Histon Road Bus Priority Corridor

Workshop 1A: Design parameters and geographic constraints – Victoria Road to Gilbert Road

October 2016
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

- Raised cycle lanes
- Cycle symbols on road
- Removal of parking
- Signalised junction
- Raised cycle lanes
- Traffic lanes: 3.9m northbound, 3.0m southbound
CURRENT DESIGN LAYOUT: CEMETERY TO GILBERT ROAD

- Removal of parking
- Cycle symbols on road
- Pedestrian crossing
- Raised entry
- Raised cycle lanes
- Traffic lanes: 3.9m northbound, 3.0m southbound
- Shared use bus stop
- Pedestrian crossing
- Signalised junction
- Aldi access
- Warwick Road
- Linden Close
- Rackham Close
- Aldi access
- Akeman Street
- Windsor Road
- Gilbert Road
- Advanced Stop Line
SUMMARY OF KEY FEATURES

- Victoria Road
  - Signalised junctions
  - Bus lanes (exact length yet to be determined)
  - Controlled crossings
  - Removal of on-street parking
  - Segregated (raised) cycle lanes
DESIGN PARAMETERS: TYPICAL CROSS SECTIONS

EXISTING

View north

Cross Section near Victoria Rd

Existing (view north)

Current design (view north)
DESIGN PARAMETERS: TYPICAL CROSS SECTIONS

Cross Section near Rackham Cl

**Existing (view north)**

**Current design (view north)**

**Rackham Close**

**Usable Space**

**Northbound and Southbound Traffic Lanes**

**Usable Space**

**Total Space**
DESIGN PARAMETERS: TYPICAL CROSS SECTIONS

Cross Section near Windsor Rd

View north

Existing (view north)

Current design (view north)
## DESIGN PARAMETERS

### Degrees of separation from motor vehicles

<table>
<thead>
<tr>
<th>A. Fully segregated (or links)</th>
<th><img src="image1" alt="Fully segregated lane/track" /></th>
<th><img src="image2" alt="Stepped track ('raised cycleway')" /></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fully segregated lane/track</td>
<td>Lane segregated by a continuous or near-continuous physical upstand (kerbs and/or segregating islands) along links.</td>
<td>Light segregated lane</td>
</tr>
<tr>
<td>Stepped tracks: Vertically separated cycle tracks at an intermediate level between the footway and main carriageway.</td>
<td>Light segregated lane</td>
<td>Mandatory cycle lane</td>
</tr>
</tbody>
</table>

**B. Dedicated cycle lanes**

<table>
<thead>
<tr>
<th>Light segregated lane</th>
<th>A facility separated and protected by intermittently placed objects. These generally includes formal, mandatory lane markings.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mandatory cycle lane</td>
<td>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.</td>
</tr>
</tbody>
</table>

**C. Shared lanes**

<table>
<thead>
<tr>
<th>Shared bus lane</th>
<th>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.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advisory cycle lane</td>
<td>An area intended for, but not legally restricted to, cyclists’ use. Other vehicles are permitted to enter or cross it.</td>
</tr>
</tbody>
</table>

**D. Integration**

| Cycle street           | 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). |

*Extract from London Cycling Design Standards*
## DESIGN PARAMETERS

Degrees of separation from pedestrians

| **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 close 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. |
**DESIGN PARAMETERS – MINIMUM WIDTHS**

<table>
<thead>
<tr>
<th>Absolute minimum</th>
<th>Preferred minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td>m 6 5 4 3 2 1 1 2 3 4 5 6 m</td>
<td>m 6 5 4 3 2 1 1 2 3 4 5 6 m</td>
</tr>
</tbody>
</table>

### Carriageway
- Traffic lanes (in both directions)
- Bus lane

### Footway
- 1.8m

### Cycle Facilities *(assuming medium - high flow)*

#### On carriageway
- Raised cycleway: one-way
- Raised cycleway: two-way
- Mandatory & advisory cycle lanes

#### On footway
- Shared-use: fully shared (two-way)
- Shared-use: separated (two-way)

### Footway Parking
- 2.0 (parking)

### Bus Stops *(with one-way cycling)*
- Floating bus stop
- Shared-use (fully shared)
- Shared-use (separated)
KEY CONSTRAINTS

- Scheme tie-ins
- NIAB development
- Access points
- Highways boundary
- Underground utilities
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