broad range of discussions took place amongst workshop attendees and many issues and concepts were identified, to be considered as part of the next stages of the scheme design.

4.1.2 In addition to general design parameters, many local issues were raised and captured, for example, the need for bus laybys in the vicinity to schools and the location of new crossings. This and the other information contained in this report will be of great help as the scheme progresses and will inform the next round of design for the corridor.

4.1.3 Residents own proposals were generally favoured over the ‘Do Maximum’ proposals, relative to the areas covered in these first 4 workshops.

4.2 NEXT STEPS

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

WORKSHOP 1 FEEDBACK
<table>
<thead>
<tr>
<th>Table 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cllr Cross</td>
</tr>
<tr>
<td>Cllr O'Reilly</td>
</tr>
<tr>
<td>Histon Road Residents’ Association</td>
</tr>
<tr>
<td>Bermuda Flats Residents’ Association</td>
</tr>
<tr>
<td>Orchard Park Residents' Association</td>
</tr>
<tr>
<td>Ricard Newcombe Court CHS</td>
</tr>
<tr>
<td>Local Police</td>
</tr>
</tbody>
</table>
Vivek Nair, Drawing Office Resident.
HISTON ROAD DESIGN WORKSHOP

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

TOP 3 DESIGN IDEAS

1: Introducing raised crossings in strategic points (also speed calming)

2: Histon to Victoria Rd - allow turn off peak
   reduce speed to 20 mph after Aldi Soutwards

3: Develop cycleway network to take cyclists outside Histon Road (alt. routes)

4: Encourage developers to provide open space outside
   code/ATS (part of local plan opportunity) "Street not Road"

TOP 3 DESIGN CONCERNS

1: Where will people park when existing parking spaces removed

2: Road safety due to traffic speed
   no zero visibility trucks free into Histon Rd/Cambridge

3: Cycleway too narrow for raised kerb
   drop to road level or combine with pavement to create shared pathway.

Please complete and retain this form for collection at the end of the workshop session.
NORTH OF VICTORIA ROAD

EXISTING

Do MAXIMUM

3m shared?

POTENTIAL

Have clear marked paths on both sides, instead of an asymmetric solution with no real path on Northbound. Is 1.8m barely minimum footpath?
WINDSOR ROAD FACING NORTH

EXISTING

Do MAXIMUM

POTENTIAL

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

Scale

4m

Usable Space

Northbound and Southbound Traffic Lanes

4m

Total Space

© WSP Group Ltd
HISTON ROAD DESIGN WORKSHOP

Date: 17/10/16
Table Number: 2

TOP 3 DESIGN IDEAS

1: Alternative route behind southern section of Histon Road behind Macren Orp. Through part of cemetery.

2: Victoria/Histon Road Junction should be restricted only during peak times. Existing signals may work or purpose and need re-timing. New waiting area for all buses after the junction. Change height of signal post. On the “image” juction:
   a) Inductive loop lights, b) Eliminate any bus stop. The other vehicle
   c) Halogen lights - timing should be linked to traffic lights in Victoria Rd.

3: Victoria Rd/Histon Rd cycle route goes too left turns on red light. Addery to cycle path after crossing.

TOP 3 DESIGN CONCERNS

1: Raised cycle lanes are perceived to be less safe than flat ones in part because of having to drive the lane at average speed.
   Raising vehicle height is very limited here.

2: Long stop at Histon Rd by St. Bede’s is used by students in Primary School for crossing.

3: Cycling along Victoria Rd, N/A for buses, still be deducible as they will be unable to turn right onto Histon Rd.
   Also no provision of cycling at Histon Rd at Victoria Rd junction.

Please complete and retain this form for collection at the end of the workshop session.
**Table 3**

Cllr Hipkin  
Cllr Sales  
Windsor Road Residents' Association  
Darwin Erasmus Akeman Residents' Association  
Stretton Avenue Residents' Association  
Carter Jonas  
CTC  
Stagecoach

---

**Notes:**

- We are against shared pathways & cycleways on High Rd.
- Next time we need more time in our groups. Most of the information in the booklet we already knew.
## HISTON ROAD DESIGN WORKSHOP

**Date:** 17 October 2016  
**Table Number:** 3

### TOP 3 DESIGN IDEAS

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1:</strong></td>
<td>Cycleway to be chamfered – see 2 below, is not raised</td>
</tr>
<tr>
<td><strong>2:</strong></td>
<td>Parking restrictions at certain times for home deliveries to shops &amp; houses (see 3 below) on east side</td>
</tr>
<tr>
<td><strong>3:</strong></td>
<td>Reduce traffic lanes to 3-4 m (if allowed) so that cars can cross lanes to be slow &amp; careful. This will allow more pedestrian activity &amp; perhaps a cycleway of 1-2 m. This will also help “buffer” sound as local residents are worried about increased vibration &amp; noise. Ref: Diagram “potential”- Sheet 1 2012-3-2cD due to loss of parking</td>
</tr>
</tbody>
</table>

