



Coundon Cycleway - Amendments as a result of feedback

General amendments throughout:

- Floating bus stops will have mini Zebra Crossings across the cycleway to aid access for pedestrians
- Side road crossings will be 'Dutch style' with continuous footway treatment. This reinforces that priority will switch to the cycleway by providing a physical ramp for vehicles to cross

Norman Place Road:

- A cycle refuge added to Birchfield Road to protect cycle users from vehicles in the large bell mouth junction
- Access arrangements around Duncroft Ave, Bablake Playing fields and bus terminus simplified. This will now take the form of a simple one-way system to accessing and egressing Duncroft Avenue, Bablake Playing fields and the bus terminus. Pedestrians will also now have priority along the road.

Hollyfast Road:

- Access to the cycleway by Norman Place Road junction will be improved
- New Parallel Crossing (a Zebra for people on foot and cycle) will be installed to the south of the junction with Norman Place Road. This will more easily enable onward journeys towards Coundon Court School
- New verge replacement verge to be incorporated between cycleway and carriageway and carriageway to be narrowed further to reduce speed of traffic
- Smoother alignment at Westhill Road junction with level changes for vehicles rather than for the cycleway (Dutch Entrance)

Westhill Road:

- Further consultation with houses 46 to 54 to agree a solution for removal of on-street parking
- Informal layby to be provided outside CTK church to accommodate funeral and wedding car access and level difference to be eased out at this location to aid ease of access to church

Scots Lane:

- Parallel Crossing (Zebra) to be better aligned for cycle manoeuvre

Barker's Butts Lane:

- Elmwood Ave to have Dutch style junction treatment (continuous footway and cycleway with level change for vehicles)
- Ashwood Ave to have Dutch style junction treatment
- Parking bays on opposite side to cycleway to have simpler arrangement with kerb line built out and parking on widened hard verge rather than widened carriageway
- Cycleway accesses opposite side roads (T junctions) to be better aligned and widened and in some cases to better take account of driveway positions
- Browett Road to have Dutch style junction treatment
- Alignment around Pake's Croft and Loudon Avenue tweaked to better supports on street parking
- Moseley Ave junction to have additional road markings for cycleway access
- Duckham Court to be narrowed and have Dutch style junction treatment
- New verge and trees to be included in larger buffer area (number of trees is subject to ground investigation)

Coundon Road:

- Stanier Ave, Chester Street, Meriden Street and Barras Lane to have Dutch style junction treatment