

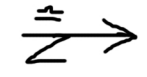
# Intermediate Alternative (south)

normal ————

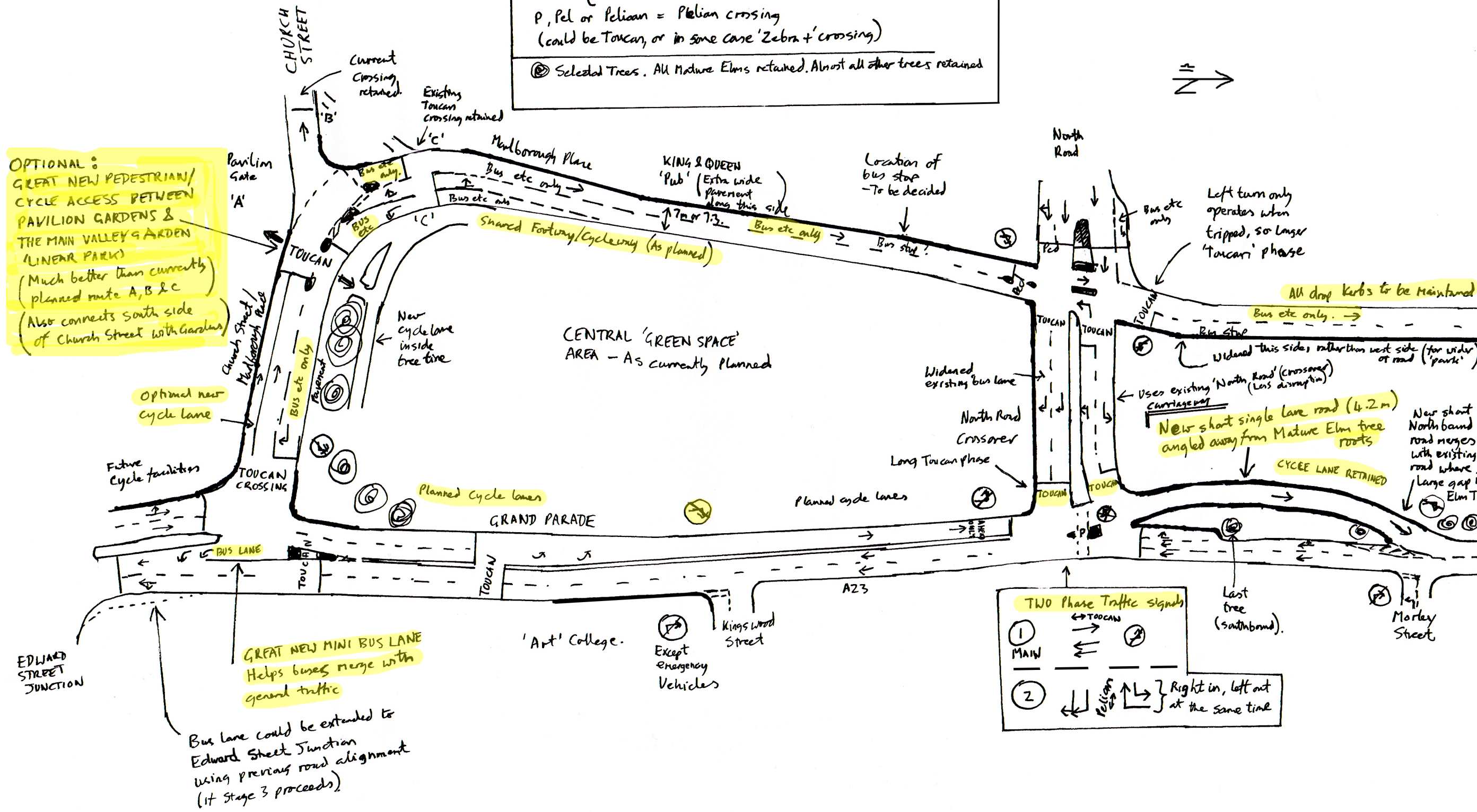
Please note: Although the carriageway location could be as in the existing design; cost and disruption could be greatly reduced, by maximising use of existing kerblines. The thicker kerblines, shown on map, although not definitive, gives an indication- how few kerblines really need to be changed.

P, Pel or Pelican = Pelican crossing  
(could be Toucan, or in some case 'Zebra + 'crossing)

Ⓢ Selected Trees. All Mature Elms retained. Almost all other trees retained



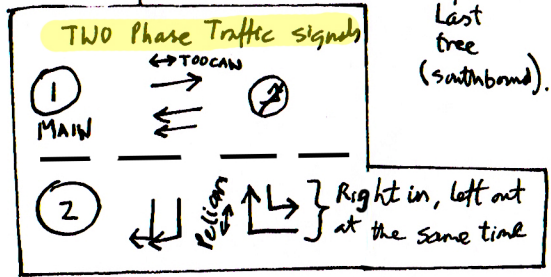
**OPTIONAL:**  
GREAT NEW PEDESTRIAN/  
CYCLE ACCESS BETWEEN  
PAVILION GARDENS &  
THE MAIN VALLEY GARDEN  
(LINEAR PARK)  
(Much better than currently  
planned route A, B & C)  
(Also connects south side  
of Church Street with Gardens)



Optimal near  
cycle lane

GREAT NEW MINI BUS LANE  
Helps buses merge with  
general traffic

Bus lane could be extended to  
Edward Street Junction  
using previous road alignment  
(if stage 3 proceeds)



Left turn only  
operates when  
tripped, so longer  
'Toucan' phase

All drop kerbs to be maintained

Widened this side, rather than west side (for wider  
or road 'parks')

New short single lane road (4.2m)  
angled away from Mature Elm tree  
roots

CYCLE LANE RETAINED

New short  
North bound  
road merges  
with existing  
road where  
large gap in  
Elm Trees.

Except  
Emergency  
Vehicles

Last tree  
(southbound).