

# Histon Road Bus Priority Corridor

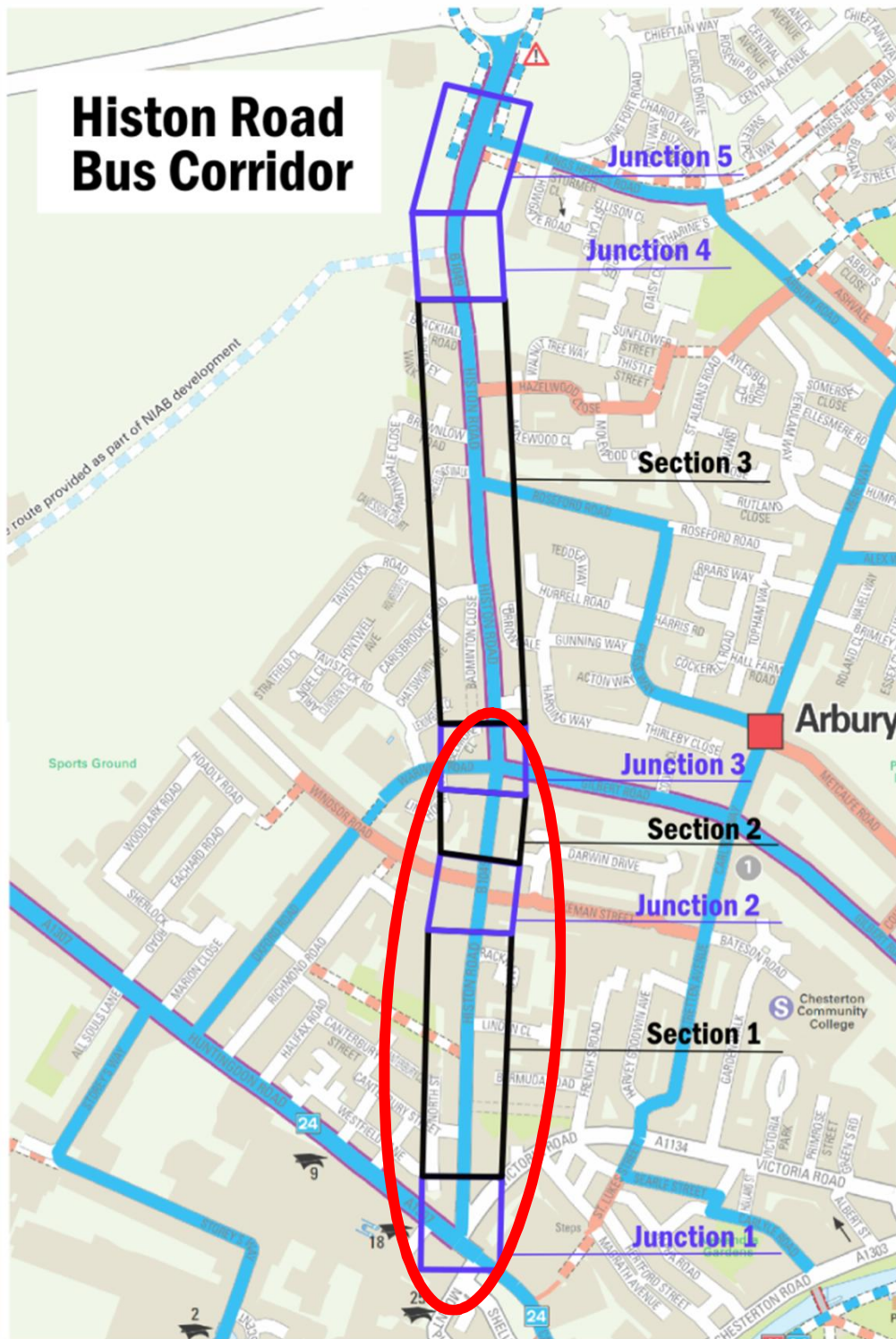
*Workshop 1A: Design  
parameters and  
geographic constraints –*

