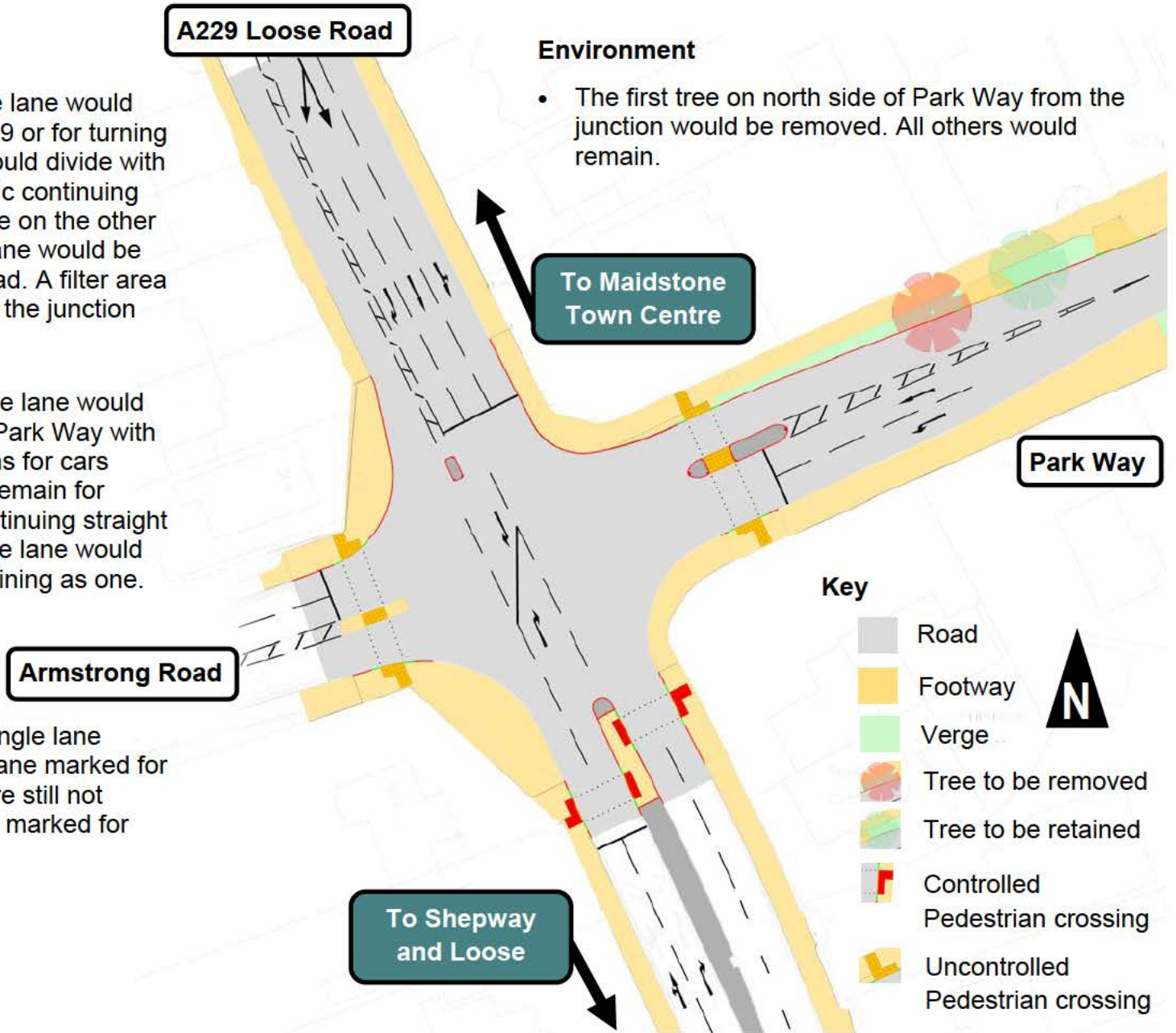


The Proposals - Armstrong Road junction with Park Way

The Road

- Travelling south on the A229 the inside lane would remain for traffic continuing on the A229 or for turning left into Park Way. The outside lane would divide with the now middle lane remaining for traffic continuing on the A229. Both lanes would continue on the other side of the junction. The new outside lane would be just for turning right into Armstrong Road. A filter area would remain available in the centre of the junction for cars waiting to turn.
- Travelling north on the A229 the outside lane would remain dedicated for turning right into Park Way with a filter area in the centre of the junctions for cars waiting to turn. The inside lane would remain for turning left into Armstrong Road or continuing straight into town. Once through the junction the lane would no longer widen into two, instead remaining as one.
- Travelling from Armstrong Road there would be no change.
- Traveling from Park Way the current single lane would divide into two with the outside lane marked for straight on and the right turn manoeuvre still not allowed. The new inside lane would be marked for turning left on to the A229.



Environment

- The first tree on north side of Park Way from the junction would be removed. All others would remain.