### TOP 3 DESIGN CONCERNS

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
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<tbody>
<tr>
<td><strong>1:</strong></td>
<td>Must reconsider parking options for residents car (Hillegond) – currently there are adequate spaces &amp; on the border. There are houses in Cambridgeshire if more had been put on the common, there would be more cars, &amp; now have 1, or 2. There may not be enough spaces in future. This may have a knock on effect through the area.</td>
</tr>
<tr>
<td><strong>2:</strong></td>
<td>Do not plan – 15 m cycle lane could be dangerous for cyclist needing to overtake because of step (not raised may be better chamfered)</td>
</tr>
<tr>
<td><strong>3:</strong></td>
<td>Deliveries to shop (Midan) on houses on east side of Hillegond may be difficult</td>
</tr>
</tbody>
</table>

4. Maintaining existing hedges so that they do not overlap into the road

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

5. This is a neighbourhood, not a “corridor”
1. Another survey of parking spaces at different times of day on each day of the week in whole area with residents' parking in streets off Histon Road.

3. Also will apply to both sides of Histon Rd if there is "no parking" access for delivery services.
HISTON ROAD DESIGN WORKSHOP

VICTORIA / HISTON / HUNTINGDON RD JUNCTION

Date: 17 Oct 2016
Table Number: 3

TOP 3 DESIGN IDEAS

1: PROPOSAL IS TO KEEP IT AS IT IS - NO CHANGE IS OUR PREFERENCE. A compromise could be to ban only the right turn into Victoria Rd from Histon Rd and for a ban on HGVs.

2: PROPOSAL TO SEND BUSES down Castle Hill - not down Vic Rd.

3: Continuation of cycle lane into Victoria Rd - see diagram.

H2 Rd & Gilbert/Parford Rd junction needs filter lane to turn right - tool at gnu area to see if roadcape can be widened for bikes. See ref: T001566.005

TOP 3 DESIGN CONCERNS

1: Prohibition of traffic turning right into Victoria Road from Histon Road & Huntingdon Rd.

2: Rat running through side streets at Huntingdon Rd / Histon Rd.

3: ILT (Gilbert Rd / Parford Rd) junction - traffic will be held up by vehicles turning right, nos 197 & 198 are on Histon Road - or approach busstop. Histon Rd to break 2 traffic lanes + filter

Please complete and retain this form for collection at the end of the workshop session.
NORTH OF VICTORIA ROAD

EXISTING

Do MAXIMUM

POTENTIAL

Example Width
- Carriageway 6m
- Bus Lane 3m
- Cycle lane 3m
- Parking/Verge 2m
- Footpath 1.6m
- Verge 1.0m

Scale

1m

Usable Space
Northbound and Southbound Traffic Lanes
Usable Space

12m

3m

6m

Cambridgeshire County Council

WSP Group Ltd
RACKHAM CLOSE FACING NORTH

EXISTING

Do MAXIMUM

POTENTIAL

Example Width

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

Scale
1m

Usable Space
Northbound and Southbound Traffic Lanes
Usable Space

Total Space 12m

Cambridgeshire County Council

© WSP Group Ltd
WINDSOR ROAD FACING NORTH

EXISTING

2.5m Footway

5m Carriageway

2.5m Footway

Do MAXIMUM

germany on

boulevard

of cycle
droad

and

footway

where

2+2m.

POTENTIAL

Example Width

Carriageway 6m

Bus Lane 3m

Cycle lane 2m

Paving/Verge 2m

Footpath 1.8m

Verge 1.0m

Scale

1m

4m Usable Space

6m Northbound and Southbound Traffic Lanes

4m Usable Space

Total Space
<table>
<thead>
<tr>
<th>Table 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cllr Holland</td>
</tr>
<tr>
<td>Cllr Stonham</td>
</tr>
<tr>
<td>Windsor Road Residents' Association</td>
</tr>
<tr>
<td>Oxford Road Residents' Association</td>
</tr>
<tr>
<td>Stretton Avenue Residents' Association</td>
</tr>
<tr>
<td>Arbury Primary School</td>
</tr>
<tr>
<td>Cambridge Past Present and Future</td>
</tr>
</tbody>
</table>

Cllr Holland

Cllr Stonham

Windsor Road Residents' Association

Oxford Road Residents' Association

Stretton Avenue Residents' Association

Arbury Primary School

Cambridge Past Present and Future

Cam Cycle

Matthew Danish
HISTON ROAD DESIGN WORKSHOP

Date: 17 Oct 2016
Table Number: 4

TOP 3 DESIGN IDEAS

1: Advisory Cycle lane on outbound side (at least) of Curve, Histon High Street Traffic Calm Zone. Some members think parking is inappropriate for safety concerns, between Victoria junction and Aldi.

2: Histon Rd Shopping to Warrick Road, plant trees on verges, provide high visibility, except for bus shelter. Use protected junction design at Gilbert Rd, see sheet.

3: Use the site between 20m cycle routes.

TOP 3 DESIGN CONCERNS

1: Loss of parking - Histon Rd has orange. Strongly opposed.

2: Aldi + Esso Station, cars reversing from types of place appear need off-street access - shared facility.

3: Conflict with cyclists when turning into Chesterton. Environmental issues such as air and engine pollution with statistics should be analyzed and presented at the next meeting.