*Victoria Road to Gilbert  
Road*

October 2016



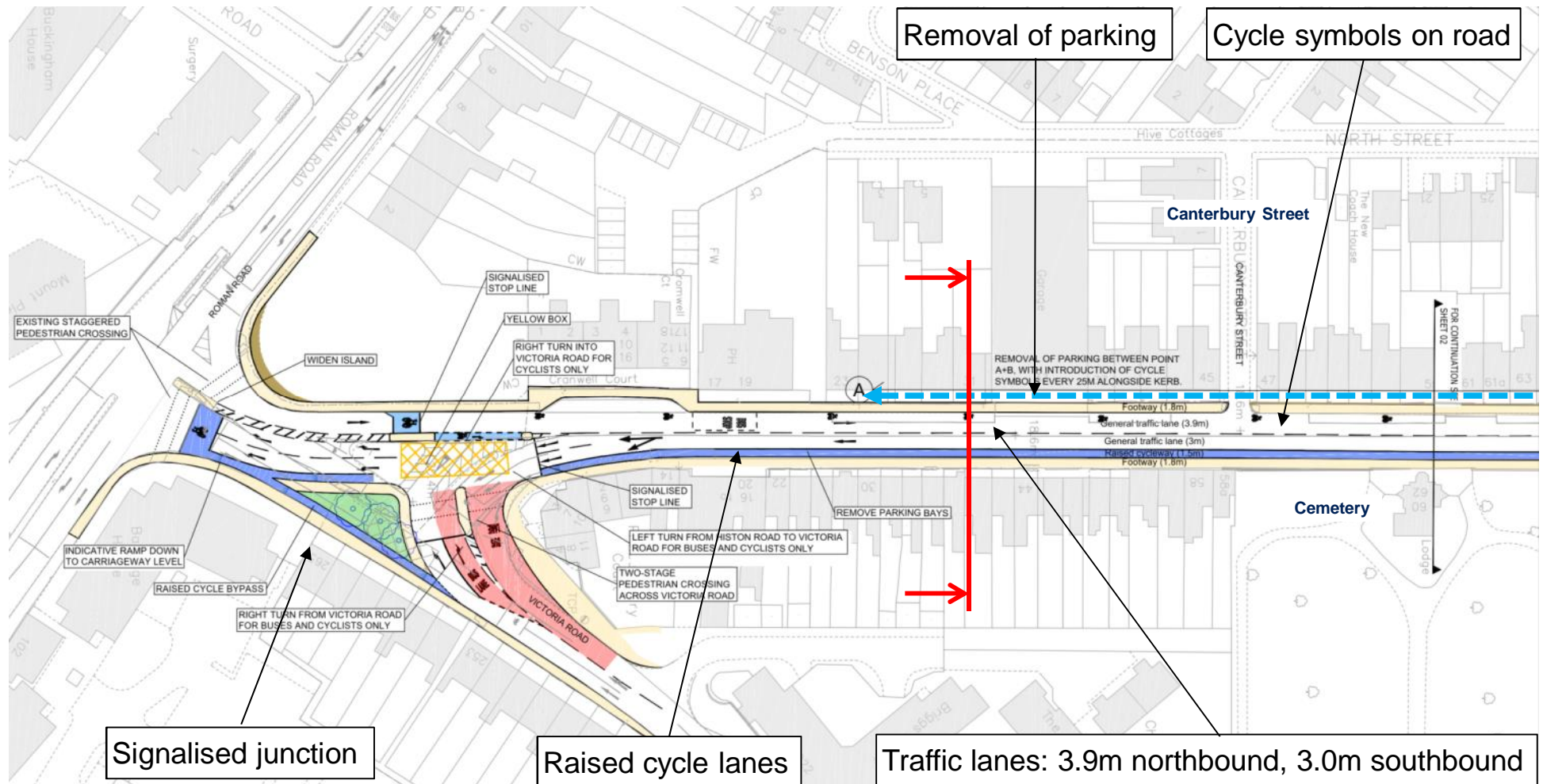
# Histon Road Bus Corridor



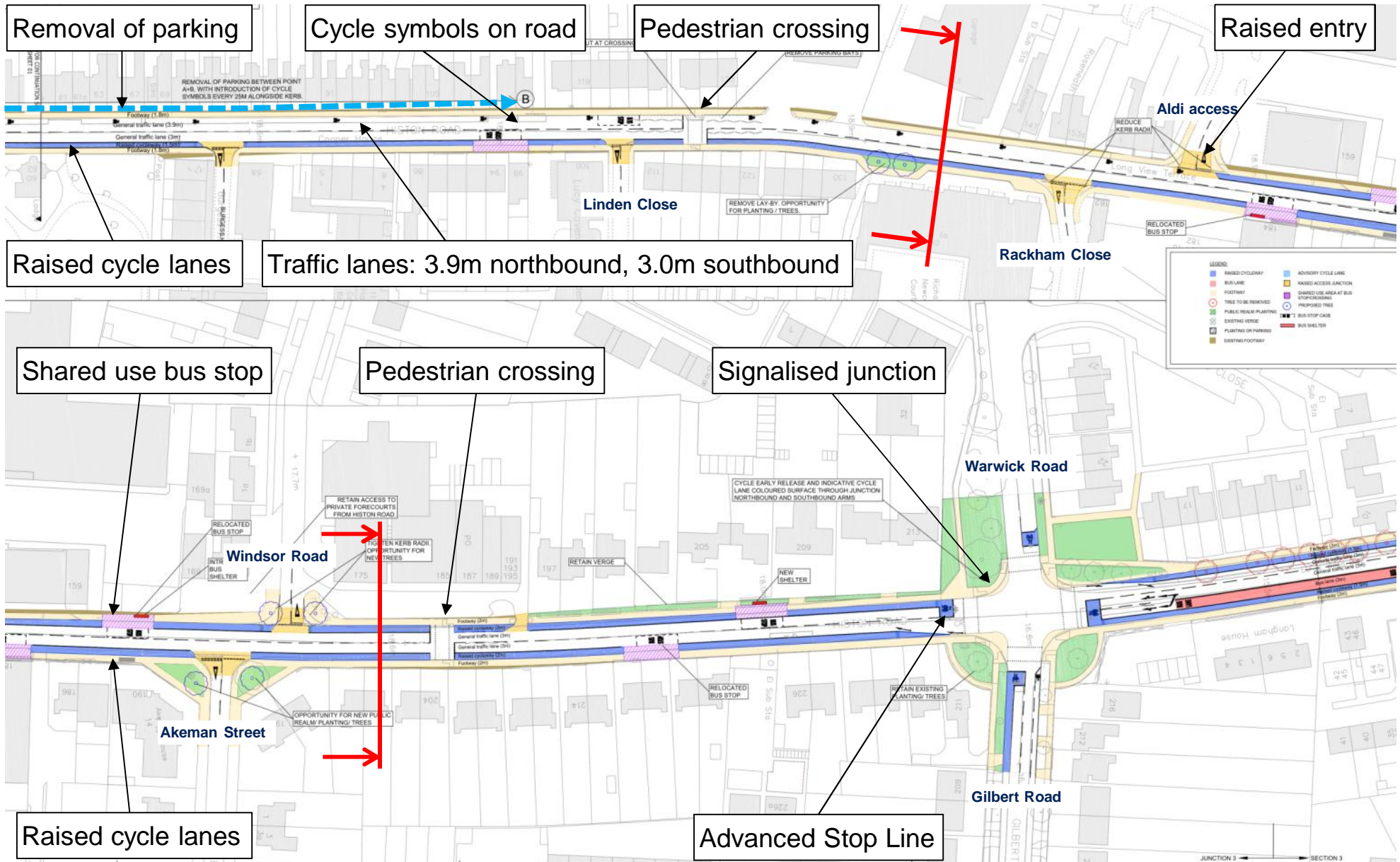
## Key principles:

- Bus lanes in both directions
- Continuous provision for cyclists, segregated where possible
- Pedestrian & cycle crossing facilities
- Enhancement to streetscape
- Nil detriment to current traffic delay

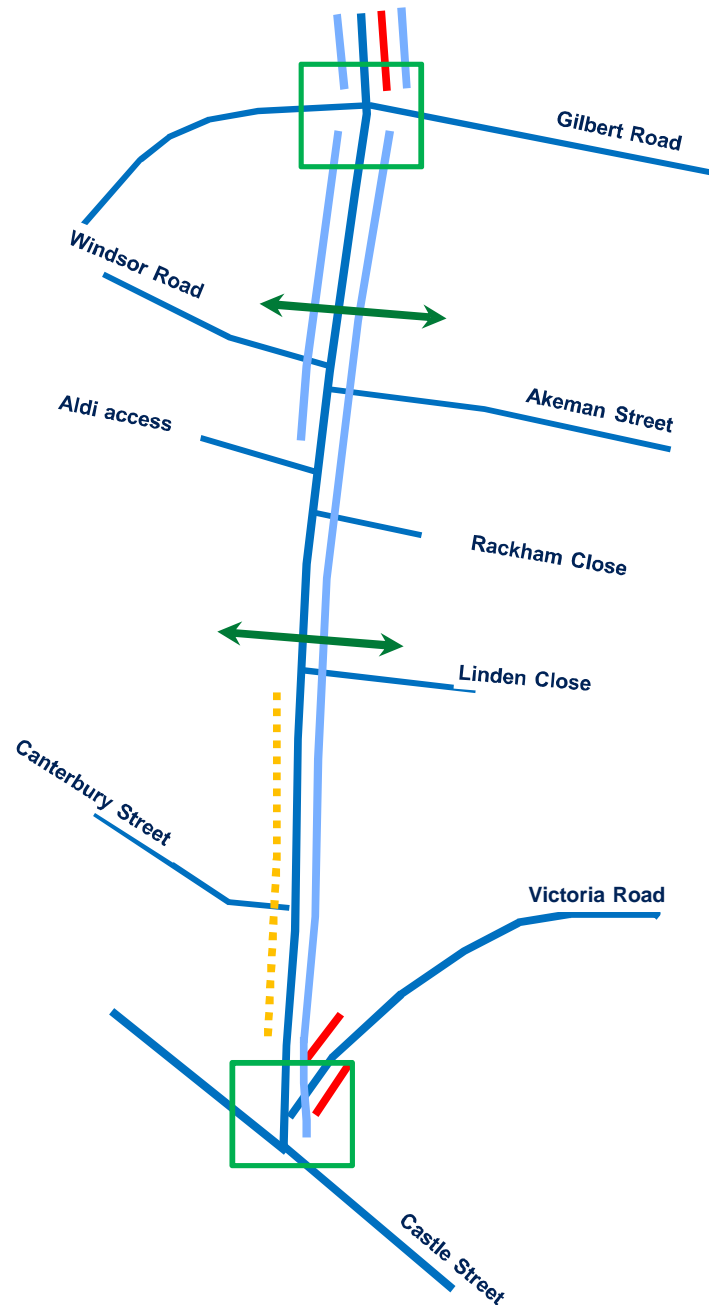
# CURRENT DESIGN LAYOUT: VICTORIA RD JUNCTION TO CEMETERY








