

Histon Road Bus Priority Corridor

*Workshop 3: Key scheme
challenges*

November 2016



WORKSHOP AGENDA

- **1. Welcome & Scene Setting** **6.30**
- **2. Presentation on the Assessment Process** **6.35**
- **3. Discussion Session - Pros & Cons** **6:50**
 - Victoria Rd Junction / North of Victoria Rd / Windsor rd / Gilbert Rd Junction / North Gilbert Close
- **4. Break** **7.30**
- **5. Discussion Session – Alternatives** **7:45**
 - Victoria Rd Junction / North of Victoria Rd / Windsor rd / Gilbert Rd Junction / North Gilbert Close
- **6. Feedback Session** **8.30**
 - Top 3 ideas / Top 3 concerns from each group (3 mins from each group)

HISTON ROAD & MILTON ROAD: INITIAL OBJECTIVES

- Comprehensive **priority for buses** in both directions wherever practicable (to reduce journey time and improve reliability)
- Additional capacity for sustainable trips to employment/education sites (to reduce journey time and improve reliability for walking and cycling)
- Increased bus patronage and new services
- **Safer and more convenient routes** for **cycling** and **walking**, segregated where practical and possible (improve road safety and reduce journey time)
- **Maintain or reduce general traffic levels** (congestion)
- Enhance the **environment, streetscape and air quality** (public realm, trees, verges)

