

**For NOTICE OF MEETING:** **HIGHWAYS, DRAINAGE & FORMAL SPACES**  
**TIME:** 7.30pm  
**DATE:** **Tuesday 26<sup>th</sup> March 2024**  
**VENUE:** Parish Office, Recreation Ground  
 Mrs C M O'Brien – Clerk to Histon & Impington Parish Council  
 20<sup>th</sup> March 2024

**MEMBERS:** 6 + 2 Ex Officio

**AGENDA**

**QUORUM:** 3

HDF/23/044	<b>Apologies for Absence</b>	
HDF/23/045	<b>To Receive Declarations of Interests</b> To receive declarations of pecuniary interest from Councillors <b>on items on the agenda</b>	
HDF/23/046	<b>Public Participation</b> To allow up to 15 minutes for any members of the public to address the meeting in relation to any matter	
HDF/23/047	<b>To Approve minutes of the meeting held 24<sup>th</sup> January 2024 <u>attached</u></b>	<b>For Decision</b>
HDF/23/048	<b>Matters Arising</b>	<b>For Information only</b>
048.1	<b>Action List <u>attached</u></b>	
HDF/23/049	<b>Active Project Updates</b>	<b>For Decision</b>
049.1	<b><u>Privately Funded Highways Initiative</u></b> Pedestrian Barrier Review/Removal. To accept report and review and approve priority review undertaken by the Committee	
049.2	<b><u>Local Highways Initiative Application 25/26</u></b> Review of Wishlist and approve priority review of projects	<b>For Decision</b>
HDF/23/050	<b>Other Matters</b>	<b>For Decision</b>
050.1	<b><u>SCDC Electric Vehicle Charge Point Grant</u></b> is available to fund installation of Electric Vehicle Charge Points (EVCPs) for use by the public, and related works, in the car parks of community buildings and village halls within South Cambridgeshire. To discuss and consider	
050.2	<b><u>Franklin Gardens Junction</u></b> update from Cllr Moore of dialogue with County Officers	
050.3	<b><u>Ambrose Way/Mill Lane Reconfiguration</u></b> meeting arranged 22 April with County Officers to identify how best to proceed with application to reconfigure junction	
050.4	<b><u>Station Road TRO Resident Consultation</u></b> to delegate to Clerk and Committee Chair to proceed with consultation. Draft to be shared and sanctioned by Committee on email prior to going live	
050.5	<b><u>To approve purchase of 20mph Wheelie Bin Stickers</u></b> report attached with three quotes for 500 stickers	<b>For Decision</b>

050.6	<b><u>Review of Emergency Plan attached</u></b>	
HDF/23/051	<b>Items for Next Agenda</b>	
HDF/23/052	<b>Date of next meeting – TBC</b>	

**Minutes of Histon & Impington Highways Drainage and Formal Space**  
**7:30pm, Wednesday 24<sup>th</sup> January 2024**  
**Parish Office, Recreation Ground, New Road, Impington**

## Highways Drainage & Formal Spaces Committee Minutes

Membership: 6 + 2 ex-officio

Appendices: 0

Quorum: 3

<b>Agenda No:</b>	<b>Present:</b> Cllrs: Joseph Adam, Tom McKeown, Simon Jocelyn, James Leonard, <b>Clerk:</b> Chelsea O'Brien <b>Member of Public:</b> 1	
LAI/23/034	<b>ELECTION OF COMMITTEE CHAIR</b>  Cllr Jocelyn proposed Cllr McKeown, seconded Cllr Leonard all in favour to <b>elect</b> Cllr McKeown as Committee Chair	
LAI/23/035 035.1	<b>APOLOGIES FOR ABSENCE</b>  Cllrs: Stonham (personal), Murray (personal), Moore (personal)	
LAI/23/036 036.1	<b>MEMBERS DECLARATIONS OF INTERESTS</b>  None declared	
LAI/23/037 037.1	<b>PUBLIC PARTICIPATION</b>  Resident presented to the Committee drone images and summary of recommendations for the Committee to consider regarding the Histon Road – Darwin Green junction. Discussion covered: <ul style="list-style-type: none"> <li>- Request for County Highways Officers to research best national practice for formulating Section278 Agreements to ensure quality and design is of the same quality as GCP projects on Histon Road and Milton Road</li> <li>- Immediate actions required to remove and repaint white lines to bike lane</li> <li>- Replace incorrect speed signs</li> <li>- Add no overtaking cyclists sign to southbound carriageway whilst the cycle lane is closed during construction</li> <li>- Request a safety audit of the junction</li> </ul> Committee shared support for the recommendations set out in the summary document, Cllr McKeown to share with Cty Cllr Hathorn with a view of opening a dialogue with the County Council noting the safety concerns expressed. Councillors thanked the resident for attending. Resident left the meeting	
LAI/23/038 038.1	<b>TO APPROVE minutes of the meeting held 7<sup>th</sup> November 2023</b>  Proposed Cllr Jocelyn, seconded Cllr Leonard all in favour and <b>agreed</b> Chair to sign as a true and accurate record of the meeting	
LAI/23/039 039.1	<b>MATTERS ARISING</b>  Provided to all and accepted ( <b>Appendix 1</b> ) <b>LAI/23/013.7 Street Name Plates</b> – ordered and due to be installed by SCDC, item to be removed from list	
LAI/23/040 040.1  040.2	<b>ACTIVE PROJECT UPDATES</b>  <b>Local Highways Initiative Application 24/25</b> Cllr McKeown noted application has been submitted to County Council for a Copenhagen Crossing on Station Road/High Street (same as last year but updated with feedback from the village schools). Application is available to view on SharePoint.  <b>Privately Funded Highways Initiative</b> Pedestrian Barrier Review/Removal. Schedule for removal and safety audit provided to all ( <b>Appendix 2</b> ) Cllr McKeown briefed all on positive meeting with County Council Officers and Clerk which resulted in schedule of works. It was noted some are more complex and required bespoke signage and offsetting posts for safety purposes. Clerk noted the need for publicising and highlighting the safety benefits	<b>Comm Members/ Next Agenda</b>

<p>040.3</p> <p>040.4</p>	<p>noting the negative feedback received at the removal of pedestrian barriers in Normanton Way. The Committee noted the Neighbourhood Plan policies and safety audit undertaken and the need to create a safer and more accessible environment for pedestrians alongside promoting respectful cycling. Item for next agenda to accept the report and phase the project. Councillors to review schedule and prioritise barriers to assist with phasing at the next meeting</p> <p><b>To Agree Membership of Allotment Working Party</b> action list following site visits made by Cllr Moore and McKeown provided to all and accepted (<b>Appendix 3</b>). Membership approved as: Cllrs Moore and McKeown with two spaces offered to the Nature &amp; Biodiversity Committee. Item for next Nature &amp; Biodiversity agenda</p> <p><b>Gatehouse Road Allotments Clearance</b> work scheduled for first quarter of 2024. Site plan and waiting list to be updated following completion of works and provided to Working Party</p>	<p>Next agenda</p> <p>N&amp;B Agenda</p>
<p>LAI/23/041</p> <p>041.1</p> <p>041.2</p> <p>041.3</p> <p>041.4</p> <p>041.5</p>	<p><b>OTHER MATTERS</b></p> <p><b>New Bus Shelter Proposal associated with Planning Application 23/04914/FUL</b>   Demolition of rear warehouse and link structure and the construction of 5 No. 3 bedroom Mews style dwellings.   135 Station Road Impington Cambridgeshire CB24 9NP and £10,000 contribution for its ongoing maintenance. Cllr McKeown provided a paper detailing the proposal, provided to all and accepted (<b>Appendix 4</b>). All in favour to support offer, Cllr McKeown to confirm Parish Council support with County Officer.</p> <p><b>To Agree Delegation of Spend using Parish Council approved Contractors to Committee Chair and Clerk:</b></p> <ul style="list-style-type: none"> <li>- To agree spend up to £750 install post at the Burial Ground to prevent non-authorised vehicular access</li> <li>- To agree spend up to £1500 for clearance work and maintenance to High Street Car Park</li> <li>- To agree spend up to £1000 to repair benches at various village locations</li> </ul> <p>Noting all spend is within approved committee budget all in favour to support delegation to Committee Chair and Clerk to proceed with works.</p> <p><b>Local Highways Initiative Application 25/26</b> to consider schemes to submit and agree timetable for consultation. County Council timetable to be confirmed but likely to be September 2024 – January 2025. Following discussion on possible projects and Committee Wish List, it was noted the most contentious issue was Station Road. It was noted best route for this would be an LHI Feasibility Study to provide options as the scheme would be vast and would require community consultation on the different options. Committee supported this route but also noted having the Wish List prioritised would ensure community consultation could be scheduled in good time before the application window opens. <b>Agreed</b> to delegate to Cllr McKeown and Clerk to review list and prioritise potential projects for review at the next meeting</p> <p><b>Station Road Parking Restrictions</b> to agree to consult with residents of Station Road via letter drop/poll to gather information as to what restrictions would work for submission to County Council for consideration and feasibility/costing. All in favour to support letter drop, Clerk to contact County Officer to offer suggestions to residents</p> <p><b>Review of Emergency Plan</b> deferred to next agenda</p>	<p>TMK</p> <p>TMK/ Clerk</p> <p>TMK/Clerk</p> <p>Next Agenda</p> <p>Clerk</p> <p>Next agenda</p>
<p>LAI/23/042</p>	<p><b>ITEMS FOR NEXT AGENDA</b></p> <p>SCDC Electric Car Charging Grant Ambrose Way/Mill Lane Reconfiguration Emergency Plan Review Wish List Review PFHI Barrier Removal</p>	

