



**Report To:** Greater Cambridge City Deal Executive Board

9<sup>th</sup> June 2016

**Lead Officer:** Graham Hughes, Executive Director of Economy, Transport and Environment, Cambridgeshire County Council

---

**Histon Road Bus Priority, Walking and Cycling Measures:  
Report on Initial Consultation and Selection of a Preferred Option**

**REPORT ADDENDUM NOTE**

**Purpose**

- 1 To update the Executive Board on the results of further journey time modelling to assess the benefits from the changes recommended at the Victoria Road junction, as referred to in sections 24-26 of the Board report.

**Modelling**

- 2 The bus journey time modelling undertaken for the 'Do Maximum' bus lane option has been re-run with the junction changes envisaged at the Victoria Road junction excluded. Table 1 compared the two sets of results

Table 1: 'Do Maximum' Option (Continuous inbound bus lane through to Gilbert Road) bus journey times

	AM PEAK		PM PEAK	
	Inbound	Outbound	Inbound	Outbound
With Victoria Road junction changes	504	543	369	552
Without Victoria Road junction changes	662	494	385	468

**Assessment**

- 3 The results shows that when the suggested changes at the Victoria Road junction are excluded the inbound bus journey times increase, most noticeably in the AM peak period, but outbound bus journey times reduce. Taken overall, excluding the Victoria Road measures leads to longer bus journey times although the increase is modest (about 2% longer).

**Conclusion**

- 4 As identified in section 25 of the report to the Board, mitigation measures to reduce/manage outbound right turning movements would help improve the overall performance of the 'Do Maximum' measures, particularly in the afternoon peak

period, but by how much is not known at this time. If the measures suggested for the Victoria Road junction were not taken forward this would remove the need for any outbound right turn movement mitigation measures but would lead to longer bus journey times in comparison; how much longer is also not known at this time.

5. Against this background, it is considered that recommendation 5b in the report to the Board should be amended thus:

‘Take forward for further design work the initial ideas included in the ‘Do Maximum’ option, excluding 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’.

- 6 At the next round of consultation this will allow the public to compare the relative merits of the two options with the impact of the Cambridge Access and Capacity Study measures taken account of and with appropriate mitigation measures developed.