



GREATER CAMBRIDGE CITY DEAL EXECUTIVE BOARD

8 June 2016

To: All Members of the City Deal Executive Board

This is a supplement to the previously published agenda for the meeting of **GREATER CAMBRIDGE CITY DEAL EXECUTIVE BOARD** on **THURSDAY, 9 JUNE 2016**, containing those reports which had not been received by the original publication deadline.

AGENDA

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| 10. HISTON ROAD BUS PRIORITY, WALKING AND CYCLING MEASURES: REPORT ON INITIAL CONSULTATION AND SELECTION OF A PREFERRED ROUTE | 1 - 4 |

To consider the attached addendums to the reports originally published with the agenda pack. Please note that the second addendum also relates to the below item:

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| 11. BUS PRIORITY, WALKING AND CYCLING MEASURES: REPORT ON INITIAL CONSULTATION AND SELECTION OF A PREFERRED ROUTE | |
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Agenda Item 10



Report To: Greater Cambridge City Deal Executive Board

9th June 2016

Lead Officer: Graham Hughes, Executive Director of Economy, Transport and Environment, Cambridgeshire County Council

Histon Road Bus Priority, Walking and Cycling Measures: Report on Initial Consultation and Selection of a Preferred Option

REPORT ADDENDUM NOTE

Purpose

- 1 To update the Executive Board on the results of further journey time modelling to assess the benefits from the changes recommended at the Victoria Road junction, as referred to in sections 24-26 of the Board report.

Modelling

- 2 The bus journey time modelling undertaken for the 'Do Maximum' bus lane option has been re-run with the junction changes envisaged at the Victoria Road junction excluded. Table 1 compared the two sets of results

Table 1: 'Do Maximum' Option (Continuous inbound bus lane through to Gilbert Road) bus journey times

	AM PEAK		PM PEAK	
	Inbound	Outbound	Inbound	Outbound
With Victoria Road junction changes	504	543	369	552
Without Victoria Road junction changes	662	494	385	468

Assessment

- 3 The results shows that when the suggested changes at the Victoria Road junction are excluded the inbound bus journey times increase, most noticeably in the AM peak period, but outbound bus journey times reduce. Taken overall, excluding the Victoria Road measures leads to longer bus journey times although the increase is modest (about 2% longer).

Conclusion

- 4 As identified in section 25 of the report to the Board, mitigation measures to reduce/manage outbound right turning movements would help improve the overall performance of the 'Do Maximum' measures, particularly in the afternoon peak

period, but by how much is not known at this time. If the measures suggested for the Victoria Road junction were not taken forward this would remove the need for any outbound right turn movement mitigation measures but would lead to longer bus journey times in comparison; how much longer is also not known at this time.

5. Against this background, it is considered that recommendation 5b in the report to the Board should be amended thus:

'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'.

- 6 At the next round of consultation this will allow the public to compare the relative merits of the two options with the impact of the Cambridge Access and Capacity Study measures taken account of and with appropriate mitigation measures developed.



Report To: Greater Cambridge City Deal Executive Board

9th June 2016

Lead Officer: Graham Hughes, Executive Director of Economy, Transport and Environment, Cambridgeshire County Council

**Histon Road and Milton Road Bus Priority, Walking and Cycling Measures:
Reports on Initial Consultation and Selection of Preferred Options**

REPORTS ADDENDUM NOTE

Purpose

- 1 To provide further officer comment to the Executive Board in response to recent representations received by Board members from local residents and councillors.

Highway trees

- 2 At this stage officers have not undertaken a detailed assessment of the number of highway trees that would be affected by each project. It is expected that a considerable number of existing highway trees would need to be removed, many of which have been assessed as having limited life, based on tree surveys undertaken earlier. A full assessment of the impact on trees will be done once a detailed layout for each preferred option has been developed. As indicated in the Board reports, this work will be informed and influenced by the information gained through the undertaking of trial pits to establish the exact location of public utility equipment, which will be a major factor in determining a viable scheme design layout, including potential sites for new planting.
- 3 The preferred option designs to be developed for further consultation will provide details of new tree planting locations and some ideas on possible tree species will be put forward for public comment. Later in the delivery process and prior to taking any decisions on scheme implementation, the Executive Board will be in possession of a fully detailed tree planting plan for each scheme.

Preferred option design process

- 4 If the Executive Board approves the report recommendations for preferred options as the basis for further detailed design work, this will fix the carriageway layout however a key consideration in developing the preferred option layouts will be how the other elements (cycleways, footways, landscaping and planting areas) are put together to form the highway cross sections. As highlighted in the Design Guidance document which the Executive Board is considering, there are permutations that could be considered. For example, should cycleways be located adjacent to the road carriageway or should they be separated by a planting area?

- 5 As stated in the Board reports, ahead of a further formal consultation later in the year, further informal engagement is planned over the summer period through a Local Liaison Forum (LLF), to explore these design permutations. All councillors from wards/divisions within which scheme works will be undertaken have been invited to participate and a meeting to establish an LLF is taking place on Monday (13th).
- 6 The LLF will elect a Chair and Vice-chair and will determine which other stakeholder groups are invited to participate at LLF meetings. The meetings will be open to the public, with participation at the discretion of the Chair. The LLF will help to steer, influence and inform the design process for each scheme and act as a key conduit for local views to be reported to the Executive Board and to inform the detail of the scheme, such as planting, bus stops and crossings. It will not be a decision-making body.
- 7 Advice on tree and landscaping elements will be sought from the City Council's Urban Design and Arboricultural teams, who are already represented on the project team. Input will also be sought from the Trees and Design Action Group (whose guidance is referenced in the Design Guidance document) which has offered to help.
- 8 Suggestions have been made that any tree replanting should be based on mature trees rather than saplings or small trees that are usually planted when highway trees are replaced. This will be explored as part of this community engagement to ensure that the cost, ecological and maintenance implications are fully understood, ahead of any decisions being taken.