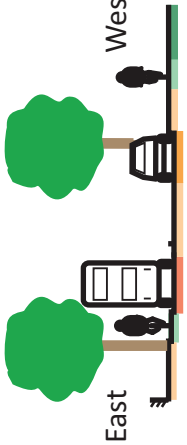


Dyke Road Cycle and Pedestrian Improvements

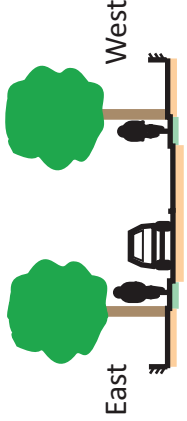
Concept Design



Example of raised zebra crossing (Old Shoreham Road)



Area 2 Proposed Section

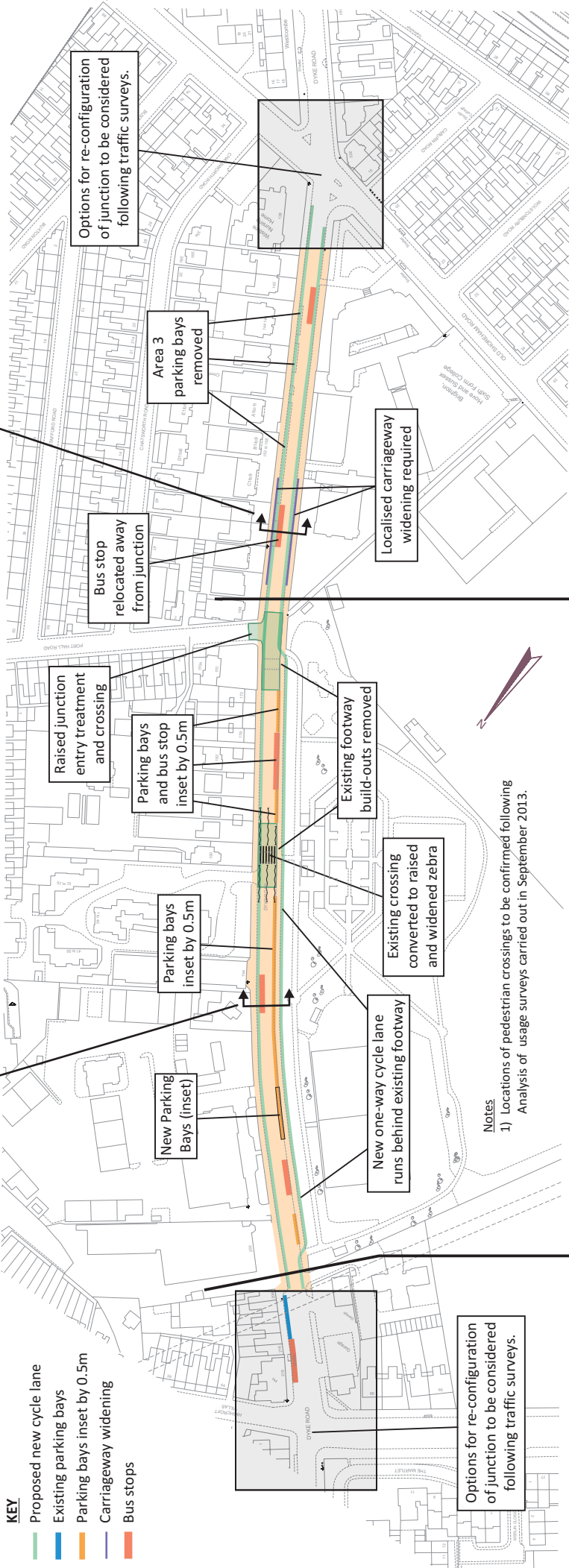


Area 3 Proposed Section



Example of raised segregated cycle lane (Old Shoreham Road)

- KEY**
- Proposed new cycle lane
 - Existing parking bays
 - Parking bays inset by 0.5m
 - Carriageway widening
 - Bus stops



Notes
1) Locations of pedestrian crossings to be confirmed following Analysis of usage surveys carried out in September 2013.

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**
- Southbound 1.5m wide raised segregated cycle lane between footway and traffic lanes
 - Northbound 1.5m wide off-street cycle lane to run behind existing footway
 - Existing parking bays and bus stops fronting Dyke Park inset by 0.5m to provide minimum 6.1m for traffic lanes
 - Existing pelican crossing converted to raised and widened zebra crossing as on Old Shoreham Road
 - Raised crossing area at Port Hall Road extended to provide junction entry treatment

Character Area 3

- PROPOSALS**
- Existing parking bays removed with users displaced to adjacent streets
 - New 1.5m segregated 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
 - Raised approach to new zebra crossing with southbound bus stop relocated



