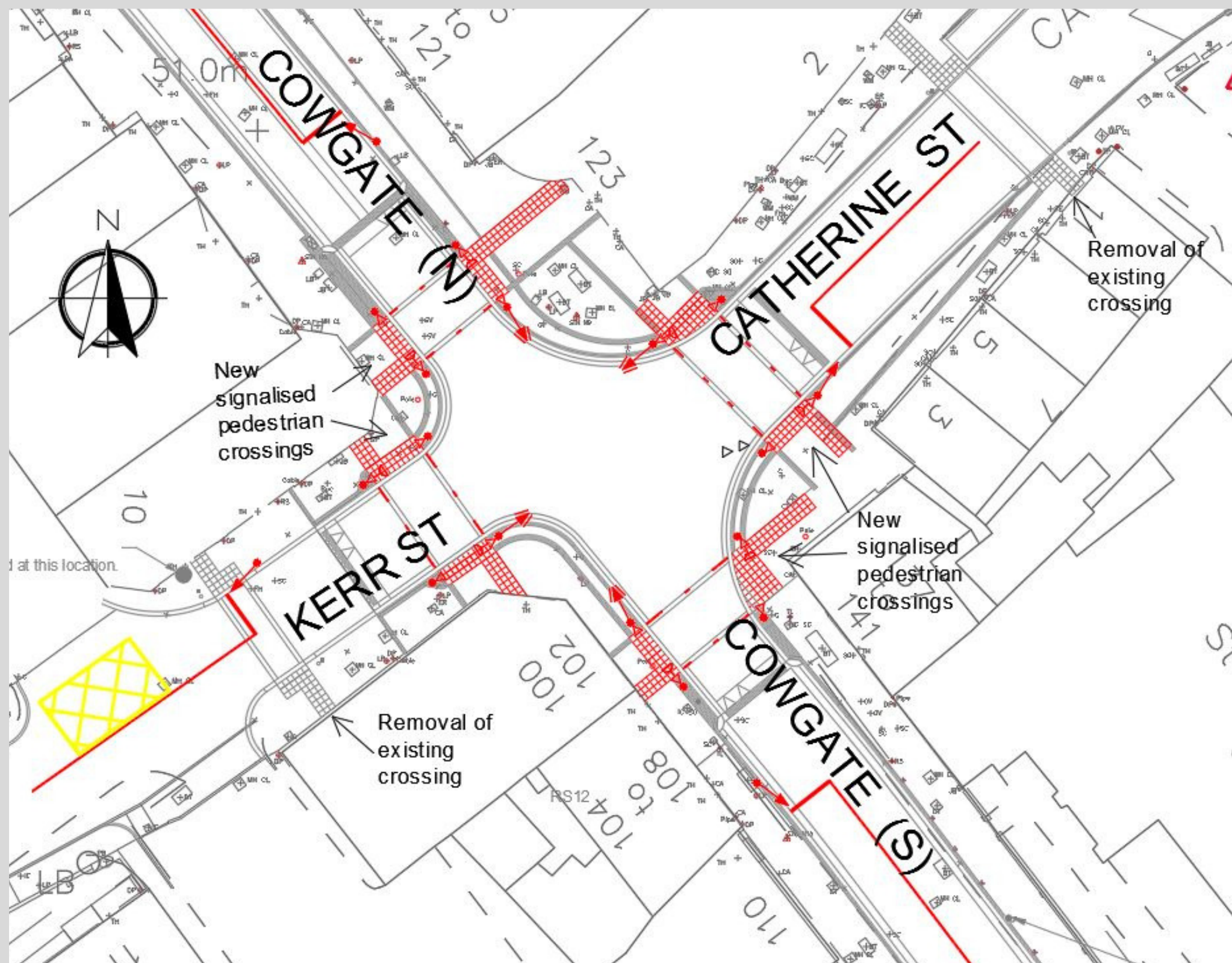


Option B: Signalise Existing Layout

Description

This option would retain the physical layout of the junction, and introduce new traffic signal equipment and control.



Work Description

- New signal poles and signal heads
- Removal of existing standalone controlled crossings on Catherine Street and Kerr Street
- Replacement/ extension of tactile paving
- Relocation of bus stops on Cowgate

Indicative Cost

- c. £417k

Impacts for user groups:

Pedestrians

- Pedestrian green man wait times ranging between 1-2 minutes, this could be reduced which would impact on the capacity of the junction and level of queuing and delay for vehicles
- More traditional layout, greater priority for motorists
- Additional pinch points due to signal poles and guard rail
- Removal of stand alone controlled crossings on Catherine Street and Kerr Street

Cyclists

- No formal provision for cyclists.

Car Users

- Queues in morning peak of up to 7 vehs on each approach if right turns on Cowgate banned (12 with no ban), and maximum delays of 77 seconds; and
- Queues in evening peak of up to 11 vehs (40+ with no ban) and maximum delay of around 72 seconds.
- Requirement for banned turns at junction to allow junction to operate within capacity. i.e. the removal of right turning traffic on Cowgate

Public Transport

- Delay to bus services
- The bus stop on Cowgate (S) will be relocated 45m further south to south of Alexandra Street; and
- The bus stop on Cowgate (N) will be relocated 40 further north to north of Broadcroft.