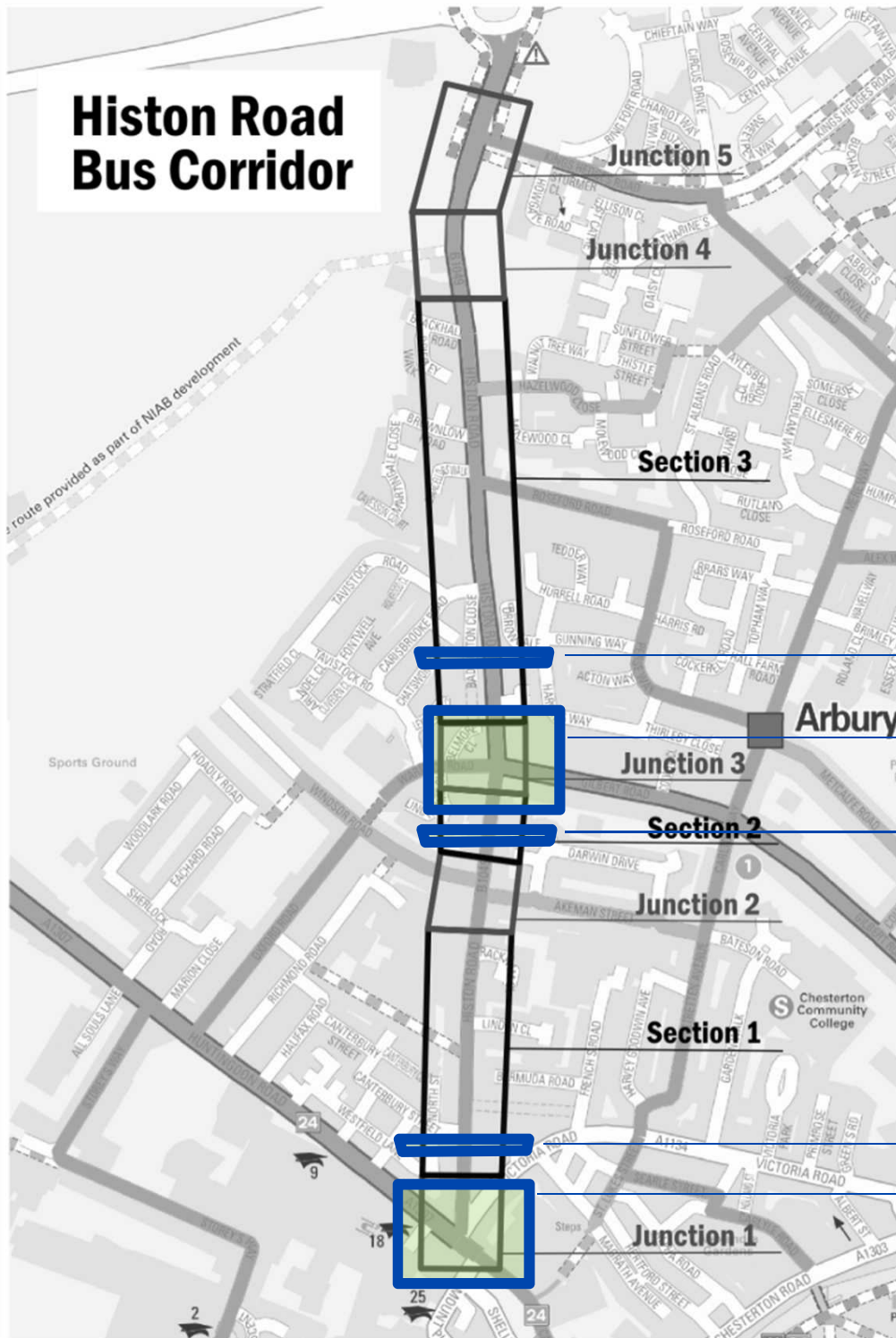
EXECUTIVE BOARD RESOLUTIONS - JUNE 2016

- *“Take forward ‘Do Maximum’ option initial ideas for further design work” (inbound bus lane through to Gilbert Road)*
- *“Exclude 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”*

OBJECTIVES: ASSESSMENT FACTORS

- Journey time/reliability:
 - Motor vehicles
 - Buses
 - Cyclists
 - Pedestrians
- Ability to manage network (congestion)
- Road safety:
 - Motor Vehicles
 - Cyclists
 - Pedestrians
- Public realm opportunities (inc trees/verges)

Histon Road Bus Corridor



5. near Gilbert Close

4. Gilbert Road

3. Near Windsor Road

2. near Victoria Road

1. Victoria Road

PROS AND CONS: 1. VICTORIA ROAD

EXISTING LAYOUT



Advantages:

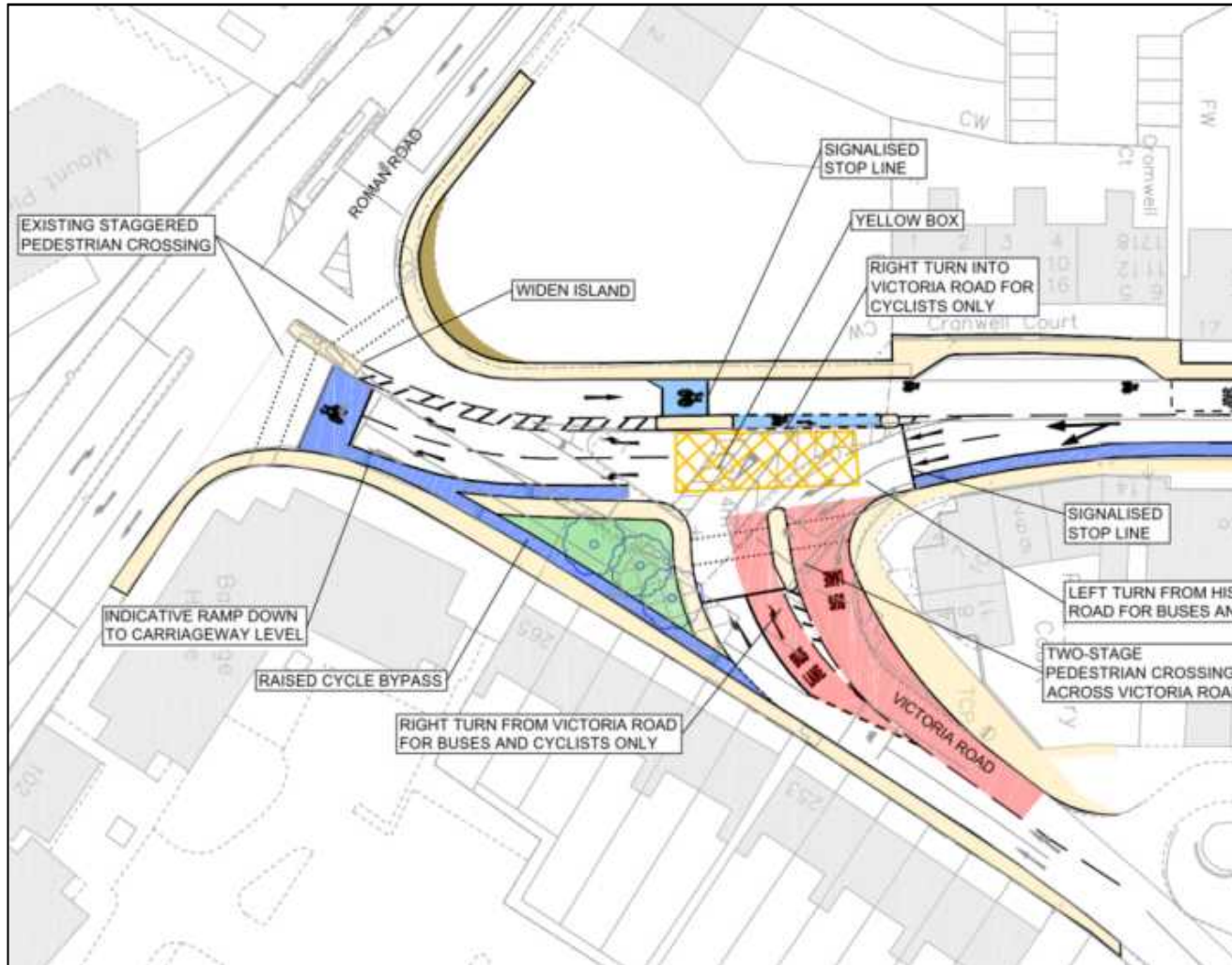
- Greater capacity/priority for E-W bound vehicles
- Unrestricted access for vehicles on all arms