Cycle crossing needed from Bawston Green to Bermuda Terrace.

Please complete and retain this form for collection at the end of the workshop session.
MILTON ROAD DESIGN WORKSHOP

Date: 31 Oct 2016
Table Number: 1

TOP 3 DESIGN IDEAS

1: Pleasing of the lights at The Huntington Rd/Histon Rd/Kettner Rd junction & the lights at Histon Road/Kings Hedges Junction.
   Integrated Public Transport System (a la Europe) transfers - with electronic ticket - to relieve the pressure on The Histon Rd.
   [Handwritten note]

2: Round About at Gilbert Road/Histon Road
   Cycle Paths in the rear not on main roard
   No tightening of radii at junctions.

3: Cycle Light and ticket for cutsites - enforcement & fines
   Bus laybys
   Light rail is the only alternative that attracts people, not buses.

TOP 3 DESIGN CONCERNS

1: House,Cycle lanes are dangerous.
   Air Quality - cutting down trees reduces
   Histon Rd cannot take a 23% increase in traffic

2: No real requirement for bus lanes -
   Bus stops are designed cause congestion and are dangerous.
   Trees are essential for Air Quality - new scheme does provide replacement and create a distinct ugly entrance road into Cambridge

3: Basic premise - by reason - if the road closures go on and on
   to 2020 the first phase of light rail system this
   aspect must be relooked in light of the two facts.

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

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

P&R at Girton interchange
Better & express buses from villages & stopping 1 or 2 times on Milton Rd
**MILTON ROAD DESIGN WORKSHOP**

<table>
<thead>
<tr>
<th>Date:</th>
<th>31 October 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Table Number:</td>
<td>2</td>
</tr>
</tbody>
</table>

### TOP 3 DESIGN IDEAS

1: Remove bus lane, insufficient evidence in support & major disadvantages.

2: Brownlow Rd to Carisbrooke Rd 2 way cycling on the East "Abi" side of Histon Rd to accommodate children cyclists, see network chart for detail B-B section.

3: 

### TOP 3 DESIGN CONCERNS

1: The bus lane compromises the provision for cycling and walking and takes away valued green space and people's gardens.

2: Warick Rd / Histon / Ebel junction. Need R turn lane from Histon Rd into St Peter Rd.

3: 

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

**HISTON ROAD**

**16.4**

**13.2**

Footway

3.1m

Verge/Trees

8.2m

Carriageway

1m

Verge/Trees

2.2m

Footway

2.4m

Footway

1.5m

Raised cycleway

6m

Carriageway

3m

Bus Lane

1.5m

Raised cycleway

2m

**Do MAXIMUM**

Example Width

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

Scale

1m

**POTENTIAL**

Allocate between cycleway & verge

Northbound and Southbound Traffic Lanes + Bus Lane

Usable Space equalised as Bus Lane can be either side, move to suit.

16.3m

Total Space

© WSP Group Ltd
MILTON ROAD DESIGN WORKSHOP

<table>
<thead>
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<tbody>
<tr>
<td>Table Number:</td>
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</tbody>
</table>

**TOP 3 DESIGN IDEAS**

1: "BUS GATES" MIGHT GIVE BENEFITS WITHOUT NEEDING SO MUCH BAND LANE

2: ATTRACTIVE, GREEN CORRIDORS FOR CYCLING AND WALKING. 2M PATH REQUIRED FOR

3: PARK AND RIDE + PARK AND CYCLE POINT WITH FREE PARKING.

4: REALLY IMPORTANT TO HAVE CROSSING AT BORROWDALE IF 3 LANE NEEDS TO BE SIGNALISED.

<table>
<thead>
<tr>
<th>TOP 3 DESIGN CONCERNS</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1: CARISBROOKE ROAD JUNCTION, 27 HOUSES AT SQUASH COURTS, BARRATS RIGHT TO BUY CUTTHROUGH TO DARWIN GREEN - HAVE PLAN BEEN THOUGHT OF.</td>
<td></td>
</tr>
<tr>
<td>2: CONSIDER GIRLTON ROAD INTERCHANGE AND MADINGLEY ROAD MII JUNCTION DEVELOPED USE WIDE ROADS TO BRING PEOPLE INTO TOWN.</td>
<td></td>
</tr>
<tr>
<td>3: CONSIDER THE RISKS AROUND &quot;SHARED USE BUS STOPS&quot; SOUND DANGEROUS FOR PEDESTRIANS AND CYCLISTS.</td>
<td></td>
</tr>
</tbody>
</table>

4: AIR QUALITY - IF YOU REMOVE THE TREES AN GLASS, WHAT WILL IMPROVE THE AIR.

