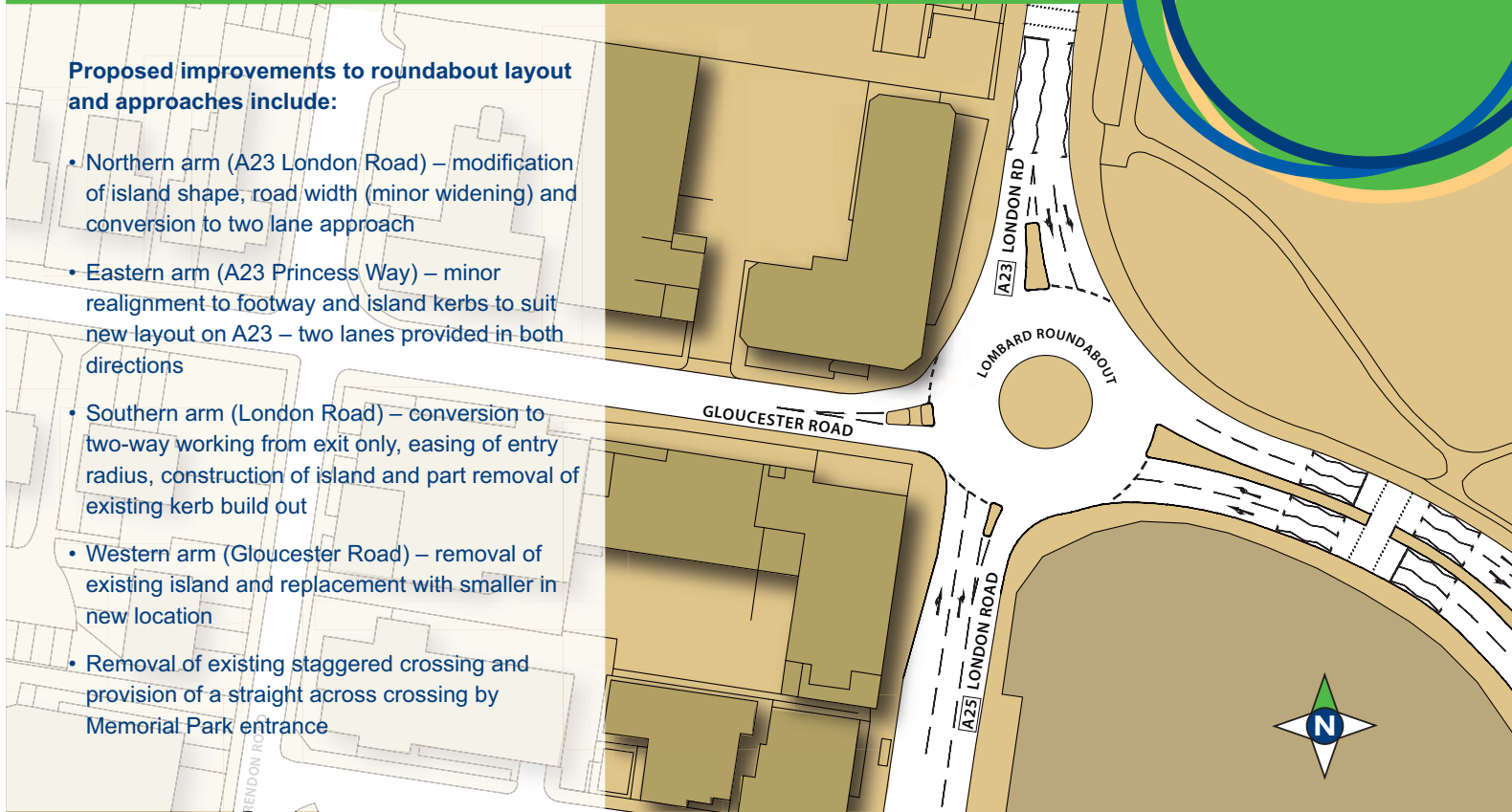


1 A23/A25 Lombard roundabout

Proposed improvements to roundabout layout and approaches include:

- Northern arm (A23 London Road) – modification of island shape, road width (minor widening) and conversion to two lane approach
- Eastern arm (A23 Princess Way) – minor realignment to footway and island kerbs to suit new layout on A23 – two lanes provided in both directions
- Southern arm (London Road) – conversion to two-way working from exit only, easing of entry radius, construction of island and part removal of existing kerb build out
- Western arm (Gloucester Road) – removal of existing island and replacement with smaller in new location
- Removal of existing staggered crossing and provision of a straight across crossing by Memorial Park entrance



2 A23/Sainsbury's access

Provision of separate accesses for Sainsbury's shoppers and car park (included in Sainsbury's development):

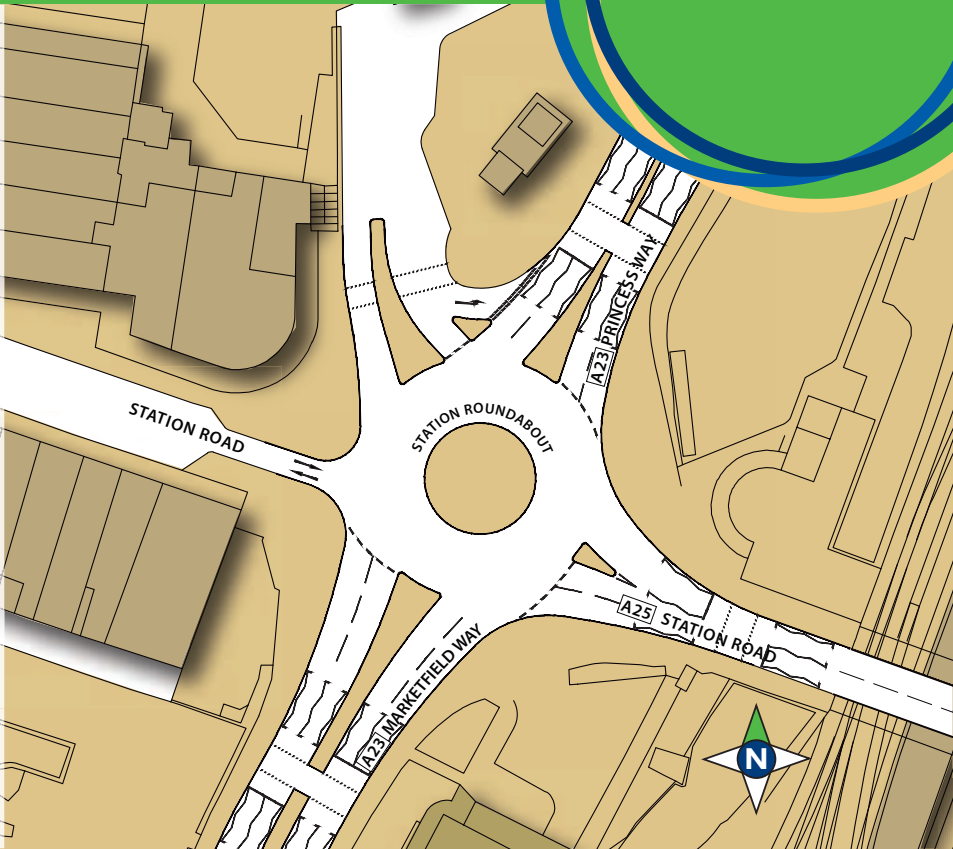
- Installation of traffic signal-controlled junction
- Access to/from Ladbroke Road to remain unchanged
- All movements permitted at traffic signals
- Sainsbury's access left in/left out



3 A23 Station roundabout

Proposals to reduce the size of the roundabout and improve pedestrian/cyclist access to and from station. Improvements include:

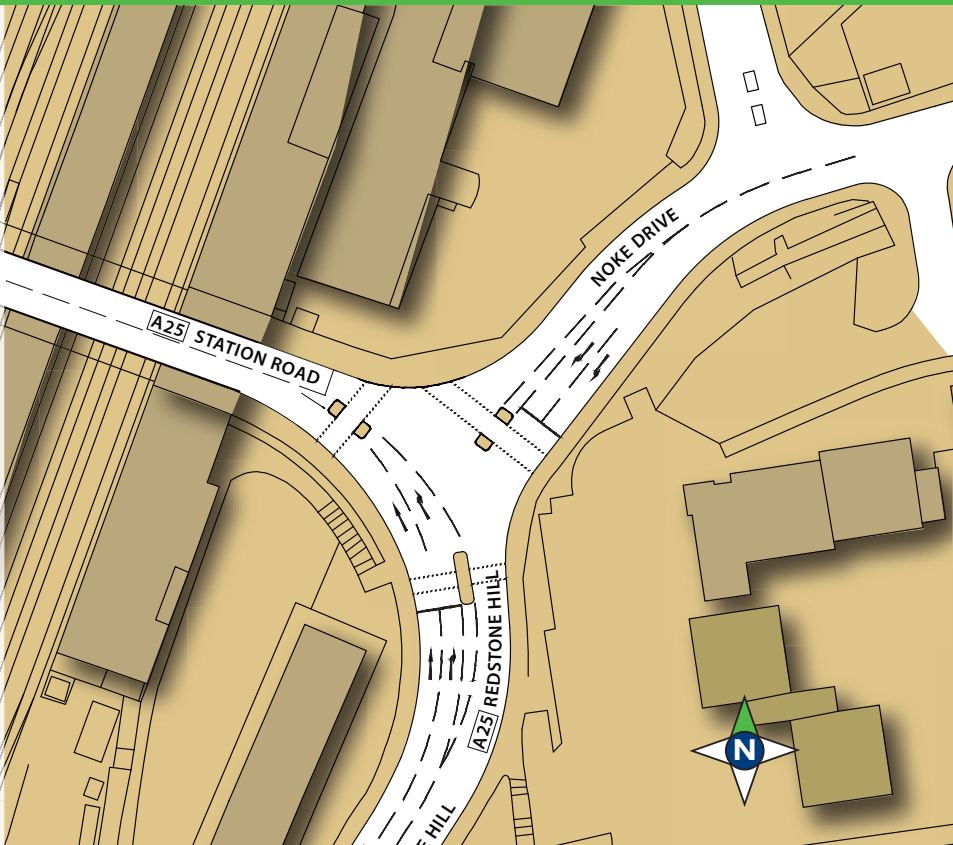
- Installation of reduced size roundabout (approximately half the size of the current arrangement), providing large gains in areas of public space
- Relocation of pedestrian/cycle crossing facilities closer to desire lines;
- For Station Road approach, widening of footway along north side and carriageway reduced from three lanes to two, with improved lighting under bridge
- Marketfield Way approach, removal of staggered crossing to provide straight across crossing
- Shared use cycle/pedestrian facilities along National Cycle Route (21) from Noke Drive – along northern footway of Station Road
Toucan crossing across Station Road – on widened footway at south-east corner of roundabout



4 A25 Station Road / Noke Drive junction

Proposals to improve pedestrian/cycle facilities at the junction include:

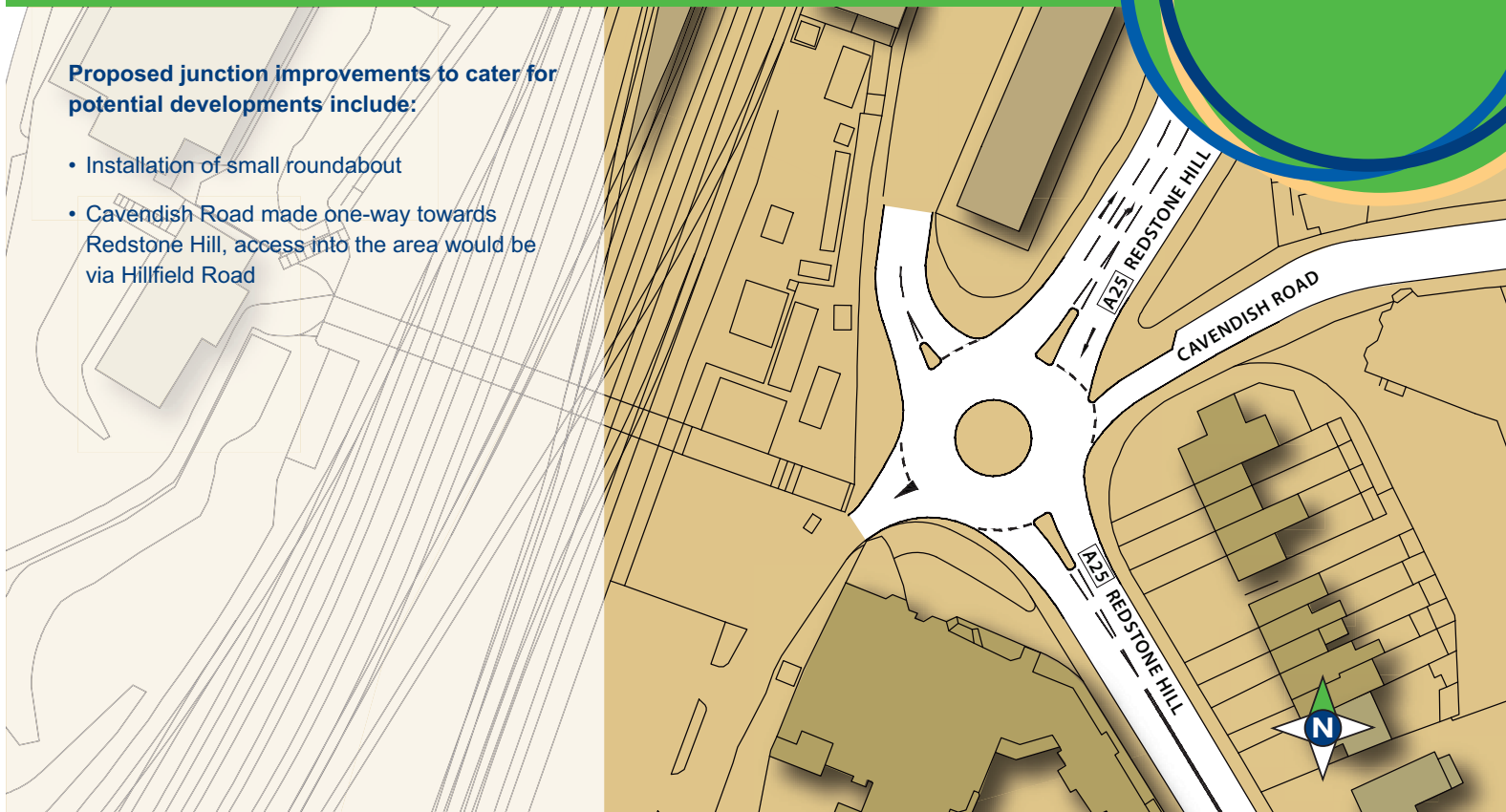
- Modification of the layout and signal phasing to give controlled pedestrian facilities on all arms at the junction of Station Road and Noke Drive
- Widened northern footway along Station Road to provide shared use



5 A25 Redstone Hill junction

Proposed junction improvements to cater for potential developments include:

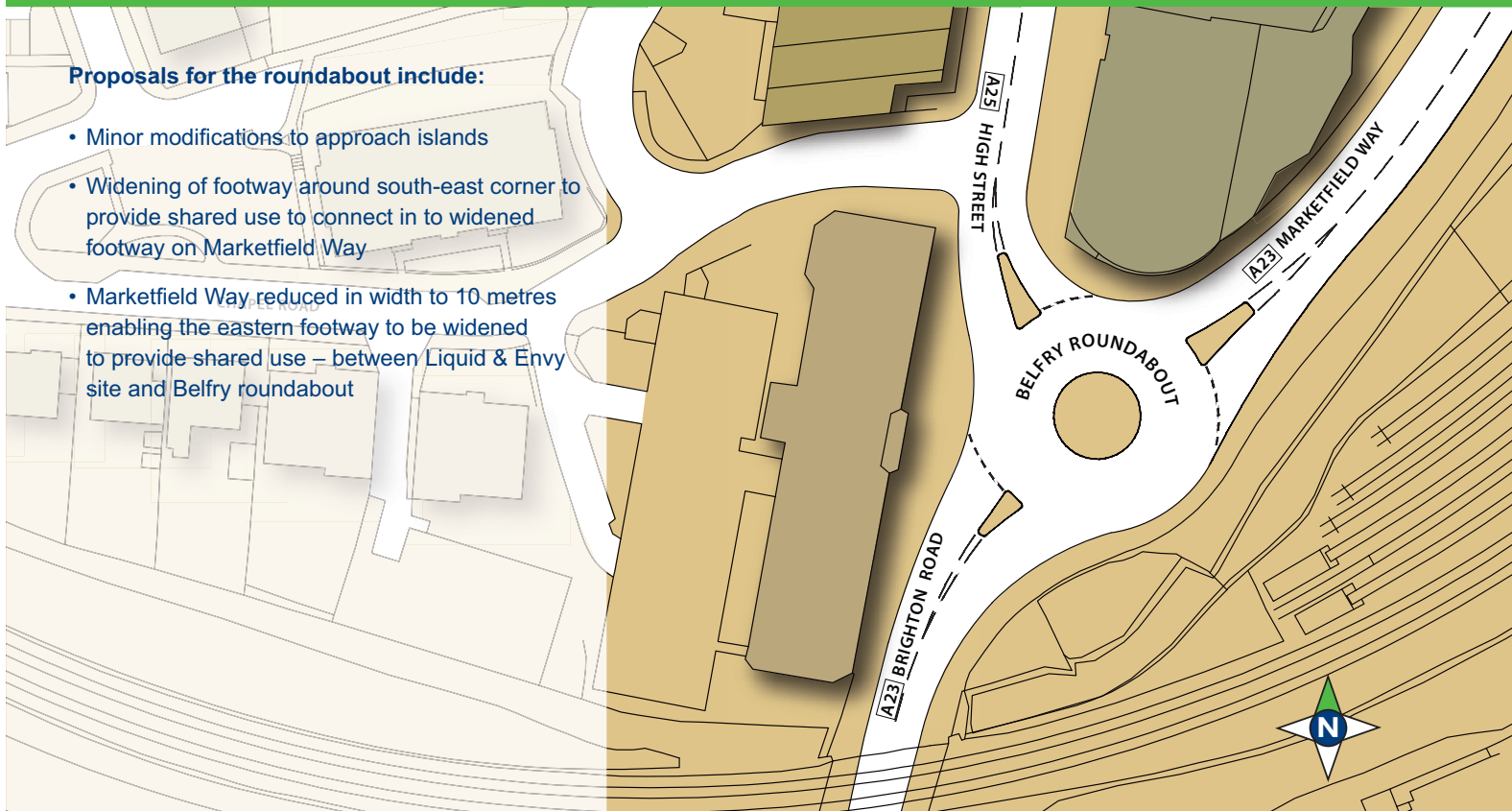
- Installation of small roundabout
- Cavendish Road made one-way towards Redstone Hill, access into the area would be via Hillfield Road