Disadvantages:

- Heavily congested Histon Rd southbound in AM peak
- No priority for buses
- Relatively complicated junction layout
- Minimal provision for cyclists
- Ped crossings not on all arms, off desire lines
- Poor quality public realm & lack of green space/trees

PROS AND CONS: 1. VICTORIA ROAD

CURRENT DESIGN



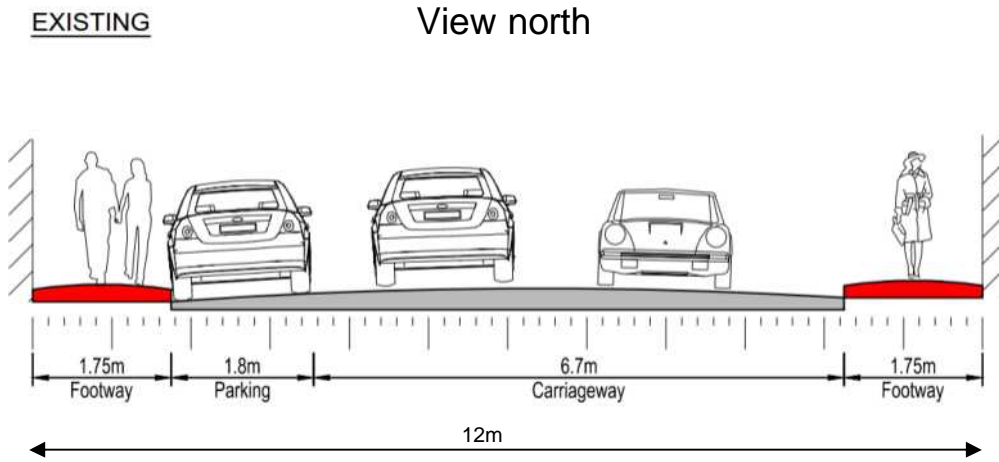
Advantages:

- Restricted turns provide greater junction capacity
- Greater capacity for southbound vehicles, inc buses
- Simplified junction layout
- Cycle priority measures
- Green space/trees
- Crossing closer to desire line