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

CARISBROOKE ROAD JUNCTION IS DANGEROUS ALREADY

SURFACE WATER A PROBLEM IF
TOP PRIORITY

JOIN UP HISTON BUSWAY
STOP AT OLD STATION CUT
ACROSS A14 AT EXISTING
NIAB BRIDGE OVER A14
TO TAKE GUIDED BUSWAY
TO HUNTINGDON ROAD.
EXISTING

HISTON ROAD

1.8m Footway
3.1m verge/Trees
8.2m Carriageway
1m verge/Trees
2.2m Footway

Do MAXIMUM

BORROWDALE JUNCTION

POTENTIAL

ALLOW FOR CYCLE LINK THROUGH TO GUNNING WAY

MAKE SURE CROSSINGS HAVE DROPPED KERBS

Example Width

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

Scale

1.4m

Northbound and Southbound Traffic Lanes + Bus Lane
Usable Space equalised as Bus Lane can be either side, move to suit.

16.38m Total Space

© WSP Group Ltd
# MILTON ROAD DESIGN WORKSHOP

**Date:** 31.10.2016

## TOP 3 DESIGN IDEAS

1. Consider shared car scheme where small (electric) vehicles can be used around town, noting a view to eventual banning of petrol and diesel cars in towns, except for emergency vehicles. It is likely to have a **longer life** than the current **no max** scheme for cars.

2. **Reduce speed limit on Milton Rd.** This would reduce benefits of bus lane in terms of time-saving, but would make the road better for pedestrians, cyclists, e.g. people crossing road.

   Guided bus route through Darwin Green instead.

3. Plan A: Table 5: Generous design for segregated highway with no bus lane.

   Plan B: Table 5

   Plan C: Table 5

   Plan D: Table 5

   Plan E: Table 5

   Plan F: Table 5

   Plan G: Table 5

   Plan H: Table 5

   Plan I: Table 5

   Plan J: Table 5

   Plan K: Table 5

   Plan L: Table 5

   Plan M: Table 5

   Plan N: Table 5

   Plan O: Table 5

   Plan P: Table 5

   Plan Q: Table 5

   Plan R: Table 5

   Plan S: Table 5

   Plan T: Table 5

   Plan U: Table 5

   Plan V: Table 5

   Plan W: Table 5

   Plan X: Table 5

   Plan Y: Table 5

   Plan Z: Table 5

   Guided bus route through Darwin Green instead.

   Businesses could be pumping shorts and not move load from residents.

## TOP 3 DESIGN CONCERNS

1. **Bus lanes** — we believe the benefits of the bus lane are overstated as the congestion HDMI is debatable. Damage to local environment and safety of life (+ air quality) has been underestimated. Also, the time saved during peak hours is a poor return for investment.

2. **If the bus lane reduces then there is not the road space to accommodate cycles in a manner where it is safe for young & old cycles to share the space and integrate safely.

3. It is likely that in some places cycles will travel on the wrong side if the road. Bus stop design is dangerous. Should be cleared.

| See Robin Gunchop Plan B | Suggested changes |

---

Please complete and retain this form for collection at the end of the workshop session.
1. See plan for safe crossing for pedestrians, cyclists & electric small cars from the scheme.

2. Send buses through purpose build wide road through Darwin Green

3. Reduce speed limit to 20 mph.

We would like to see projected numbers using the guided bus outside of peak hours for the next 5 yrs.

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

Could we have a cost-benefit analysis in detail for the plans.
MILTON ROAD DESIGN WORKSHOP

Date: 31st OCTOBER 2016
Table Number: 6

TOP 3 DESIGN IDEAS

1: Reduce the width of cycleways to 1.5m throughout, keeping the width of footpaths to avoid need to compulsory purchase land. Can also provide space for greening to cut some points.

2: Introduce an additional phase of the lights to give cyclists a head start at junctions. Consideration for the design idea of from Matthew Duvall for Gilbert Road/Hipton Road with separate phase.

3: Consider a more modest length of bus lane in each direction, saving land + trees, and perhaps obtaining most of the benefit.

TOP 3 DESIGN CONCERNS

1: Raised cycleways are difficult for wheelchair users + those with walking difficulties. Consideration should be given to flat surfaces where possible.

2: The buses only run at the rate at 7 per hour. Daily periods of congestion are around 45 min. Morning + evening north of Gilbert Road, so around 10 buses or <1000 people a day are benefiting. More residents are affected, cost analysis?

3: Why are we building a bus lane without a Park & Ride?

Please complete and retain this form for collection at the end of the workshop session.
- Raised cycle ways → cause trip hazards
  → problematic with wheelchair + mobility scooters. CONCERN

- Why is the cycleway 1.5m in one place, then 2m in others? I rephrase as a design idea. IDEA.

- Tests in low word 10 buses a day at <1000 people per day. CONCERN

- Additional cycle headstart should be considered. (green for cyclists only first) IDEA

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

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

HISTON ROAD

1.9m
Footway

3.1m
Verges/Trees

8.2m
Carriageway

1m
Verges/Trees

2.2m
Footway

Do MAXIMUM

2.4m
Footway

1.5m
Raised cycleway

8m
Carriageway

3m
Bus Lane

1.5m
Raised cycleway

2m
Footway

POTENTIAL

Example Width

Carriageway 6m

Bus Lane 3m

Cycle lane 2m

Parking/Verge 2m

Footpath 1.8m

Verge 1.0m

Scale

1m

18.3m

Usable Space

Northbound and Southbound Traffic Lanes + Bus Lane

Usable Space equalised as Bus Lane can be either side, move to suit.

