

Histon Road Local Liaison Forum (HRLLF) Minutes

Date: Monday 5 March 2018

Time: 6.30pm

Venue: Rex Freeman Hall, Chesterton Community College, Gilbert Road, Cambridge, CB4 3NY

Present:

LLF Members

Mike Todd-Jones, City Council Arbury (Chair)
Lilian Rundblad – Histon Road Area Residents Association (Vice Chair)
Jocelynn Scutt - Cambridgeshire County Council (Arbury)
Margaret Reynolds - Oxford Road Residents Association
David Bailey - Richmond Road Residents Association
Anna Crutchley - Benson Road Area Residents Association
Ann Mullinger – Windsor Road Residents Association
Patrick Sheil – City Council (Arbury)
Kay Harris – Hawks-Campkin Residents Association
Claire Richards – County Council (Castle)
David Jenkins – Cambridgeshire County Council (Cottenham, Histon & Impington)

Also Present

Ian Bates – Cambridgeshire County Council (The Hemingsfords and Fenstanton)
Matthew Danish – Camcycle
Edward Leigh – Smarter Cambridge Transport
Mary Wheeler - Windsor Road Residents Association
Leila Dockerill - Hawks-Campin Road Residents Association
Philip Squires – Benson Road Area Residents Association
Barbara Taylor - Milton Road Residents Association
Wendy Blythe – FECRA
Denis Payne - Histon and Impington Parish Council
Andy Campbell – Stagecoach
Denis Payne - Histon and Impington Parish Council
+ Additional Interested/Concerned Residents

Greater Cambridgeshire Partnership Officers and Consultants

Paul van de Bulk (Project Manager)
Andrew Walker (Communications Officer)
Neil Poulton (Consultant, WSP)
Lesley Hoyle (Business Support and Events Officer)

The meeting commenced at 6.40pm.

The Chair welcomed everyone to the meeting and advised that due to illness the meeting would be chaired by the Vice Chair.

The preliminary concept for Histon Road would be presented by the Project Manager with opportunity for discussion after the presentation.

Minutes of Previous Meeting and Matters Arising

Corrections to the minutes of the HRLLF meeting, dated 6th November 2017:

- Lilian Rundblad misspelt
- Alison Wilson misspelt
- Resolution 4 – include “on the outbound side”.

Concern was raised that the minutes from the previous HRLLF were not included in the email with the agenda for this meeting. GCP officers agreed that this could be arranged going forward.

Provisional acceptance of minutes was agreed. Any further comments should be sent to the Chair and Vice Chair.

Chairs Update (Presented by Vice Chair)

It was noted that additional workshops have not taken place prior to the publication of the preliminary concept design. This is because following all of the workshops that took place in the winter of 2016/17, design work on the Histon Road scheme was put on hold. The preliminary concept design therefore takes into account all the information that was gathered in these previous workshops.

The timing of the LLF meeting was discussed by the Project Manager, the Chair, and the Vice Chair. The LLF was timed to take place after the publication date of the preliminary concept design but in that case did not take place before the Joint Assembly meeting. It was suggested that future LLF meetings should take place in good time ahead of the Joint Assembly. Access to relevant materials should be made available to members in good time of a meeting.

A copy of the GCP Joint Assembly Responses to Public Questions was shared by the Vice Chair ahead of its publication. Available here:

<http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1073&MId=7169&Ver=4>

Presentation of Histon Road Preliminary Concept

This was a joint presentation by Paul van de Bulk (Project Manager, GCP) and Neil Poulton (Consultant, WSP).

The audience were asked to save questions to the end of the presentation. Presentation available here: [https://citydeal-](https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-projects/2018-03-05%20-%20LLF%20Presentation.pdf)

[live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-projects/2018-03-05%20-%20LLF%20Presentation.pdf](https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-projects/2018-03-05%20-%20LLF%20Presentation.pdf)

The purpose of the presentation was to show the key aspects of the preliminary concept design for Histon Road which will be presented to the GCP Executive Board on 21st March 2018.

Parking Survey Update

The parking survey of the Benson Area Residents Parking Zone (RPZ) and surrounding area has demonstrated that during the survey period there were on average 70 spare parking spaces in the Benson Area RPZ. The Histon Road scheme is looking to remove just over 30 residents' parking spaces from this RPZ along Histon Road. Officers therefore feel there is enough space in the overall RPZ to accommodate the loss of residents parking. It was noted however that there are other issues to take into account in addition to the number of car parking spaces, such as the impact on local businesses situated on Histon Road and accessibility of parking for residents living in the vicinity of Domino's Pizza. Officers stated that a mitigation package will be drawn up to deal with these issues.