LAI/23/043

**DATE OF NEXT MEETING**

**Next Meeting** Tuesday 5<sup>th</sup> March 2024

Meeting closed: 9.15pm

DRAFT

Item ref	Detail	Due	Responsible	Status	Outcome
LAI/22/035.2	SCDC Electric Car Charging Point Grant	March agenda	OL	Cllr Leonard to review documentation on SharePoint and feedback	Item for March agenda
Link to SharePoint:	<a href="https://hisimpcouncil.sharepoint.com/sites/land/Shared%20Documents/Forms/AllItems.aspx">https://hisimpcouncil.sharepoint.com/sites/land/Shared%20Documents/Forms/AllItems.aspx</a>	March agenda	JA	To use Parish Online to map village charging points.	Item for March agenda
		March agenda	JA	To identify streets within the Parishes with on street parking	Item for March agenda
LAI/23/013.1	Information Boards		Clerk	Action for Clerk to seek costs	Outstanding
LAI/23/022.1	Ambrose Way/Mill Lane meeting with County Officer	March agenda	Clerk/County Council	Meeting arranged	Item for March agenda
LAI23/040.2	PFHI Removal of Pedestrian Barrier - Review and prioritise barriers	March agenda	Committee	Members to review and prioritise order of	Item for March Agenda
LAI23/040.3	Allotment Working Party - convene meeting		Admin Assistant/Clerk	Office to circulate dates for meeting in April	Outstanding
	Allotment Working Party - repeat survey		Admin Assistant/Clerk	Repeat survey circulated to ploholders	Underway
	Allotment Working Party - N&B to confirm two members			N&B have confirmed Cllrs Murray and Smith and members	Closed
LAI23/040.4	Gatehouse Road Allotment Clearance now complete		Admin Assistant/Clerk	Updated site plan to be produced and provided to the working group	Outstanding

# ROAD SAFETY ENGINEERING

## AUDIT REPORT COVER SHEET

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To:	Matheus Souza
Position:	Design Engineer
Organisation:	Project Delivery, Cambridgeshire County Council
Scheme:	Access Barrier Removal Project
Date	12 <sup>th</sup> April 2023
File Ref:	SA2306

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The following comments should be read in conjunction with the associated safety audit:

1. From the brief and submitted information the proposal appears to only present half of the project for Audit. No information has been included to indicate which users are evident at which location and which are to be restricted. The absence of a WCHAR or similar with NMU desire lines and actualised NMU movements would offer fundamental clarification to this scheme. As with schemes of this type there is a high likelihood that there will be fundamental changes in the pattern of NMU movements before and after the implementation of the proposals. This ought to be documented.
2. Consultation with Histon and Impington PC appears to have been supplied. It is unclear to the Audit Team whether the proposals have been passed to or discussed with cycling groups e.g., Camcycle or Sustrans although it is understood they may wish to contribute, or disability groups e.g., RNIB or RNID/ BDA. These groups can often offer specific challenges but also achievable tools to tackle exclusion.
3. Several of the works locations identified are beyond CCC highway network. It is recommended changes to these are approved by CCC PRow section to achieve a safe and consistent standard. It should also be confirmed for those sites on PRow sections, whether these were installed by the CCC or private landowner, if the latter applies then the landowner should be consulted prior to removal of the barriers.
4. Although a Road Safety Audit to GG119 is not a check against design standards, in the majority of cases published standards are accepted to provide a safe basis for infrastructure provision. At locations such as those adjacent to the B1049 (Bridge Road and Glebe Road) use of DMRB standard CD143 and cycling guidance provided in LTN1/20 are appropriate to identify, for example, minima for providing safer visibility splays for an NMU route connecting with a busy

highway. Outline proposals, as presented here, may fail to meet these criteria and it is worthwhile knowing this information prior to designing a construction scheme (that would require a Stage 2 Road Safety Audit). General details highlighted in the attached Audit apply here.

5. At site 2.7 on School Lane there is also a road name sign in situ adjacent to one of the existing barriers. If the barriers are to be removed at this location, consideration should also be made to the relocation of this road name sign.
6. At site 2.12 on Saffron Lane there is an additional barrier close to property number 59 for which details have not been provided on its removal as part of the scheme. For consistency, this barrier should also be considered as part of the proposed barrier removal scheme.
7. At site 3.20 on Narrow Close – Orchard, at the location where the barrier is proposed to be removed, the footway ends with no dropped kerb or tactile paving for onward NMU routes.
8. The accompanying Road Safety Audit report suggests retaining one or more of the barriers at site 4.23 on the Manor Park footpath. If either of these barriers are to remain *in situ* then it is advised that they are repainted yellow as the paint was observed to be worn during the site visit.
9. It was observed during the site visit that only one of the barriers was installed at site 4.24 on the guideway crossing. Is this effective?
10. It is believed that the barriers at site 4.25 on the Girton footpath may have been installed originally to prevent abuse from motorcyclists. This matter should be reviewed prior to the removal of the barriers.



## Cambridgeshire County Council Road Safety Engineering Team

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### SAFETY AUDIT REPORT

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**Project Name:** Histon Access Barrier Removal Project

**Audit Stage:** 1

**Date of Report:** 17<sup>th</sup> April 2023

**Auditors:** Peter Taylor  
Gill Wharton

**Information Supplied:** Request and brief dated 31<sup>st</sup> March 2023  
Pedestrian Barriers to FC – Scheme summary to full council  
Drawings;  
Histon PFHI 2223 Model\_v0-OVIEW.pdf  
Histon PFHI 2223 Model\_v0-GA\_1.pdf  
Histon PFHI 2223 Model\_v0-GA\_2.pdf  
Histon PFHI 2223 Model\_v0-GA\_3.pdf  
Histon PFHI 2223 Model\_v0-GA\_4.pdf  
Access Barrier Schedule.pdf  
Access Barrier Schedule.xlsx

#### Introduction

The Audit was carried out at the request of:

**Name** Matheus Souza

**Job Title** Design Engineer

**Organisation** Cambridgeshire County Council

The terms of reference of the audit are as described in GG119. The audit has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria or design standards. Design standards are quoted only where those standards have road safety implications.

#### **Notified Departures and/or Relaxations from Standard:**

None notified at this time.

#### **Scheme Description:**

A review of existing access control barriers throughout Histon & Impington, with the view to remove unnecessary barriers and re-design others to ensure all NMUs are catered for, and access isn't restrictive to any such user.

Date/Time of site visit: 5<sup>th</sup> April 2023 10.30 to 14.00

Attending: Peter Taylor  
Gill Wharton

**Conditions at Visit:**

Weather: Clear, dry and mild

Traffic: Regular on B1049, minimal elsewhere

Other: Limited NMU use as visit during school holidays

**Collision record:**

6 collisions were recorded in the vicinity of the proposed scheme within the period January 2017 to March 2023.

Four of the six collisions involved cyclists, one of which sustained serious injuries with the other three recorded as slight injuries. Three of the four cycle collisions involved vehicles right turning out of junctions, coming into contact with passing cyclists.

One of the collisions involved a pedestrian who sustained serious injuries which was believed to be as a result of a hit and run collision.

The collisions were located throughout the extent of the scheme and there are no apparent patterns which will be exacerbated by the proposed scheme.

**Items raised at previous road safety audits and still outstanding**

**Stage 1 Safety Audit**

The audit team is unaware of any previous Stage 1 safety audit for this proposal.

## 1 Items raised at this road safety audit

### 1.1 Problem:

Location: Sites 1.1, 1.2, 1.3, 2.4, 2.6, 2.7, 3.13, 3.15, 3.18, 3.20 and 4.22

Summary: Scheme will encourage higher-speed (uninterrupted) cycling in all proposed above locations with highway tie-ins results in an increased risk of NMU/vehicle collision.

Although clearance elements of the scheme have been identified, new proposals are simply descriptive and may fail to enforce the required level of speed attenuation for cycle movements to avoid “overshoot” type collisions for cyclists reaching the carriageway.

### Recommendation

Identify, locate and design the proposed new signs and bollards for review as part of the Stage 1 Audit process.

### 1.2 Problem:

Location: Sites 1.1, 1.2, 1.3, 2.7 and 2.10

Summary: Ground level vegetation could lead to cyclist or pedestrian slips and falls.

During the site visit areas of ground floor vegetation were observed at several of the sites where barriers are proposed to be removed. The removal of the barriers will introduce pedestrian and cyclist movements over/through these areas of vegetation whereas currently the barriers force NMU's away from. This could lead to slips or falls for pedestrians and cyclists particularly when the ground is wet, and the vegetation may become slippery.



### **Recommendation**

It is recommended that any existing ground vegetation in the vicinity of the barriers to be removed should be cleared and maintained as necessary.

#### **1.3 Problem:**

Location: Site 1.2 – The Coppice

Summary: Low level tree branch risks injury to cyclists.

During the site visit a low-level tree branch was observed above the footway link between The Coppice and Cambridge Road. Currently, the existing barrier forces pedestrians and cyclists away from this branch, however, with the proposed removal of the barriers at this location, this introduces a risk of cyclists colliding with the branch should they be cycling on that side of the footway.



### **Recommendation**

It is recommended that the height of the branch should be checked, and measures introduced to prevent injury to cyclists if necessary. This could be either by leaving the barrier in place or removing the tree branch.

#### **1.4 Problem:**

Location: Site 1.2 The Coppice

Summary: Inconspicuous end of footway link could lead to pedestrian or cyclist collisions.

At site 1.2, the end of the footway link where the existing barriers are due to be removed felt inconspicuous for NMUs and it is not clear that they will be entering an adjacent route. This could lead to pedestrian or cyclist collisions with other NMU's using the shared route they are entering onto or cyclist collisions with vehicles should they leave the footway link at speed and continue ahead into the carriageway.