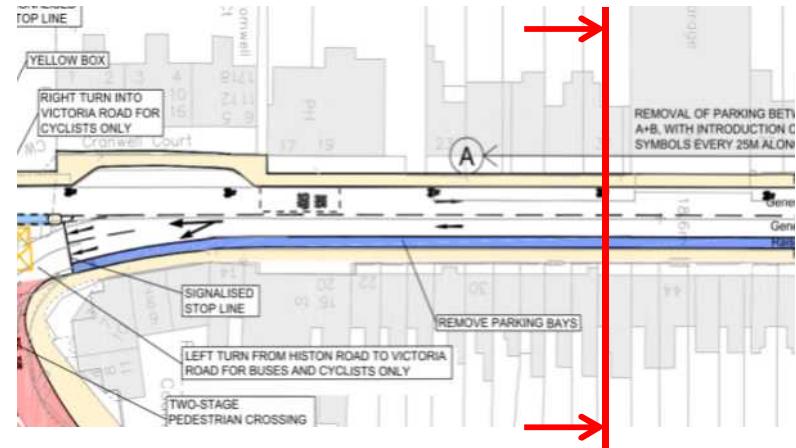
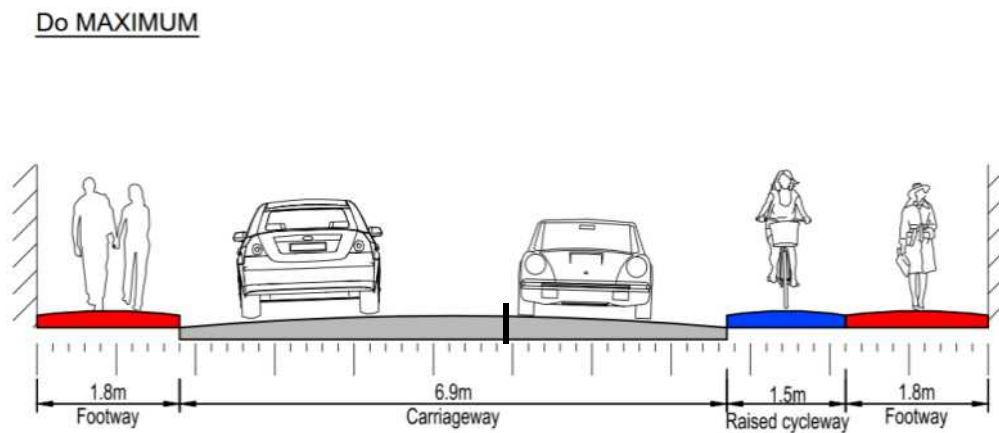
Disadvantages:

- Additional traffic on other routes from banned turns
- Reduced capacity/priority for E-W bound vehicles
- Ped crossings not on all arms
- Eastbound cycle movement more difficult than westbound

PROS AND CONS: 2. TYPICAL CROSS SECTION – NR VICTORIA RD



Existing (view north)

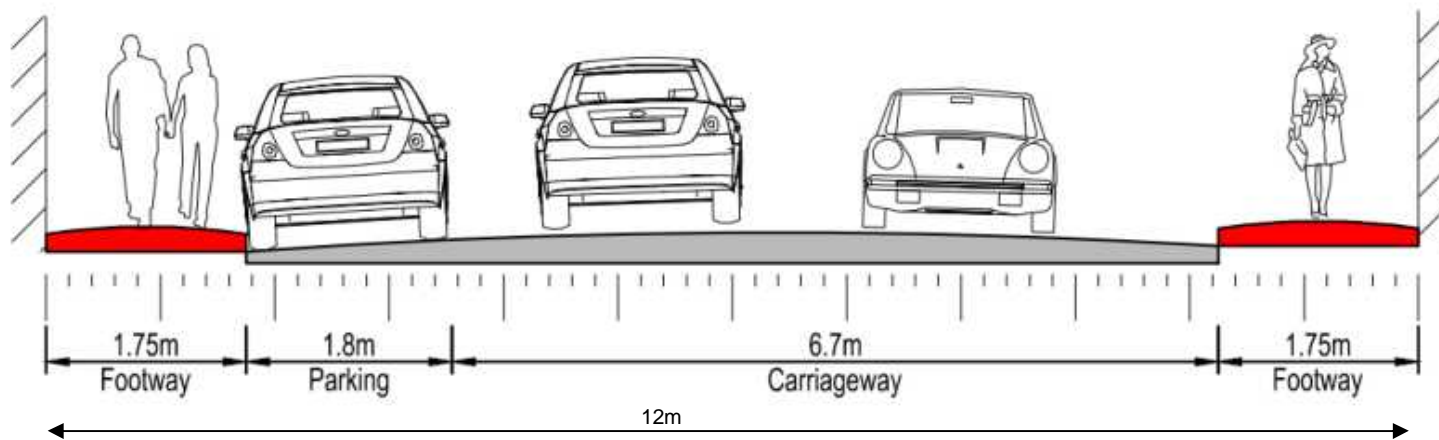


Current design (view north)

PROS AND CONS: 2. TYPICAL CROSS SECTION – NR VICTORIA RD

EXISTING LAYOUT (VIEW TOWARDS GILBERT ROAD)

EXISTING



Advantages:

