



**Growing and sharing prosperity**

Delivering our City Deal

**Report to:** Greater Cambridge Partnership Executive Board      **22 November 2017**

**Lead officer:** Chris Tunstall – GCP Director of Transport

### **Histon Road: Bus, Cycling and Walking Improvements Response to LLF Resolutions**

#### **1. Purpose**

- 1.1. Histon Road is a significant part of the wider corridors that are key to the feasibility of proposed housing and employment growth at Cambridge Northern Fringe, Ely, Northstowe and Waterbeach (collectively around 27,000 new homes and 9,500 new jobs between 2011 and 2031).
- 1.2. It is a key radial route into Cambridge which is constrained in its width, which contributes to congestion and makes the consideration of improvements difficult. It experiences significant congestion at peak times which impacts on bus journey times making journeys unreliable, unattractive and longer than necessary, as well as affecting the convenience and safety of cycling trips along the corridor.
- 1.3. The key objectives for the Histon Road project include:
  - a) Comprehensive priority for buses in both directions wherever practicable;
  - b) Additional capacity for sustainable trips to employment/education sites;
  - c) Increased bus patronage and new services;
  - d) Safer and more convenient routes for cycling and walking, segregated where practical and possible;
  - e) Maintain or reduce general traffic levels; and
  - f) Enhance the environment, streetscape and air quality.

#### **2. Recommendations**

- 2.1. The Executive Board is recommended to:
  - i) Note the Histon Road Local Liaison Forum resolutions set out in Appendix 2 and agree the responses set out therein and the resultant actions set out in Section 4.
  - ii) Agree that officers should work up and model a revised concept design for Histon Road that aims to provide bus priority through softer measures and which goes further to provide improved cycling and pedestrian infrastructure, to be brought back for board approval in March 2018.
  - iii) Note the project next steps in project delivery set out in paragraph 6.1.

#### **3. Officer comment on Joint Assembly recommendations and issues raised at the Joint Assembly meeting on 2<sup>nd</sup> November**

- 3.1. The Joint Assembly was supportive of the suggested approach to move away from the 'Do Maximum' as originally proposed.

- 3.2. However, several Joint Assembly members questioned whether the scheme would still deliver a transformative step change in strategic terms given this proposed way forward, and were concerned that it would offer only incremental improvements. The Transport Director recognised this concern and undertook to take away the comments and work with officers to review the potential benefits against the anticipated costs.

#### **4. Key issues and considerations**

##### ***Background***

- 4.1 In June 2016, the Executive Board agreed to take forward for further design work the initial ideas included in the ‘Do Maximum’ option excluding 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. The Executive Board report setting out the ‘Do Maximum’ concept scheme and the related Board decisions can be found under the following link:  
<http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1074&MId=6632&Ver=4>

- 4.2 The Board also supported the development of traffic management measures to mitigate displaced traffic and parking for the purposes of further consultation.

##### ***Work with the LLF***

- 4.3 The Board noted the important role of the Local Liaison Forum (LLF) in involving local Councillors and stakeholder groups in the development of the detailed layout plans for consultation.

- 4.4 A detailed programme of LLF workshops took place through the autumn and winter of 2016/17 from which emerge a set of resolutions based on the LLFs ‘Do Everything’ concept, as set out in Appendix 1 (attached as separate document).

- 4.5 Officers have prepared responses to these resolutions setting out the implications in Appendix 2 (see also below). The proposed officer responses to these resolutions present a significant deviation from the original ‘Do Maximum’ option, therefore officers require agreement from the Executive Board in order to proceed with the project on this revised basis.

##### ***Junctions***

- 4.6 The LLF has proposed alternative designs to the 3 main junctions along Histon road as set out in Appendix 1 and covered by resolutions 1 – 5. It is considered that these alternative designs do offer ideas that are useful to inform any future design iterations, especially with regard to enhancing cycle and pedestrian facilities. However, changes to the original ‘Do Maximum’ designs may affect traffic flows through the junctions which will need to be fully assessed.

