

Appendix 2 – Existing and Potential Road Layouts

Best Practice Example: Groningerstraat, Assen



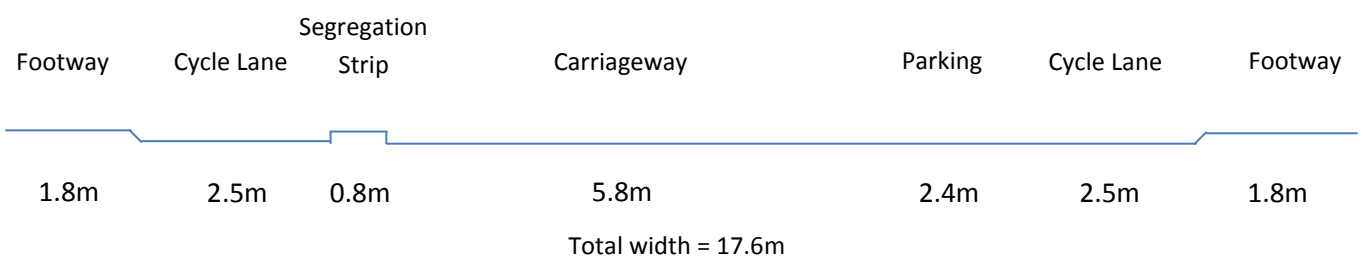
Similarities with Dedworth Road:

- Distributor Road for a large residential estate
- Direct link to the town centre
- Mix of on and off-street parking
- Supermarket
- Secondary school on the road and several primary schools nearby
- Used as a through route by motor traffic

Features:

- 2.5m wide, uni-directional, segregated cycle lanes allow cyclists to overtake safely
- 0.75m wide buffer incorporating street-lighting
- 5.8m wide carriageway with no central markings or ghost islands
- 2.4m wide parking on one side of the road inside the cycle lane
- Cycle-friendly 45° kerbs
- 1.8m wide footways

Layout:

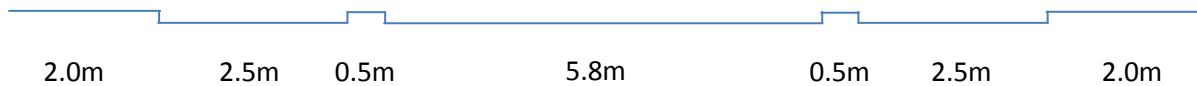


Section 1: Ruddlesway to Gallys Road

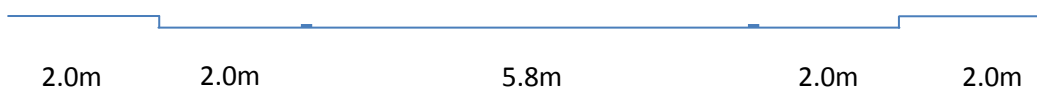


Northern Footway	Carriageway	Southern Footway	Total Width
2.8m	7.3m	2.5m	12.6m

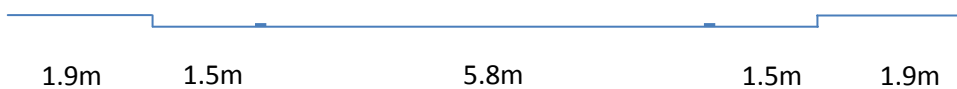
Ideal Layout: Segregated Cycle Route (15.8m total width)



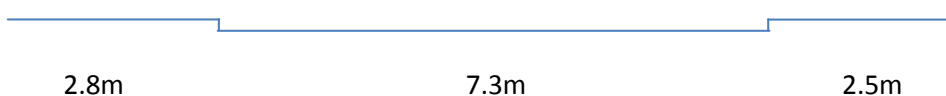
Acceptable Layout: On-Carriageway Cycle Lanes (13.8m total width)



Sub-Optimal Layout: Narrow On-Carriageway Cycle Lanes (12.6m total width)



Current Layout (12.6m)



Issues:

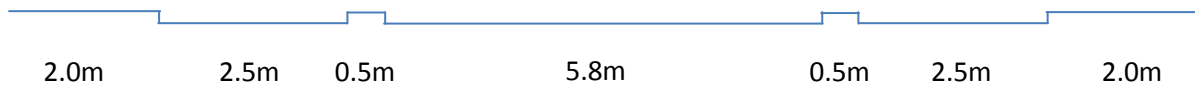
- Width barely enough for a sub-optimal layout
- Would involve narrowing footways to below 2.0m
- Multiple accesses on both sides of the road