### **Recommendation**

It is recommended that a bollard should be provided to highlight the end of the footway link where it joins onto the adjacent facility.

### **1.5 Problem:**

Location: Sites 2.7, 3.13 and 3.18

Summary: Close proximity of road to footway link could lead to pedestrian or cyclist collision with vehicles.

At several of the sites, the end of the footway link where the existing barriers are due to be removed, is in close proximity to the edge of carriageway due to a narrow footway provision at the point of entry. This could lead to cyclist collisions with vehicles should they leave the footway link at speed and continue ahead into the carriageway into the path of an oncoming vehicle.

### **Recommendation**

If barriers are to be removed at these locations, it is recommended that alternative measures are introduced to warn NMU's of the end of footway link and that they are entering an adjacent route.

### **1.6 Problem:**

Location: Sites 2.11 and 3.15

Summary: Poor footway condition risks pedestrian or cyclists' trips and falls.

During the site visit, poor footway condition was observed at several of the sites. Removal of the existing barriers could see increased pedestrian or cyclist speeds and the poor footway condition could lead to trips and falls resulting in injury.

### **Recommendation**

It is recommended that the footway condition is checked at all locations where barriers are to be removed and made good where necessary.

**1.7 Problem:**

Location: Site 2.11 New School Road

Summary: Overgrown vegetation risks pedestrian or cyclist injury.

During the site visit, the vegetation surrounding the existing barriers was overgrowing into the footway restricting the available width. This could lead to collisions between pedestrians and cyclists as they use the footway, a problem exacerbated by potentially higher speeds due to the removal of the barriers, or NMU injury when passing the overgrown vegetation without the barriers to guide them away from it.

**Recommendation**

It is recommended that the overgrown vegetation is trimmed, and a maintenance program installed to maintain the footway width.

**1.8 Problem:**

Location: Site 3.13 Water Lane

Summary: Restricted visibility could lead to pedestrian or cyclist collisions.

At site 3.13, the end of the footway link where the existing barriers are due to be removed had restricted visibility to the right for NMU's entering the adjacent route alongside Water Lane. This could lead to pedestrian or cyclist collisions with other NMU's using the shared route they are entering onto which could result in injuries.

**Recommendation**

It is recommended that the vegetation restricting visibility should be removed at this location or the existing barrier on that side of the footway link left *in situ* to push NMU's to a location when visibility is slightly increased.

**1.9 Problem:**

Location: Site 3.18 Clay Street

Summary: Restricted visibility could lead to pedestrian or cyclist collisions.

At site 3.18, the end of the footway link where the existing barriers are due to be removed had restricted visibility in both directions for NMU's entering the adjacent route alongside Clay Street. This could lead to pedestrian or cyclist collisions with other NMU's using the shared route they are entering onto which could result in injuries.

### **Recommendation**

If barriers are to be removed at this location, it is recommended that alternative measures are introduced to warn NMUs of the end of footway link and that they are entering an adjacent route.

#### **1.10 Problem:**

Location: Site 4.23 Manor Park Footpath

Summary: Increased cyclist speeds could lead to collisions with NMUs crossing footpath.

The proposed barrier removal at site 4.23 along the Manor Park footpath could increase cyclist speeds at this location. There is an adjacent footpath crossing the Manor Park footpath to the west of the existing barriers and the increased cyclist speeds as a result of the barrier removal could increase the likelihood and severity of collisions with other NMU's where the paths cross at this location.

### **Recommendation**

It is recommended that one of the barriers is retained, preferably the larger one. If barriers are to be removed at this location, it is recommended that alternative measures are introduced to warn NMUs of the upcoming footpath crossing and slow them down.

**Audit Team Statement**

We certify that this road safety audit has been carried out in accordance with GG119.

**Gill Wharton**

**Road Safety Audit Team Leader**

Road Safety Engineering Team  
Cambridgeshire County Council

Signed   
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Date 17<sup>th</sup> April 2023  
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**Peter Taylor**

**Road Safety Audit Team Member**

Road Safety Engineering Team  
Cambridgeshire County Council

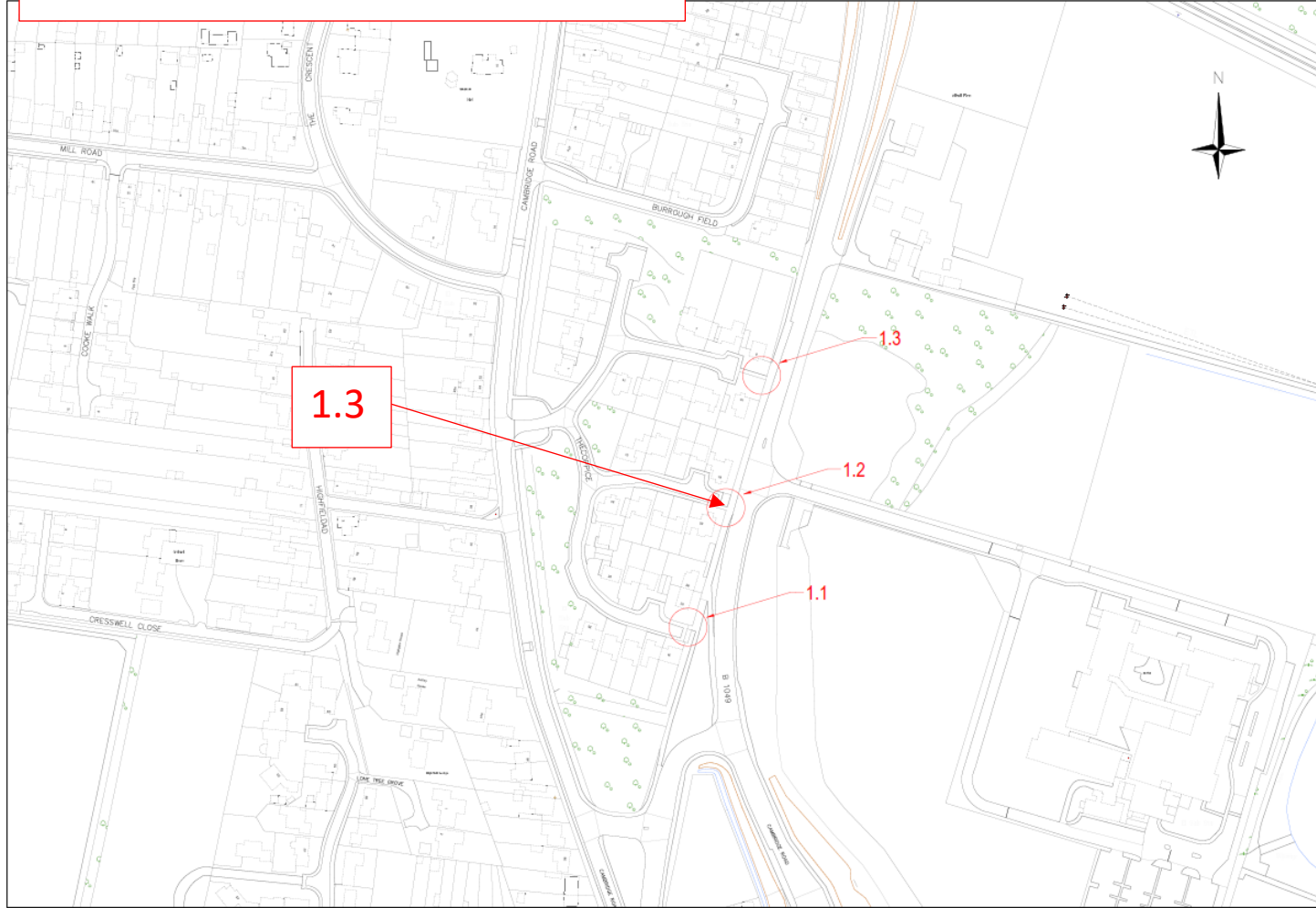
Signed   
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Date 17<sup>th</sup> April 2023  
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**SA 2306 – Histon Access Barrier Removal Project**  
**Problem Location Plan (NTS)**

# 1.1, 1.2 – Not Location Specific



- NOTES**
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE PROJECT PRE-CONSTRUCTION INFORMATION AND ALL OTHER RELEVANT DOCUMENTS.
  2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS:
    - HT&IP\_PFI00001 - LOCATION PLAN & SCHEME OVERVIEW
  3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE SCHEMATIC ACCESS BARRIER SCHEDULE DOCUMENT, WHICH PROVIDES INFORMATION ABOUT THE PROPOSALS FOR EACH LOCATION.