##### ***Bus Priority***

- 4.7 One of the original aims of the project was to enhance bus priority on Histon Road. This was achieved partially in the ‘Do Maximum’ option by providing an inbound bus lane from Kings Hedges road to Gilbert Road. This option would require removal of highway trees and verges, and the purchase of gardens along a specific stretch of the road. The LLF is strongly opposed to such measures. Officers are recommending that consideration be given to the inbound bus lane being truncated at the point where these issues start to arise with the use of alternative solutions such as bus gates and bus hurry calls at junctions being then considered. Whilst this may well have an impact on the level of bus priority that can be achieved it will be reported on as part of the revised concept scheme in March 2018. This is covered by resolutions 6 and 7.

### ***Cycling and Walking***

- 4.8 The reduction in Bus priority measures does allow much greater space for the provision of higher quality cycling and pedestrian infrastructure which is also a key objective of this scheme. However, in order to achieve full potential there is a requirement to remove parking along the southern end of Histon Road which will require the identification of alternative provision for those affected. Resolutions 8 and 9.

### ***Extent of Scheme***

- 4.9 The northern extent of the current scheme is to the Kings Hedges junction. A more sensible end point would be further north at the junction with the A14. Resolution 12.

### ***City Access***

- 4.10 The Scheme is being developed on the premise of a reduction in traffic in the Core City Centre of 10 -15% based on 2011 figures by 2031. To achieve this will require significant modal shift to more effective and efficient forms of transport. Resolution 11.

## **5. Options**

- 5.1. The first option is to take steps to deliver the ‘Do Maximum’ proposal, incorporating where possible some of the points raised in the LLF resolutions. This course of action provides the maximum in terms of bus priority but at the expense of delivering against the other objectives of the scheme. Officers would not recommend this course of action as it is now clear following the work done with the LLF that this would be met with intense public opposition and that the compulsory purchase of land presents a major risk to the eventual cost of the project and timescales for delivery.
- 5.2. Having recently discussed the resolutions with the LLF Chairs, officers are recommending that the Board support the majority of the LLF resolutions. Where a resolution cannot be fully supported (see appendix 2). It is recommended that the Board support some of the principals set out by the given resolution.
- 5.3. While it is proposed to scale back slightly on the amount of bus lane to be provided, the aim is still to meet the bus priority objectives through the use of other bus priority measures such as bus gates or bus hurry calls at junctions. It is also proposed to place further emphasis on the objective relating to walking and cycling. Enhanced, segregated facilities will offer a safer route for cyclists which will help to encourage shift to this more sustainable transport mode. Segregation should also help to free up carriageway space on Histon Road, allowing better traffic flow, thus also helping with bus journey times and reliability.
- 5.4. Supporting the majority of the resolutions places far more emphasis on the provision of excellent and safe facilities for pedestrians and cyclists, a key requirement for Histon Road. General support for the resolutions also removes the need for compulsory purchase of land and may also allow for the retention of existing trees, or at least space for replacement trees and verges where existing trees still need to be removed. Resolution 10.
- 5.5. There may still be some concern to the loss of parking on Histon Road, but officers believe that removal of this parking is key to being able to provide a safe route for cyclists in the narrower sections of Histon road.

## **6. Next steps**

- 6.1. Subject to the decision made by the Executive Board, Officers plan to bring a revised concept scheme for Histon Road to the March 2018 Executive Board cycle.

## **7. Implications**

### *Financial and other resources*

- 7.1. The scheme development and implementation is funded by Greater Cambridge Partnership through City Deal funding. Working up another design option will incur further design costs which, are to be confirmed.

### *Legal*

- 7.2. No significant legal implications have been identified at this stage although they may emerge as the project moves towards the statutory process stage.

### *Staffing*

- 7.3. Project management is undertaken by Cambridgeshire County Council. Design work would be undertaken by consultants WSP-Parsons Brinckerhoff.

### *Risk management*

- 7.4. A full project risk register forms part of the Project Plan.

### *Equality and diversity*

- 7.5. There are no equality or diversity implications in this report.

### *Climate change and environmental*

- 7.6. The proposed measures have the potential to reduce congestion and improve air quality in the longer term through encouraging a shift towards sustainable transport modes.

### *Consultation and communication*

- 7.7. A programme of engagement with the Histon Road Local Liaison Forum has led to the Officer recommendations in this report. Officers will carry out further engagement with the Local Liaison Forum through the future design phases.