Section 2: Gallys Road to Smiths Lane

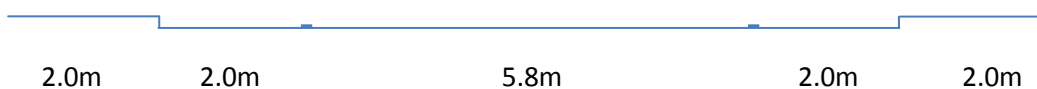


Northern Footway	Carriageway	Southern Footway	Total Width
3.0m	7.4m	2.6m	13.0m

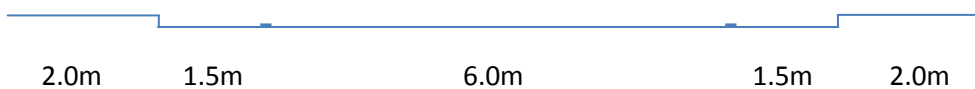
Ideal Layout: Segregated Cycle Route (15.8m total width)



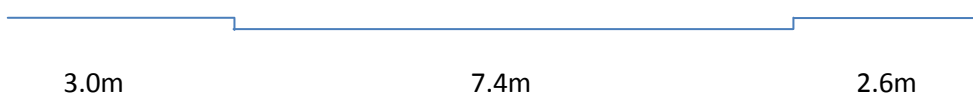
Acceptable Layout: On-Carriageway Cycle Lanes (13.8m total width)



Sub-Optimal Layout: Narrow On-Carriageway Cycle Lanes (13m total width)



Current Layout (13m total width)



Issues:

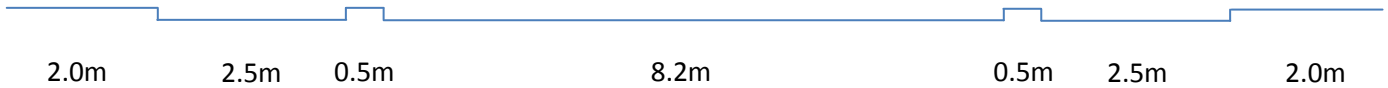
- Only sufficient width for a sub-optimal layout
- Multiple access on both sides of the road
- Would involve loss of central islands, affecting pedestrian crossing movements

Section 3: Clewer Hill Road to Greenacre



Northern Footway	Carriageway	Southern Footway	Total Width
2.9m	9.2m	2.7m	14.8m

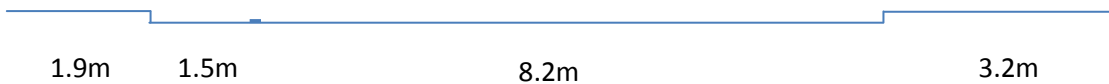
Ideal Layout: Segregated Cycle Route With Parking on South Side (18.2m total width)



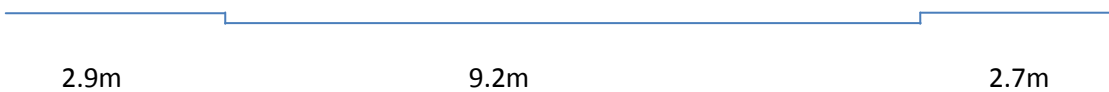
Acceptable Layout: On-Carriageway Cycle Lane / Segregated Cycle Lane (16.9m total width)



Sub-Optimal Layout: Narrow On-Carriageway Cycle Lane / Unsegregated Shared Path (14.8m total width)



Current Layout (14.8m total width)



Issues:

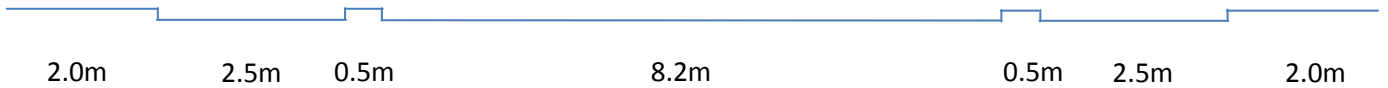
- On-street parking means that there is insufficient width for even a sub-optimal layout
- Multiple accesses on both sides with informal echelon parking outside shops
- Would result in loss of street trees

Section 4: Greenacre to Kenton's Lane

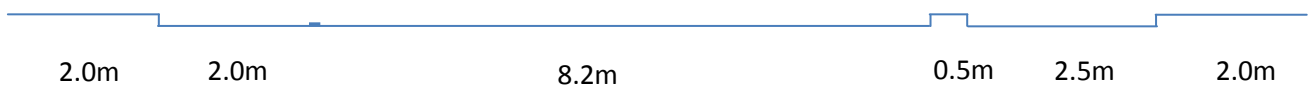


Northern Footway	Carriageway	Southern Footway	Total Width
2.9m	9.2m	3.2m	15.3m

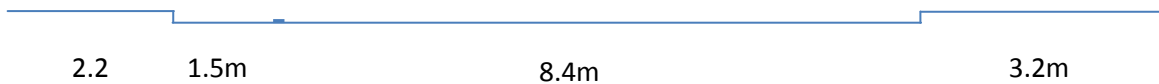
Ideal Layout: Segregated Cycle Route With Parking on South Side (18.2m total width)