# CURRENT DESIGN LAYOUT: CEMETERY TO GILBERT ROAD



# SUMMARY OF KEY FEATURES

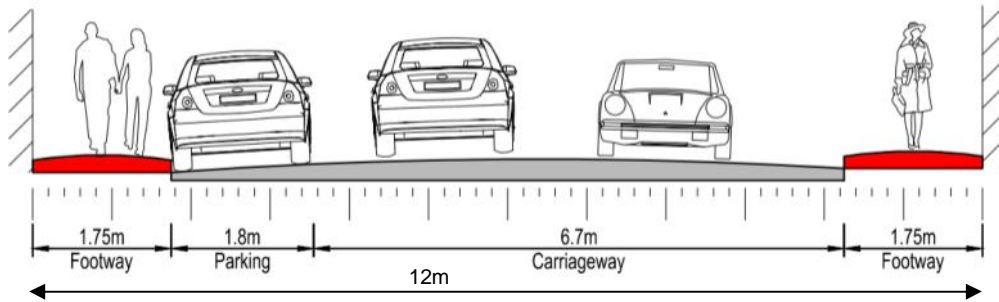


-  Signalised junctions
-  Bus lanes (exact length yet to be determined)
-  Segregated (raised) cycle lanes
-  Removal of on-street parking
-  Controlled crossings

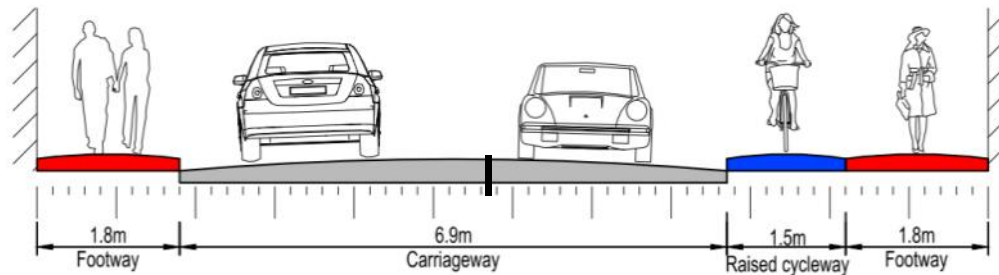
# DESIGN PARAMETERS: TYPICAL CROSS SECTIONS