The details of the parking survey are available upon request to the Project Manager.

Victoria Road Junction: The proposed changes in design provide a junction layout that is not hugely dissimilar to the current layout. The main changes are the improved off and on road cycle provision at various points around the junction.

Gilbert Road Junction: The design takes on many of the cycling improvements that were proposed by the LLF.

Darwin Green Junction: The design for this junction has already been approved through the planning process and it is being delivered by the developers. GCP does not have full control on its design, but officers are working hard to try to influence various aspects of the current design and are in ongoing dialogue with the consultants for the Darwin Green developers.

Bus Stops and Crossings: The proposed designs and locations were presented. The preliminary concept includes floating bus stops where there is enough width. Further public consultation is required before all the locations are fixed.

Bus Lane: The proposed inbound bus lane does not begin until Blackhall Road due to physical constraints that exist within the highway boundary to the north of this point. The constraints include drainage and levels. It is proposed that the bus lane terminates at Carisbrooke Road to minimise the impact on the line of trees to the south.

Councillor Ian Bates confirmed at the end of the meeting that there will be no compulsory purchases of land along Histon Road.

The full length of Histon Road was not shown on the slides, full plans are available online at <https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-projects/2018-02-09%20-%20Histon%20Road%20Preliminary%20Concept-RevA.pdf>

Cycle Lanes: Proposed cycle lanes are a mix of raised cycleway as much as possible where width allows, a 1.5m on road cycle lane adjacent to bus lane and advisory lanes where the road is too narrow for a raised option.

Side Roads: Each side road access will be planned individually. GCP will be looking for the public's views of each side road as part of consultation process but are looking in more detail at giving priority to pedestrians wishing to cross side roads.

Landscaping: The project team are working with the Cambridgeshire County Council landscape architect. Any trees that need to be removed for construction purposes would be replaced with a

new tree in situ. Trees that are removed permanently elsewhere in the scheme design will be replaced by a new tree planted elsewhere.

The next steps and project timeline were outlined in the presentation.

Officers were thanked for their presentation and questions were invited, grouped as follows:

Histon Road Parking (including Benson Road residents parking)

Victoria Road/ Histon Road/ Huntingdon Road/Castle Street/Mount Pleasant

Gilbert Road/Warwick Road/Histon Road

Darwin Green Junction

Bus Stops and Crossings

Cycle Lanes

Bus Lane in North Half Inbound and Cycle Lane Width

Side Roads

Landscaping and Trees

Questions:

Cllr Jocelynn Scutt chaired this part of the meeting.

Histon Road Parking (including Benson Road residents parking):

Q – Will the proposed scheme be detrimental to the Midan business?

A – In the current concept the parking layby opposite the supermarket is removed and replaced by a floating bus stop. There will be consultation with businesses and mitigation proposals will be drawn up.

Q – The parking survey focused on residents parking and did not include business parking so how will the scheme effectively mitigate the impact for local businesses without undertaking a business parking survey?

A – There will be consultation with businesses and project officers intend to meet with as many business owners as possible to ensure a proper mitigation package is drawn up.

Q – Concern raised about the problems the Domino's pizza delivery van fleet is causing on Histon Road.

A – This also came up at the Joint Assembly. The Project Officer will take these concerns on board.

Victoria Road/ Histon Road/ Huntingdon Road/Castle Street/Mount Pleasant:

Q – Will there be physical barriers between the off-road cycle lane section and the road around Prince Henry Court?

A – No decision has been made at this stage. It would be useful to hear opinions as part of the consultation.

Q – Where cycle lanes filter into road junctions, will signals allow a 6 seconds head start for cyclists ahead of other vehicles? There is concern about increasing congestion.

A – Only if necessary and further work needs to be done to assess whether or not this will offer benefits. A question about this will be included in the consultation process.

Q – Concern for cyclist safety where it is proposed that a traffic lane is removed at the Victoria Road/Histon Road junction.

A – The removal of traffic lanes will reduce the ability to stack traffic, but cycle lanes are provided off road in this location.

Gilbert Road/Warwick Road/Histon Road:

Q – How will the crossing be controlled?

A – Similar to current situation - Traffic lights including separate signals for cyclists and pedestrians are proposed.

Darwin Green Junction:

Q – Darwin Green junction has been tied up in a development which was agreed many years ago, so how can the preliminary design be optimal for requirements now and going forward?