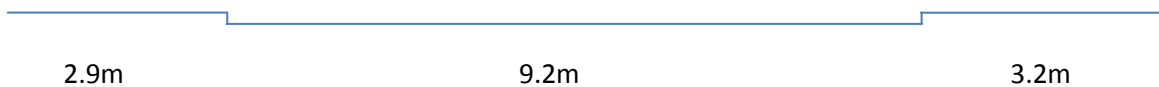
Acceptable Layout: On-Carriageway Cycle Lane / Segregated Cycle Lane (17.2m total width)



Sub-Optimal Layout: Narrow On-Carriageway Cycle Lane / Unsegregated Shared Path (15.3m total width)



Current Layout (15.3m total width)



Issues:

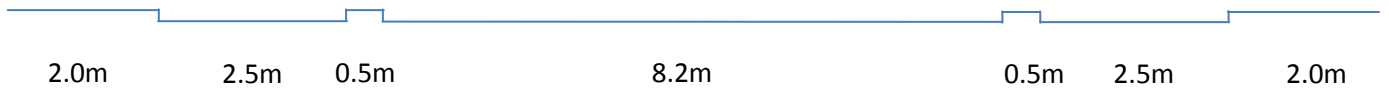
- Formal echelon parking outside shops plus parking between Stuart Way and Kenton's Lane.
- Would need to get rid of turning lane. This will add to traffic congestion.
- Would involve loss of a layby

Section 5: Kenton's Lane to Vale Road



Northern Footway	Carriageway	Southern Footway	Total Width
2.8m	9.2m	2.8m	14.9m

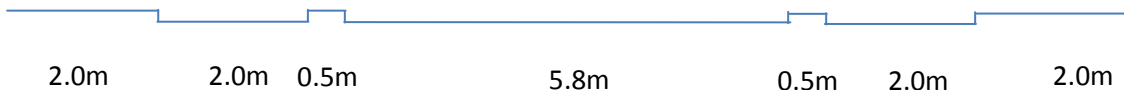
Ideal Layout: Segregated Cycle Route With Parking on South Side (18.2m total width)



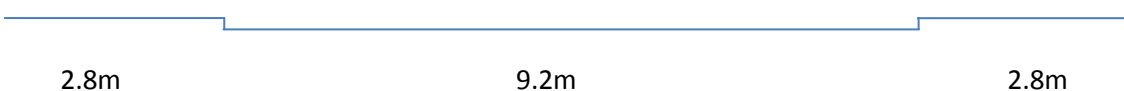
Acceptable Layout: On-Carriageway Cycle Lane / Segregated Cycle Lane With Parking (17.2m total width)



Acceptable Layout: Narrow Segregated Cycle Lane Without Parking (14.9m total width)



Current Layout (14.8m total width)



Issues:

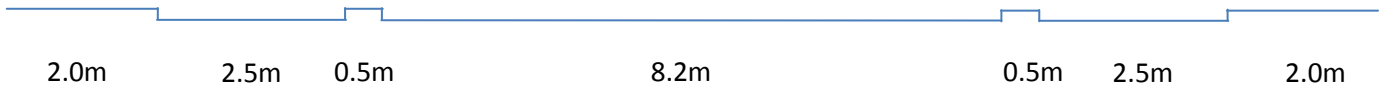
- Would result in the loss of parking down one or both sides of Dedworth Road
- Would result in the loss of street trees

Section 6: Vale Road to Parsonage Lane



Northern Footway	Carriageway	Southern Footway	Total Width
2.4m	9.2m	1.5m	13.1m

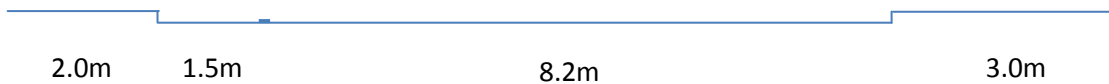
Ideal Layout: Segregated Cycle Route With Parking on South Side (18.2m total width)



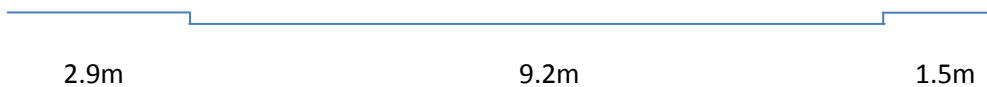
Acceptable Layout: On-Carriageway Cycle Lane / Segregated Cycle Lane (17.2m total width)



Sub-Optimal Layout: Narrow On-Carriageway Cycle Lane / Unsegregated Shared Path (14.7m total width)



Current Layout (13.1m total width)



Issues:

- Cannot achieve even a sub-optimal layout without land purchase or prohibition of parking