## **8. Background Papers**

- A. As above, the June 2016 Executive Board report setting out the 'Do Maximum' concept scheme and the related Board decisions can be found at the following link: <http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1074&MId=6632&Ver=4>
- B. Further background documents can be found on the GCP website, at the following link: <https://www.greatercambridge.org.uk/transport/transport-projects/histon-road/>

## **List of appendices**

Appendix 1 <b>(Attached)</b>	Histon Road LLF Resolutions and 'Do Everything' Schematics
Appendix 2 <b>(Below)</b>	Histon Road LLF Resolutions and Officer Responses

## Appendix 2 - HISTON ROAD LLF RESOLUTIONS ‘Do Everything’ AND OFFICER RESPONSES

LLF Resolution	Officer Commentary
<p><b>Main Junctions: General Principles</b></p> <p>Most collisions occur at junctions, and they are a major bottleneck for the movement of people walking, cycling, driving, or riding public transport. Junction redesign offers the greatest opportunity for improving safety and public transport efficiency. The Histon Road LLF workshops revealed a strong consensus that the prime focus should be on improving the major junctions. All have sufficient space within the highway boundaries to contain significant safety and priority improvements for people walking and cycling as well as smart measures to prioritise public transport, meeting project objectives 1, 2, 3, 4, 5 and 6 (objectives are listed in Appendix A). The ‘Do Everything’ and the Alternative Junction Designs created by the Histon Road Area Residents’ Association, Benson Area Residents’ Association and Camcycle (HRARA, BenRA and Camcycle designs) are outlined in Appendices B, C and D. They take into account the aims and objectives of the City Deal by prioritising walking, cycling, public transport and good landscape design in a manner that has attracted widespread support from the Histon Road LLF workshops. We would be pleased to meet the relevant design engineers to discuss the junctions in more detail.</p> <p><b>R1. The Histon Road LLF requests the City Deal Board to instruct officers to prioritise junction redesign and to develop the proposals of the ‘Do Everything’ and HRARA, BenRA and Camcycle Alternative Junction Designs.</b></p>	<p>There are three main junctions on Histon Road (Kings Hedges Road, Gilbert Road, Victoria Road). It is important that these junctions are designed in such a way as to allow bus priority measures, while also providing enhanced facilities for pedestrians and cyclists.</p> <p><b>Recommended response:</b>  <b>Officers note the resolution and have met with representatives of the LLF to discuss the designs for each junction with the view to reassessing the ideas presented in the ‘Do Everything’ concept drawing. A more detailed response for each junction follows under Resolutions 2, 3 and 4.</b></p>
<p><b>Junction: Histon Road / Huntingdon Road / Victoria Road / Castle Street / Mount Pleasant (HHVCM)</b></p> <p>Although treated as a three way junction in the ‘Do Maximum’ proposal by the City Deal, it is part of a much larger 5-way junction including Castle Street and Mount Pleasant. Existing conditions at this junction are unsatisfactory for all users including buses. The poor coordination of the</p>	<p>An evaluation of The ‘Do Everything’ proposal has shown that it is not possible to fit all of the conceptual ideas presented into the existing space once all of the turning radii, signal positions and safety considerations are taken into consideration.</p> <p>However, it is accepted by officers that the eventual design needs to have reviewed and</p>

traffic signals causes major back-ups and is the main contributor to peak hour congestion along Histon Road. There are neither safe cycle lanes nor safe provision for cyclists to cross the vehicular traffic flow. There is inadequate provision for pedestrians to cross the streets or even to walk along some pavements. The ‘Do Everything’ proposal for a well-coordinated 5 way HHVCM junction, as shown in Appendix B, has been developed as suggested by the City Deal Board as an alternative to both the current situation and the ‘Do Maximum’ proposal. It provides both safe vehicular flows and separated safe pedestrian and cycling paths, with pedestrian and cycle crossings, coordinated with vehicular traffic flow, satisfying project objectives 1, 2, 3, 4 and 6. In addition turning restrictions are optional but are not an essential feature. At the Histon Road LLF workshops there was strong support for the ‘Do Everything’ scheme. Thus this proposal eases one of the most severe bottlenecks in North Cambridge, improving safety and the flow of public transport buses (objectives 1, 3, 4 and 6). It does not necessarily include turning restrictions that would increase traffic congestion elsewhere but allows for their introduction if proven necessary (see Resolution 5), fulfilling objectives 4 and 7. It is important to note that none of the proposed schemes includes any bus lanes within the junction. Thus the design of this 5-way junction is independent of any debate about bus lanes. We would be pleased to meet the relevant design engineers to discuss ‘Do Everything’ in more detail.