18.3m

Total Space
| Table Number: | 7 |

**TOP 3 DESIGN IDEAS**

1. Get rid of bus lanes: not right for Milton Rd just too small.

2. Separate cyclists at Milton/Gilbert/Warrick Junction.
   Early light for cyclists to start off before cars.
   Right turn signals for cars.

3. Congestion charge to subsidise bus fares.

**TOP 3 DESIGN CONCERNS**

1. Buses coming in one lane, then dumped into south portion of Milton Road with nowhere to run.

2. Cyclists need 2m minimum, 1.5 minimum established.
   Keep mature trees - cannot plant mature trees.

3. Park & Ride at Milton needed.
   Park & Cycle Place.
1) Have those whose house frontage/garden are in line for compulsion purchase been individually notified?

2) Raised cycle lanes could actually be dangerous for cyclists. Should be level.

3) Width of bus lanes at 3m? I thought Andy Campbell at Stagecoach had already stated this would not be wide enough, and does not actually think they are necessary.

The authorities are not listening to Stagecoach. It is nearly 3 years since Andy Campbell said planting bus stops on Hills Road would be a disaster, but it was pushed through by Bob Munges who is "delighted with the result: customers can't use buses as it no longer serves Addenbrookes, pedestrians are put at risk access, bus and all traffic grids is a halt while bus blocks road and fumes are pumped into the atmosphere. Well done and all at vast expense and disruption!"
**EXISTING**

**HISTON ROAD**

*Section A-A*

**Do MAXIMUM**

**POTENTIAL**

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

**Example Width**

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

**Usable Space**

Northbound and Southbound Traffic Lanes + Bus Lane
Usable Space equalised as Bus Lane can be either side, move to suit.

**Total Space**

16.36m
HISTON ROAD

EXISTING

Do MAXIMUM

POTENTIAL

Example Width

- Carriageway 6m
- 1.5m Footway
- 6.2m Verge/ Trees
- 2.4m Footway
- 2.4m Verge/ Trees

- 1.5m Cycle lane
- 1.5m Parking/Verge
- 1.5m Footway
- 1.5m Verge

Scale: 1m

Usable Space = Northbound and Southbound Traffic Lanes + Bus Lane
Usable Space equalized as Bus Lane can be either side, move to suit.

5.5m

19.2m

Total Space

© WSP Group Ltd
HISTON ROAD
Gilbert Road junction
(conceptual sketch)

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

Principles:
Ample, separate pavements.
Cycleways with protection up to and into the junction.
Retain/improve trees and verges.

For more info see: www.ProtectedIntersection.com
North of Hazelwood Close (Facing South)

South of King Hedges Road Junction (Facing North)
North of Gilbert Road (Facing South)

North of Brownlow Road Junction (Facing South)
<table>
<thead>
<tr>
<th><strong>TOP 3 DESIGN IDEAS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1:</strong> Dutch Roundabout Gilbert Road junction</td>
</tr>
<tr>
<td><strong>2:</strong> Side Road Treatment &amp; Markets &amp; Canterbury Street</td>
</tr>
<tr>
<td><strong>3:</strong> Move Crossing towards Bermuda terrace, local Bus Stops &amp; Express Bus 30mph Gilbert Keep bus stop outside grapes</td>
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<table>
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<tr>
<th><strong>TOP 3 DESIGN CONCERNS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1:</strong> Speed of traffic Gilbert to Vic. 20 mph?</td>
</tr>
<tr>
<td><strong>2:</strong> Parking for Residents &gt; Elderly, disabled, businesses, essential structural work</td>
</tr>
<tr>
<td><strong>3:</strong> Jnc. at Vic. Road esp. Ped. Crossing</td>
</tr>
</tbody>
</table>

Please complete and retain this form for collection at the end of the workshop session.
In terms of drainage, these should be covered in pavement.

20 mph speed limit would assist cyclists and pedestrians.

In the event of a flood, drainage should be improved.

Victoria Road should be kept as a 4ft hard shoulder.

Point 12: Procedure

Remove or restrict parking is not an option. Moving traffic is too important.

No room for bus stops.

Audience should be engaged and interested.

Residents, businesses, and community groups should be engaged.

Consultation with local businesses and residents is required.

The master plan should be based on consultation with local stakeholders.

The plan should be reviewed and updated regularly.
Controller Crossing (North of Linden Cl) – Looking North

Bus Stop 2 (left) and 3 (right) – Looking North
HISTON ROAD DESIGN WORKSHOP

Date: 7 Nov 2016
Table Number: 2

TOP 3 DESIGN IDEAS

1: Priority to cyclists & pedestrians across side road junctions & particular problems at side road to Addi centre island; a possibility for also carrying powered access junction.

2: From Histon Rd, which is wide, they tend to cross road to avoid cars trying to exit & enter Windsor Rd.

3: New pedestrian crossing (+cyclicts) across Histon Rd opposite Histon Rd cemetery.

TOP 3 DESIGN CONCERNS

1: Design of Histon Victoria / Huntlyden Rd junction is flawed and fundamental to the whole scheme. This junction needs a different approach.