Date	Rev	Description
16/03/23	A	DRAFT FOR REVIEW



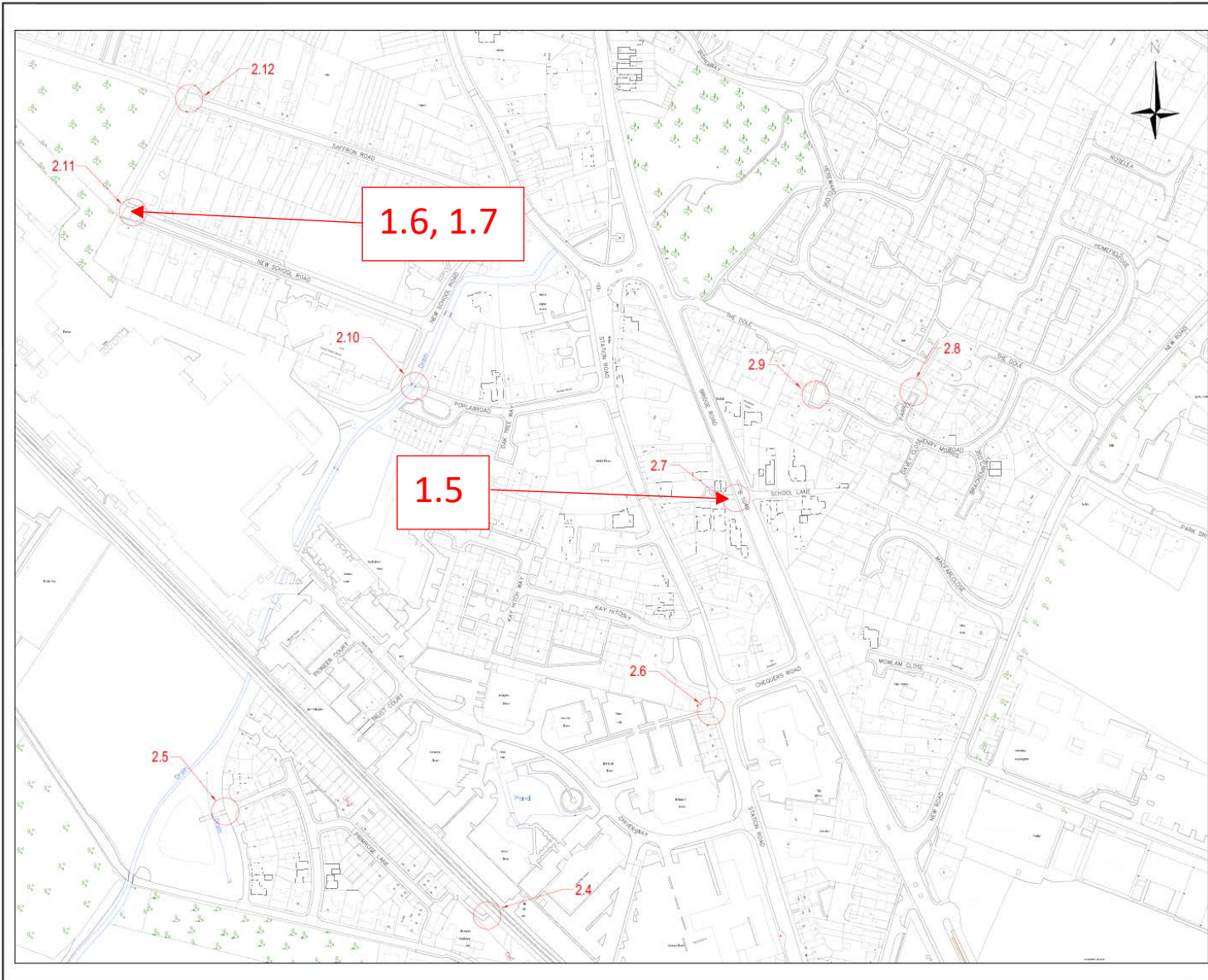
**Project**  
HISTON & IMPINGTON  
ACCESS BARRIERS  
PFI

**The**  
GENERAL ARRANGEMENT  
SHEET 1

Scale	Drawn	Checked	Date
1:1000 @A1	MHD		30/03/2023

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    - PFHI PROPOSALS - LOCATION PLAN & SCHEME OVERVIEW
  3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE SCHEMES ACCESS BARRIER SCHEDULE DOCUMENT, WHICH PROVIDES INFORMATION ABOUT THE PROPOSALS FOR EACH LOCATION.

Date	Rev	Description
202302	A	DRAFT FOR REVIEW



Project  
**HISTON & IMPINGTON  
ACCESS BARRIERS  
PFHI**

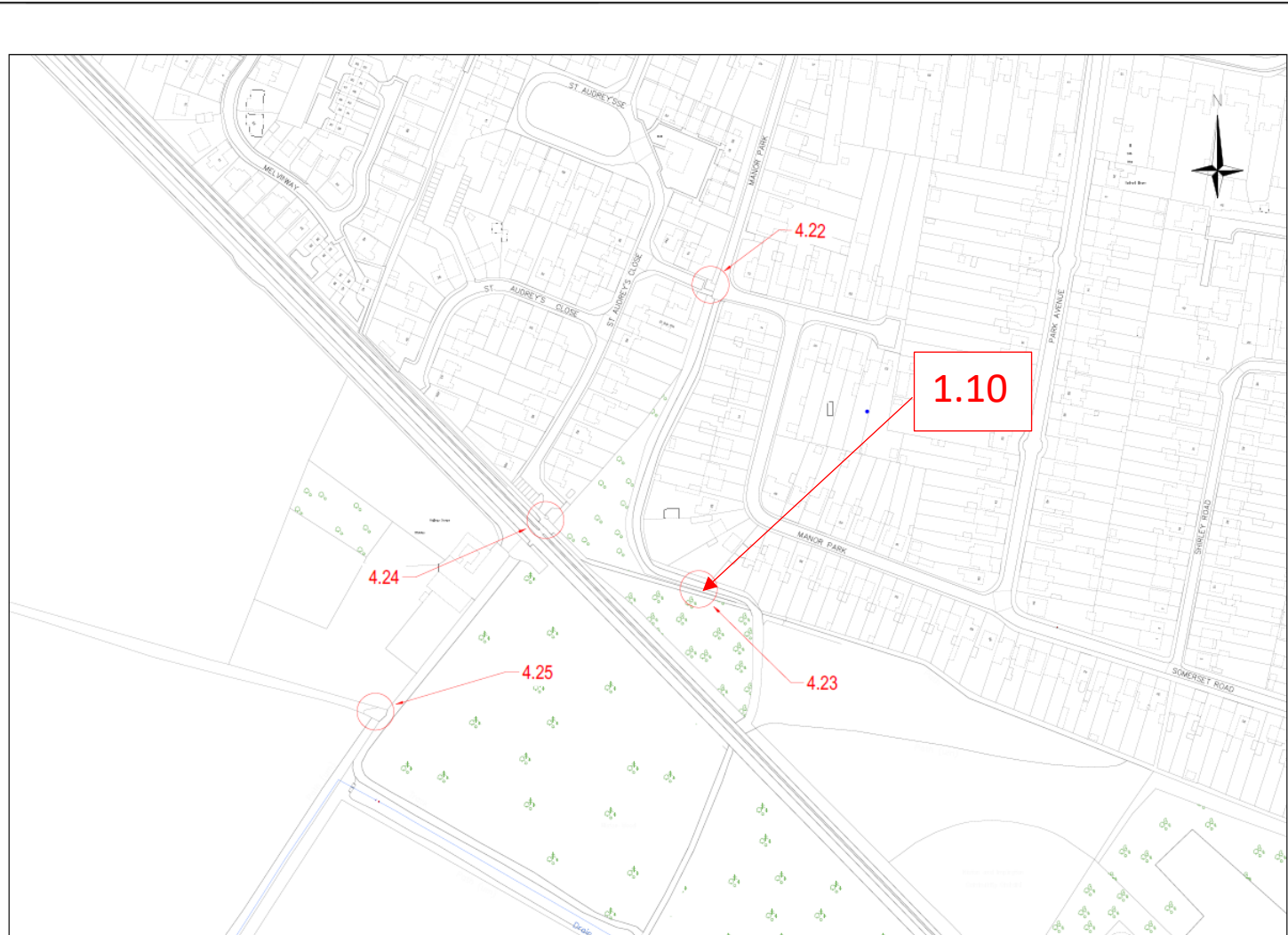
The  
**GENERAL ARRANGEMENT  
SHEET 2**

Scale	Drawn	Checked	Date
1:1250 @A1	MHS		20/03/2023

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    - HIST&IP/PFHI/0100/04 - LOCATION PLAN & SCHEME OVERVIEW
  3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE SCHEMES ACCESS BARRIER SCHEDULE DOCUMENT, WHICH PROVIDES INFORMATION ABOUT THE PROPOSALS FOR EACH LOCATION.

Date	Rev	Description
30/03	A	DRAFT, FOR REVIEW



Project  
**HISTON & IMPINGTON  
 ACCESS BARRIERS  
 PFHI**

The  
**GENERAL ARRANGEMENT  
 SHEET 4**

Scale	Drawn	Checked	Date
1:1000 @A1	MHD		30/03/2023

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2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS:
  - HT&IP\_PFHI/0000/01 - LOCATION PLAN & SCHEME OVERVIEW
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE SCHEME'S ACCESS BARRIER SCHEDULE DOCUMENT, WHICH PROVIDES INFORMATION ABOUT THE PROPOSALS FOR EACH LOCATION.

