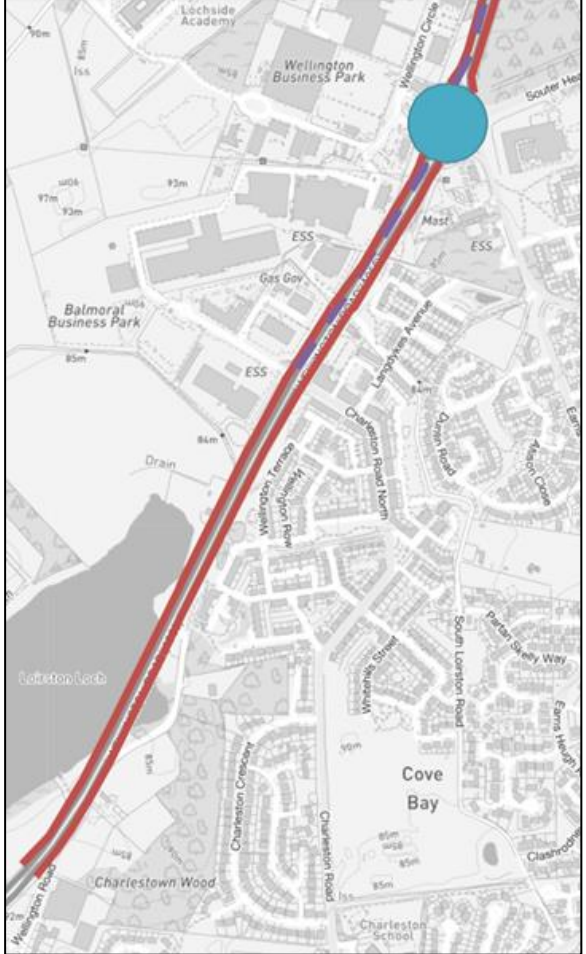
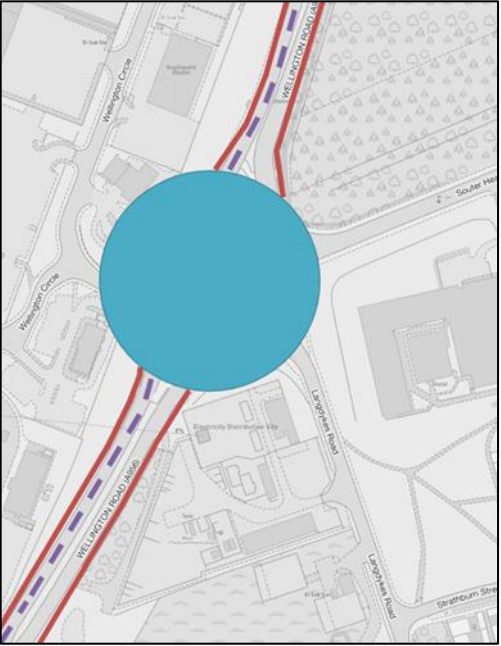


