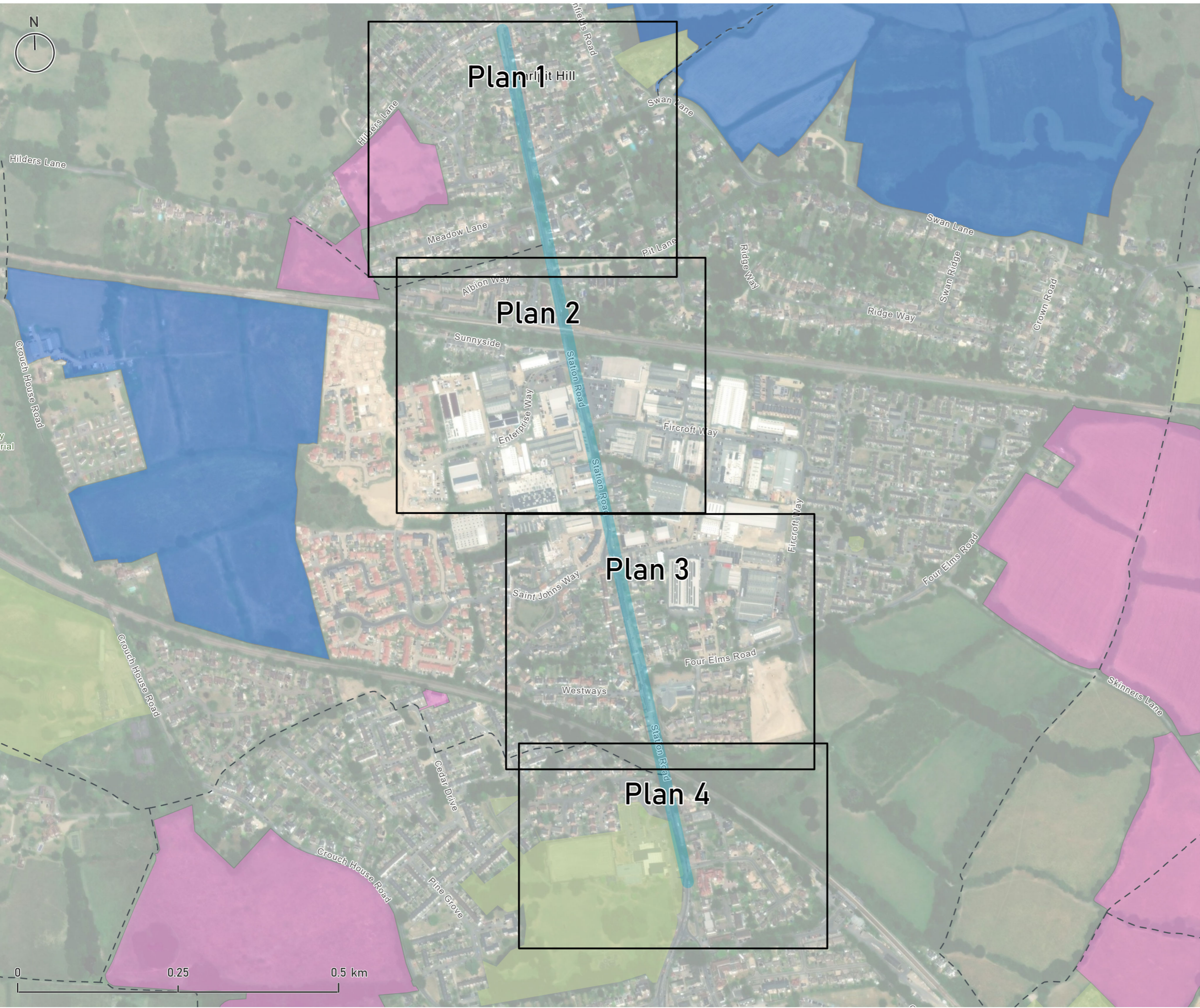


# Route 2 Overview

- Route Alignment
- Public Right of Way (PRoW)
- Potential housing sites (Local Plan Regulation 18, Autumn 2025)
- Potential mixed use sites (Local Plan Regulation 18, Autumn 2025)
- Green space



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# Route 2 Design Recommendations - 01

- Route Alignment
- Public Right of Way (PRoW)
- Potential housing sites (Local Plan Regulation 18, Autumn 2025)
- Potential mixed use sites (Local Plan Regulation 18, Autumn 2025)
- Green space
- Design Recommendation (Point)**
- Walking improvement Medium
- Walking improvement Low
- Design Complexity (Point Recommendations)**
- Medium Complexity
- High Complexity

Provide new controlled crossing at junction with Hilders Lane and Hillcrest Road.

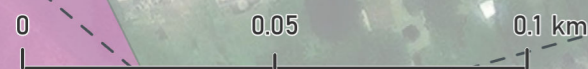
Provide dropped kerbs and tactile paving.

Widen footways at pinch points along Main Road, north of Swan Lane.

Provide side road entry treatment to reduce crossing distance and slow down turning vehicles.



Provide side road entry treatment to reduce crossing distance and slow down turning vehicles.

Where cycle tracks aren't feasible, reduce traffic speeds through narrowing of the carriageway and surface treatments.