Date	Rev	Description
30/03/23	A	DRAFT, FOR REVIEW



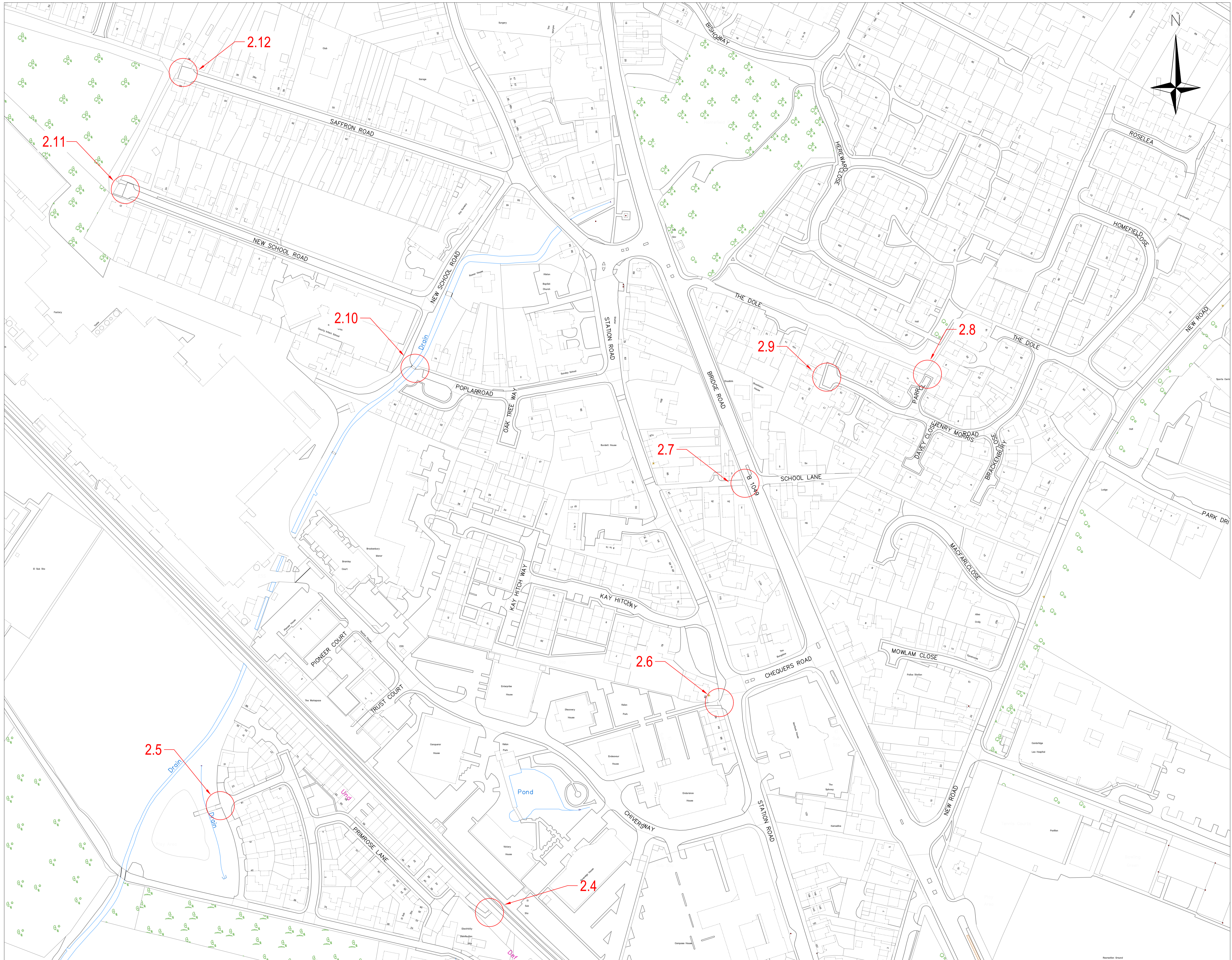
Project  
**HISTON & IMPINGTON  
ACCESS BARRIERS  
PFHI**

Title  
**GENERAL ARRANGEMENT  
SHEET 1**

Scale 1:1000 @A1	Drawn MHS	Checked	Date 30/03/2023
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Drawing number <b>HT&amp;IP_PFHI/0100/01</b>	Rev <b>A</b>
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- NOTES**
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE PROJECT PRE-CONSTRUCTION INFORMATION AND ALL OTHER RELEVANT DOCUMENTS.
  2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS:
    - HT&IP\_PFHI/000/01 - LOCATION PLAN & SCHEME OVERVIEW
  3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE SCHEME'S ACCESS BARRIER SCHEDULE DOCUMENT, WHICH PROVIDES INFORMATION ABOUT THE PROPOSALS FOR EACH LOCATION.

Date	Rev	Description
30/03/23	A	DRAFT, FOR REVIEW



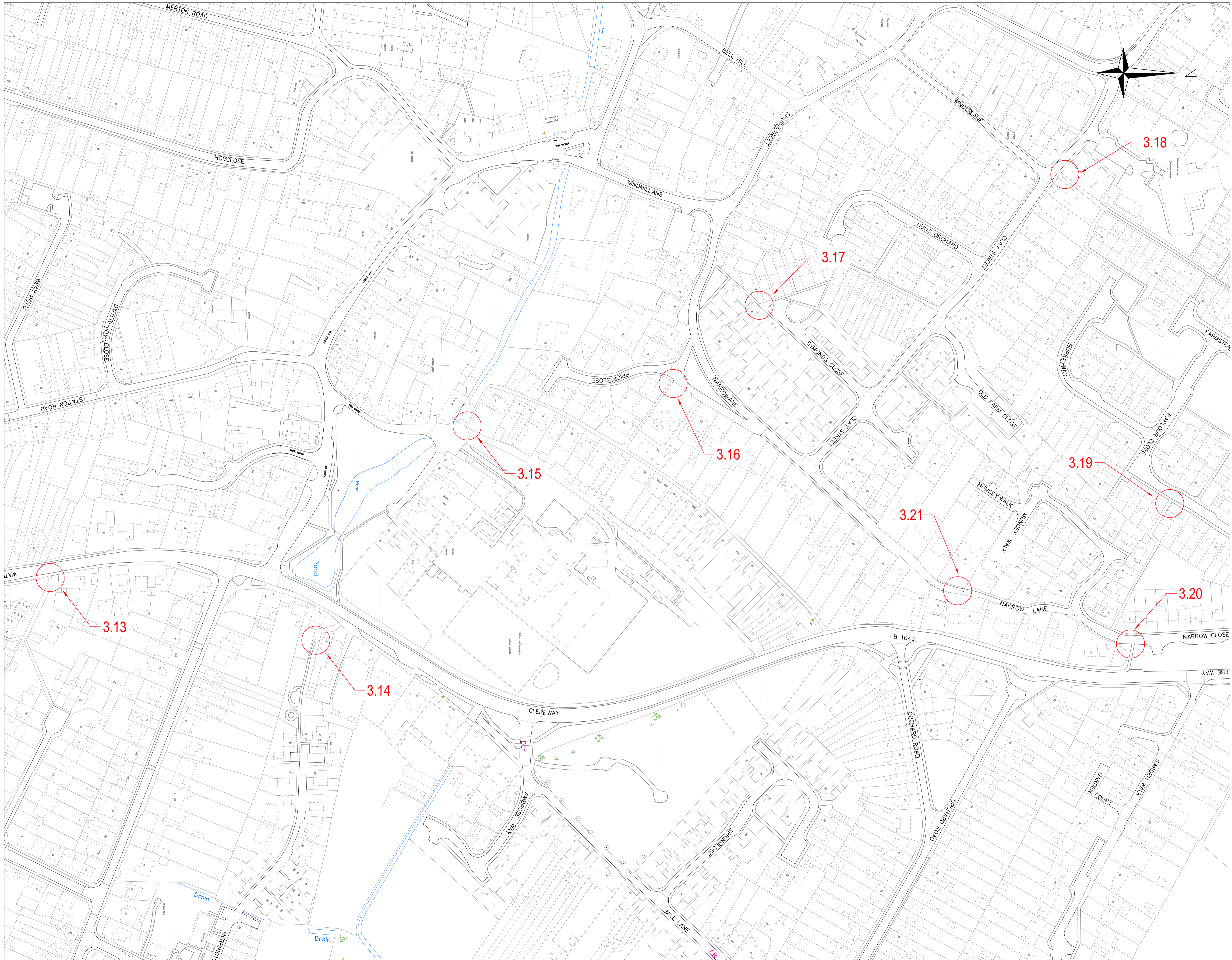
Project  
**HISTON & IMPINGTON  
 ACCESS BARRIERS  
 PFHI**

Title  
**GENERAL ARRANGEMENT  
 SHEET 2**

Scale 1:1250 @A1	Drawn MHS	Checked	Date 30/03/2023
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Project  
**HISTON & IMPINGTON  
 ACCESS BARRIERS  
 PFHI**

