Abbey Road Improvements Preliminary Design_February 2024 Controlled crossing tactile paving Off-carriageway one way segregated cycle track Raised table junction crossing feature Cycle Gate arrangement where cyclists are released at signals prior to other road traffic Hazard tactile paving to mark transition between shared-use and Off-carriageway bidirectional segregated cycle track segregated Toucan crossing provision Change in level between on-carriageway and off-carriageway cycle Uncontrolled crossing tactile paving lane / track provision Signal controlled parallel crossing arrangement where cyclists **CHELTENHAM STREET** are kept separate from walkers and wheelers when crossing the Road markings to guide on-carriageway cyclists through junctions Separate signals for cycle movements at controlled parallel Location where new tree planting is proposed (green) or a tree is Existing Advanced Stop Line on to be removed (red) Widening of existing footways to Cheltenham Street to remain Cycle track crossing for walkers and wheelers where they have Right turn boxes on carriageway where allow for shared-use between priority over cycle movements cyclists wait in order to perform a two pedestrians and cyclists to and from the Railway Station Section of new soft landscaping to be introduced Shared-use area of footway stage movement between either: Advisory cycle lane marking across Right turn box on carriageway at signalised junction where cyclists Cheltenham Street and Park Drive northbound on Abbey Road into Park perform a two stage movement Proposed new cycle parking location Drive or southbound on Abbey Road junctions to guidevcyclists through th at Barrow Railway Station junction along Abbey Road Lane reduced to one from two for into Cheltenham Street Priority controlled traffic exiting roundabout junction Kerbline altered to accommodate cycle Cyclists re-enter carriageway lane entry gate into the junction Cycle track reduced in width to Proposed off-carriageway cycle track merges with existing provision on-Bi-directional cycle provision on track minimum of 1.5m as it bypasses the ycle crossings included, adjacent to Raised crossing introduced on Stafford encircling the roundabout to allow for existing zebras in the form of a 'parallel bus stop and shelter Street allowing for pedestrians and carriageway at Holker Street shorter distance connections between cyclists to cross junction without a change in level and with priority over Priority controlled Removal of two trees to allow for junction Pedestrian refuge retained and HOLKER STREET [HARTINGTON STREET] Existing footpath linking to Railway placement of new cycleway alignment Removal of two trees to allow for extended to allow for staggered Station to be converted to shared-use - placement of new bidirectional pedestrian crossing movements whilst for pedestrians and cyclists Bus Station minimum of 1.5m as it bypasses the also accommodating adjacent cycle cycleway alignment Priority controlled Priority controlled WEST VIEW ROAD bus stop and shelters crossing. Guardrailings removed from junction Proposed planting of new trees (or Raised crossing introduced on West relocation of the two removed trees if View Road allowing for pedestrians Main Public Library feasible) positioned to either side of Existing bus layby facility removed and and cyclists to cross junction without a confident cyclists travelling to a Bath Street to utilise the bidired off-carriageway segregated cyc to safely cross Abbey Road BATH STREET existing lighting column plus additional footway built out to accommodate change in level and with priority over Off-carriageway bi-directional 2m wid carriageway traffic lanes Street allowing for pedestrians and HIBBERT ROAD new trees within bus station for northbound traffic on Abbey Road. other road traffic Cyclists use push button call cont at cycle lane stop line. When the green cycle light appears, cyclists can enter the junction prior to oth road traffic and have sufficient lin to clear the junction for straight a movements or to reach 'right turn boxes where they perform a two turnice means and the sufficient and the sufficient sufficien relocated bus shelters with cycle track segregated cycle track circulates the cyclists to cross junction without a Pedestrian refuge retained and entering Hibbert Road. Kerbline built landscaped areas roundabout allowing for all directions change in level and with priority over placed to rear of shelters and a extended to allow for staggered out and soft landscaping incorporated Cyclists re-enter carriageway crossing of the track included to allow of cycle movements connecting to other road traffic pedestrian crossing movements whilst into carriageway verge with new corner Cycle lane markings across Hibbert pedestrians priority movement when Removal of one tree to allow for Road junction to highlight presence of cyclists moving along Abbey Road 2m wide cycle track controlled crossings also accommodating adjacent cycle placement of new bidirectional moving between the shelters and the crossing. Guardrailings removed from cycleway alignment and due to Magistrates' Court 2m wide cycle track Baptist Church New signal controlled parallel crossing existing maintenance issue allowing cyclists exiting Stafford Street 2m wide cycle track to cross Abbey Road for southbound Existing bus shelter to be relocated to travel and for cyclists exiting Barrow new build out between cycle facility Shared-use section of footway / Park to travel northbound on Abbey and the carriageway cycleway where pedestrians and ABBEY ROAD cyclists mingle without segregation ntroduced on Park Drive for cyclists entering the junction Access point to and from Barrow Park Traffic island extended to accommodate 2m wide cycle track additional width required for toucan crossing arrangement Existing bus shelter to be repositioned Raised crossing introduced on Park closer to carriageway edge allowing Royal Mail Collection Office 1.5m wide cycle track Barrow Park Existing bus stop and shelters to Drive allowing for pedestrians and New signal controlled parallel crossing for off-carriageway segregated cycle Shared-use section of footways /

