

## Histon Road Local Liaison Forum (HR LLF) Minutes

**Date:** Monday 6<sup>th</sup> November 2017

**Time:** 6.30pm

**Venue:** Meadows Community Centre, Cambridge. CB4 3XJ

### **Present:**

#### ***LLF Members***

Mike Todd-Jones, City Council Arbury (Chair)

Lilian Rundbald – Histon Road Area Residents Association (Vice Chair)

Nicola Davies – Windsor Road Residents Association

Ann Mullinger – Windsor Road Residents Association

Denis Payne – Histon & Impington Parish Council (invited to become HR LLF co-opted member)

David Jenkins – Cambridgeshire County Council (Histon & Impington)

Wayne Boucher – Roseford Road Residents Association

Patrick Sheil – City Council (Arbury)

Kay Harris – Hawks-Campkin Residents Association

Claire Richards – County Council (Castle)

#### ***Also Present***

Tim Ward

Barbara Taylor – Milton Road's Residents Association

Michael Page – Hurst Park Estate Residents Association

John Boulter – Histon Road Area Residents Association

Alison Wilten – Histon Road Area Residents Association

#### ***Greater Cambridgeshire Partnership Officers and Consultants***

Paul van de Bulk (Project Manager)

Andrew Walker (Communications Officer)

Neil Poulton (Consultant, WSP)

Chris Tunstall (Transport Director)

## ***Apologies***

Jocelynn Scutt – County Council (Arbury)

## **Chairs Update**

Claire Richards, Patrick Sheil and Jocelynn Scutt (apologies given) were introduced as new HR LLF members.

It was noted that it has been some time since the last meeting which took place Monday 30<sup>th</sup> January 2017. The Milton Road project has been at the forefront in this time but work has been continuing on the Histon Road project alongside this.

Since the last meeting Chris Tunstall and Paul van de Bulk have joined the Greater Cambridge Partnership (GCP) team. Paul is now project manager for the Histon Road and Milton road schemes. Over the past few months Paul and Chris have met with the Histon Road LLF chair and vice chair several times in order to receive introductions and also to walk the length of the route to discuss the issues.

Thanks were expressed to County Council officers who previously gave officer support to the Histon Road LLF.

## **Officer Responses to Histon Road Local Liaison Forum Resolutions (HRLLF)**

Paul van de Bulk delivered a presentation detailing the officer responses to each of the resolutions set out by the HRLLF. These responses have been presented to the GCP Joint Assembly and will be taken before the Executive Board on 22<sup>nd</sup> November in order to request authorisation for an alternative from the originally agreed “Do Maximum” concept.

Following handover from Richard Preston (Former Project Manager: Histon & Milton Schemes), the programme for the Histon Road has been updated to take into account the fact that Milton Road has taken priority

If the Executive board agree to the Officer Responses then a new concept will be designed over the course of December and January. This new concept will be presented to the LLF and wider stakeholders in February 2018 to examine the proposals in more detail before being taken back to the Executive Board in March 2018

Attendees were provided with a document written by Paul van de Bulk detailing each resolution, together with a summary of Officer Responses.

Additional notes per resolution as follows:

**Resolution 2: Junction: Histon Road / Huntingdon Road / Victoria Road / Castle Street / Mount Pleasant (HHVCM)**

Some initial work has been done to review the Victoria Road junction, specifically looking at the way cycles move through the junction with a view to improving safety.

**Resolution 3: Junction: Gilbert Road / Histon Road / Warwick Road**

The proposal has been well received but further modelling is required to define the optimal model for cycling.

**Resolution 4: Junction: Darwin Green Spine Road / King's Hedges Road / Histon Road**

There are several issues relating to land ownership and legal issues to address.

**Resolution 5: Displaced Traffic and "Rat-Running"**

Specific to displaced traffic and rat running, officers support the resolution and are not looking to restrict traffic turning into Victoria Road.

**Resolution 6: Public Transport and Bus Lanes**

It was noted that the purpose of this project is to identify and implement the optimal public transport infrastructure. Multi-door buses are not within the remit of this project. Officers accept the resolution generally, and would look to achieve a bus lane as far as possible down Histon Road, curtailing the bus lane where the highway becomes too narrow to accommodate a bus and cycle lane. Bus gate options are also being investigated.

**Resolution 8: Cycle Lanes and Footways**

Officers support the resolution however Histon Road highway width is narrow in places, hence limited options for cyclist segregation. At this stage a decision has not been made regarding whether some sections of the cycle lane will be raised or advisory.

**Resolution 9: Parking between Rackham Close and Victoria Road Junction**

Officers support the requirement for a further parking survey and wish to agree with the LLF and local residents on how to move forward.

### **Resolution 10: Trees Under Preservation Orders and the Rows of Trees, Hedges and Grass Verges**

Officers support the principles set out in the resolution subject to further analysis on the impact on bus priority and scheme delivery. There may be the need to remove some trees and these will be replaced with suitable alternatives.

### **Resolution 11: Traffic Reduction Measures**

Officers note the resolutions and suggest “Rebalancing the City Deal Approach” alongside the City Access Study.

Specifically relating to Resolution 11 Section A (journey origin) - A survey has been conducted and evidence will become available in coming months.

Specifically relating to Resolution 11 Section B (park and Ride) & C (Rural Transport Hubs) – These are being investigated further.

### **Resolution 12: Continuity Across the A14 Junction**

Officers agree with the resolution.

### **Other Comments**

It was noted that there was a significant amount of work proposed, such as redesigning the carriageway in its entirety.

Project timeframes were set out as follows:

22<sup>nd</sup> November 2017 – Officer responses submitted to Executive Board

February 2018 – Revised Concept Scheme to be published. At this stage there will be a Histon Road Stakeholder/LLF Meeting held.