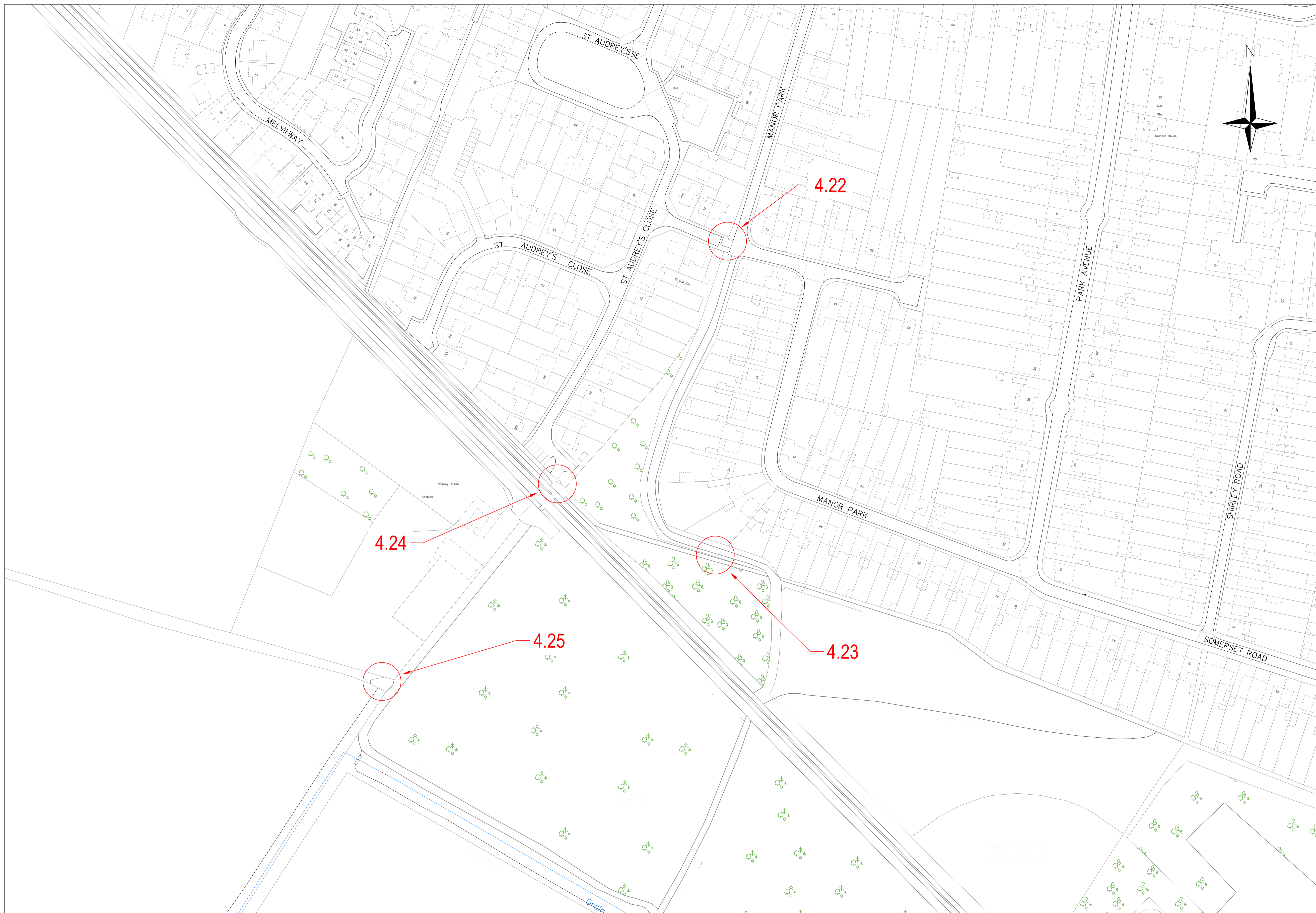
Title  
**GENERAL ARRANGEMENT  
 SHEET 3**

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30/03/23	A	DRAFT, FOR REVIEW



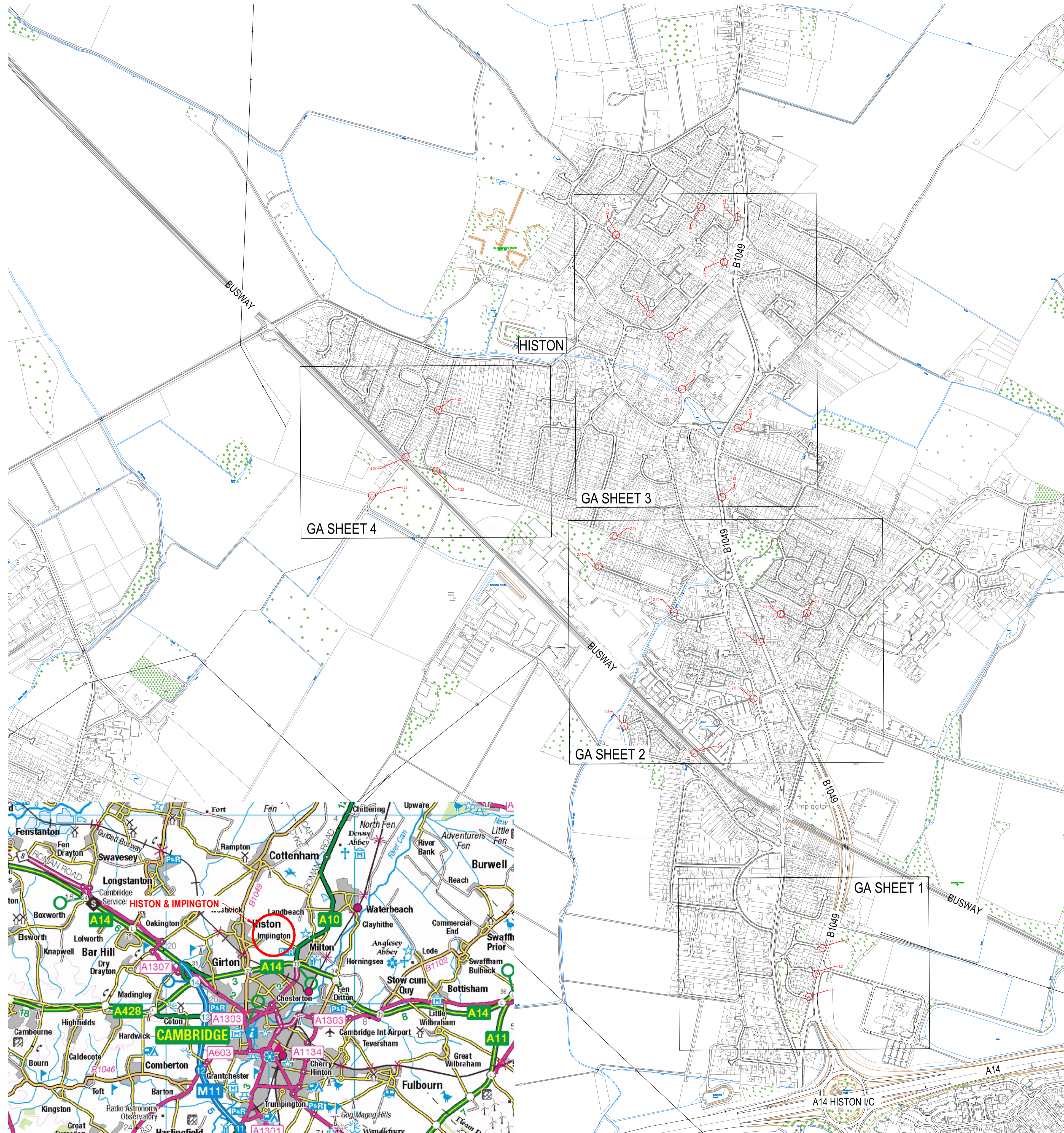
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**HISTON & IMPINGTON  
ACCESS BARRIERS  
PFHI**

Title  
**GENERAL ARRANGEMENT  
SHEET 4**

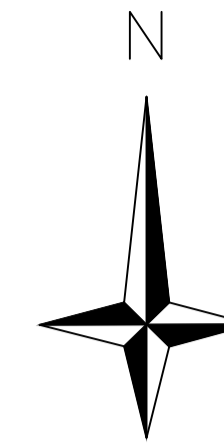
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LOCATION PLAN (SCALE - NTS)



NOTES

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  - HT&IP\_PPHI/0100/01 - GENERAL ARRANGEMENT SHEET 1
  - HT&IP\_PPHI/0100/02 - GENERAL ARRANGEMENT SHEET 2
  - HT&IP\_PPHI/0100/03 - GENERAL ARRANGEMENT SHEET 3
  - HT&IP\_PPHI/0100/04 - GENERAL ARRANGEMENT SHEET 4
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Date	Rev	Description
30/03/23	A	DRAFT, FOR REVIEW



Project  
**HISTON & IMPINGTON  
ACCESS BARRIERS  
PFHI**

Title  
**KEY PLAN &  
SCHEME OVERVIEW**

Scale	Drawn	Checked	Date
NTS	MHS		30/03/2023

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Drawing number	Rev
HT&IP_PPHI/0000/01	A




**Title: Access Barriers Schedule**  
**Project: Histon & Impington Access Barriers**  
**Type: Privately Funded Highway Improvement - NMU Accessibility**  
**Author: MHS & NF**




(To be printed @A3 portrait)




**RSA-General comments (all locations)**



1. Scheme will encourage higher-speed (uninterrupted) cycling in all proposed locations with highway tie-ins results in an increased risk of NMU/vehicle collision.
2. Ground level vegetation could lead to cyclist or pedestrian slips and falls. Overgrown vegetation risks pedestrian or cyclist injury.
3. Poor footway condition risks pedestrian or cyclists' trips and falls.



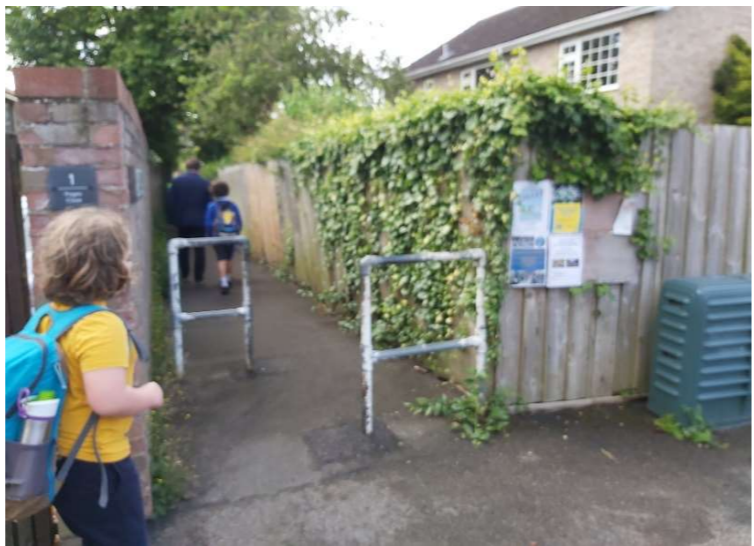
ACCESS BARRIERS SCHEDULE					
REF	LOCATION	DESCRIPTION OF PROPOSAL	BARRIER PHOTOGRAPH	ROAD SAFETY COMMENT	HIGHWAY COMMENT
1.1	The Coppice - South	REMOVE, as this avoids doubling back for trips south. Low priority as not obstructive. (low priority)		RSA. Comment 1,2,3	Agree with proposal
1.2	The Coppice - Central	REMOVE, already too narrow for motor-vehicle access.		*Inconspicuous end of footway link could lead to pedestrian or cyclist collisions. *Low level tree branch risks injury to cyclists. *RSA. Comment 1,2	Agree with proposal. Some vegetation may need cutting back. Tree branch will need to be shortened. Further discussion with Active Travel team required regarding warning sign