2: Removal of parking for 1-100 Histon Rd creates problems for disabled, elderly and builders.

3: At hulme's School we pay by opposite ATS for school buses. So retain use.

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

Next Time - omit feedback session at end of evening to allow more time for discussion in groups which was too short.
HISTON/VICTORIA HUNTINGDON/CASTLE JUNCTION idea 1 (CONCEPTUAL SKETCH)

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

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

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

Larger curve radii wider carriageway to help turning bays.

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

Integrate with Huntingdon Road Phase II project.

For more information on protected and signalised junction designs, see: ProtectedIntersection.com
# Histon Road Design Workshop

**Date:**

**Table Number:** 3

## Top 3 Design Ideas

| 1 | N600 pedestrian Xing needed across Histon Road near Victoria Rd junction with cycle routes across junctions (Matt Danish’s designs, suggested intersection) |
| 2 | Catenary/Tramway tracks where possible especially toward Girton Road. |
| 3 | (a) Question needs for bus stop outside “Grapes” possibly move to Victoria Road or further down Histon Road between stops 1 & 2. |
| 4 | Review number 3 location at bus stops 2, 3, 6, 7 |
| 5 | Question whether bus stop needed outside Alde 2, 3 as well as Aldi |

## Top 3 Design Concerns

| 1 | Review location of pedestrian Xing east 65p near Aldi |
| 2 | Happy with proposals raised junctions ALA consultation for disabilities / blind/vis. impaired |
| 3 | Insufficient width for express bus to overtake slow stopping bus |

Please complete and retain this form for collection at the end of the workshop session.
3.

Suggest location for
constructed cycle
as & each end
more space in
carriage way for
slow bus to be overtaken.

Matt Davis's
idea for
Junction.
HISTON ROAD DESIGN WORKSHOP

Date: 7 November
Table Number: 4

TOP 3 DESIGN IDEAS

1: Copenhagen crossing at entrance to Canterbury ST. and at all junctions (no raised platform) Planning not at humanoid - where people decline

2: Keep tree planting + street furniture PLAN simple. Don’t try to “push” up i.e. not “planted” or “nicetopia” – or even “uncommon”. Just trace the history of the street.

3: We like the Dutch design for the Gilbert Road junction (Martin Davenport design) and would like to see that modelled. Also interested in his design for Huntingdon/Hilton/Inkwell Road junction

1. 20 mph speed limit

TOP 3 DESIGN CONCERNS

1: Better facilities & pedestrian crossings across from the Grapes to the shop, Market Lea. Tivan (for pedestrians = cyclist)

2: Loss of resident parking - resident at top of Histon Road - up to no 101. Don’t want to lose their parking. This is due to fear of increased noise + vibration from traffic + additional movement that parking for disabled & elderly residents would be detrimental.

3: No loading bays, pull in bus stops (as current). Cycles can overtake

4. Keep all bays as present

Please complete and retain this form for collection at the end of the workshop session.
S. Block paving, or ambulatory treatment

We suggest block paving at various junctions - eg. Windsor Road / Akerman St,
in order to demarcate from tarmacked being one long tarmacked
line, and encourage slow driving.
Save the listed trees and the rows of trees and verges on Histon Road

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

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

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

Histon Road Area Residents' Association
# HISTON ROAD DESIGN WORKSHOP

**Date:** 14th Nov 2016

| Table Number: | 1 |

## TOP 3 DESIGN IDEAS

1. Bus stop cats into grassed area @ Borrowdale

2. C: Blurred confusion: cycle routes & shared path:
   - Pedestrian
   - Cycle
   - Car
   - Cycle

3. Side road enter into pedestrian traffic @ Borrowdale Blackhall

4. Copenhagen style alley side road junction

## TOP 3 DESIGN CONCERNS

1. Clear segregated cycle + pedestrian no bus lane / keep trees
   - Dropped town
   - Priority for crossroad side roads over cars

2. Crossing @ Borrowdale Town cycle + pedestrian
   - Crossing/repainting
   - Cycles have to give way when bus pulls in as happens now

3. From Carisbrooke Rd North side drainage issues w high water table & pedestrian area flooded

---

Please complete and retain this form for collection at the end of the workshop session.
5. We endorse Matthew Danhes' ideas for the Kings Hedges junction, showing segregated cycle and pedestrian lanes. (See attached)
HISTON ROAD SCHEME
DARWIN GREEN & KING'S HEDGES ROAD
JUNCTION Idea 1
(CONCEPTUAL SKETCH)

Principles:
- Shared pavements, separate cycle lanes, better crossings
- Significantly reduce vehicular speed, favor of public space and trees
- Walking has highest priority, foremost to cycling & public transport

For more information on protected and signalised junction designs visit: ProtectedIntersection.com
HISTON ROAD SCHEME
DARWIN GREEN & KING'S HEDGES ROAD
JUNCTION Idea 3
(CONCEPTUAL SKETCH)

Principles:
Road improvements, accessibility for all, better connectivity.
Road user experience better, in favour of public transport and walking.
Minimise use of private vehicles, followed by cycling & public transport.

