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)
1. Victoria Road
2. near Victoria Road
3. Near Windsor Road
4. Gilbert Road
5. near Gilbert Close
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, including 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

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<thead>
<tr>
<th>Factor</th>
<th>Existing layout</th>
<th>Current design</th>
<th>Alternative A</th>
<th>Alternative B</th>
<th>Alternative C</th>
<th>Weighting (1-10)</th>
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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)

SCORING TABLE (ADD IN YOUR SCORES)

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Score 1-10, where 1=very poor, 10=very good
Weighting 1-10, where 10 is very important
Histon Road Bus Priority Corridor

Workshop 3: Key scheme challenges

November 2016