Histon Road Bus Priority Corridor

Workshop 2B: Design details –

Gilbert Road to Kings Hedges Road

November 2016
<table>
<thead>
<tr>
<th></th>
<th><strong>Welcome, scene setting and update on Workshop 1</strong></th>
<th>5 minutes</th>
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</thead>
<tbody>
<tr>
<td>2</td>
<td>Presentation on:</td>
<td>20 minutes</td>
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<tr>
<td></td>
<td>- Side road objectives</td>
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<td></td>
<td>- Bus stop options</td>
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<td>- Sustainable drainage options</td>
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<td>- Crossings needs</td>
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<td></td>
<td>- Landscaping opportunities</td>
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<tr>
<td>3</td>
<td><strong>Discussion session:</strong></td>
<td>50 minutes</td>
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<tr>
<td></td>
<td>Options for side road junctions, crossing and bus stop locations</td>
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<tr>
<td>4</td>
<td>Break</td>
<td>10 minutes</td>
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<tr>
<td>5</td>
<td><strong>Discussion session:</strong></td>
<td>30 minutes</td>
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<td></td>
<td>Locations for landscaping, street furniture and sustainable drainage and ideas for planting</td>
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<td>6</td>
<td><strong>Feedback session:</strong></td>
<td>30 minutes</td>
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<td></td>
<td>Top 3 ideas / Top 3 concerns from each group (3 minutes per group)</td>
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<tr>
<td>8</td>
<td>Summing up and next steps</td>
<td>5 minutes</td>
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</table>
HISTON 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)

- Enable an increase in bus patronage and new services

- Safer and more convenient routes for cycling and walking, segregated where practical and possible

- Maintain or reduce general traffic levels

- Enhance the environment, streetscape and air quality
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- Side road junctions
- Bus stops
- Crossings
SIDE ROAD JUNCTIONS

- Tighten junction geometry
- Reduce crossing distance
- Level crossing for pedestrians
- Alert drivers to cyclists
SIDE ROAD JUNCTIONS – ALTERNATIVES

‘Copenhagen crossing’ – Clapham Old Town

Pedestrian priority
Continuous surfacing
SIDE ROAD JUNCTIONS – ALTERNATIVES
SIDE ROAD JUNCTIONS – ALTERNATIVES

Features emphasize change in character

Wide crossing distance

Suitability = balance of pedestrians vs vehicles
SIDE ROAD JUNCTIONS – ALTERNATIVES

Green End Road

5m

Amsterdam

3m

2m
SIDE ROAD JUNCTIONS – ALTERNATIVES

Old Shoreham Road, Brighton

Waltham Forest
BUS STOPS

Carisbrooke Road

Warwick Road

Gilbert Close

PROPOSED SIGNALISED PEDESTRIAN CROSSING
BUS STOPS

Bus stop bypass: Ipswich

Bus stop bypass: Camden

Shared use bus stop

4.0m

3.5m
BUS STOPS

Cycle lane stops at bus cage

Back of footway cycle lane
BUS STOPS

Floating bus stop

5.5m
Pedestrians: Uncontrolled crossing
CROSSINGS

Puffin crossing

Pelican crossing
(no new crossings permitted)

Zebra crossing

Pedestrians: Controlled crossings

Pedestrian Countdown crossing
CROSSINGS

Pedestrians & cyclists: Controlled crossings

Parallel crossing

Toucan crossing
SUMMARY

Widths shown are from kerb to highway boundary for current design at bus stops

Bus stops 1-5: shown as shared use in current design, bus stop 6 is on carriageway
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