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

Bus stop near priority by existing bus lane, relocated to centre lane.
New King’s Hedges Road, a new busway exit at King’s Hedges junction connecting to
Cambridge Road and the A14, avoiding the Cambridge Road entirely.

Key: and exit of bus-only cutaway is controlled by traffic signals at
King's Hedges junction that detect arrival of buses and allocate
signal priority to the phase that allows buses to proceed.

For more information on protected
and signalised junctions visit:
ProtectedJunctionsScheme.co.uk

New bus-only right-of-way connecting to
Darwin Green through 2.5m land.

Detectors flags traffic signals computer to give
signal priority to all vehicles, at main road

When bus is at priority, signal defaults to a
walking and cycling across bus-only road.

Further improvements on section of road

You are with pre-existing
shared-use pavement.
(Consider separation in
a future scheme.)
HISTON ROAD DESIGN WORKSHOP

Date: 14 Nov 2016
Table Number: 2

TOP 3 DESIGN IDEAS

1: Round crossing on some side roads, depending on volume of traffic in each situation, as noted on the map. Traffic cones needed to confirm presence at different times of year. Staff could wear crossing stand on clash with amber lights etc, thus round crossing stand with pedestrian crossing stand disabled permanently.

2: Reduce no of bus stops if consistent with requirement for max. distance & between houses it needed bus stop. Some support for green bus to stop once on Histon Rd outside pub & near bus shelter. More bus shelter. More thought needed in relation to cycle path.

3: No room for extending bus stops. More advantage of this continues day by day as already these help cyclists pass through easily.

TOP 3 DESIGN CONCERNS

1: We don't have knowledge of how, if other roads in Histon & Lark Holme etc. 50 year proposals about routes for raised crossings.

2: Concern that not all houses in the area are close enough to bus stop. Need to establish whether this is a problem.

3: Don't cut down any existing trees. Loss of privacy & green spaces is not acceptable.

4: Don't have 2 big junctions (Hodgeside & Dawn from Spine Rd) so close to each other.

5: Drainage problem - we don't know any.

Note from last week. Please put an island at the junction at Histon Rd & the road leading to Aldi/Travis. There is an accident waiting to happen to pedestrians. See over the page.
In the past week, there have been noticeably fewer pedestrians at the crossing, as there is now a pedestrian island. This design change provides better safety for pedestrians, as the crossing is now split into two separate islands, allowing only one person to cross at a time. At the Aldi store on Histon Road, it is not possible to see cars approaching along Histon Road from Cambridge to Histon, many of which turn into Aldi parking.
Concern:
A grass verge central reservation
No
Would attract litter and could
be a fire hazard, ie should
here be both fire the road would have
to be closed to traffic.
Drainage - for this type of
intersection, would this need
flushing facilities or is there existing
drainage?
HISTON ROAD DESIGN WORKSHOP

<table>
<thead>
<tr>
<th>Date:</th>
<th>14 Nov 2016</th>
</tr>
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<tbody>
<tr>
<td>Table Number:</td>
<td>3</td>
</tr>
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</table>

**TOP 3 DESIGN IDEAS**

<table>
<thead>
<tr>
<th>No.</th>
<th>Detail</th>
</tr>
</thead>
</table>
| 1.  | No Bus Lanes - if possible at the earliest point a "jump queue" priority for buses.  
      Crossings - Rapid Response with Zebra's / Wide Cross at Hazelwood  
      Addition Crossing between Roadford & Ashcroft Rds. |
| 2.  | Cycling - Remove advanced steps, level cycle paths  
      Introduce cycle lanes behind estate, as Histon Road doesn't need to be used by local cycles  
      Junctions - Smooth curves not 90° with local lanes |
| 3.  | Crossing for pedestrians + cycles - use textured surface to indicate road way  
      Landscaping - Keep existing trees and no new landscaping necessary  
      Street furniture - New lights have been installed, keep |

**TOP 3 DESIGN CONCERNS**

<table>
<thead>
<tr>
<th>No.</th>
<th>Detail</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Remove dual direction cycle path near Darwin Green and &quot;wrong direction&quot; cycles have to cross to much traffic to reach other cycle path</td>
</tr>
</tbody>
</table>
| 2.  | Bus stops should not be floating or in any way designed so that cycles ride between foot path and buses,  
      Bus stops should be "bus layby"  
      Proper timing of lights at West end of Histon Road as well as at Huntington Road |
| 3.  | Need feedback from Hulse Road & Huntington Road  
      If roadway is too narrow emergency vehicles have trouble getting through |

Please complete and retain this form for collection at the end of the workshop session.
## Histon Road Design Workshop

<table>
<thead>
<tr>
<th>Date:</th>
<th>14/11/16</th>
</tr>
</thead>
<tbody>
<tr>
<td>Table Number:</td>
<td>4</td>
</tr>
</tbody>
</table>

### Top 3 Design Ideas

1. **No Bus Lane on Histon Road** — It's not needed nor worthwhile.
   - Use smart ticketing, integrated across carriageways, multiple doors on buses.
   - Improved cycle lanes that protect people, e.g., greenway & preferably lans for queue separation. As much green as possible.