**R2. The Histon Road LLF requests the City Deal Board to expand the scope of the work on Victoria Road junction to encompass the 5-way junction of Histon Road, Victoria Road, Huntingdon Road, Castle Street and Mount Pleasant along with a fully-integrated plan for its redesign, eventual reconstruction, and efficient management (e.g. signal programming). We request the City Deal Board to instruct the officers to develop the ‘Do Everything’ design, as the alternative option to the ‘Do**

considered achieving segregation of cyclists, and other concepts set out in the ‘Do Everything’ proposal, whilst also aiming to improve traffic flow through the whole junction area.

**Recommended response:**

**Note the resolution and develop a new concept design for this junction that allows for prioritisation for buses but with layout changes to enhance cycling and pedestrian movements where achievable within the highway boundary constraints of the junction.**

<b>'Maximum' proposal requested by the City Deal Board on the 9th of June 2016.</b>	
<p><b>Junction: Gilbert Road / Histon Road</b></p> <p>The Gilbert Road/Warwick Road/Histon Road Junction is important for access to Mayfield Primary School and Chesterton Community College. Any design should include trees, verges and incorporate segregation of pedestrians and cyclists from motor traffic (objectives 2, 5 and 7). The HRARA, BenRA and Camcycle design (see Appendix C) achieves these aims. We would be pleased to meet the relevant design engineers to discuss Gilbert Road junction in more detail.</p> <p><b>R3. The Histon Road LLF requests the City Deal Board to instruct the officers to take forward the HRARA, BenRA and Camcycle design to the next stage because, in addition to achieving the objectives of the City Deal, it addresses safety for all people, particularly schoolchildren, unlike the 'Do Maximum' proposal.</b></p>	<p>Evaluation of The 'Do Everything' proposal has shown that it is possible to fit such a design into the existing space and that overall it is agreed that the design does offer significant enhancements for pedestrians and cyclists.</p> <p>Further modelling would need to be carried out to ensure that such a design is not detrimental to traffic flow.</p> <p>Officers have questioned whether there is a need to fully segregate the north-south cycle lanes through the junction, but agree that full segregation of the east-west will allow a safer crossing for the many school children who use this route</p> <p><b>Recommended response:</b></p> <p><b>Note the resolution and proceed with a concept design using the 'Do Everything' proposal as a basis for the design subject to further modelling.</b></p>
<p><b>Junction: Darwin Green Spine Road / King's Hedges Road / Histon Road</b></p> <p>An integrated design for the Northern section of Histon Road is needed for the area that contains the two junctions of the Darwin Green Spine Road and the King's Hedges Road, as shown in the HRARA, BenRA and Camcycle design (Appendix D) that includes a new bus-only roadway link direct from King's Hedges Road Junction to Darwin Green as discussed at the City Deal Board meeting on 9 June 2016. This should be considered further as it will relieve bus pressure on Histon Road (meets all objectives).</p> <p>The Western Orbital between Madingley Park &amp; Ride, Northwest Cambridge, Darwin Green and the Science Park has secured S106 agreements. The connection to this approved link will be assessed further (reference: City Deal Executive Board 8th December 2016). As the Western Orbital schemes are in Tranche 2 it would be financially prudent to pause the Histon Road bus, cycling and pedestrian improvements to Histon Road north of Gilbert Road until Tranche 2 to allow the development of a</p>	<p>The design suggested by HRARA, BenRA and Camcycle has been considered, in particular the suggestion to include a bus only access road into Darwin Green directly opposite Kings Hedges Road.</p> <p>There are several issues with this proposed 'Do Everything' design including land ownership and level differences at the junction. These issues lead us to conclude that the bus only access road into Darwin Green, directly opposite Kings Hedges Road, is not viable within the context of the Histon Road scheme.</p> <p><b>Recommended response:</b></p> <p><b>Note the resolution but also the difficulties in achieving some of the design elements due to the requirement of land outside of the highway boundary. On this basis look to further develop the 'Do Maximum' Kings Hedges junction layout to reflect elements</b></p>

