

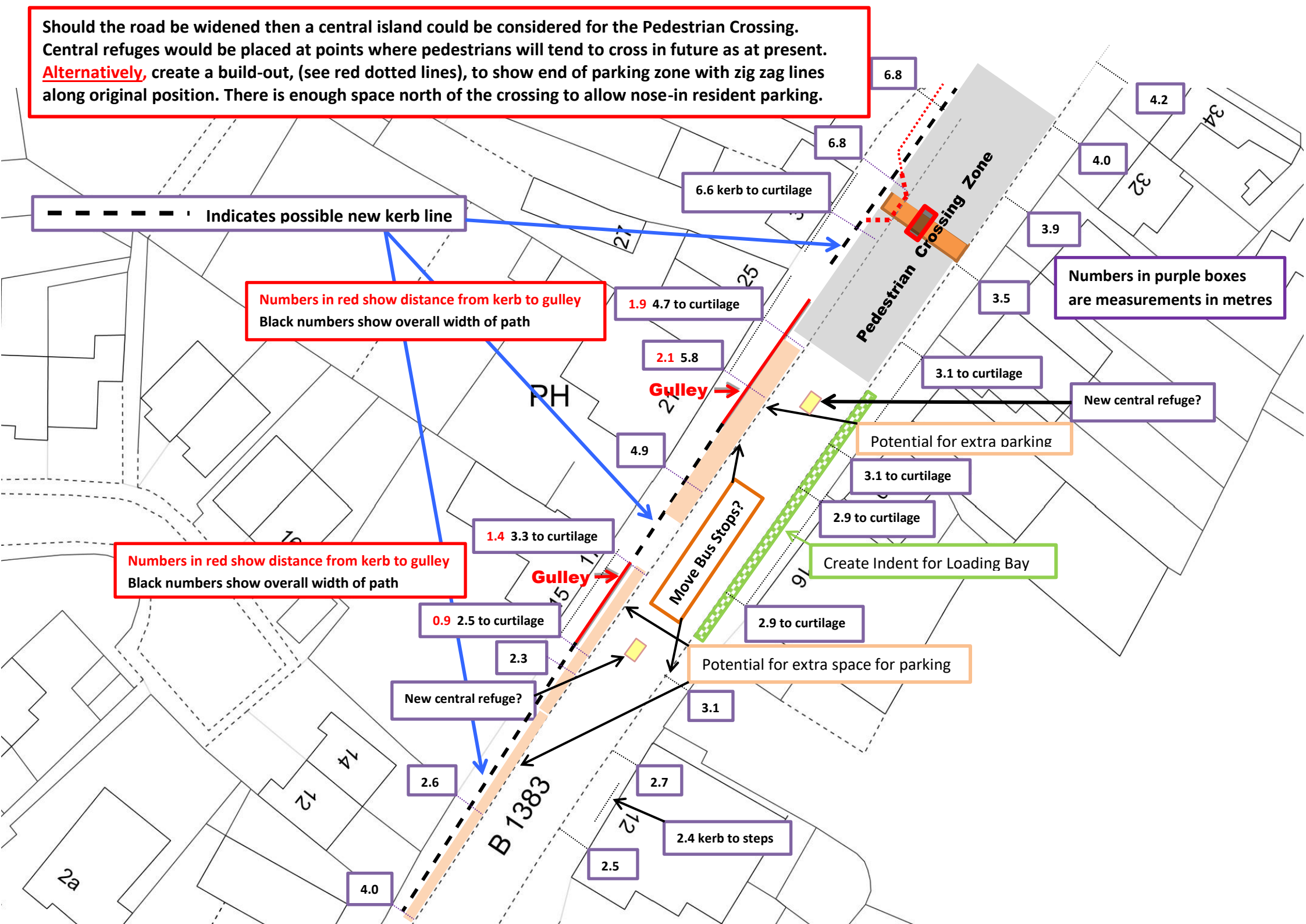
Should the road be widened then a central island could be considered for the Pedestrian Crossing. Central refuges would be placed at points where pedestrians will tend to cross in future as at present. **Alternatively**, create a build-out, (see red dotted lines), to show end of parking zone with zig zag lines along original position. There is enough space north of the crossing to allow nose-in resident parking.

--- Indicates possible new kerb line

Numbers in red show distance from kerb to gully  
Black numbers show overall width of path

Numbers in purple boxes are measurements in metres

Numbers in red show distance from kerb to gully  
Black numbers show overall width of path



Central refuges placed at points where pedestrians tend to cross at present, (or likely to if proposal is implemented), and to take into consideration use of ATM by the Esso Petrol service

Numbers in purple boxes are measurements in metres

--- Indicates possible new kerb line

New central refuge?

Alternative New Bus Stop?

This proposal for a Roundabout scheme is aimed at obtaining improved traffic flow at peak times, especially at evening peak, where traffic can back up past the Old Bell to past Gypsy Lane.  
As a Strategic Route this is unacceptable  
Safety should also be improved for traffic exiting from Bentfield Rd. and Chapel Hill and eliminate a blind spot for traffic exiting Crafton Green.

New central refuge?

Mini Roundabout  
89.1m

Small Roundabout with  
Kerbed centre core

New position for Fountain

New central refuge?