March 2018 – Revised Concept Scheme to be presented to the Executive Board.

It was noted that the officers need agreement from the Executive Board to continue with concept design work, modelling and the car park survey, at the same time ensuring that the project expenditure is going to meet the objectives.

### **Histon Road Parking Survey**

A presentation was delivered by Neil Poulton of WSP/Parsons Brinckerhoff.

Neil Poulton explained the key points of the methodology around the survey. The survey will be conducted during a neutral period: outside school holidays, on a week day but not on a Monday or Friday. New survey times were proposed as previous survey times were felt not to be representative.

The aim is to commission the survey in November 2017.

A parking survey map was presented to the LLF, highlighting the proposed roads to be included in the survey.

A list of roads and the approximate length of the road to be surveyed was provided.

**Questions and comments were welcomed from the attendees:**

Comment: It was suggested that the real evening parking movement starts 5.30pm and finished earlier than 10.30 pm and this was supported from the residents represented in the Benson Road area.

Response: It was agreed to change the time to 6.00pm – 9.30 pm.

Comment: There are two types of parking: temporary parking for businesses and residential parking. How is spare capacity identified so that it can be considered for displaced parking?

Response: This data will come from the parking survey.

Comment: Benson Road Area – Residents conducted their own survey of the road, up to Histon Road number 130, Sunday to Sunday, 7-9pm. It is felt that people parking in that area do not wish to park their cars further up the road. It was observed that there is a lot of wasted car parking space on the road which could be addressed with parking spaces denoted by lines as you would typically find in a car park.

Response: Alternative parking capacity for vehicles parked further up Histon Road would be part of the survey. It was also noted that Pay and Display could be provided in Linden Close.

Comment: Will illegal parking be monitored on Histon Road as part of the Car Parking Survey?

Response: Yes it will be included in the survey. It is noted that there are a number of competing road uses along Histon Road.

Comment: Could the survey accurately show the number of spaces available for each road?

Response: Yes there will be an indicative idea, allowing around 5m parking space.

Comment: How many car parking spaces are expected to be lost along Histon Road?

Response: It's anticipated that 39 spaces will be lost/relocated. Relocating these spaces may require a change to the existing residential permit scheme but there are no plans to this end yet; analysis of the car parking survey data is required first.

Comment: Concerns were raised about vehicles used for fast food outlets causing disruption on Histon Road and it was suggested that relocating such businesses could help ease congestion.

Comment: Explore the possibility of car parking in the street behind Midan

Comment: It was noted that traffic calming schemes are proposed in Cambridge. It was suggested that such a scheme could be implemented on Histon Road to potentially increase safety, reduce rat running but at the expense of parking availability.

Response: It was suggested that this is discussed during the LLF meeting that should take place in February 2018.

Comment: The officers were asked to consider tree replacement.

Response: It should be understood that tree planting in residential streets would impact the space available for car parking.

Comment: It was suggested that the proposed timing for the Car Parking Survey was too late. The impact of new housing developments should also be considered.

Response: It was agreed that the survey will take place - 6.00 – 9.30 am and 6.00 – 9.30 pm. It was also agreed that the survey will take place across 3 days and not 1 as originally proposed.

Comment: Given the proposed changes to Histon Road, concern was voiced about how cars could pull over to pick up passengers (for example the elderly) if a cycle lane is installed.

Response: It was agreed that this needs to be addressed during the design phase.

Comment: It has been observed that Sunday is busy for car parking due to church attendance.

Response: It was agreed that local residents could share their findings with the car parking survey team.

### Questions on Histon Road Resolution Responses:

Question: What did the Assembly Board make of the plans?

Answer: There were comments that the scheme is less ambitious than originally set out. There are concerns that if the proposals are pulled back too much, the benefits will be less than previously envisaged.

Question: When is the deadline for submitting questions for the meeting being held on 22<sup>nd</sup> November 2017?

Answer: 10am the Friday before the meeting.

Question: The resolution for King's Hedges Road was not included in the original remit, so what is this exactly?

Answer: Darwin Green was in the original concept but there is no worked design for the Kings Hedges junction. This will be brought to the stakeholder workshop in February 2018.

Question: The 5-way junction Histon Road, Huntingdon Road, Victoria Road, Castle Street and Mount Pleasant is a bottleneck. Addressing this alone would improve traffic flow and improve the local economy.

Answer: The current plans are broad concepts, addressing car traffic, cyclists and bus travel. Improving one element will have an impact on all other elements. This is being looked at – it's a great challenge and opportunity.

Question: Is any consideration being made about having a Park and Ride in the Histon area?

Answer: The Future Investment Strategy is about planning for the next 10 years and as part of this project Park & Ride is being considered but this is at a later stage. The B1049 has experienced significant growth and hence is on the planning radar. There is a new concept – called a travel hub – which is more destination based (includes meeting rooms, cafes, electric cars facilities etc.) that could be located further north along the B1049.

Question: When should we expect to see the results of the traffic survey data?

Answer: Huge volumes of data are being analysed at the moment. There will not be one big analysis, instead incremental pieces of information will become available. The full picture will be available early 2018.

Question: Has the control of school related traffic been considered?

Answer: Yes, the new style of travel hub could address some of this. Staggering of school hours has been discussed but responsibility for school hours lies with the schools, not local authorities. Should also consider that the change in traffic road conditions during school holidays could also relate to people being on holiday.

### **Closing Summary from the Chair**

It was reiterated that officer responses will be presented to the Executive Board on 22<sup>nd</sup> November 2017. The next step for the LLF will be to attend stakeholder workshops currently being planned for February 2018. Stakeholders will be informed of dates.

Everyone was thanked for their time and contributions. The meeting was closed.