<p>scheme for the Western Orbital and northern section of Histon Road. We would be pleased to meet the relevant design engineers to discuss both King's Hedges Road and Darwin Green spine road junctions in more detail.</p> <p><b>R4. The Histon Road LLF requests the City Deal Board to consider adopting a comprehensive scheme for the junctions of Histon Road with the Darwin Green spine road and King's Hedges Road in coordination with the Western Orbital, with traffic signal priority for public transport. We request the board to consider the HRARA, BenRA and Camcycle design.</b></p> <p>The Histon Road LLF understands that the final design of these junctions may not precisely match that of Appendix D, but we request the City Deal Board to ensure that the design taken forward includes public transport signal priority, and safe and convenient walking and cycling provision in the style shown in Appendix D: having landscaping with trees and verges to protect people walking and cycling from motor vehicles, and utilising junction designs that are straightforward and respectful to people walking and cycling (unlike the present day conditions).</p>	<p><b>of the LLF design, such as helping to further enhance cycling and pedestrian movements while also achieving prioritisation for buses through the junction.</b></p>
<p><b>Displaced Traffic and “Rat-Running”</b></p> <p>The 3-way Histon/Huntingdon/Victoria Road junction shown in the proposed ‘Do Maximum’ scheme contains four major turning restrictions that would apply at all times of day and night; i.e. from Histon Road to Victoria Road, from Victoria Road to Histon Road, from Castle Street to Victoria Road, and from Huntingdon Road towards Victoria Road. Turning restrictions will lead to increased congestion elsewhere in the City as a result of vehicles forced to take more circuitous routes (e.g. on Castle St/Northampton St/Chesterton Rd; Gilbert Rd/Stretton Avenue; Akeman St/Stretton Avenue). Additionally, there is an existing problem of “rat running” through residential side roads off Histon Road where additional motor traffic is inappropriate (e.g. Canterbury/Benson St, Windsor/Oxford Rd, Roseford Rd/St Albans Rd, Roseford Rd/Perse Way). This would</p>	<p>Following the LLF engagement, officers suggest not to take forward the design that includes turning restrictions into and out of Victoria road. Instead the design should fully consider the segregation of cyclists amongst other concepts set out in the ‘Do Everything’ proposal whilst also aiming to improve traffic flow through the whole junction area.</p> <p><b>Recommended response:</b></p> <p><b>Support the resolution, in the knowledge this will mean Victoria Road junction ‘Do Maximum’ design will need to be reconsidered, as discussed in Resolution 2.</b></p>

<p>worsen with restrictions on traffic flow at the junction(s). The Histon Road LLF workshops were strongly against turning restrictions unless it can be demonstrated that there are major benefits, such as reduced congestion and significant savings in bus journey times. If deployed, the turning restrictions should be limited to peak hours. Applying turning restrictions away from peak hours is unnecessary and creates problems rather than alleviating them, since there are no delays nor congestion except in peak hours (Objective 7). Experimental traffic regulation orders offer a relatively easy and low-cost mechanism for testing these ideas, and physical changes can be as simple as signage.</p> <p><b>R5. The Histon Road LLF requests the City Deal Board to put forward a design for the 5-way HHVCM junction that does not contain permanent turning restrictions, but instead is flexible enough to allow time-limited or experimental measures (e.g. experimental traffic regulation orders and signs) that can easily be reversed as shown in the 'Do Everything' proposal. We request the City Deal Board to include measures to monitor and mitigate "rat running" on affected residential streets, e.g. Canterbury/Benson St, Windsor/Oxford Rd, Roseford Rd/St Albans Rd, Roseford Rd/Perse Way and Stretton Avenue.</b></p>	
<p><b>Public Transport and Bus Lanes</b></p> <p>The Histon Road LLF supports the City Deal Transport vision of making it easier to travel into, out of and around Cambridge and South Cambridgeshire by public transport, cycle and on foot. We question whether provision of dedicated bus lanes in either direction along Histon Road is an effective way of achieving this. Even the 'Do Maximum' scheme proposes a bus lane for the incoming direction only. Since much of Histon Road is narrow, a bus lane would involve compulsory purchase of land from private gardens and removal of trees; both of these possibilities were regarded as unacceptable at the Histon Road LLF workshops. A bus lane would have an adverse impact on the neighbourhood, contrary to objective 7. A clear view emerged from the Histon Road LLF workshops that the disadvantages of the proposed bus lane far outweigh any</p>	<p>The Executive Board has previously indicated its expectation that the scheme design would include bus lanes to achieve priority for bus movements</p> <p>Given the space constraints on certain sections of Histon road between Gilbert road and Kings Hedges road, it will not be possible to include bus lane along the whole length of this route without expanding the highway boundary, removing trees, encroaching on space needed to provide safer cycling facilities.</p> <p>Officers need to fully evaluate the impact that this will have on bus priority and whether or not alternative measures can be implemented to help enhance bus journey time reliability.</p>

