



Cycling+

Hills Road Option A and Option B concept design comparison

The table summarises the main design features of Option A and Option B.

Feature	Option A	Option B
Design Overview	<p>Option A proposes improved walking and cycling facilities, reallocating the road space to Cambridge kerb cycle lanes where space allows.</p> <p>Option A would keep the inbound (towards the city centre) bus lane north of Bateman Street up to Union Lane, improve the existing bus stops and maintain vehicle capacity as far as possible at the signal-controlled junctions to minimise impacts to bus journey times.</p>	<p>Option B proposes more extensive changes that would remove the inbound bus lane from Bateman Street to Union Lane and move the Hills Road kerb lines to provide wider Cambridge kerb cycle lanes from Lensfield Road to Purbeck Road.</p> <p>More significant changes are proposed to the Station Road and Cherry Hinton Road junctions.</p>
Walking	<p>No change to existing signal-controlled pedestrian crossings, and there would be new, continuous footpath treatments across the side roads.</p>	<p>Same as Option A along with additional footpath space provided at the Station Road junction.</p> <p>There would be a new Toucan signal-controlled crossing (pedestrians and cyclists) at the Purbeck Road junction.</p>
Cycling	<p>Keeps existing footpath kerb lines as far as possible but with the addition of Cambridge kerb to provide a better level of segregation between cycle lanes and the carriageway (minimum of 1.5m width). Inbound bus lane retained where cyclists share lane with buses and taxis.</p> <p>Extension of cycle lanes to provide a continuous approach to the junctions.</p> <p>Existing cycle lane layout on Hills Road railway bridge as now, but with the installation of Cambridge kerb.</p> <p>Central right-turn cycle waiting space created at the Purbeck Road junction.</p>	<p>Existing kerb lines moved to make space for wider cycle lanes (up to 2.3m) with added Cambridge kerb to provide a better level of segregation between cycle lanes and the carriageway.</p> <p>Fully segregated cycle facilities at Station Road (partial CYCLOPS) and Cherry Hinton Road (full CYCLOPS) junctions. Additional cycle facilities at the Brooklands Avenue junction including the addition of cycle lanes on both the Hills Road outbound and Brooklands Avenue approaches, an all-movement exit for cyclists from Brookgate and a 'Hold the Left Turn' cycle facility on Hills Road inbound.</p> <p>On Hills Road railway bridge, Cambridge kerb cycle lanes provided along the full length of the bridge, next to the footpaths.</p> <p>There would be a new Toucan signal-controlled crossing (pedestrians and cyclists) at the Purbeck Road junction and a short section of two-way cycle lanes at the Purbeck Road junction.</p>

Feature	Option A	Option B
Signal Controlled Junction Approach	Crossing improvements and the addition of continuous cycle lane access to advanced stop lines. Limited changes to the general traffic lanes.	Crossing improvements and the addition of continuous cycle lane access to advanced stop lines. Proposals also include fully segregated cycle facilities at Station Road and Cherry Hinton Road junctions and additional cycle facilities at the Brooklands Avenue junction.
Buses	No change to the existing inbound bus lane between Bateman Street and Union Road (restrictions extended to 24 hours). Short section of bus lane removed on approach to the Cherry Hinton Road junction to make space for a continuous cycle lane approach to the junction. Bus stops retained in current positions; four of the bus stops upgraded to floating layouts.	Inbound bus lane between Bateman Street and Union Road removed to provide wider cycle lanes. Short section of bus lane removed on the approach to Cherry Hinton Road junction to make space for a continuous cycle lane approach to the junction. All bus stops upgraded to floating layouts.
Hills Road railway bridge	Existing layout retained and upgraded with Cambridge kerbs.	Cycle lanes with Cambridge kerb provided along the full length of the bridge next to the footpaths.
Hills Road Sixth Form College	Central right-turn cycle waiting space provided on Hills Road at the Purbeck Road junction.	Toucan signal-controlled crossing (can be used by both pedestrians and cyclists) and short section of two-way cycle lane provided at the Purbeck Road junction.
On-street servicing and delivery vehicle parking	Dedicated loading bays on the side roads (Harvey Rd, St Pauls' Rd, Glisson Rd and Norwich Street). Minor changes to the Hills Road waiting and loading restrictions. Servicing and loading permitted from the inbound bus lane outside peak times.	Dedicated loading bays on the side roads (same as Option A) and a single time-restricted loading bay on Hills Road, north of Russell Street. More extensive changes to the existing waiting and loading restrictions along Hills Road.
Vehicles	Maintains vehicle capacity as far as possible at signal-controlled junctions, keeping existing two-lane approaches for vehicles where possible.	Throughout the scheme, reduction in traffic lanes approaching each signal-controlled junction to create more space for pedestrian and cycling facilities.

For scheme definitions, please see FAQ section / survey on website:

www.greatercambridge.org.uk/cycling-plus-hills-road