

**Appendix 5: Summary of alterations (current vs proposed)**

| <b>Indicator</b>   | <b>Current</b>       | <b>Proposed</b>        | <b>% change</b> | <b>Comments</b>  |
|--|----------------------|------------------------|-----------------|--|
| Cycle facilities   | 0                    | 600m each direction    | +100%           | Full corridor protected facilities proposed  |
| On carriage car parking spaces/limited waiting (linear meters) | 42 spaces (254m)     | 23 spaces (140)        | -45%            | Car parking spaces to be retained where possible. Plan in appendix 3 highlights locations. Includes shared space with Taxis  |
| Disabled Car parking spaces (linear meters)                    | 5 (33m)              | 5 (33m)                | 0               | No changes anticipated – locations TBC   |
| Off Carriage car parking spaces (Binks Street)                 | 102                  | 102                    | 0               | No changes anticipated   |
| No. bus stops (North/South bound)                              | 2/3                  | 2/2                    | -20%            | Rationalisation will mean fewer stops, but facilities still accessible/within 400m   |
| No. signalised crossing points                                 | 4                    | 4                      | 0               | 1 PUFFIN crossing between Emerson Ave. / Binks Street proposed to be removed, but replaced with a signalised cross roads at Devonshire/Cumberland Road (40m South) |
| No. junctions  | 19                   | 16                     | -16%            | Side road closures proposed at Clive Road, Benson Street and Emerson Street, with a one way Westbound restriction on Oliver Street                                 |
| Taxi Rank provision  | 2 (3 spaces at each) | 2 (3 x spaces at each) | 0               | Re-aligning of taxi rank locations to allow better use of road space. Southern to remain 24/7, Northern evening rank only  |