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# Route 2 Design Recommendations - 02

-  Route Alignment
-  Public Right of Way (PRoW)

## Design Recommendation (Point)

-  Walking improvement
-  Public realm improvement

## Design Complexity (Point Recommendations)

-  Medium
-  Low

## Design Recommendation (Linear)

-  High Complexity



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# Route 2 Design Recommendations - 03

- Route Alignment
- Public Right of Way (PRoW)
- Design Recommendation (Point)**
- Walking improvement
- Public realm improvement
- Junction improvement
- Design Complexity (Point Recommendations)**
- High
- Medium
- Low
- Design Recommendation (Linear)**
- ■ High Complexity

Improve roundabout junction by providing crossings on each arm and increasing footway widths.

Where cycle tracks aren't feasible, reduce traffic speeds through narrowing of the carriageway and surface treatments.

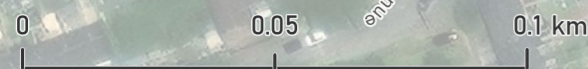
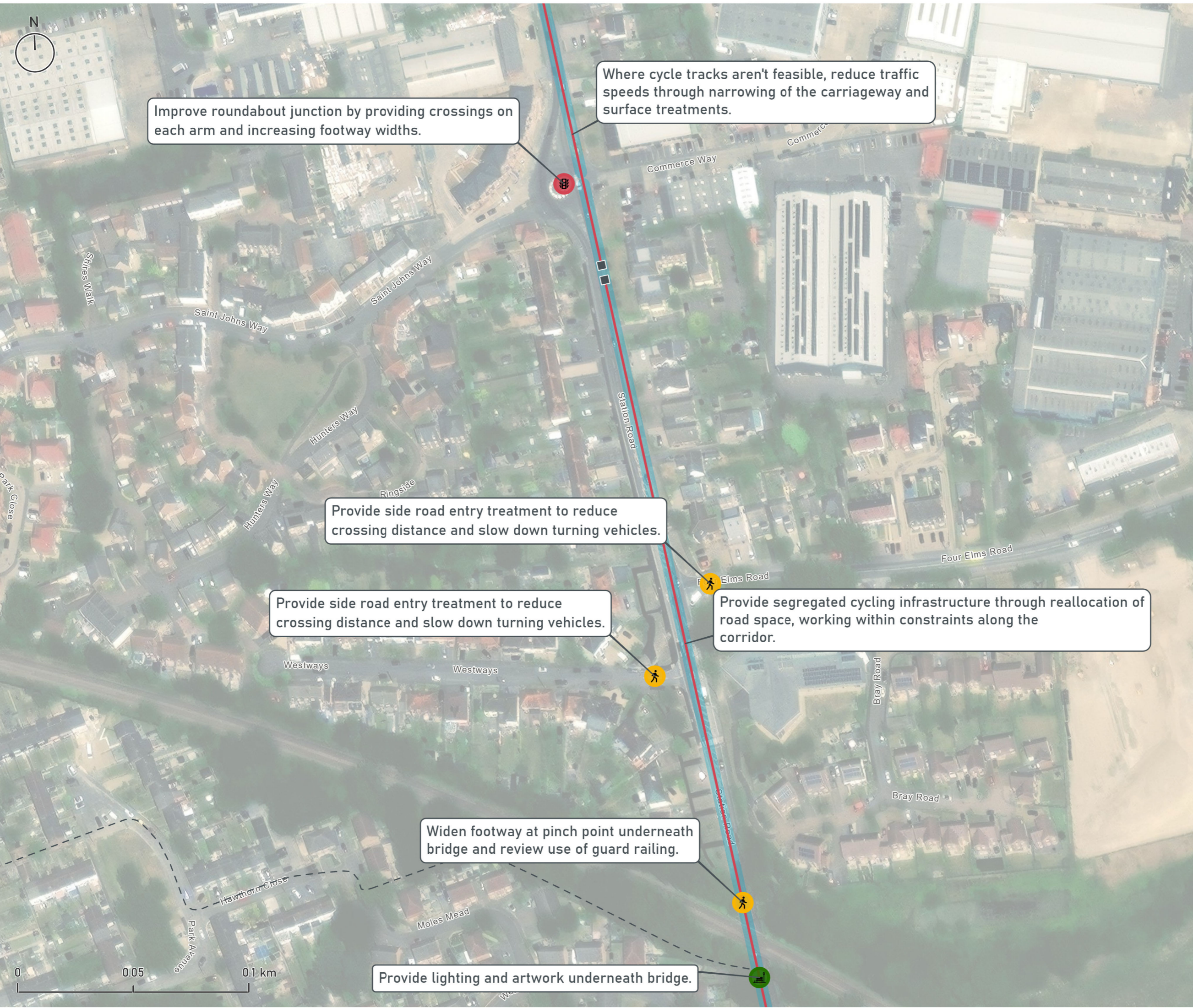
Provide side road entry treatment to reduce crossing distance and slow down turning vehicles.

Provide side road entry treatment to reduce crossing distance and slow down turning vehicles.

Provide segregated cycling infrastructure through reallocation of road space, working within constraints along the corridor.

Widen footway at pinch point underneath bridge and review use of guard railing.

Provide lighting and artwork underneath bridge.



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# Route 2 Design Recommendations - 04

- Route Alignment
- Public Right of Way (PRoW)
- Green space
- Design Recommendation (Point)**
  - Walking improvement
  - Public realm improvement
- Design Complexity (Point Recommendations)**
  - Medium
  - Low
- Design Recommendation (Linear)**
  - High Complexity



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