EXISTING

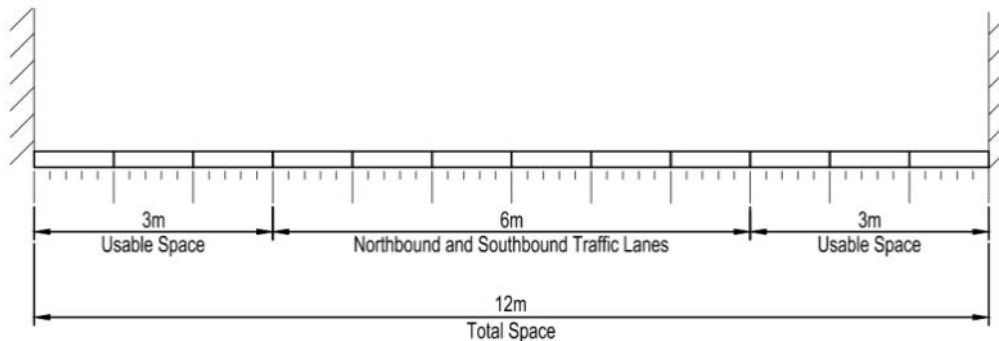
View north



Do MAXIMUM



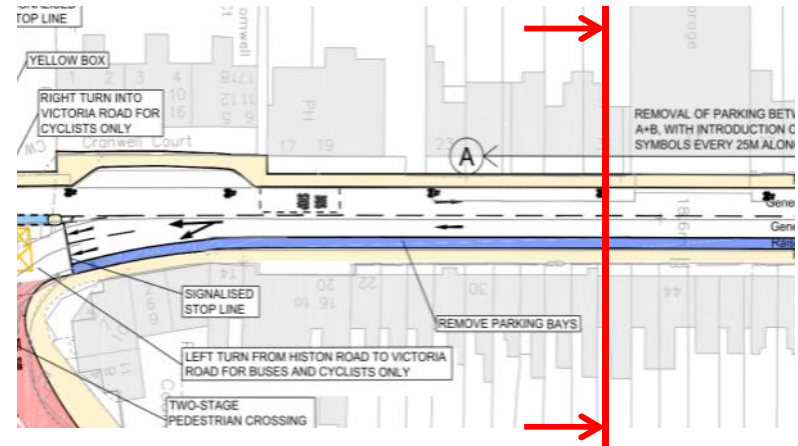
POTENTIAL



## Cross Section near Victoria Rd



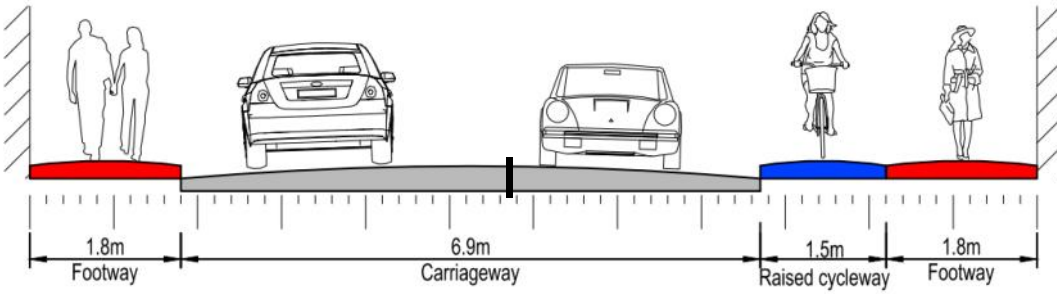
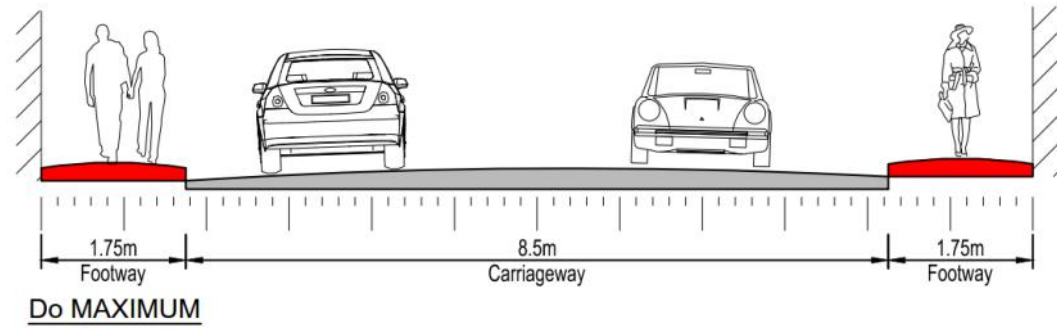
Existing (view north)



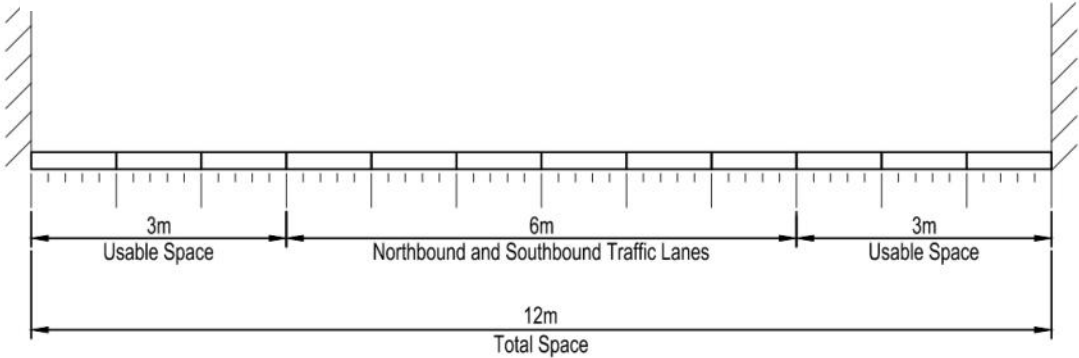
Current design (view north)