REF	LOCATION	DESCRIPTION OF PROPOSAL	BARRIER PHOTOGRAPH	ROAD SAFETY COMMENT	HIGHWAY COMMENT
1.3	The Coppice - North	REPLACE, with single central bollard, with warning sign for road. Hedge to be trimmed back for additional room.		RSA. Comment 1,2,3	Agree with proposal. Some vegetation may need cutting back. Tree branch will need to be shortened
2.4	Primrose Estate	REPLACE, new provision design to be determined. This should be a quality access point for the whole estate. See Science Park for example. Needs gentle ramp, wide access with sight-lines. (High priority)		RSA. Comment 1	Move access further back from sound barrier. Potentially open up mouth to improve visibility. Layout to be confirmed at preliminary design stage.
2.5	Primrose Lane Playpark	REMOVE.		RSA. Comment 1	Agree with proposal




REF	LOCATION	DESCRIPTION OF PROPOSAL	BARRIER PHOTOGRAPH	ROAD SAFETY COMMENT	HIGHWAY COMMENT
2.6	Vision Park	REPLACE, with single central bollard to prevent motor vehicle access. Ideally, extension of herringbone brick or pavement surface into the old bell mouth.		RSA. Comment 1	Agree with proposal. Extension of herringbone paving will be an improvement to the footpath but not essential for accessibility
2.7	School Lane	REPLACE, with single central bollard to prevent motor vehicle access. With warning sign for road.		*At site 2.7 on School Lane there is also a road name sign in situ adjacent to one of the existing barriers. If the barriers are to be removed at this location, consideration should also be made to the relocation of this road name sign. * Close proximity of road to footway link could lead to pedestrian or cyclist collision with vehicles. *RSA. Comment 1,2	Agree with proposal. Street name plate and post to remain.
2.8	Parr Close	REMOVE.		RSA. Comment 1	Agree with proposal



REF	LOCATION	DESCRIPTION OF PROPOSAL	BARRIER PHOTOGRAPH	ROAD SAFETY COMMENT	HIGHWAY COMMENT
2.9	Henry Morris Road	REMOVE.			Agree with proposal
2.10	Poplar Road	REMOVE, unnecessary restriction to usable width over the bridge. (low priority)		RSA. Comment 1, 2	Agree with proposal
2.11	New School Road	REMOVE, potentially replace with bollard on New School Road side to prevent parking in the path exit.		<p>*Poor footway condition risks pedestrian or cyclists' trips and falls.</p> <p>*Overgrown vegetation risks pedestrian or cyclist injury.</p>	Agree with proposal. Vegetation cut back required




REF	LOCATION	DESCRIPTION OF PROPOSAL	BARRIER PHOTOGRAPH	ROAD SAFETY COMMENT	HIGHWAY COMMENT
2.12	Saffron Road Cul-de-sac	REPLACE, with line of bollards. Retains access control for motor vehicles. Untangles cycle and pedestrian routes.		<p>At site 2.12 on Saffron Lane there is an additional barrier close to property number 59 for which details have not been provided on its removal as part of the scheme. For consistency, this barrier should also be considered as part of the proposed barrier removal scheme.</p>	<p>Agree with proposal. *Remove existing barrier and replace with line of bollards. * Replace barrier o/s 59 with single bollard.</p>
3.13	Water Lane	REMOVE, install warning sign for road.		<p>* Close proximity of road to footway link could lead to pedestrian or cyclist collision with vehicles.          *RSA. Comment 1.          *Restricted visibility could lead to pedestrian or cyclist collisions</p>	<p>Agree with proposal. Possible lining. Further discussion with Active Travel team required.</p>


REF	LOCATION	DESCRIPTION OF PROPOSAL	BARRIER PHOTOGRAPH	ROAD SAFETY COMMENT	HIGHWAY COMMENT
3.14	Merrington Place	RELOCATE, to retain art (germinating seeds sculpture by Matt Sanderson). This will remove bottleneck for active trips. New location TBD.		RSA. Comment 1	railing to be relocated locally to open up path. Layout to be agreed at preliminary design stage
3.15	Page's Close - Brook School	REPLACE, with pair of bollards 1-2m away from corners. Provide safe space for pedestrians outside of the narrow path. (high priority)		*RSA. Comment 1, *Poor footway condition risks pedestrian or cyclists' trips and falls.	Agree with proposal
3.16	Prior's Close	REPLACE, with pair of bollards 1-2m away from corners. Provide safe space for pedestrians outside of the narrow path. (high priority)		RSA. Comment 1	Agree with proposals. Bollard no required



REF	LOCATION	DESCRIPTION OF PROPOSAL	BARRIER PHOTOGRAPH	ROAD SAFETY COMMENT	HIGHWAY COMMENT
3.17	Symonds Close	REMOVE.		RSA. Comment 1	Agree with proposal
3.18	Clay Street	REMOVE, potential for addition of build out or bollards to keep parking away from path exit.		<p>*Close proximity of road to footway link could lead to pedestrian or cyclist collision with vehicles.</p> <p>*RSA. Comment 1</p>	Remove existing barriers single bollard not needed
3.19	Parlour Close	REMOVE, quite residential street with no requirement for access control.		RSA. Comment 1	Agree with proposal

REF	LOCATION	DESCRIPTION OF PROPOSAL	BARRIER PHOTOGRAPH	ROAD SAFETY COMMENT	HIGHWAY COMMENT
3.20	Narrow Close - Orchard	REMOVE, unnecessary barrier forces users away from dropped kerb. Will allow grass on bypass line to recover. (high priority)		*At site 3.20 on Narrow Close – Orchard, at the location where the barrier is proposed to be removed, the footway ends with no dropped kerb or tactile paving for onward NMU routes. *RSA. Comment 1	*Agree with proposal to remove existing barriers on Narrow Close. *New drop kerb at the end of footpath (Glebe Lane) not required as this has the potential to create conflict between oncoming vehicles and cyclist. Priority has been given to pedestrians by maintaining the existing full kerb height.
3.21	Narrow Lane	REMOVE the handles on the bollard. Will allow two way movement past this bollard to be retained.		RSA. Comment 1	Agree with proposal. New bollard may be required depending on condition of existing bollard.

REF	LOCATION	DESCRIPTION OF PROPOSAL	BARRIER PHOTOGRAPH	ROAD SAFETY COMMENT	HIGHWAY COMMENT
4.22	Manor Park	REPLACE with line of bollards. Will Untangle cycle and pedestrian routes. (low priority)		RSA. Comment 1	Agree with proposal
4.23	Manor Park Footpath	REMOVE.		<p>The accompanying Road Safety Audit report suggests retaining one or more of the barriers at site 4.23 on the Manor Park footpath. If either of these barriers are to remain in situ then it is advised that they are repainted yellow as the paint was observed to be worn during the site visit.</p>	<p>* Exist barriers to be removed and replaced with two bollards. Some hedge trimming and vegetation will need to be cleared.</p>
4.24	Guideway Crossing	REPLACE with a single central bollard on the strength section of path. Potential new guided bus warning sign.		It was observed during the site visit that only one of the barriers was installed at site 4.24 on the guideway crossing.	Agree with proposal of Parish

REF	LOCATION	DESCRIPTION OF PROPOSAL	BARRIER PHOTOGRAPH	ROAD SAFETY COMMENT	HIGHWAY COMMENT
4.25	Girton Footpath	REMOVE, there is no need for this access control. Open up the path to wheeled users as link between villages.		It is believed that the barriers at site 4.25 on the Girton footpath may have been installed originally to prevent abuse from motorcyclists. This matter should be reviewed prior to the removal of the barriers.	*Existing barrier to be removed as proposed. *Existing steps to be taken up and existing ground reformed at allow for wheeled users. *Approval required from PROW Officer. PROW comment- I can confirm that the kissing gate and horse stile (4.25) on Histon Public Bridleway 20 was installed to prevent motor cyclists accessing the Guided Busway maintenance track (Public Bridleway). Permission to install barriers [on Public Rights of Way] is vested to the Public Rights of Way Officer to authorise or remove (Emphasis added). Without evidence of a change in circumstance the kissing gate and horse stile should remain on Histon Public Bridleway 20.