- Parking on one side of the road

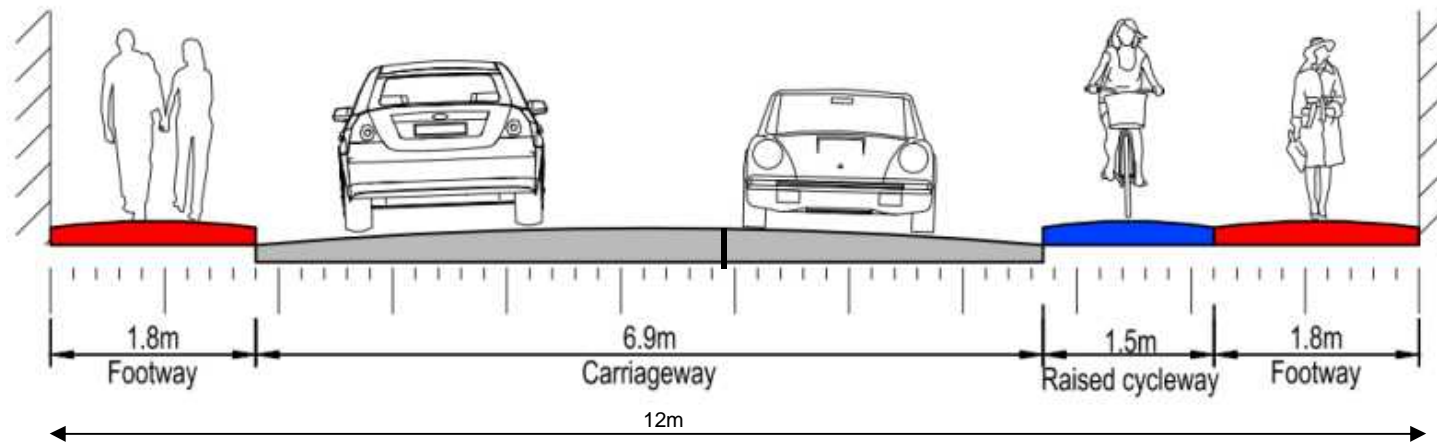
Disadvantages:

- No cycle lanes
- Relatively narrow footways

PROS AND CONS: 2. TYPICAL CROSS SECTION – NR VICTORIA RD

CURRENT DESIGN (VIEW TOWARDS GILBERT ROAD)

Do MAXIMUM



Advantages:

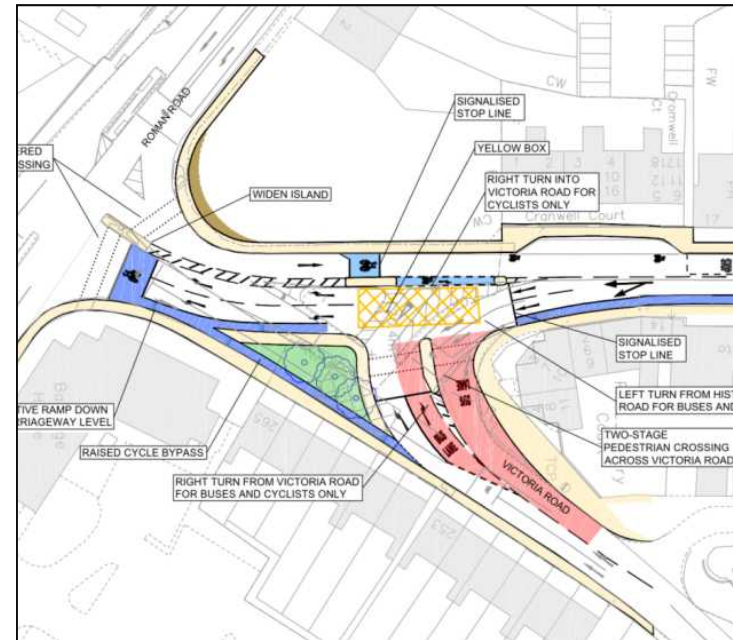
- Southbound segregated cycle lane

Disadvantages:

- No northbound cycle lane
- Relatively narrow footways
- No on-street parking

OBJECTIVES: ASSESSMENT FACTORS

Factor	Existing layout	Current design	Alternative A	Alternative B	Alternative C	Weighting (1-10)
Journey time/reliability:						
Motor vehicles	3	7	7	7	7	4
Buses	3	7	7	7	7	5
Cyclists	7	8	8	8	8	4
Pedestrians	7	8	8	8	8	3
Ability to manage network	5	6	6	6	6	5
Road safety:						
Motor vehicles	5	7	7	7	7	7
Cyclists	3	7	7	7	7	7
Pedestrians	7	7	7	7	7	7
Public realm/trees	5	5	5	5	5	7
Score	45	62	62	62	62	