# DESIGN PARAMETERS: TYPICAL CROSS SECTIONS

EXISTING View north



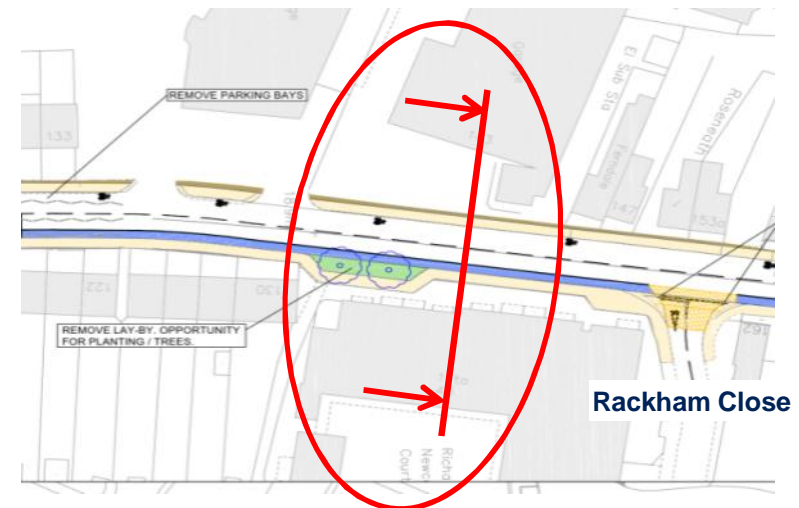
POTENTIAL



## Cross Section near Rackham Cl

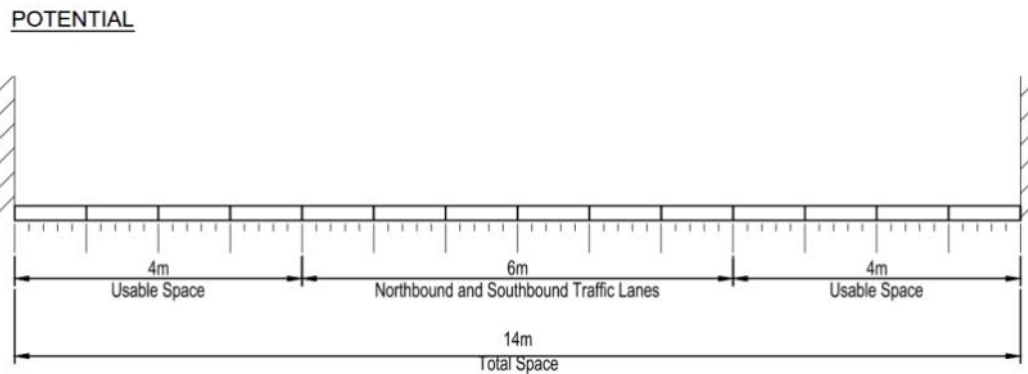
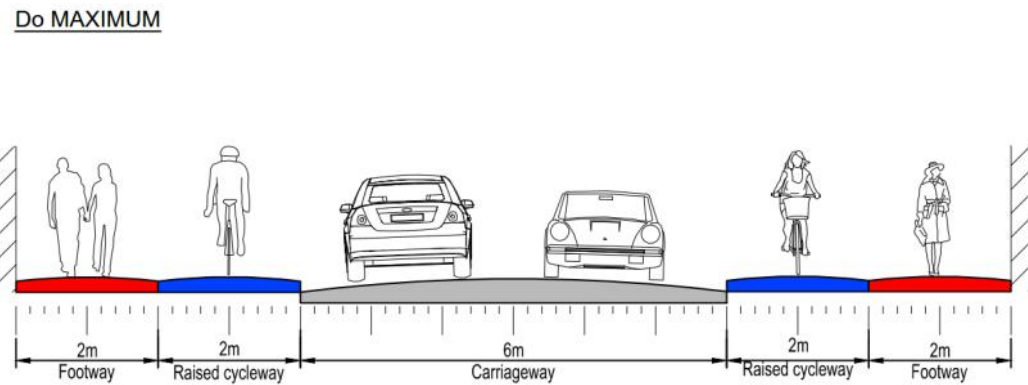
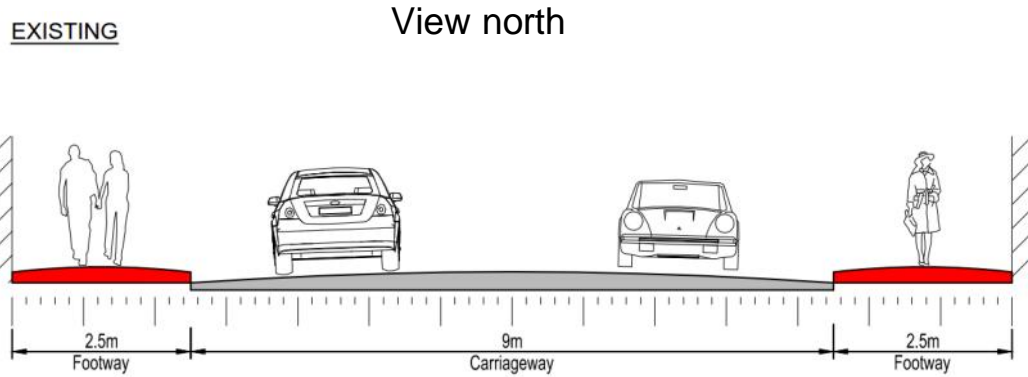


Existing (view north)



Current design (view north)

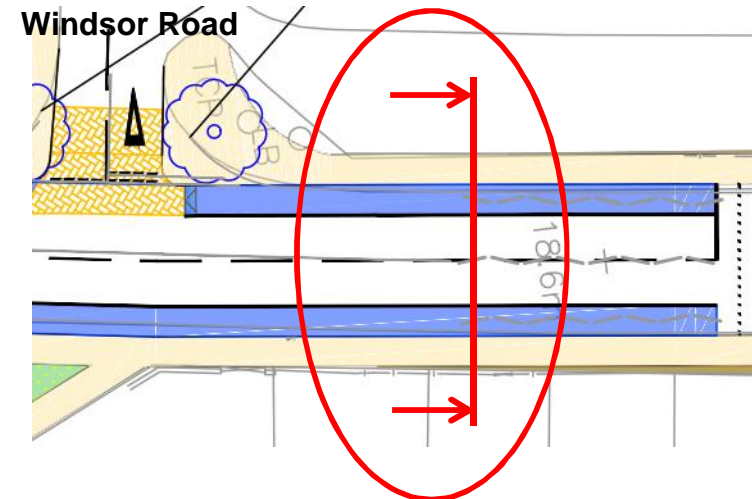
# DESIGN PARAMETERS: TYPICAL CROSS SECTIONS



## Cross Section near Windsor Rd



Existing (view north)











Current design (view north)



# DESIGN PARAMETERS

## Degrees of separation from motor vehicles

A. Full separation (on links)	<p><b>Fully segregated lane/track</b></p> <p>Lane segregated by a continuous or near-continuous physical upstand (kerbs and/or segregating islands) along links.</p> 
	<p><b>Stepped tracks:</b> Vertically separated cycle tracks at an intermediate level between the footway and main carriageway.</p> 
	<p><b>Light segregated lane</b></p> <p>A facility separated and protected by intermittently placed objects. These generally includes formal, mandatory lane markings.</p> 
B. 'Dedicated' cycle lanes	<p><b>Mandatory cycle lane</b></p> <p>A marked lane for exclusive use of cyclists (with some exceptions) during the advertised hours of operation. It is an offence for other vehicles to enter, unless they are exempted.</p> 
	<p><b>Shared bus lane</b></p> <p>Cyclists may use the full width of the bus lane during and beyond its hours of operation. Applies to nearside, with-flow bus lanes, and should extend to contraflow and offside types.</p> 
C. 'Shared' lanes	<p><b>Advisory cycle lane</b></p> <p>An area intended for, but not legally restricted to, cyclists' use. Other vehicles are permitted to enter or cross it.</p> 
	<p><b>Cycle street</b></p> <p>A street where cyclists have assumed priority in a speed restricted area, variously marked with or without formal cycle lanes or indicative areas for cycling. The concept is promoted by DfT in its draft revisions to TSRGD (2014).</p> 
D. Integration	



