Histon Road Bus Priority Corridor

Workshop 1B: Design parameters and geographic constraints –

Gilbert Road to Kings Hedges Road

November 2016
Key principles:

- Bus lanes in one direction
- Continuous provision for cyclists, segregated where possible
- Pedestrian & cycle crossing facilities
- Enhancement to streetscape
- Nil detriment to current traffic delay
CURRENT DESIGN LAYOUT: GILBERT ROAD

- Advanced Stop Line & approach lane
- Tighten kerb radii
- Bus lane
- Signalised junction
- Raised cycleway (1.5m)
CURRENT DESIGN LAYOUT: GILBERT RD TO KINGS HEDGES RD

- Raised cycleway (1.5m)
- Raised entry & reduce kerb radii
- New pedestrian crossing
- Shared-use bus stops
- Carisbrooke Road
- Brownlow Road
- Roseford Road
- Land to be acquired
- Tighten junction
- Existing pedestrian crossing
- Raised cycleway (2.0m)
- Shared-use area
- Darwin Green development
- Raised cycleway (1.5m)
- Bi-directional cycleway
SUMMARY OF KEY FEATURES

- Signalised junctions
- Bus lanes (exact length yet to be determined)
- Segregated (raised) cycle lanes
- Segregated two-way cycle lanes
- Controlled crossings
TYPICAL CROSS SECTIONS: NORTH OF GILBERT CL

EXISTING
HISTON ROAD

View north

Existing (view north)

Current design (view north)
TYPICAL CROSS SECTIONS: NORTH OF CARISBROOKE RD

View north

EXISTING

Histon Road

15.8m

Do MAXIMUM

1.2m

POTENTIAL

Example Width

Carriageway 8m

Bus Lane 3m

Cycle lane 2m

Parking/merge 2m

Footpath 1.8m

Verge 1.8m

LAND TO BE ACQUIRED TO PROVIDE CONTINUOUS BUS LANE AND CYCLEWAY (MAXIMUM 2m DEPTH REQUIRED)

Existing (view north)

Current design (view north)
TYPICAL CROSS SECTIONS: NORTH OF HAZELWOOD CL

View north

EXISTING

HISTON ROAD

19.2m

Do MAXIMUM

POTENTIAL

Example Width
Carriageway 5m
Bus Lane 3m
Cycle lane 2m
Parking/Verge 2m
Hedgerow 1.5m
Verge 1.2m

Scale 1m

Existing (view north)

Current design (view north)
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