2. **Phase traffic lights properly** as possible.

3. **Roundabout at King's Hedges junction, suggest relocation of Darwin Screen entrance to opposite King's Hedges Road.**

   *Light Rail*

### Top 3 Design Concerns

1. **No Bus lanes**

2. **No Bus Lane**
   - Tighter radii at junctions difficult to negotiate for motorists and cyclists.

3. **No Traffic lights** rather than roundabouts.

Please complete and retain this form for collection at the end of the workshop session.
# Histon Road Design Workshop

**Date:** 07/11/2016

**Table Number:** 1

## Top 3 Design Ideas

<table>
<thead>
<tr>
<th></th>
<th>1. Dutch Roundabout Gilbert Road jnc.</th>
<th>2. Side Road Treatment @ Markets &amp; Canterbury Street</th>
<th>3. Move Crossing towards Bermuda terrace, local bus stops &amp; express bus 20 mph (consider keep bus stop outside grapes)</th>
</tr>
</thead>
</table>

## Top 3 Design Concerns


Please complete and retain this form for collection at the end of the workshop session.
In terms of drainage, these should be covered in pavement.

20 mph speed limit would assist cyclists and pedestrians.

Main Road - no bike lanes should be kept.

3.48 km flow - this section is too narrow.

No room for bus stops.

Remove or restrict parking.

Bus stops - inadequate facilities for businesses not to support.

Please do not do this.
Controlled Crossing (North of Linden Cl) – Looking North

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

---

Shelter
Bas
# Histon Road Design Workshop

**Date:** 7 Nov 2016

**Table Number:** 2

## TOP 3 DESIGN IDEAS

1. **Priority to cyclists & pedestrians across side road junctions**
   - Particular problem at side road to Addi Centre island: a possibility for the new pedestrian access junction.

2. **From Histon Rd, which is wide, they tend to cross road to avoid car trying to exit Groton Rd.**

3. **New pedestrian crossing (cyclists) across Histon Rd opposite Histon Rd cemetery.**
   - Reduce no. of bus stops from 8 to 3 in section up Kellers Rd.
   - See purple squares on sheet "A" Table 2.

## TOP 3 DESIGN CONCERNS

4. **Planting at the main st, ends of Warmwell & edge of cemetery if friends agree.**

## Additional Notes

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

Please complete and retain this form for collection at the end of the workshop session.
HISTON/VICTORIA
HUNTINGDON/CASTLE
JUNCTION idea 1
(CONCEPTUAL SKETCH)

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

Integrate with Huntingdon Road Phase II project.

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

Wider cycle lane on hill-climbing side.

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

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

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

Larger curve radii, wider carriageway to help turning bu...
# Histon Road Design Workshop

**Date:**

**Table Number:** 3

## Top 3 Design Ideas

1. **Need Pedestrian Xing**
   - Across Histon Road near Victoria Rd junction (Matt English's Designs)

2. **Junctions with cycle routes across junctions**
   - Putting in traffic calming
   - Some areas where space is constrained towards Victoria Road

3. **Question Need for Bus Stop outside Grapes**
   - Positively move to Victoria Road
   - Or further down Histon Road between Stop 1 and 2
   - Review number 3 location at bus stops 2, 3, 6, 7

   - Question whether bus stop needed outside Grapes 2, 3 as well as Aldi

## Top 3 Design Concerns

4. **Review Location of Pedestrian Xing**
   - 63-P near Aldi

5. **Happy with proposed raised junctions**
   - Talk to C & G
   - Consideration for disabilities / blind / visually impaired

6. **Insufficient width for express bus to overtake slow stopping bus**

---

Please complete and retain this form for collection at the end of the workshop session.
Some U-turn bays
Prospect cycle
area on each end
more space in
carriageway for
slow hats to be overtaken.
HISTON ROAD DESIGN WORKSHOP

Date: 7 November
Table Number: 4

TOP 3 DESIGN IDEAS

1: Copenhagen crossing at entrance to Canterbury St. and at all junctions (form raised platform) - keep small and at times be visible

2: Keep tree planting and street furniture plain and simple. Don't try to "push" it up i.e. not "planted" or "incorporate" - or even "conspire". Just tie to the history if the street.

3: We like the Dutch design for the Gilbert Road Junction (Martin, Danish design) and would like to see that modelled. Also interested in his design for Huntingdon/Histon/Innsbruck Road Junction

1. 20 mph speed limit

TOP 3 DESIGN CONCERNS

1: Better facilities & pedestrian crossings across from The Grapes to the shop. Perhaps a toucan (for pedestrians + cyclists)

2: Loss of resident parking - resident at top of Histon Road - up to no 101. Don't want to lose their parking. This is due to fear of increased noise & vibration from traffic + also residents that parking for business & elderly residents would be detrimental.

3: No standing buses, pull-in bus stops (as current). Cycles can overtake.

4. Keep all bus stops as present

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

We suggest block paving at various junctions - e.g. Windsor Road / Alkman St.,

in order to demarcate from tarmac being one long tarmac line, & encourage slow driving.