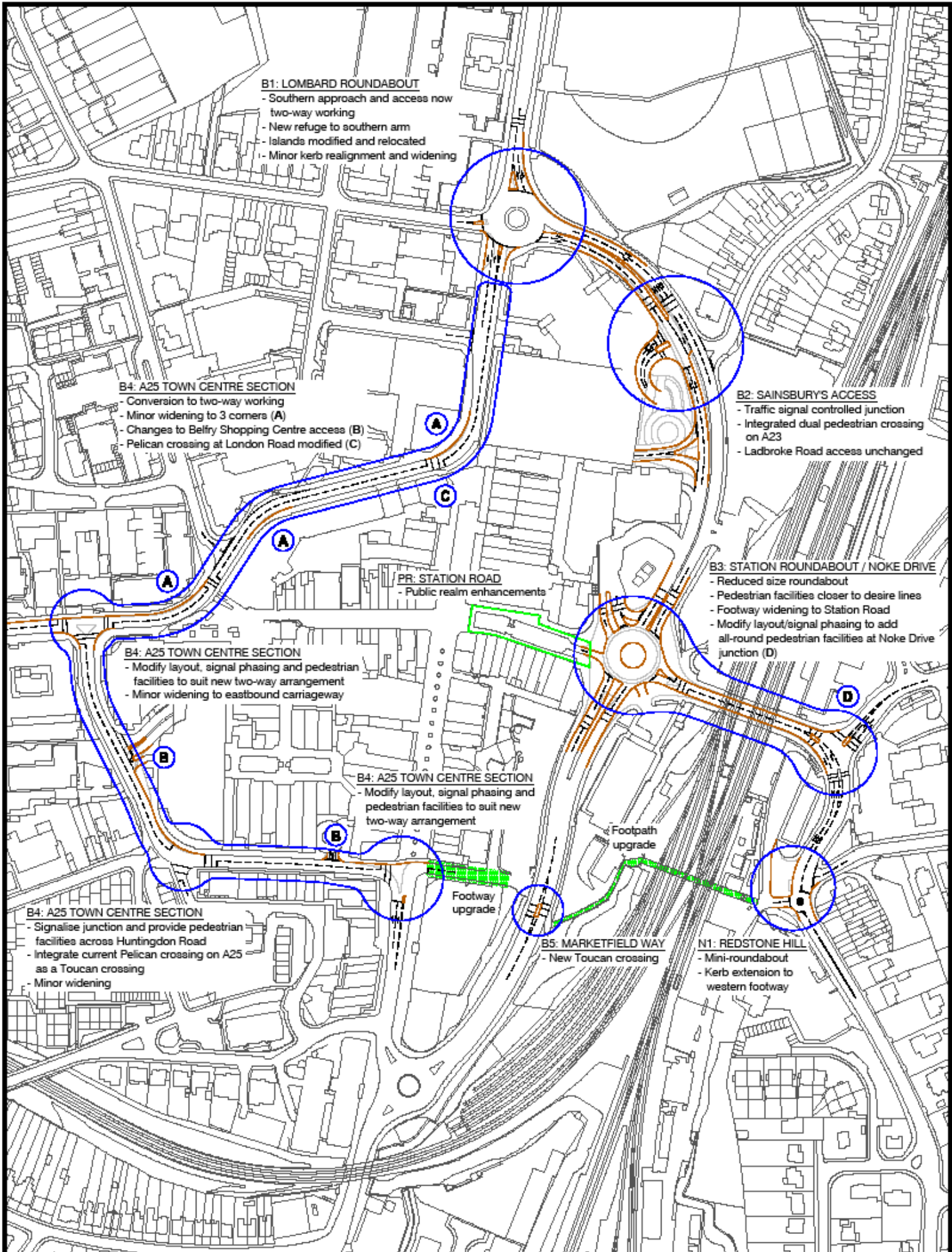


OPTION 1  
HIGHWAY NETWORK PLAN



**B1: LOMBARD ROUNDABOUT**  
 - Southern approach and access now two-way working  
 - New refuge to southern arm  
 - Islands modified and relocated  
 - Minor kerb realignment and widening

**B4: A25 TOWN CENTRE SECTION**  
 - Conversion to two-way working  
 - Minor widening to 3 corners (A)  
 - Changes to Belfry Shopping Centre access (B)  
 - Pelican crossing at London Road modified (C)

**B2: SAINSBURY'S ACCESS**  
 - Traffic signal controlled junction  
 - Integrated dual pedestrian crossing on A23  
 - Ladbroke Road access unchanged

**B3: STATION ROUNDABOUT / NOKE DRIVE**  
 - Reduced size roundabout  
 - Pedestrian facilities closer to desire lines  
 - Footway widening to Station Road  
 - Modify layout/signal phasing to add all-round pedestrian facilities at Noke Drive junction (D)

**B4: A25 TOWN CENTRE SECTION**  
 - Modify layout, signal phasing and pedestrian facilities to suit new two-way arrangement  
 - Minor widening to eastbound carriageway

**B4: A25 TOWN CENTRE SECTION**  
 - Modify layout, signal phasing and pedestrian facilities to suit new two-way arrangement

**B4: A25 TOWN CENTRE SECTION**  
 - Signalise junction and provide pedestrian facilities across Huntingdon Road  
 - Integrate current Pelican crossing on A25 as a Toucan crossing  
 - Minor widening

Footway upgrade

**B5: MARKETFIELD WAY**  
 - New Toucan crossing

**N1: REDSTONE HILL**  
 - Mini-roundabout  
 - Kerb extension to western footway

Footpath upgrade

**PR: STATION ROAD**  
 - Public realm enhancements

OPTION 2

BALANCED NETWORK PLAN