



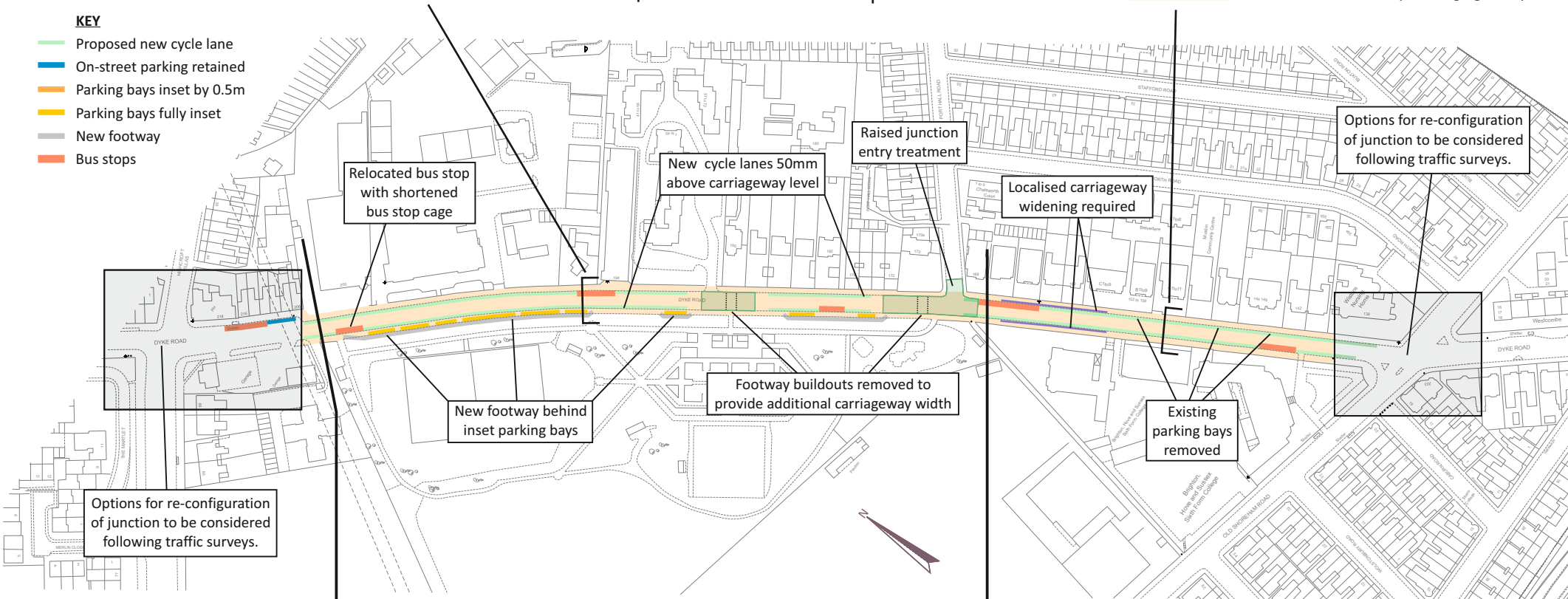
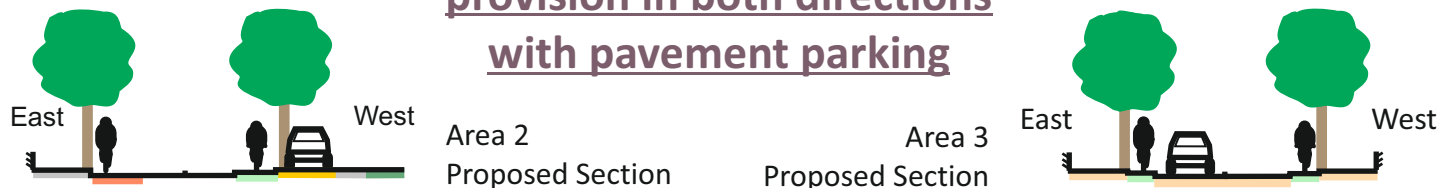
Dyke Road Cycle Lanes - On-street provision in both directions with pavement parking



Example of segregated cycle lane

KEY

- Proposed new cycle lane
- On-street parking retained
- Parking bays inset by 0.5m
- Parking bays fully inset
- New footway
- Bus stops



Character Area 1

POSSIBLE MEASURES

- Revisions to junction geometry
- Extend cycle lanes to junction
- Bus stop moved away from junction
- Revised traffic signal timings
- Priority signals for cyclists
- Parking provision amended
- Loading facilities on Highcroft Villas

Character Area 2

PROPOSALS

- 1.5m wide on-street cycle lane between footway and traffic lanes along full length of corridor in both directions
- Buildouts at pedestrian crossings removed to provide carriageway width for cycle lane
- Carriageway at existing pelican crossing areas raised to provide level crossing surface for pedestrians
- New junction entry treatment at junction of Port Hall Road
- Pavement parking on footway with 0.5m buffer zone between cycle lane and parked cars
- Northernmost northbound bus stop relocated closer to The Upper Drive junction

Character Area 3

PROPOSALS

- Existing parking bays removed with users displaced to adjacent streets
- New cycle lanes between footway and traffic lanes raised above carriageway level
- Localised carriageway widening required to provide 1.5m cycle lanes and minimum 3.05m traffic lanes
- Southbound bus stop relocated closer to Port Hall Road