

CARTER BRIDGE LINK TO STATION OPTIONS:

Option	Positives	Negatives	Suggested changes	Conclusion
No change	All planting retained. Cheapest option. Probably favoured by local residents.	No useable link for cyclists from bridge heading to station – they can either dismount and walk along the pavement (or, more realistically, cycle along the pavement in conflict with pedestrians) or cross the road twice, once on a blind corner.		This is not a viable option as it does not address the issue of the lack of safe cycle route from the bridge to the station.
Ashwells Option 1 – removal of upstand for pedestrians path at the western end of the bridge to allow cyclists to turn right onto a widened footway (3m) covered to shared use.	Less visually intrusive option for local residents than options 2&3 and does provide a route for cyclists from the bridge to the station. Most of the planting would be retained.	An awkward turn for cyclists coming onto and off the ramp towards the station. Risk of conflict between cyclists and pedestrians. Conversion of footway to shared use not popular with pedestrians. Introduction of ramp on Devonshire Rd may cause difficulties for the mobility impaired and would need protective barriers of some	Widen the footway along Devonshire Rd further into the carriageway to create a 4m wide path. Path should continue as 4m to car park road link <i>Site meeting 9/12 Could widen into landscaping area to provide segregated cycle ramp, leaving footway as is (possibly</i>	This is worth considering further. <i>9/12 This option appears safest as reduced risk of conflict at bottom of ramp as everyone slows down.</i>

		kind which would be visually unattractive.	<i>slightly narrower at 1.8m)</i>	
Option 2	<p>This would create a good route for cyclists and pedestrians with segregation between modes on the ramp.</p> <p>Most of the trees and planting is retained as are the pedestrian steps.</p>	<p>As the largest structural change this will be the most visually intrusive option.</p> <p>There is likely to be opposition from local residents and the conservation team to this option.</p> <p>This is likely to be the most expensive option.</p>		<p>This is a viable option</p> <p><i>9/12 Concerns regarding safety of cyclists turning right into ramp from bridge with cyclists travelling at speed behind them</i></p>
Option 3	<p>Creates a fairly good route for cyclists.</p> <p>Retains some of the planting and is less visually intrusive than Option 2.</p> <p>Retains existing footway and steps.</p>	<p>Will require at least 4 trees to be removed and residents opposite will lose some of their green screen – consequently there will be strong opposition to this scheme from local residents.</p> <p>The shared ramp of 3m may result in conflict between cyclists and pedestrian and disabled users.</p>		<p>This is a viable option</p> <p><i>9/12 As above same problem just a bit further down.</i></p>
Option 4	<p>This would provide a good route for pedestrians and cyclists which would be less</p>	<p>The available width does not make it possible to provide visibility splays</p>	<p>The option of swapping the pedestrian and cycle sides over would</p>	<p>This is not a viable option.</p>

	visually intrusive than Options 1-3 and would not effect the planting.	which are acceptable to County engineers from a safety perspective. Taking the ramp off from the bridge itself is not possible due to the impact on the structure of the bridge.	involve having to close the railway to undertake the work on the bridge which is not practical.	
Access via Ravensworth Gardens	This would provide a good cycle and pedestrian route with little infrastructural work needed. It would be the least visually intrusive of all the options.	Not all of the land is Highway and would require a permissive route or purchase of land. There are two land owners – Ridgeons and the Housing Association. The residents of Ravensworth Gardens are against any connection to the station development .		Ashwells would need to pursue this option with the landowners. If land purchase is possible this would be a good option. <i>Not supported by County Highways Officer and not pursued</i>
Traffic management changes on Devonshire Rd	Making Devonshire Rd a no-through route or one way to motorised traffic would allow a widening of the footway to provide a cycle path from the bridge into the site.	The large Travis Perkins lorries are not allowed to use the Devonshire Rd/Mill Rd entrance so stopping through traffic would prevent access for this business. Reducing the width of the carriageway could be problematic with the car		Reducing the width of the carriageway and removing or moving a car parking space could be an option worth considering further. <i>9/12 Visibility at corner</i>

		parking and sharp bend.		<i>poor so not possible whilst road remains 2-way which it will need to whilst Travis Perkins still on site.</i>
--	--	-------------------------	--	--