<p>advantages it may have. For example, traffic modelling as reported in the interim options report shows that savings in bus times would be a maximum of only 1 to 4 minutes during the morning peak; outbound journey times would be increased during the evening peak. Equivalent or even greater savings at both peak times would be expected if the much less costly option of smart on board ticketing were to replace the majority of cash payments. Some reduction in number of bus stops would also speed up journeys. Such alternative measures were strongly favoured in the Histon Road LLF workshops rather than expensive bus lanes involving irreversible major engineering works of doubtful benefit. (Objectives 1, 2, 6 and 7). Bus priority measures must include properly built bus stops (to allow step-free boarding and multi-door buses) and safe crossings for people to access them. Re-routing of buses should also be considered as part of an integrated and coordinated public transport network planning effort. See Appendix E for more details.</p> <p><b>R6. The Histon Road LLF requests the City Deal Board to relinquish the proposal for destructive carriageway expansion to create a bus lane along Histon Road and instead to explore other solutions to public transport delays, such as on board smart ticketing and multi-door buses. Any proposal for public transport priority taken forward must also include safe and usable provisions for people walking and cycling along and across Histon Road.</b></p>	<p><b>Recommended response:</b> Accept the resolution in regard to undertaking future design work/modelling to better understand the impact of reducing the bus lane length from that shown in the 'Do Maximum' proposal.</p>
<p><b>Compulsory Purchase Orders</b></p> <p>A strong view emerged from the Histon Road LLF workshops that compulsory purchase of gardens was unacceptable, and that the requirement for safe cycling and walking provision was crucial and yet incompatible with a bus lane within the existing highway boundaries.</p> <p><b>R7. The Histon Road LLF requests the City Deal Board not to use compulsory purchase orders to acquire gardens.</b></p>	<p>Given the space constraints on certain sections of Histon road between Gilbert road and Kings Hedges road, it will not be possible to include bus lane along the whole length of this route without expanding the highway boundary.</p> <p>Officers need to fully evaluate the impact that this will have on bus priority and whether or not alternative measures can be implemented to help enhance bus journey time reliability.</p> <p><b>Recommended response:</b></p>