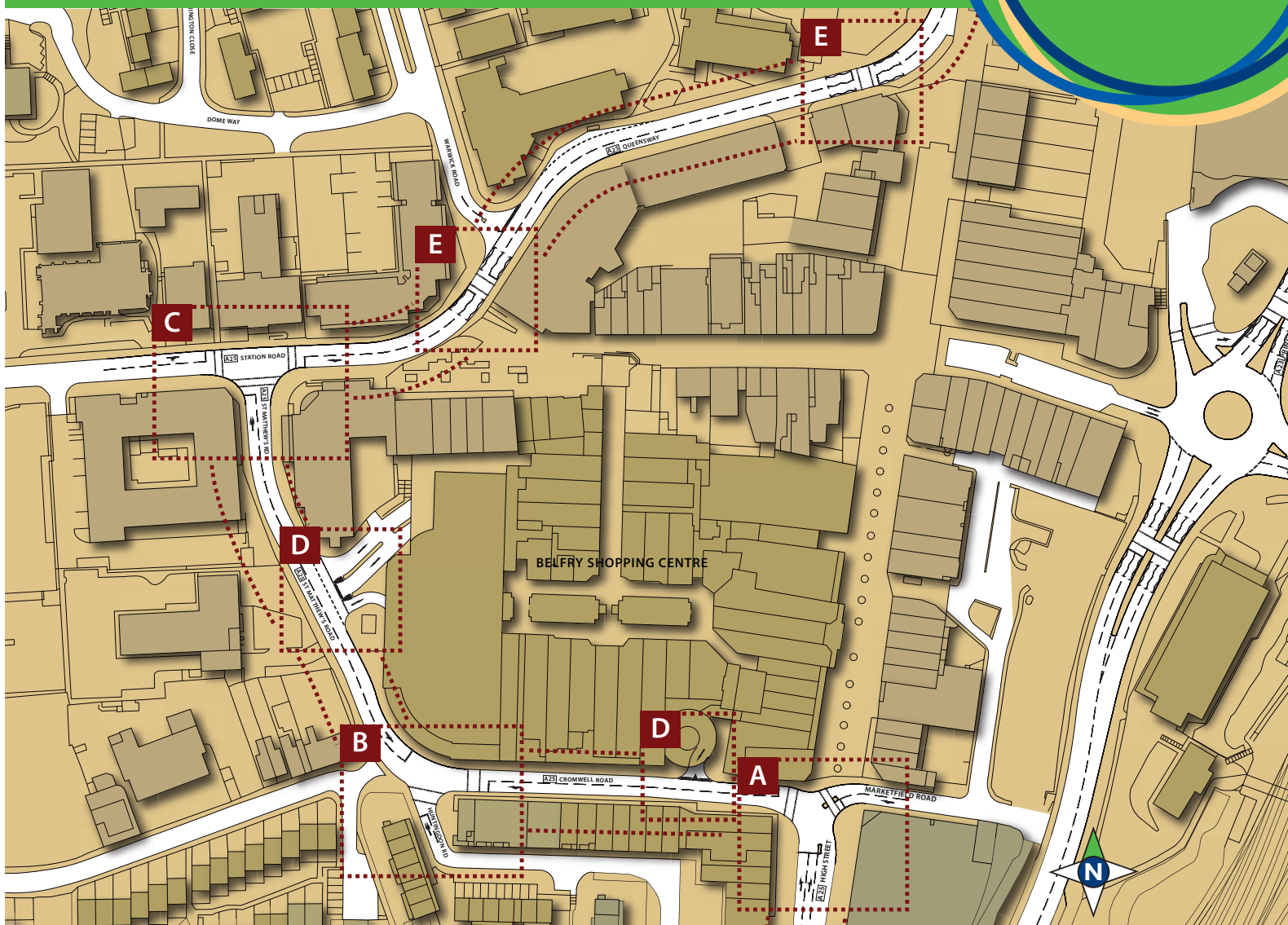
6 A23/25 Belfry roundabout

Proposals for the roundabout include:

- Minor modifications to approach islands
- Widening of footway around south-east corner to provide shared use to connect in to widened footway on Marketfield Way
- Marketfield Way reduced in width to 10 metres enabling the eastern footway to be widened to provide shared use – between Liquid & Envy site and Belfry roundabout



A-E A25 town centre section (currently one-way northbound)



Conversion of the existing one-way northbound part of the A25 consisting of Cromwell Road, St Matthew's Road, Station Road, Queensway and London Road to two-way working. The proposals include:

- Change of current one-way system between the Cromwell Road / High Street junction and the Lombard roundabout to two-way
- **A** - Modification to the layout of the High Street junction with Cromwell Road. Remove existing pelican crossing and provide traffic signals with pedestrian/cyclist facilities (depending on whether Marketfield Road is closed or open)
- **B** - Replacement of current priority arrangement with traffic signals (to cater for proposed ASDA development) at the Cromwell Road junction with Huntingdon Road
- Remove existing Pelican crossing across Cromwell Road and provide integrated Toucan crossings in the signal layout. Provide improved cycle facility at Holland Close. Minor kerb alterations where necessary

- **C** - Modification of the layout of the Station Road junction with St Matthew's Road. Removal of existing triangular island and pelican crossing facilities. Provision of traffic signals with integrated pedestrian facilities. Minor kerb alterations where necessary
- **D** - Changes to access arrangements at The Belfry shopping centre car park to allow for new road layout (subject to agreement with the Belfry)
- Minor road widening to the three corners located between the Station Road / St. Matthew's Road junction and the Lombard roundabout
- **E** - Modification and relocation of pedestrian crossing signals at northern end of the High Street, adjacent to London Road
- Conversion of existing pelican crossing by Warwick Road to Toucan crossing and modified to take two-way movements

Option 1 - Pedestrianisation

Design philosophy:

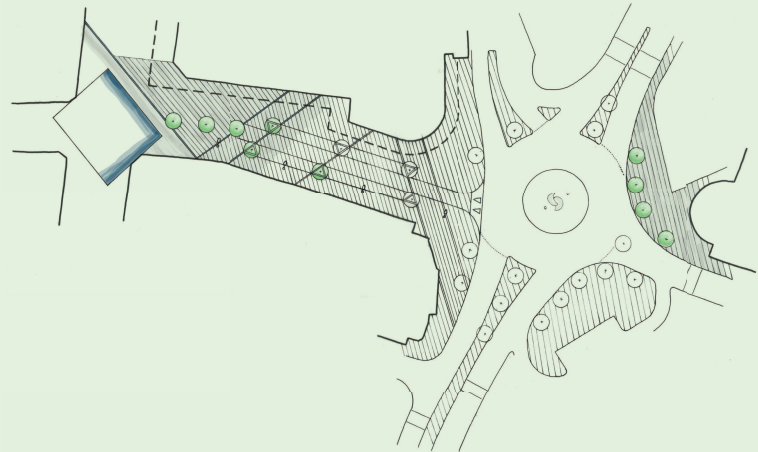
- Design replicates form of southern Town Centre Arm
- Materials to match those currently on site
- Diagonal lines mimic both the southern and western arms
- Fully pedestrianised with potential loading access to the north if lighting was placed on the southern side
- Significant tree planting around the roundabout and along the main arm
- Trees spaced at 8 metre intervals
- Double lighting column proposed
- Paving design limited to western side of roundabout to reduce cost



Option 2 - Public open space with carriageway delineation

Design philosophy:

- Paving lines mimic those on the southern and western arms, whilst also relating to built form within this section
- Materials to match those currently on site
- Public open space with kerb line delineation, but no vehicular access to the west
- Disabled parking bays and loading bays integrated within the design
- Tree locations help delineate loading/parking bays
- Double lighting column proposed
- Paving design spreads across to the station to create a strong gateway entrance
- Potential inclusion of uplift artwork within the centre of the roundabout



Option 3 - Public open space with no carriageway delineation

Design philosophy:

- Design replicates the square but the colours are inverted to co-ordinate and provide a subtle difference
- Unit sizes to match those currently on site
- Public open space proposal with no delineation of carriageway
- Capacity within design to incorporate parking if required
- Significant tree planting around the roundabout and along the main arm
- Trees spaced at 8 metre intervals
- Double lighting column proposed
- Water feature to create gateway but not block view of the town centre from the train station



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