

# Option A Station Road junction to Purbeck Road

- 35A** Continuous footway treatment
- 36A** Cycle lanes widened to 2.0-2.3m with added Cambridge kerb segregation inbound and outbound
- 37A** Continuous footway treatment
- 38A** Existing inbound bus stop upgraded to a floating bus stop layout
- 39A** Continuous footway treatment

- 40A** Brooklands Avenue junction improvements. Continuous outbound Hills Road cycle lane, dropped kerb access to Brooklands Avenue advanced stop line and all movement exit for cyclists from Brookgate
- 41A** Continuous footway treatment
- 42A** Existing Toucan Crossing retained
- 43A** Continuous footway treatment

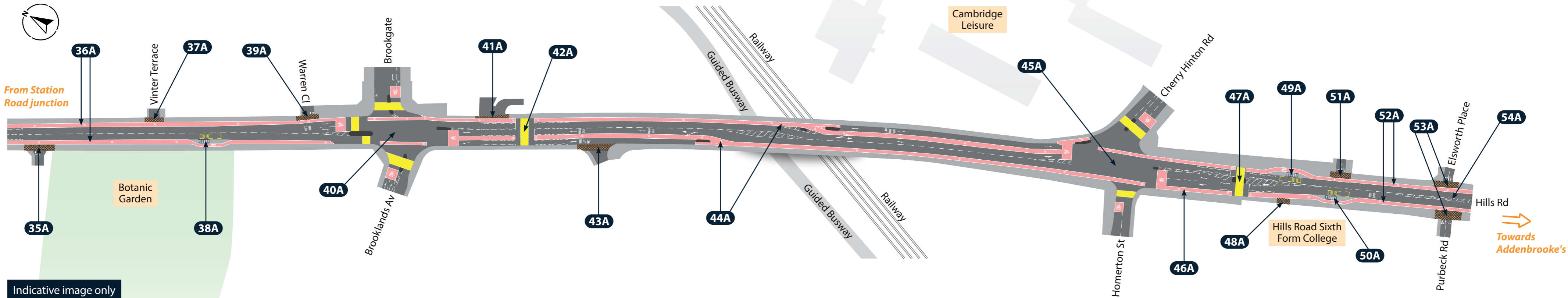
- 44A** Existing railway bridge layout retained, with the cycle lanes adjacent to the footway upgraded to include Cambridge kerb
- 45A** Cherry Hinton Road junction improvements. Removal of Hills Road inbound bus lane to provide in and outbound Cambridge kerb cycle lanes, Homerton Street direct pedestrian crossing and footway widening improvements

Road	Footway	Bus lane	Crossing	Continuous footway
Central island	Cycleway	Bus shelter	On-street cycle parking	

- 46A** Inbound bus lane replaced with 2.0m wide cycle lane with added Cambridge kerb segregation
- 47A** Existing signal-controlled pedestrian crossing retained
- 48A** Continuous footway treatment
- 49A** Existing outbound bus stop upgraded to floating bus stop layout

- 50A** Existing inbound bus stop upgraded to floating bus stop layout
- 51A** Continuous footway treatment
- 52A** Cycle lanes widened to 1.8m with added Cambridge kerb segregation both inbound and outbound
- 53A** Continuous footway treatment

- 54A** Central waiting area for cyclists turning right into Purbeck Road



Indicative image only