Fully segregated lane/track



Stepped track ('raised cycleway')



Light segregated lane



Mandatory cycle lane



Mandatory cycle lane adjacent to bus lane



Advisory cycle lane

# DESIGN PARAMETERS

## Degrees of separation from pedestrians

A. Full separation from motorised vehicles

### Cycle track

An off-carriageway route dedicated to cyclists, which may or may not be next to a pedestrian-only path. Some physical separation (which can include vertical separation) must be present if cyclist and pedestrian routes are next to one another.



### Separated path

A path where separate areas for cyclists and pedestrians are clearly indicated.



### Suggested route through shared use area

A route for cyclists through an area closed to motor traffic but shared with pedestrians. Subtle changes in surface materials and wayfinding allow some indication to pedestrians of where cyclists are likely to move through. These may be in locations with a high place function, but where it is important to assert clearly the right of cyclists to be there.



### Shared use path

A path either alongside or removed from the carriageway that is shared between cyclists and pedestrians without any form of separation. Examples include canal towpaths, paths through parks and cut-throughs away from the highway.



**Shared use area:** Area shared between cyclists and pedestrians, usually to allow cyclists to make a turn, cross from one side of the street to another, or make a transition between other types of cycling facility.



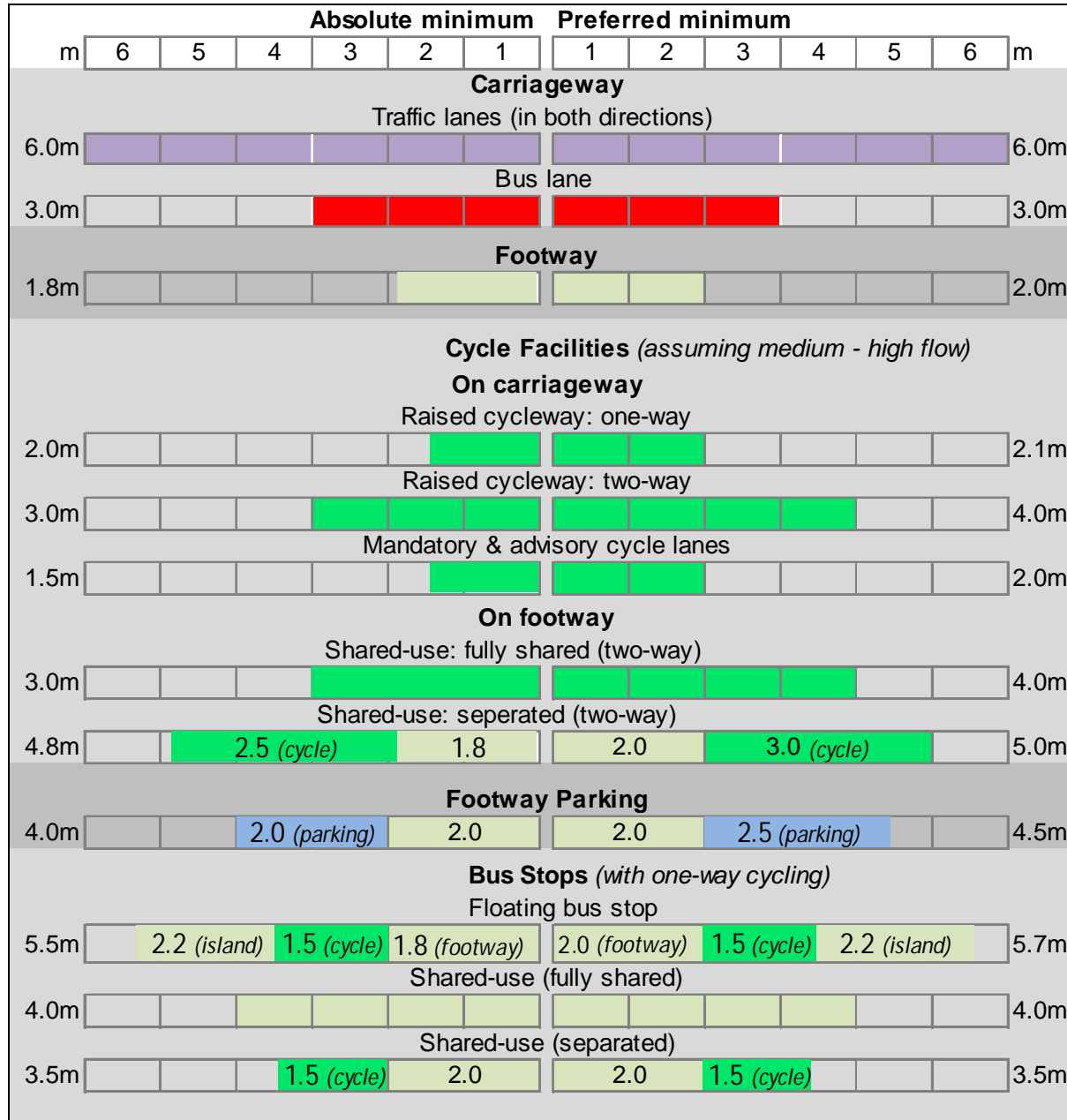
Shared-use path: separated



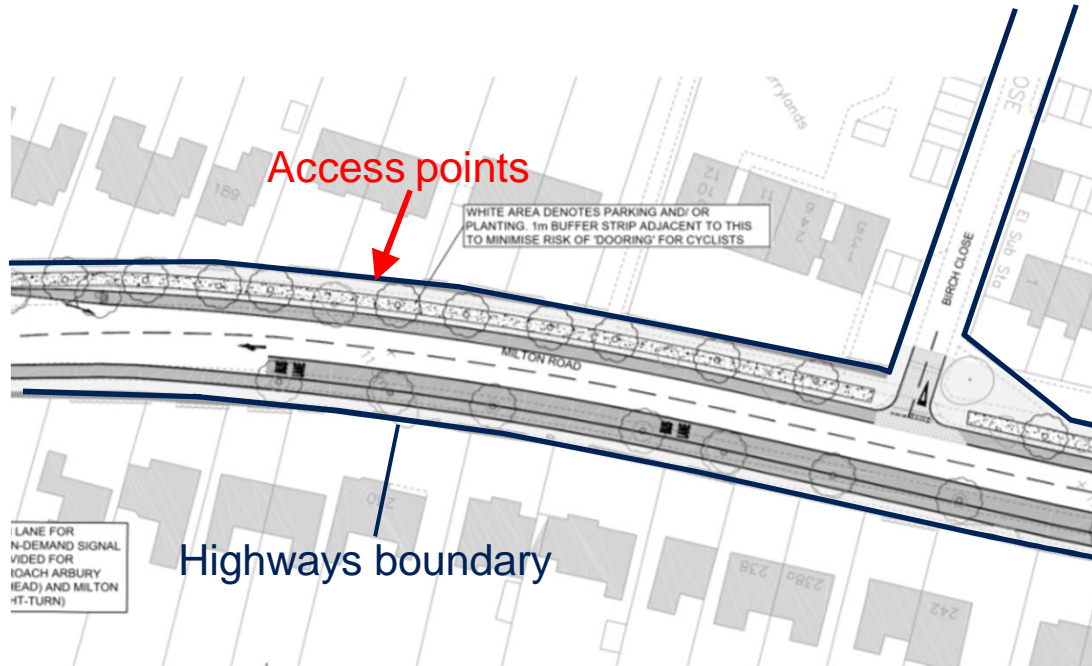
Shared-use path: fully shared



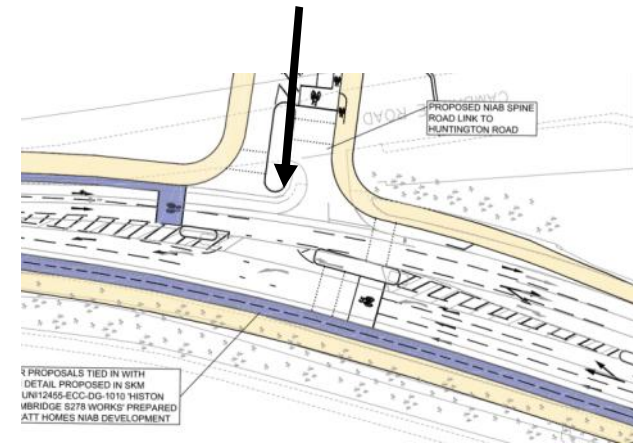
# DESIGN PARAMETERS – MINIMUM WIDTHS



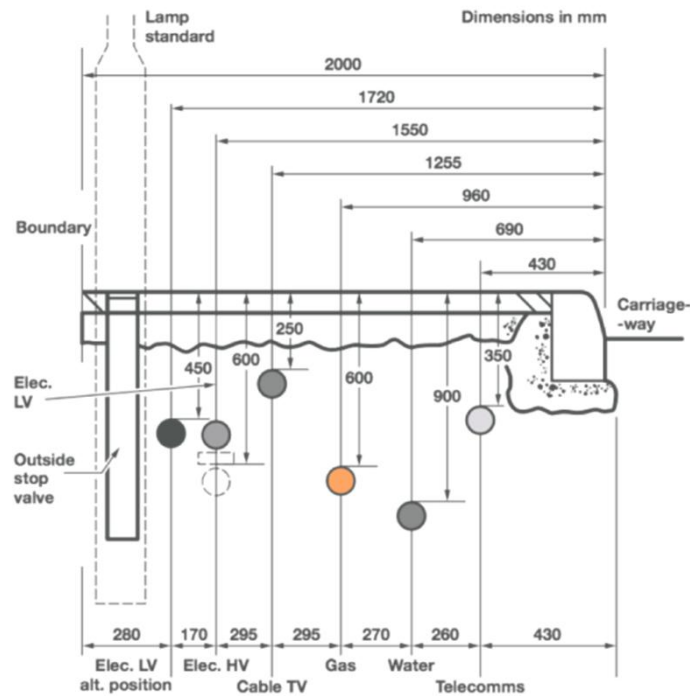
# KEY CONSTRAINTS



## Scheme tie-ins



## NIAB development



## Underground utilities

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