Park Lane, Histon Cycleway crossing.

To: South Cambridgeshire District Council

From Bob Menzies, Head of Delivery, Cambridgeshire Guided Busway

The reason that a signal controlled crossing is not being provided where the cycle path crosses the guided busway at Park Lane, Histon, is that it would not serve any useful purpose.

Signal controlled crossings are provided for two reasons.

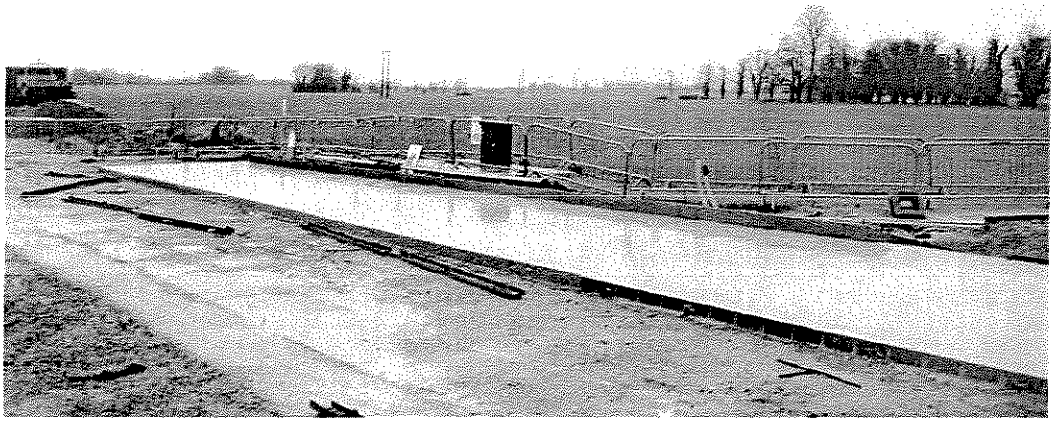
1 On busy roads where the volume of traffic is such that there are few safe gaps in the traffic for pedestrians to cross.

2 Where visibility or some other constraint makes it difficult for those crossing to judge when it is safe to cross.

Neither of these criteria apply at Park Lane.

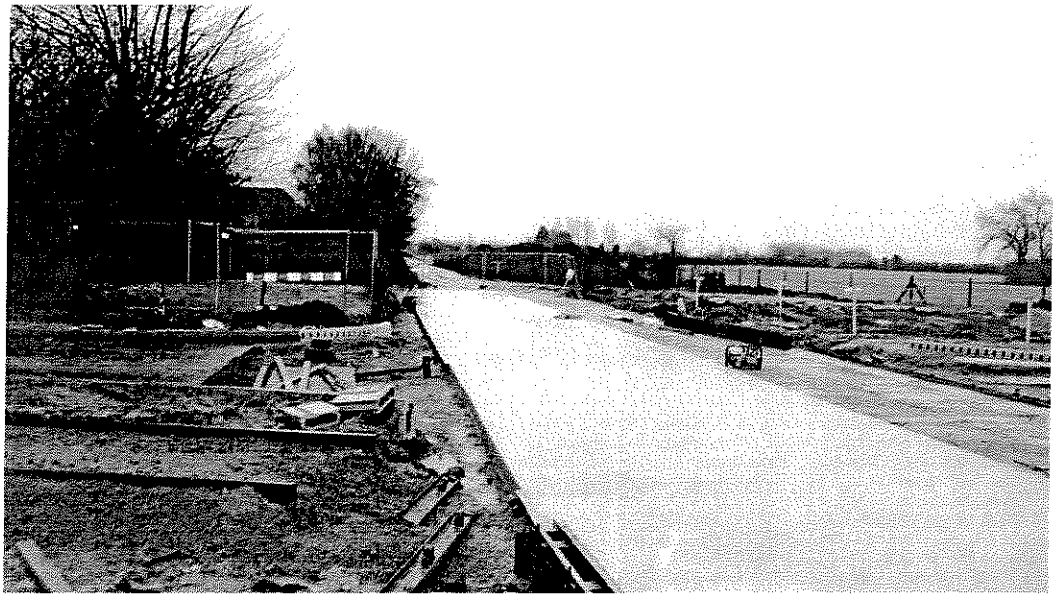
The anticipated peak flow on the busway in ten years time with Northstowe fully built out will be 24 buses each way. This equates to an average gap of 75 seconds between each bus movement. The crossing distance under the revised layout will be 13m,which will take less than 11 seconds to cross. There will therefore be ample time to cross between buses and no shortage of opportunity to cross.

The safety audit suggested a controlled crossing to address a potential visibility problem. The safety audit was undertaken before vegetation was cleared from the junction. There is no longer any vegetation on this corner as shown in picture 1. Nonetheless to ensure that the visibility does not require looking over land not in control of the County Council the layout has been altered to bring the kerbline forward.



Picture 1 North west corner of junction showing all vegation removed.

As the guideway is straight at the junction and for approximately 1km either side of the junction visibility will be excellent. .The view from the crossing point is shown in pictures 2 and 3.



Picture 2 Showing view towards Cambridge for pedestrians and cyclists wishing to cross. Note temporary stockpile of material on line of St Ives bound guideway.

Picture 3 Showing view towards St Ives.

A bus travelling at the maximum speed of 60 mph will take 36 seconds to cover 1km. In practice buses will take longer to cover this distance as they will be slowing to 30mph to traverse the junction. A bus will therefore be in view for very much longer than the time required to cross and will be just as visible as a red indicator on a signal head.

Provision of a signalled crossing would require an additional stage in the signal sequence. This is not in itself a problem as traffic flows at the junction are not such that this would cause a capacity problem. Users of the crossing would need to push a button and wait for the

signals to change. If a bus is approaching the signals will wait until the bus has passed, otherwise the signals will respond by closing down whatever other stage is operating, before signalling the crossing.

Experience of other locations with low traffic frequency and good visibility is that most pedestrians and cyclists won't bother to push the button as they will already have identified that it is safe to cross and of those that do push the button almost all will cross through a gap before the signals change.

Given the low flows and high visibility, crossing will be no more difficult than crossing a lightly trafficked side road. There is therefore no need for a signalled crossing which few pedestrians or cyclists are likely to take the trouble to use.