

Jeanette Walker

Director

Vision

A better world for everyone

A place where people love to work

- easy and affordable to get to & from
- safe
- green and pleasant environment
- the range of amenities & services is unrivalled
- staff discounts
- it's more than just a workplace (social, personal development & wellness)
- we are innovative/early adopter
- we care for the environment
- we are inclusive, diverse & a good neighbour
- staff are consulted and informed
- our global reputation

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Tackling congestion

Current and short-term measures

Study by Odyssey Consulting



Ring road

southern arm

northern arm

Science park access road

Some facts...

- 7500 staff on the park; 57% drive alone (4275)
- Ring road and roundabout owned/controlled by Highways – not the Park/Trinity College
- Part of a wider traffic network
- Cost implications of any changes to the highways
- # new parking spaces controlled by local authority
- no net increase in parking for new buildings and social hub!
- significant pressure to reduce # vehicles
- Transport Expo – 28 June

Queuing times - general

Problem	Drivers don't know when the MRRB/ring road is congested, so don't know when it is best to leave the Park
Possible solution	Install a camera at the MR roundabout linked to the CSP website (number plates not visible)
Recommended	Yes
Outcome	Drivers can make an informed decision about the time to exit the Park

Traffic alerts on CSP website

- Notification bar viewable at certain times of the day; understand the traffic flow around the park

<https://onespacemedia.invisionapp.com/share/E6H8GXZDP4U#/screens>

<https://onespacemedia.invisionapp.com/share/8FHQT9C4UZT#/screens/294345427>

- Updates will show different levels of severity
- Different icons for different levels - as it stands all of the updates happen to be the same severity level so the icons are the same.

ANPR surveys showed that, in the PM peak hour, drivers travelling to the A14 west via the northern arm of the CSP roundabout took on average **5 minutes longer** than those travelling via the southern arm

southern arm

northern arm



Queuing times - northern arm

Option 1	Segregated left turn lane from the northern arm of the internal CSP roundabout
	<ul style="list-style-type: none">- Provide the northern arm with a segregated lane to feed onto the CSP access road- Would allow more traffic from the northern side of the Park to get onto the CSP access road and therefore exit the Park with less delay
Implications	Southern arm restricted to one left turn lane; both arms can access the right turn lane
Recommended	No
Reason	<ul style="list-style-type: none">- Potential for improvement, i.e. a 'fairer' exit from the northern arm, minimal against the potential cost to implement the solution- Queues along Milton Road also made worse on certain links – mainly for lane 2 at the southern arm of the Cowley Road junction; for traffic from the southern arm, increased need for changing lane, e.g. to get from the southern arm to the A14 west

Queuing times - general

Option 2	Banned right turn
Stats	289 or 20% Plus u-turns
Implications	2 lanes turning left Traffic turning right would have to exit via KHR
Recommended	Yes
Reason	-No need for segregated left turn lane; therefore potential to be comparatively low cost - Frees up time on traffic lights

Queuing times - general

Option 3	Additional traffic lane added to first section of Milton Road plus banned right turn i.e. extension of option 2
Implications	Enables the use of all three lanes from the CSP access road, whilst still banning the right turn movement
Recommended	Yes
Reason	Easier for traffic to join MR; reduced queue lengths

Queuing times - general

Option 4	Extension of additional lane on MR plus banned right turn
Implications	<p>Continue the new traffic lane on Milton Road north to the segregated slip onto the A14 westbound</p> <p>By extending the lane, more practical for traffic from the southern end of Milton Road to utilise it, without having to add an additional traffic lane to the southern side of the junction</p>
Recommended	Yes
Reason	Envisaged this option will provide a further reduction in queuing and delay through the corridor

Queuing times - general

Option 5	Segregated lane on MR to A14 westbound plus banned right turn
Implications	<ul style="list-style-type: none">- Requires an additional lane on the southern side of the Science Park Access junction- Provide access out of the Park; start of the segregation of traffic going westbound on the A14 i.e. 29% of traffic exiting the corridor towards the A14 or 31% of CSP (1,343 overall trips including 347 trips from the Park)- No waiting at Cowley Road lights
Recommended	Yes
Reason	<ul style="list-style-type: none">- Helps nearly a third of the traffic from the CSP realise a significant improvement to journey times- Remaining traffic from the Park will also benefit from faster journeys as a result of the reduction of vehicles in the remaining traffic lanes

Queuing times - northern arm

Option 6	Partial signalisation of the internal CSP roundabout
Implications	Traffic from the south will experience longer queuing
Recommended	Yes
Reason	<ul style="list-style-type: none">- Greater control re queue lengths within the Park- Provide traffic from the northern arm time and space to enter the relevant lane on the CSP Access Road- Over time, a fair and proportional level of queuing will be achieved on both arms which will be better than what is currently experienced

Queuing times - general

Option 7	Combined solution
	<ul style="list-style-type: none">- installation of part time signals on the internal CSP roundabout to control and manage demand- banning of the right turn out of the CSP Main Access as this frees up capacity at the junction and on Milton Road- segregated lane on Milton Road through to the A14 Westbound.

Queuing times - general

Problem	People don't know which exit its best to take
Possible solution	Smart signage on the park showing queuing time for RHT onto Milton Road to encourage use of KH exit

Queuing times - northern arm

Possible solution	One way system
Recommended	No
Reason	Did not produce a benefit when modeled Would cause issues in the longer term once 22, 25, 1-21 are delivered