

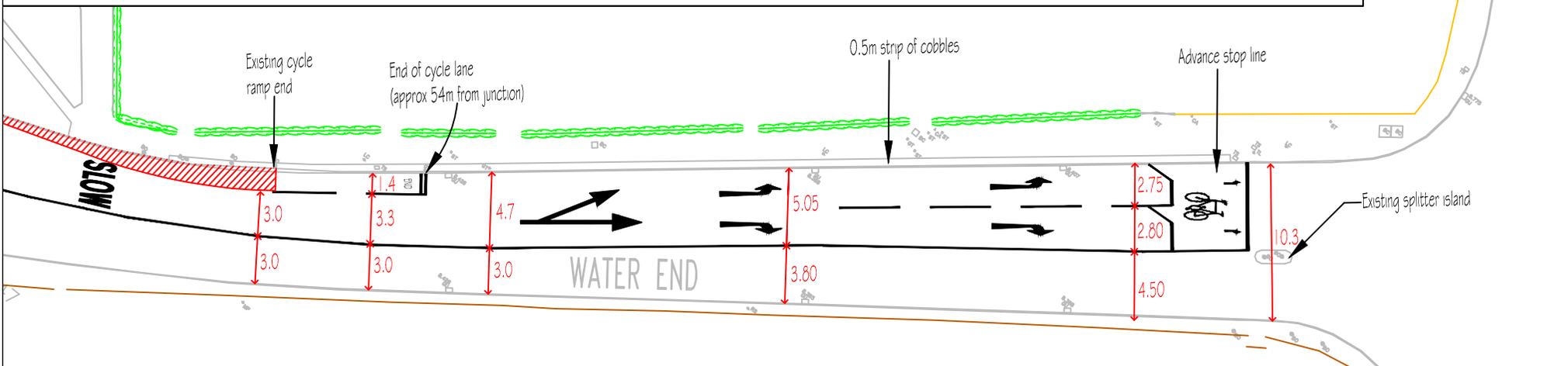
## NOTES

This option restores the original traffic lane layout at the junction, but also retains the cycle track build-out, which addresses the problems cyclists used to face at the pinch-point and ensures a safe exit off the raised cycle track onto the carriageway. The proposal includes a short length of advisory cycle lane beyond the end of the cycle track ramp to give cyclists a degree of protection as they rejoin the carriageway (for at least ten metres beyond the cycle track ramp). It also retains the existing splitter island to protect cyclists from turning traffic and help pedestrians to cross the road. The plan shows the lane widths that are achievable, although it should be noted that both the left-turn and right-turn lanes approaching the junction would be sub-standard, which would create queues of tightly packed traffic and specific difficulties in accommodating larger vehicles that would be likely to encroach into other traffic lanes.

The main advantage of this proposal is that the traffic capacity of the junction would be increased. Between 3 and 4 vehicles would be able to make use of the filter each change of the lights with an additional 2 during the full green. This option restores approximately 55% of the capacity of the original left-turn filter lane.

The estimated cost of this scheme is around £12,000.

## OPTION 1



- PROs**
1. Reinstatement of a left-turn traffic lane
  2. Traffic capacity of the junction would be increased
  3. Retention of existing cycle ramp at pinch point
  4. Retention of splitter island at junction mouth for pedestrian safety
  5. Relatively cheap and easy to implement

- CONs**
1. Removal of the cycle lane on the approach to the junction
  2. Traffic lanes will be very narrow
  3. Increased potential for conflict between cyclists and traffic
  4. Some cyclists may be discouraged from using this route

### Possible scheme enhancements:

The plan above shows the best arrangement of lane widths that could be achieved without removing the cobbles at the edge of the footway. The usable space could be increased by removing the cobbles (gaining approximately half a metre) and cutting back the hedge boundary (potentially gaining around a further half metre in width). This would enable the carriageway to be widened slightly.

The main advantage of this is that slightly wider traffic lanes could be provided, which would properly accommodate wider vehicles and reduce the potential conflicts between cyclists and other traffic. However, the main drawbacks are that;

- Traffic in the left-turn lane would be placed very close to pedestrians on a narrow footway.
- If the hedge is trimmed back, any future growth would encroach into the footway, resulting in even less space available for pedestrians.
- If trimmed back too severely, there is a risk that the hedge could die, and would need replacing.
- This would also increase the cost of the scheme to around £30,000.