	<p><b>Accept the resolution in regard to undertaking future design work/modelling to better understand the impact of reducing the bus lane length from that shown in the 'Do Maximum' proposal. Also to review alternative measures to prioritise buses movement over other road traffic.</b></p>
<p><b>Cycle Lanes and Footways</b></p> <p>A key objective of the Histon Road scheme is to make provision for safer and more convenient routes for cycling and walking, segregated from general traffic where practical and possible (Objectives 2 and 5). Histon Road is a heavily travelled route with over 250 people per hour cycling into the city at peak times in the morning. Increased safety is a priority. Any measures taken must be attractive both to existing and new cyclists so that people choose to use the protected lanes, which should take account of larger-sized cycles (including box cycles and mobility scooters) and which allow persons of all ages and abilities safely to use these facilities. It is a shortcoming of the City Deal's proposed 'Do Maximum' scheme that it contains designs that require people cycling to place themselves in dangerous positions adjacent to large and heavy motor vehicles.</p> <p><b>R8. The Histon Road LLF requests the City Deal Board to incorporate protected provision for both walking and cycling into all of their designs for road segments and junctions. Such protection can be provided by separation in space (e.g. by physical separation such as trees within a verge), time (e.g. traffic signal phasing that prevents conflicting movements while remaining respectful to people walking and cycling), or priority (e.g. Copenhagen crossings). At minor road junctions, cycle lanes and footways should be continuous and have priority. The Histon Road LLF understands that in many cases the space within the highway boundary is too constrained to produce ideal designs and therefore trade-offs must be made. Some examples of trade-offs are: tarmac vs landscaping and on-street parking vs safer cycle lanes.</b></p>	<p>The scheme should aim to segregate cyclists from traffic where possible within the constraints of highway width and should thus aim to make provision for safer and more convenient routes for cycling and walking.</p> <p>The scheme design should also seek to redesign all minor side road junctions to provide as much priority for walking and cycling movements as possible and to enhance their safety. The suggested 'Copenhagen' style design would be a good starting point upon which to base future design work.</p> <p><b>Recommended response:</b> <b>Support the resolution</b></p>
Parking between Rackham Close and Victoria Road Junction	

<p>The Histon Road LLF workshops were concerned about the effect of removing all parking between Rackham Close and the HHVCM junction on businesses and those who are dependent on carers, particularly given the doubts about alternative provision. There was also concern about the safety hazards that parked cars present to people cycling along Histon Road and people crossing the street (Objective 7). The local survey by WSP/Parsons Brinckerhoff of alternative parking near Histon Road, quoted in support of the ‘Do Maximum’ scheme, does not accord with knowledge of local residents. See Appendix F for details of our local survey of existing parking provision on Histon Road.</p> <p><b>R9. The Histon Road LLF does not support removal of parking on Histon Road southwest between Rackham Close and the HHVCM junction, without the guarantee of suitable alternative parking elsewhere. The Histon Road LLF therefore requests the City Deal Board, before making any decisions about parking: (a) to instruct officers to carry out a current parking survey to discover the information listed in the preamble above. (b) to commission an environmental report on the likely effects that removal of parking will have in terms of noise, vibration and air quality for residents on the west side of Histon Road. (c) to support the introduction of extended parking controls throughout the city.</b></p>	<p>Removing parking along Histon Road would create more opportunities to balance the conflicting needs for highway space. Alternative spaces would need to be provided to cater for any residential properties without off-street parking.</p> <p>The favoured location to provide alternative spaces would be in neighbouring side roads as providing residents’ parking spaces on the main road would conflict with the continuity of other design elements given highway space constraints. This could be linked with measures to prioritise parking in side roads for local needs and to prohibit long stay and commuter parking.</p> <p>The design process will also consider the scope for providing ‘servicing’ areas along the route to cater for deliveries but on some sections this will be difficult without compromising the continuity of other design elements.</p> <p><b>Recommended response:</b> Support the requirement for a further parking survey, the methodology of which to be fully agreed with the Histon Road LLF in advance.</p> <p><b>Further evaluate options to accommodate short term parking for businesses along this section of Histon Road and well as options for the relocation of residential parking to side roads, having reviewed the results of the parking survey.</b></p>
<p><b>Trees Under Preservation Orders and the Rows of Trees, Hedges and Grass Verges</b></p> <p>The streetscape with trees provides a sense of place, aesthetic interest, better air, better drainage, and lower flood risk. Mature trees take years to replace if destroyed. They have considerable amenity value throughout the seasons. There is room for cycling and walking provision without the need to remove trees or acquire gardens if the controversial bus lanes of dubious value are omitted (Objectives 5 and 7).</p> <p><b>R10. The Histon Road LLF requests the City Deal Board to preserve existing roadside trees, particularly trees with preservation orders,</b></p>	<p>The Executive Board has previously indicated its expectation that the scheme design would include bus lanes to achieve priority for bus movements</p> <p>Given the space constraints on certain sections of Histon road between Gilbert road and Kings Hedges road, it will not be possible to include bus lane along the whole length of this route without expanding the highway boundary, removing trees, encroaching on space needed to provide safer cycling facilities.</p> <p>Officers need to fully evaluate the impact that this will have on bus priority and whether</p>