Priority  
Very High  
High  
Medium  
Low

## **Highways Drainage and Formal Spaces -Wish List**

### **Working Document**

**Last updated:** March 2024

**This is a working list of items for which the Parish Council is looking for funding opportunities, but does not imply a commitment to fund.**

### **Cambridge Road, green Triangle Piece of Land (NHP P12)**

- Opportunities to improve image/biodiversity and traffic flow

### **South Road/Villa Road Junction**

- Give way markings

### **Closing link road between Villa Road & The Crescent**

- Stop rat running to new development
- Could link in with existing green triangle space

### **Review/Removal of traffic calming along Station & Cambridge Roads**

- Chicanes
- Speed bumps/cushions

### **Install Cycle Stand on Parish Council or Highways approved land (NHP Project P17)**

### **StAC Phase II**

- widen pavement over bridge
- requires slither off Manorial Waste island
- requires full resurfacing of road
- uncontrolled crossing to island

### **Hammerhead New Road/Bridge Road pedestrian crossing (opposite The Copse)**

- Currently used by pedestrians, cyclists, parked cars and turning head for residents
- Conflict of users
- Needs to be made easier for all users and stop parking on verges

### **B1049 Crossing at Cemetery**

- provide safe crossing point on Glebe Way
- enable access to new cycleway facilities

### **Real Time Information Board request(s)**

- Cambridge Road, Impington

### **Weight Limit Wish list**

- Burgoyne's Road/Milton Road Impington – explored not an option
- Cambridge Road, between Highfield Road and the Chicane

- Top of Station Road by The Old House
- Gatehouse Road/Park Lane

### **No Right Turn from Vision Park**

- Reduce traffic using Station Road/Cambridge Road

### **Improvements to Station Road/Vision Park junction**

- Parked cars cause pinch point for turning cars endangering cyclists

### **New North Histon Guided bus stop (NHP Policy 13)**

- St Audreys Close - provide second Busway stop for north-west of village at point of pedestrian crossing
- support expressed by community

Email from Cllr McKeown 24<sup>th</sup> October 2023

Hello,

Thanks for the draft three-year plan. Here are ideas I would like to include. The issue is that I would like to prepare and introduce them when the time is right. However, baking in a three-year plan means playing them all at once. Some will appear "too bold" - sorry! However, rest assured none need to be tackled right now, but I'd like to see some discussion/investigation before 2027! Also, that I'd be happy to do research and write papers when the time is right for each of them. Since at the moment just bullet point ideas maybe the knee-jerk reactions could wait until they are worked up into larger papers with fully explained rationale? Thank you.

- Fire beaters & sand buckets on walking routes as part of fire plan.
- BBQ stands and fire pits for communal spaces - part of fire plan.
- Resident parking scheme.
- Parking charges. Short term free, charge for long stays. Focus high street parking on visitors not commuters.
- Local shop publicity/support. HI-Buck/HI-Pound/Local gift card scheme.
- Supporting HICLT in finding a space for Makerspace/Tool library.
- Investigating new location for parish office. Allow Rec building to refocus on single 'sport pavilion' remit (bar/changing rooms etc).
- Supporting local businesses. HI hopper bus service/DRT.
- New allotment space ready for loss of Burial Ground plots.

## **Summary of LHI Projects:**

- (20mph – complete)
- (Copenhagen crossing over Station Road at Boot. In progress for 24/25 LHI)
- Station Road North – rationalisation of through street vs residential street. Article drafted. Being considered for Feasibility Advice LHI 25/26
- Crossing and public space near St Andrews centre. Article drafted.
- B1049 reinstate crossing near Cambridge Road – county has discussed plans.
- New Road – improved cycle and foot way. Potential tie in to IVC entrance project.
- Clay Close Lane – junction reprioritisation for active travel
- Station Road Central – rationalization of through street vs residential street.
- Station Road South – rationalization of through street vs residential street.
- High Street – continue rollout of Copenhagen crossings.
- Change 40mph to 30mph to tie in with 20pmh zone.
- Off road active travel link between Girton and Histon.
- (Reduced tarmac at the Crescent – already on wishlist)
- Pedestrian barrier project
- Surface of pages close for active travel
- Direct link from guided busway to recreation ground, adjacent to Histon FC
- Improved design of Station Road/Water Lane junction.
- Improve the B1049 cycle corridor.
- Improve the Butt Lane active travel path
- (Grade separated crossing of the A14. – Counties plans for reinstating the crossing would improve the at grade route)



## **20mph suggestions that went in with CPCA application.**

Verbatim from application form

*In order to further deal with traffic speeds close to the school it is suggested that 'build outs' are constructed north and south of the pedestrian crossing in order to make traffic slow down by having to give way to approaching traffic on the opposite carriage way. These 'build outs' could also provide some points at which traffic dropping children off at the school might pull in into safely without adding to parking congestion in nearby sideroads, one of which is a bus route.*

*Proceeding south towards The Green junction it is suggested that a pedestrian crossing is installed to connect the end of Orchard Road and Pages Close pedestrian alley. A large volume of foot traffic going north towards the school needs to make a safe crossing near this point.*

*Gatehouse Road. It is suggested that the 20MPH zone should start south of the Busway, at an appropriate point, in order to control the speed of traffic approaching the Busway and the busy adjacent cycle and pedestrian route which also crosses Gatehouse Rd. The effectiveness of this measure would be considerably enhanced by a 'build out' that narrowed the road, similar to the arrangement already in place on the eastern approach to the settlement on Milton Road. The remainder of Gatehouse Rd, going back towards Oakington Road, should become a 40MPH zone to discourage speeding along this long straight stretch.*

## **23/24 LHI**

Copenhagen crossing over Station Road between Coop and The Boot. Keep Clear marking within the junction on High Street.

## **24/25 LHI Ideas written up for potential PC website articles**

Station Road North - Consider accepting through route and removing parking, speed humps and creating cycle lanes. Else, focus on residential: lowering or removing through traffic. Explore options for modal filters, pinch points, street trees, gateway features, timed School Street, timed TRO.

Rationalisation of Park Lane/School Hill junction. Gain a pedestrian crossing over the High Street. Gain of public realm between St Andrews Centre and traffic triangle.

## **LHI ideas discussed by LA&I September 6 2022.**

B1049 – Reinstate controlled crossing that was removed after the A14 works completed.

New Road - Extended east side pavement into shared use route. Rationalise parking bays to retain two-way traffic. Extend shared use into the main carriageway where required to maintain safe shared width. In places, this will form single lane traffic calming to maintain through access, but discourage unnecessary trips.

Clay Close Lane - Priority crossing from IVC directly into Clay Close Lane to take the obvious active route off Burgoynes Road. Filter Clay Close Lane for no through traffic. Redesign Clay Close Lane and Milton Lane junction for improved sight lines, easier pedestrian and cycle movements.

Station Road Centre - Remove through traffic at War Memorial to Chequers. Road Traffic Management Act 6 is now available so bus access through filters is possible to retain Citi8, which is the issue that blocked the previous attempt.

Station Road South - Remove or reduce through traffic Chequers to Camel. Access for Citi8. Local Plan consideration for village hub at guided busway may require reduction only.

High Street - Continue roll out of Copenhagen crossings; Station Road, Home Close and Tesco Express. (Became 23/24 LHI bid).

## **Others**

Discussion from 20mph zone showed an interest in reducing the current 40mph B1049 to 30mph. Would match speed on B1049 south of A14 junction.

Off road greenway between Histon and Girton. Potential routes explored by Camcycle and discussed with residents at Girton on the Move and HI Eco Fest events.

Reduction of tarmac/crossing distance at The Crescent/Villa Road.

I know its already somewhat underway, but I suspect the barrier removal project will need some budget to implement its recommendations (assuming it ever makes any of course)

Surfacing Pages Close (Junior school to Glebe way) to make a wider alternative to the narrow pedestrian walkway. Challenges include the fact that its not a adopted road, and how to manage the potential increase in car traffic. I'm told residents like to keep it bumpy to discourage other users

Direct link from busway, through football ground car park to New Road, to prevent IVC students needing to cross B1049 at all

The Station Road -> Water lane mouth is also really quite large, this can make it a bit hairy turning right from Station Road (southbound) to Station Road, due to the speed that some cars come around the corner. So reduction of width there

Improving the main north south cycle route.

- Turning the lanes into raise lanes (such as Histon Road Cambridge)

- Seeing if anything can be done to improve the cross roads at the Green (although I'm somewhat at a loss as to what, short of knocking down the Rose and Crown!
- Particularly improving the north bound lanes north of the Green
  - o I see a lot of families using the road there in the mornings, probably because the 'cycle path' on the east side is so full of families walking that it seems somewhat rude trying to proceed at a sensible bike speed.
  - o This would also tie in nicely with an improved/surfaced Pages close, from there up to the Park School

Improving the hopelessly narrow path toward Milton on Butt lane (or further reducing the speedlimit)

And (while dreaming) Grade seperated crossing of the A14 on the B1049 line.

# Histon & Impington Parish Council

## Highways, Drainage and Formal Spaces Committee

<b>REPORT TO:</b>	<b>HDFS committee</b>	<b>26<sup>th</sup> March 2024</b>
<b>AUTHOR:</b>	<b>Amelia Luck</b>	-----

### Purpose:

The purpose of this report is to request approval of payment to order signage for bins across the village in support of the new 20mph limit and approval for delegation to staff to action.

### Background:

The parish council recently received a request by a resident of for wheely bin stickers which would have 20mph speed limit shown on them. Instantly office staff went out and obtained 3 quotes which you will find below. The Parish Council have previously purchased these wheely bin stickers for the 30mph speed limit but since this speed limit has since been reduced to 20mph, updated wheely bin stickers will be gratefully received by residents and make the villages safer.



### Quotes:

3 quotes have been obtained for these wheely bin stickers all of which contain 500 self adhesive stickers.

Quote 1- quote 1 is at the value of £329.99 inc VAT and free delivery

QTY	DESCRIPTION	TOTAL
1	PACK OF 500 SELF ADHESIVE WHEELY BIN STICKERS "20mph please drive carefully" 210 x 300mm	Total- £329.99

Quote 2- Quote 2 is at the value of £395.00 inc VAT

QTY	DESCRIPTION	TOTAL
1	PACK OF 500 SELF ADHESIVE WEATHERPROOF VINYL "TWENTY IS PLENTY 20MPH PLEASE DRIVE CAREFULLY" 220 X 300mm	£395.00

Quote 3- Quote 3 is at the value of £994.34 inc VAT and free shipping

QTY	DESCRIPTION	Total
166	3X PACK OF 20MPH A4 VINYL STICKERS- 20MPH SPEED SIGNS	£994.34

**Recommendation:**

Our recommendation is to proceed with quote 1. The reasoning for this is that they are best value for money and the customer reviews are very positive.