Existing footway built out into green

further negotiation with owner

space area in order to incorporate cycle

track. Acquisition of land dependent on

cyclists to cross junction without a

Existing bus shelter and stop relocated

further north allowing for left turn lane

to be accommodated on southbound

approach to Abbey Rd / Rawlinson St

other road traffic

/ Holker St junction

Kerbline adjusted to allow for cycle

track to be accommodated on Abbey

Rd southbound lane

change in level and with priority over

Priority controlled

junction

allowing cyclists travelling southbound

on Abbey Road to turn right into West

Abbey Road to turn right into Park

Access point to and from Barrow Park

Avenue and Barrow Park via a U-turn

View Road and northbound cyclists on

track to be incorporated on footway

Cycle provision reduced to 1.5m metre

Pedestrian refuge retained and

extended to allow for staggered

of Duke of Edinburgh Hotel

pedestrian crossing movements whilst

also accommodating adjacent cycle

crossing. Width of island reduced to

allow for build out of kerbline in front

RAWLINSON STREET

Proposed off-carriageway cycleway merges with existing provision on-

carriageway at Rawlinson Street

width between Dalton Road and

Rawlinson Street in order to

accommodate off-carriageway

placement and the retention of

acceptable footway width alongside

cycleways on all corners of Abbey Rd /

where pedestrians and cyclists mingle

— Hartington St / Dalton Rd junction

without segregation

(Wetherspoon)

cle track reduced in width to 1.5m

it bypasses the bus stop and shelters

DALTON ROAD

Existing bus stop and shelters to

priority movement when moving

between the shelters and the main

remain with cycle track placed to rear

rack included to allow pedestrians

of shelters and two crossings of the

No left turn' for cyclists into Dalkeith

Street. Cyclists instructed to turn left

Street via alternative route

DALKEITH STREET

Signal controlled

nto Dalton Road and access Dalkeith

Advance Stop Line for cyclists on

remain with cycle track placed to rear

of shelters and a crossing of the track

included to allow pedestrians priority

shelters and the main footway

Cycle track reduced in width to 1.5m

as it bypasses the bus stop

Cycle crossings included, adjacent to

existing zebras in the form of a 'parallel

Removal of one tree to allow for placement of new bidirectional

Cycle infrastructure to continue on

Duke Street (subject to funding)

cycleway alignment

movement when moving between the

Short section of bi-directional cycle

via the toucan crossing

provision enabling cyclists travelling

southbound on Abbey Road and from

Dalkeith Street to access Bath Street

New bus shelter to be placed on new

of shelter and a crossing of the track

included to allow pedestrians priority

shelter and the main footway

Existing advisory cycle lanes on Abbey Road to remain

movement when moving between the

build out with cycle track placed to rear