<p><b>hedges, grass verges and gardens on Histon Road and to avoid irrevocable loss of environmental amenities. Any tree or hedge along Histon Road that has to be removed for any reason must be replaced with a mature tree or hedge.</b></p>	<p>or not alternative measures can be implemented to help enhance bus journey time reliability.</p> <p>It should be noted that in respect to private residential garden plants and hedges, which over time have encroached over and into the highway boundary, will likely need to be cut back to the highway boundary to enable the delivery of any scheme along Histon Road, due to the narrowness of the road.</p> <p><b>Recommended response:</b>  <b>Support the principals set out in this resolution subject to further analysis on the impact on bus priority and scheme delivery.</b></p>
<p><b>Traffic Reduction Measures</b></p> <p>The Histon Road LLF supports the traffic reduction measures already under consideration, e.g. workplace parking levy, extended parking controls across the city and added Park &amp; Ride capacity. We would encourage an even greater weighting of attention on overall traffic reduction rather than hard engineering solutions.</p> <p>Congestion on Histon Road and journey times for buses would be considerably reduced, and bus patronage thereby increased (objective 6), if there were fewer cars using the road. Effective measures to achieve this need to be based on knowledge of the starting point and final destination of car users.</p> <p>Increased use of public transport is not simply a matter of reduced journey times for buses on Histon Road, even if that could be achieved. Passengers have to be able to get to bus stops by walking or cycling, or by driving to Park &amp; Ride facilities, and the onward connections to their destination have to be readily available and quick. All bus services need to be frequent and usable. Bus services must operate during the evenings.</p> <p><b>R11. The Histon Road LLF requests the City Deal Board to rebalance its approach in favour of proposed traffic reduction measures that will</b></p>	<p>The GCP has undertaken a city wide ANPR study that will allow origin and destination data to be evaluated.</p> <p>The GCP is looking at provision of Park &amp; Ride sites.</p> <p>The GCP's 8-point plan being developed to tackle congestion in Cambridge includes proposals to tackle commuter parking.</p> <p>As part of this work the opportunity could be taken to develop wider parking controls in the neighbouring areas to remove commuter parking and introduce further residents parking schemes as envisaged in the GCP's 8-point plan.</p> <p><b>Recommended response:</b>  <b>Note the resolutions and consider in the context of the City Access study</b></p>

<p>produce great benefits for walking, cycling and public transport without controversial carriageway expansion that will have a negative impact on the environment and character of the locality. We request the City Deal Board to work in partnership with the County Council to promote traffic reduction along Histon Road. This could include:</p> <p>(a) instructing the necessary officers to determine the origin and destination of existing car users travelling on Histon Road;</p> <p>(b) prioritising the identification of a suitable Park &amp; Ride site some distance away from the Histon Road/A14 junction (and also possibly another near the Girton interchange) to relieve pressure on Histon Road, and</p> <p>also allocating funds for purchase and construction of the facilities;</p> <p>(c) supporting the proposal from Oakington Parish Council on the consultation on Rural Transport Hubs dated December 13th, 2016, regarding a bus hub location where the guided busway intersects with Station Road in Oakington;</p> <p>(d) placing greater emphasis on broader schemes to reduce incoming traffic, e.g. workplace parking levy, extended parking controls on residential streets, encouraging schools and employers to provide transport from pickup points, etc.</p>	
<p><b>Continuity Across the A14 Junction</b></p> <p>The Histon Road scheme currently ends with its northern boundary just south of the King's Hedges Road junction. It is an advantage to all modes of transport for the City Deal scheme to join up with existing provisions at the A14 roundabout.</p> <p><b>R12. The Histon Road LLF requests the City Deal Board to expand the scope of the project further north along the B1049 as far as the A14 roundabout to ensure continuous provision for all forms of transport.</b></p>	<p><b>Recommended response:</b></p> <p><b>Support the resolution to expand the scope of the project further north along the B1049 as far as the A14 roundabout</b></p>