A – There has been little change in traffic levels in this locality over recent years. The project modelling accommodates for the future when Darwin Green is developed up to 2031. There are no indications at this stage that the design is flawed. The Darwin Green developers still need final sign off on their design and the GCP project team has been working with them to influence design where appropriate.

Bus Stops and Crossings:

Q – Carisbrooke Road vicinity – An un-signalised crossing point has just been installed to the south of Carisbrooke Road at the location where a crossing is provided in the preliminary concept. However, in light of anticipated additional pedestrian and cycling trips originating from Darwin Green and cutting through the (previous) Squash Court Road should the position of new crossing be reviewed?

A - There is a separate planning application for 27 houses and the developer is looking to add a raised table crossing as part of the development. There is concern that an additional crossing would be too close to the currently proposed crossing. This does not rule out relocation of the proposed crossing to a point closer to the Squash Court Road. A question will be included in the consultation and the Project Manager will investigate further.

The Vice Chair asked that the following is put to Greater Cambridge Partnership Board on 21 March 2018 to request and direct the GPC Project Manager as follows:

Histon Road Local Liaison Forum (HRLLF) agreed that the Greater Cambridge Partnership (GCP) Board should be requested to request and direct the GPC Project Manager for Histon Road Project to analyse in full the matters set out in (a) and (b) below, with a report to the GPC Board on each proposal after this analysis is completed:

- (a) The proposal from HRARA to move the bus-lane further north to end at Hazelwood Close where sufficient safe space is available for a combined toucan crossing and bus-gate giving better bus priority than the current proposal; and
- (b) Coordinating with the developer of Darwin Green to formulate a combined solution between the developer and the GPC incorporating a toucan crossing at the junction of Histon Road and Darwin Green Squash Court road and Carisbrooke Road to ensure improved safety for pedestrians and cyclists.

The LLF agreed that a question in this form should be put as agreed to by the LLF, and that the Vice Chair should present it to the Greater Cambridge Partnership Board at the 21 March meeting.

Cycle Lanes:

Q – Concern was expressed that the narrowness of the lower section of Histon Road could force vehicle drivers into advisory cycle lanes.

A – These lanes will be formalised to help make cyclists feel safe.

Q – Can signalling or cycle lane widening be accommodated to keep cyclists safe when turning in and out of Canterbury Street?

A – Officers take the comment on board but there is very limited space in this location.

Q – There is concern about the use of raised cycle lanes. They can be dangerous with a trailer especially with narrow roads where obstacles such as pot holes make it difficult to keep to lanes.

A – Officers will take this on board.

It was summarised that all the above relate to safety and that project officers agree take these concerns on board.

Bus Lane and Cycle lane Width Adjacent to Bus Lane:

Q - Is there 15.4m width across the road and can the proposal fit?

A - Officers asked the consultants for a design that fits within the highway boundary.

Action: Officers agreed to confirm that the scheme will fit within the width of the highway.

Q: - Is it worth while having a bus lane for 200m?

A – There is a projected saving of approximately 2mins 30 seconds on a bus journey with the bus lane. Improving bus journeys is just one of a number of objectives of the scheme. This is a balance of competing uses for Histon Road and the Darwin Green development.

Comment: Shortening the bus lane defeats parts of the objective of the Histon Road scheme.

Q – Would the proposed scheme be safe for cyclist?

A - Officers take on board the concerns for safety and also point out that the scheme will have to pass the safety audit process.

Q – Will officers provide assurance that no compulsory purchase along the scheme is required?

A –Yes.

Side Roads:

Q – Can signalling or cycle lane widening be accommodated to keep cyclists safe when turning in and out of all side roads?

A – Project officers take this on board.

Landscaping and Trees:

Q – Will the tree line be lost from Blackhall Road northwards?

A – The hedgerow north of Black Hall Road would be preserved, but south of Blackhall Road it would be affected. The row of trees between Carisbrooke Road and Gilbert Road will be mainly preserved. The verge will be modified slightly but effort will be made to do this without affecting the roots of the trees.

Comment – Trees and planting should be part of the mitigation package.

Project officers agree.

Cllr Bates confirmed that there will be no compulsory purchases of land along Histon Road.

Next Steps

Next steps will be published on the web site and relayed to the HRLLF.

The Vice Chair thanked everyone for attending.

The Chair thanked the Vice Chair for chairing the meeting and Cllr Scutt for chairing the questions.

Meeting closed at 9pm