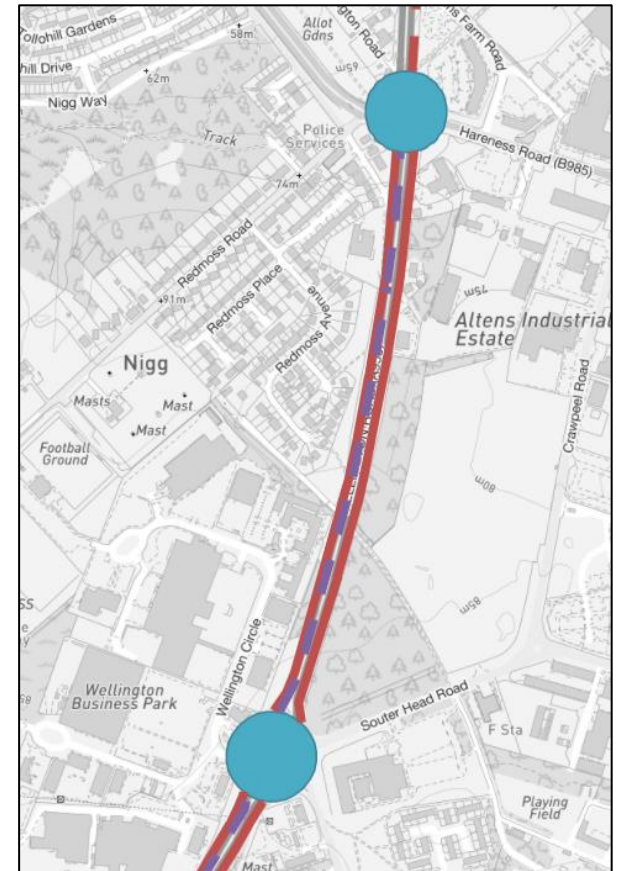
Appendix 1: Proposed Interventions

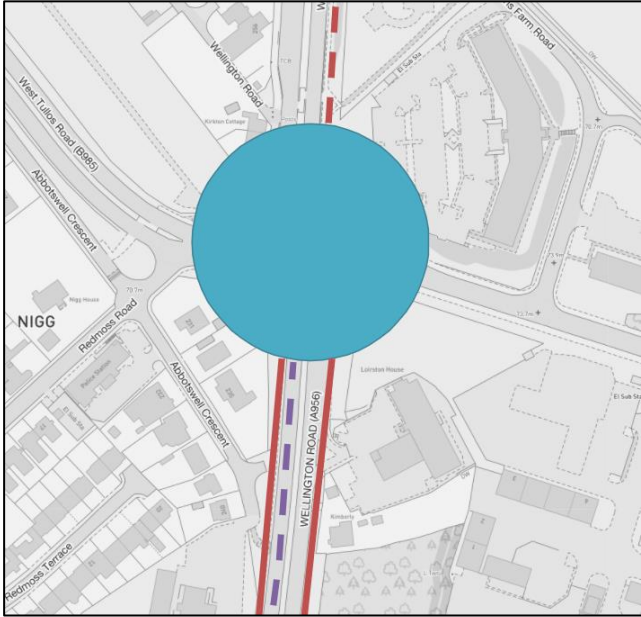
Corridor Section	Potential Interventions Proposed	Further Considerations	
1: Charleston to Souterhead Roundabout	<p>With-flow cycleway from tie-in with existing shared use facilities to the west of Old Wellington Road to Souterhead Roundabout.</p>	<ul style="list-style-type: none"> • Environmental Impact Assessment required. 	
	<p>Additional lane northbound between Charleston Road North and Souterhead Junction.</p>	<ul style="list-style-type: none"> • Further design work required. • Will require land purchase. 	

<p>2: Souterhead Junction</p>	<p>Reconfiguration of Souterhead Junction.</p>	<ul style="list-style-type: none">• Further design work required to determine optimum configuration.• Environmental Impact Assessment required.	
<p>3: Souterhead Junction to Hareness Junction</p>	<p>With-flow cycleway between Souterhead Roundabout and Hareness Roundabout.</p>	<ul style="list-style-type: none">• Further design work required to determine the tie-in with facilities at Souterhead and Hareness junctions.	

Additional lane northbound between Souterhead and Hareness Junctions.

- Further design work required.
- Will require land purchase.



<p>4: Hareness Junction</p>	<p>Removal of the roundabout for introduction of a signalised junction with improved crossing facilities for active travel users.</p>	<ul style="list-style-type: none"> • Further design work required to determine the tie-in with cycle facilities to the north and south of the junction and to ensure that there is sufficient capacity at the junction to operate effectively (e.g. as proposed for the Multi-Modal Package). 	
<p>5: Hareness Roundabout to Craigshaw Road</p>	<p>Cycleway between Hareness Roundabout and Craigshaw Road.</p>	<ul style="list-style-type: none"> • Detailed design required to determine the type of cycleway between Hareness Roundabout and QEB – a with-flow cycleway requires removal of the central reservation between Hareness Roundabout and Polwarth Road; a two-way cycleway requires removal of the central reservation between Greenbank Road and Polwarth Road. 	

