

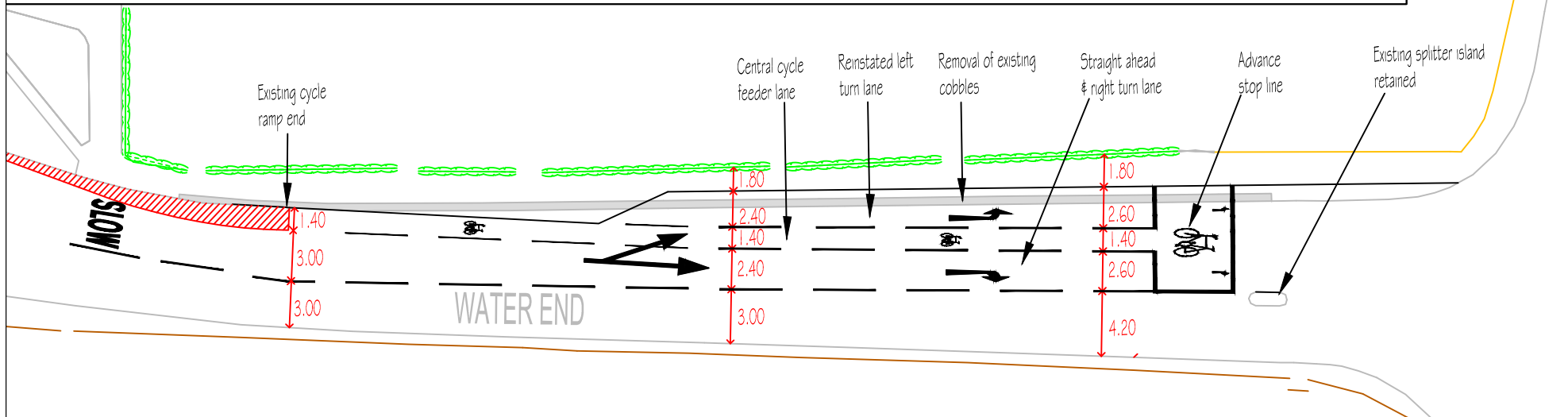
NOTES

This option also restores a short left-turn lane, but additionally provides a central cycle 'feeder' lane placed between separate left and right-turn traffic lanes. This is achieved by removing the existing strip of cobbles running alongside the footway, plus severely trimming back the boundary hedge to the adjacent properties. It also retains the existing splitter island to protect cyclists from turning traffic and help pedestrians to cross the road. The main advantage of this option is that a continuous facility would be retained for cyclists all the way from the cycle track to the Advance Stop Line (ASL).

Calculations show that the short left-turn lane would improve the traffic flow capacity of the junction, and would be especially advantageous in the morning peak period when there is a higher proportion of drivers making the left turn. On average, 2 vehicles would be able to make use of the filter lane, and a further 2 vehicles during the full green. This would restore approximately 40% of the capacity of the original filter lane.

The estimated cost of this scheme is around £35,000.

OPTION 2



- PROs**
1. Reinstatement of a left-turn traffic lane
 2. The inclusion of a continuous cycle feeder lane
 3. Retention of the existing cycle ramp at pinch point
 4. Retention of splitter island at junction mouth for pedestrian safety
 5. Traffic capacity of the junction would be increased (but not as much as Option 1)

- CONS**
1. Potential for conflict with traffic at the point where vehicles will have to cut across the cycle lane to enter the left-turn filter lane
 2. Traffic lane widths will be narrow, which could result in the cycle feeder lane being encroached into by traffic, particularly larger vehicles
 3. Potential for left turning traffic to block the cycle lane
 4. Relatively expensive to implement
 5. Traffic in left-turn lane would be placed very close to pedestrians on a narrow footway
 6. If the hedge is trimmed back, any future growth would encroach into the footway, resulting in even less space available for pedestrians
 7. If trimmed back too severely, there is a risk that the hedge could die, and would need replacing