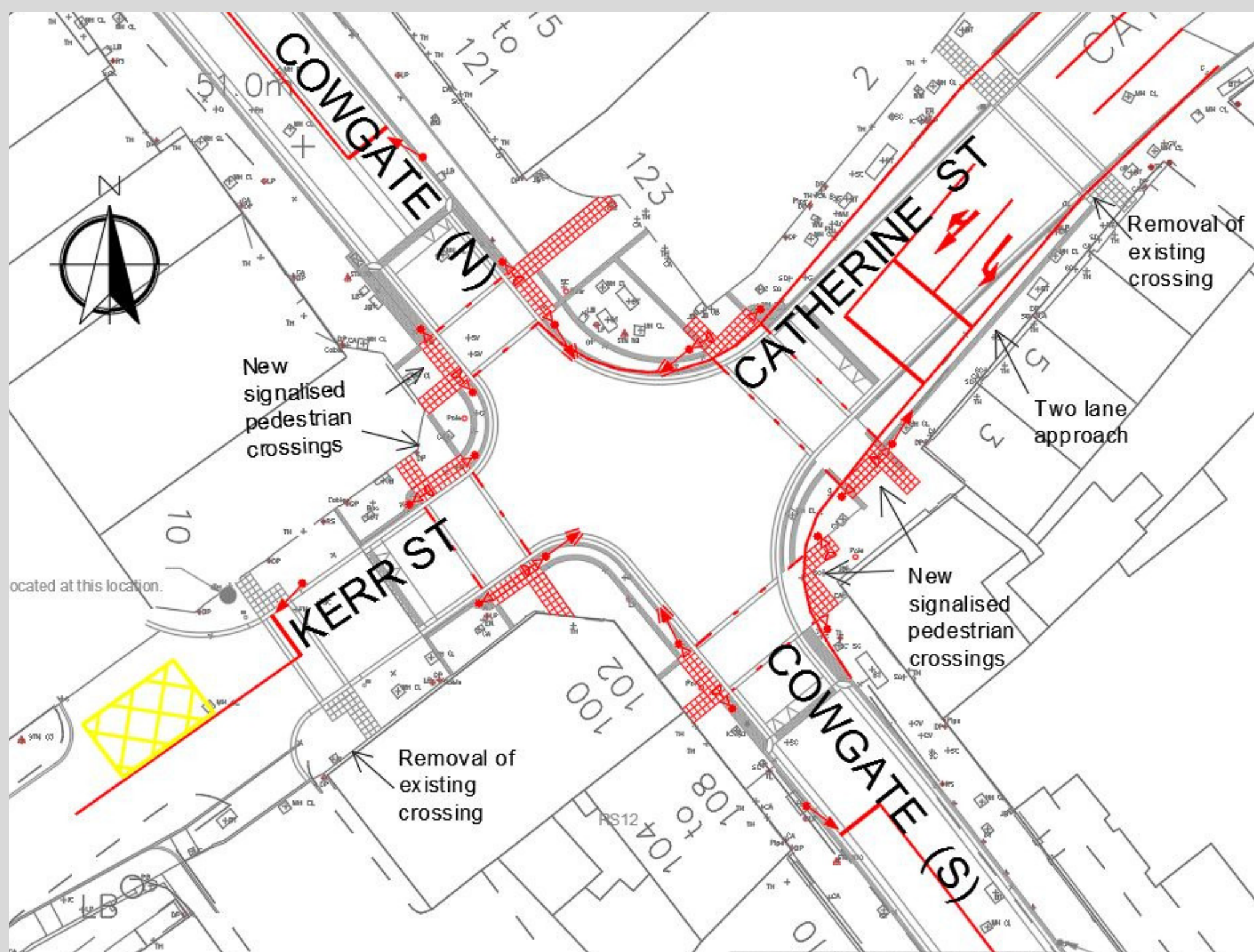


Option A: Signalise existing layout and widen Catherine Street

Description

This option involves widening Catherine Street to two lanes on approach, and introducing 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
- Widening of Catherine Street carriageway
- Narrowing of Catherine Street footways
- Removal of raised table

Indicative Cost

- c. £647k

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 guardrail
- Narrowing of footways on Catherine Street; likely removal of trees, lighting, etc.
- Removal of stand-alone controlled crossings on Catherine Street and Kerr Street

Cyclists

- No formal provision for cyclists on 3 arms, advance stop line on Catherine Street
- Narrow lanes

Car Users

- Queues in morning peak of up to 5 vehs on each approach if right turns on Cowgate banned (9 with no ban), and maximum delays of 84 seconds; and
- Queues in evening peak of up to 8 vehs (15 with no ban) and maximum delay of around 60 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 40m further north to north of Broadcroft
- Potential re-routing of bus services if banned turns implemented