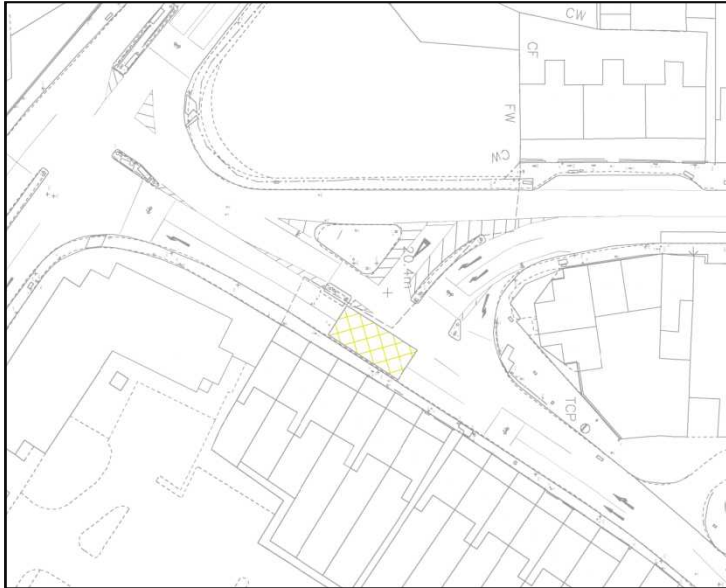
Score 1-10, where 1=very poor, 10=very good

Weighting 1-10, where 10 is very important

ASSESSMENT 1 – VICTORIA WAY JUNCTION (A)

ALTERNATIVE DESIGN A (MARK=UP THIS PLAN)

EXISTING LAYOUT



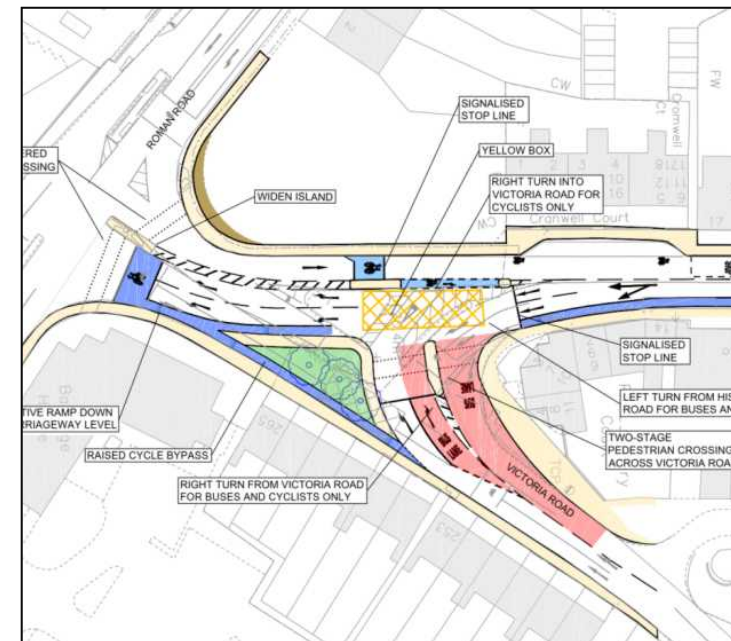
SCORING TABLE (ADD IN YOUR SCORES)

Factor	Existing layout	Current design	Alternative A	Alternative B	Alternative C	Weighting (1-10)
Journey time/reliability:						
Motor vehicles						
Buses						
Cyclists						
Pedestrians						
Ability to manage network						
Road safety:						
Motor Vehicles						
Cyclists						
Pedestrians						
Public realm/trees						
Score						

Score 1-10, where 1=very poor, 10=very good
Weighting 1-10, where 10 is very important

Factor	Existing layout	Current design	Alternative A	Alternative B	Alternative C	Weighting (1-10)
Journey time/reliability:						
Vehicles	3	7	7	7	7	4
Buses	3	7	7	7	7	5
Cyclists	7	8	8	8	8	4
Pedestrians	7	8	8	8	8	3
Ability to manage network	5	6	6	6	6	5
Road safety:						
Vehicles	5	7	7	7	7	7
Cyclists	3	7	7	7	7	7
Pedestrians	7	7	7	7	7	7
Public realm/trees	5	5	5	5	5	7
Score	45	62	62	62	62	

CURRENT DESIGN



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