

Bond End Improvements Knaresborough

Options Summary

Scheme Option	Proposals	Summary
<p><u>Option 1</u> Two Mini Roundabouts</p> <p>Not to be progressed</p>	<ul style="list-style-type: none"> Two new Mini Roundabouts replacing existing signalised junctions Two new Puffin Crossings Two new Zebra Crossings Footway Widening 	<ul style="list-style-type: none"> Good accessibility improvements for pedestrians Junction operates more efficiently than existing Overall improvements to traffic flows envisaged as low More queues and delays on High Street Improvements to air quality envisaged as low High degree of disruption during construction stage
<p><u>Option 2</u> Mini Roundabout</p> <p>Not to be progressed</p>	<ul style="list-style-type: none"> New Mini Roundabout Existing signalised junction upgraded New Puffin Crossing New Zebra Crossing Footway Widening 	<ul style="list-style-type: none"> Reasonable accessibility improvements for pedestrians Junction operates less efficiently than existing Improvements to air quality envisaged as low High degree of disruption during construction stage

Scheme Option	Proposals	Summary
<p>Option 3 Mini Roundabout & Signalised Junction</p> <p>To be developed further</p>	<ul style="list-style-type: none"> • New Mini Roundabout • New Signals /Pedestrian Crossing Junction • New Puffin Crossing • New Zebra Crossing • Footway Widening 	<ul style="list-style-type: none"> • Envisaged to give best improvements in terms of traffic flows • Journey times envisaged to be less, delay reduced and queue lengths reduced • Envisaged to give best improvements in terms of air quality • Good accessibility improvements for pedestrians • Medium cost
<p>Option 4 Signalised/Pedestrian Crossing Junction</p> <p>Not to be progressed</p>	<ul style="list-style-type: none"> • New Signals /Pedestrian Crossing Junction • Footway Widening 	<ul style="list-style-type: none"> • Reasonable accessibility improvements for pedestrians • Minor Improvements to traffic flows envisaged • Minor improvements to air quality envisaged as low • High degree of disruption during construction stage
<p>Option 5 Signalised/Pedestrian Crossing Junction & New One Way System along Church Lane</p> <p>Not to be progressed</p>	<ul style="list-style-type: none"> • New Signals /Pedestrian Crossing Junction • New One Way System along Church Lane 	<ul style="list-style-type: none"> • Reasonable accessibility improvements for pedestrians • Minor Improvements to traffic flows envisaged • Minor improvements to air quality envisaged as low • High degree of disruption during construction stage
<p>Option 6 New Shared Surface</p> <p>Not to be progressed</p>	<ul style="list-style-type: none"> • Shared pedestrian /motorised vehicle areas • Six New Zebra Crossings • High quality paving materials and finishes • Vehicles envisaged to travel at low speed (15-20mph) 	<ul style="list-style-type: none"> • Aesthetically pleasing proposals • Journey times envisaged to be less, delay reduced and queue lengths reduced • Envisaged to give improvements in terms of air quality • High cost • Implications upon utility equipment • Long construction timescale • Highest disruption during construction stage • Safety concerns of the interaction between pedestrians/motorised vehicles regarding the radical changes to this area

Scheme Option	Proposals	Summary
<p>Option 7 Signalised/Pedestrian Crossing Junction</p> <p>To be developed further</p>	<ul style="list-style-type: none"> • New Signals/Pedestrian Crossing Junction • New Road Layouts 	<ul style="list-style-type: none"> • Medium cost • Reasonable accessibility improvements for pedestrians • Traffic flow and air quality reviews yet to be carried out

Cycle Facilities

Where feasible advanced stop lines for cyclists will be considered at signalised junctions along with providing links to local cycle routes, other cycling provisions will be considered where possible to provide them within the scheme area.