Key

- Road
- Footway
- Verge
- 🌳 Tree to be removed
- 🌳 Tree to be retained
- 🚶 Controlled Pedestrian crossing
- 🚶 Uncontrolled Pedestrian crossing

The Footway

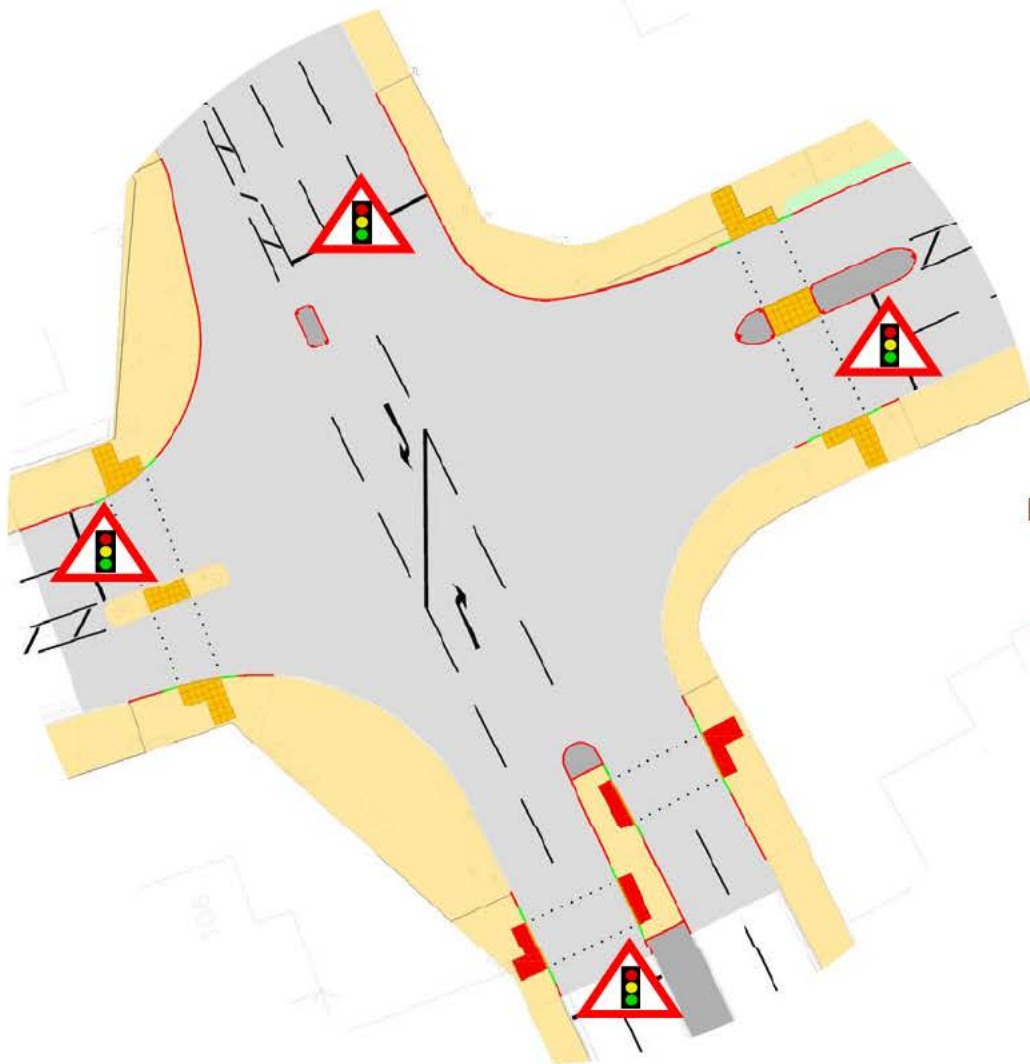
- There would be widening in places in line with proposed new kerb lines. However, there is insufficient room to widen the footways throughout the scheme.

Cycling


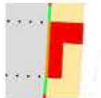


- There are no plans to add any specific cycling provisions.

Traffic Signals

- The traffic signals would remain much as at present with the exception that the request pedestrian crossing on the north side of the junction would be removed and the traffic signals to the south of the scheme would be upgraded to provide this facility instead.
- Pedestrians would be routed south rather than north of the junction with pedestrian guardrails added to both northern corners to discourage people still crossing the road at this location.
- Pedestrians would still be able to cross at the other three points with the Armstrong Road and Park Way crossings remaining the same type as at present - uncontrolled pedestrian crossings with a pedestrian island in the middle.
- The pedestrian crossing on the south side of the A229 Loose Road would be upgraded to a signalised request crossing. The pedestrian island is only one metre wide as there is no capacity to widen. However, there would be the potential to remove the guardrails and use flat islands with raised kerbs to gain space.



Key

-  Traffic Signal Stop Line
-  Controlled Pedestrian crossing
-  Uncontrolled Pedestrian crossing
-  Pedestrian Guardrail



Pedestrian Crossings

Uncontrolled have features such as dropped kerbs and tactile paving and may even be adjacent to traffic signals but rely on pedestrians to determine when it is safe to cross.

Controlled, such as a Pelican crossing, are where pedestrians can push a button and wait for the green signal (usually a figure) to illuminate indicating that vehicles are being shown a red light.