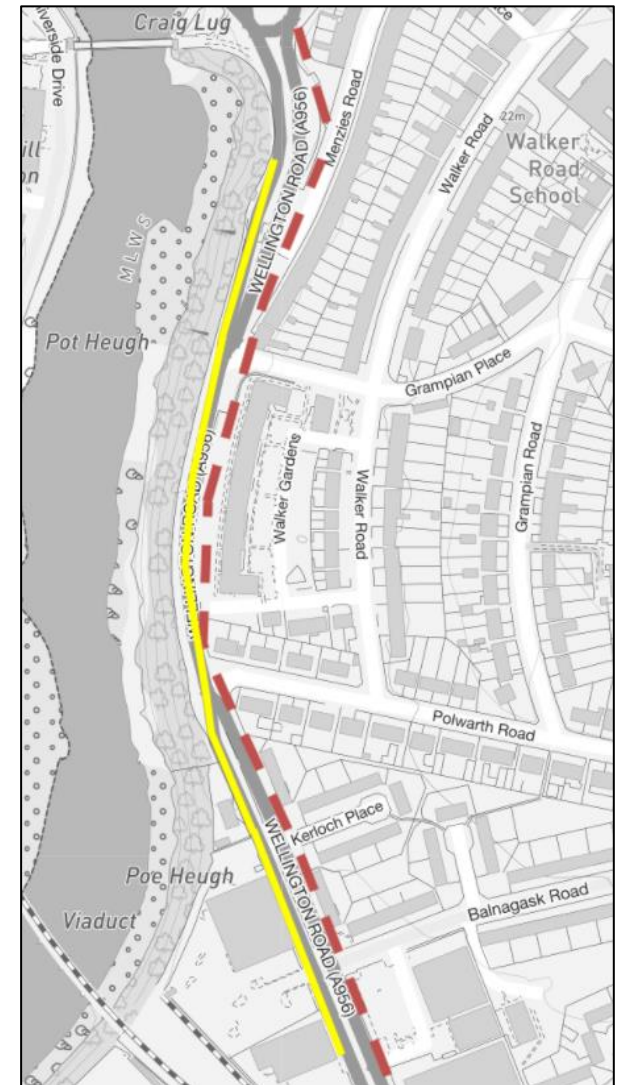
		<ul style="list-style-type: none"> • Removal of the central reservation and all proposed designs would require a Road Safety Audit (RSA) to comment on the safety implications and inform any adjustment to the design/ mitigation. • Further consideration to be given to options for retaining the central reservation, including reduced footway or carriageway widths or increased use of verge space. A detailed survey of pedestrian movements would inform these design decisions. 	
	<p>Northbound bus lane between Craigshaw Drive and Abbotswell Road, avoiding the approach to and the junctions at Craigshaw Road, Greenbank Road and Abbotswell Road.</p>	<ul style="list-style-type: none"> • Further modelling and design review required to determine the exact location of northbound bus lane at the next stage of design development. 	

<p>6: Craigshaw Road to Balnagask Road</p>	<p>Cycleway between Craigshaw Road and Balnagask Road.</p>	<ul style="list-style-type: none"> • Detailed design required to determine the type of cycleway between Hareness Roundabout and QEB – a with-flow cycleway requires removal of the central reservation between Hareness Roundabout and Polwarth Road; a two-way cycleway requires removal of the central reservation between Greenbank Road and Polwarth Road. • Removal of the central reservation and all proposed designs would require a RSA to comment on the safety implications and inform any adjustment to the design/ mitigation. • Further consideration to be given to options for retaining the central reservation, including reduced footway or carriageway widths or increased use of verge space. A detailed 	
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		survey of pedestrian movements would inform these design decisions.	
7: Balnagask Road to QEB	Cycleway between Balnagask Road and QEB.	<ul style="list-style-type: none"> • Land purchase required at the former HM Craiginches Prison Site. • Detailed design required to determine the type of cycleway between Hareness Roundabout and QEB – a with-flow cycleway requires removal of the central reservation between Hareness Roundabout and Polwarth Road; a two-way cycleway requires removal of the central reservation between 	





Northbound bus lane (small extension to existing bus lane towards QEB)

- Greenbank Road and Polwarth Road.
- Removal of the central reservation and all proposed designs would require a RSA to comment on the safety implications and inform any adjustment to the design/ mitigation.
 - Further consideration to be given to options for retaining the central reservation, including reduced footway or carriageway widths or increased use of verge space. A detailed survey of pedestrian movements would inform these decisions.
 - Further design work required to consider the tie-in to the existing layout at QEB, including opportunities for controlled crossing points for pedestrians and cyclists at the Craig Place/South Esplanade West Roundabout.



- Onward connections to National Cycle Network Route 1 crossing QEB to South Esplanade West and from Craig Place requires further consideration of improvements for active travel.

KEY:

With-flow cycleways	
Cycleway (<i>optimum configuration to be determined</i>)	
Northbound bus lanes (<i>indicative locations</i>)	
Potential additional northbound road lane (<i>subject to further assessment</i>)	
Junction Improvement (<i>subject to further assessment</i>)	