

A105 cycle route and junction details

1. Cecil Road to Bush Hill

Impacts on	Details
Cycle routes	Links to east-west route provided by introducing entry treatment at junction of Bush Hill. There is light segregation in sections with no bus stops, access to side road or access roads.
Cyclists at bus stops	For the majority of bus stops in this location the cycle route will end at the start of the bus stop cage, and begin immediately after the end of the bus stop cage, encouraging cyclists to cycle through the bus stop when no buses are present With the only exception being the southbound bus stop, north of Essex Road which will be a floating bus stop.
Public realm	None proposed
Parking	Removal of limited parking on both sides of the carriageway.
Junctions	Cecil Road junction redesign as per Enfield Town proposals.
Kerb alignments	None
Bus stops	Existing bus stops retained
Bus lanes	Removal of northbound bus lane on London Road to accommodate 2m cycle lanes on both sides of the corridor along this section.

2. Park Avenue Bush Hill to Village Road

Impacts on	Details
Cycle routes	There is light segregation in sections with no bus stops, access to side road or access roads.
Cyclists at bus stops	For the majority of bus stops in this location the cycle route will end at the start of the bus stop cage, and begin immediately after the end of the bus stop cage, encouraging cyclists to cycle through the bus stop when no buses are present
Public realm	None proposed
Parking	Removal of limited parking on both sides of the carriageway.
Junctions	None
Kerb alignments	None
Bus stops	Existing bus stops retained
Bus lanes	No facility currently

3. Village Road from Park Avenue to Green Dragon Lane

Impacts on	Details
Cycle routes	It is proposed to reduce the two lane carriageway to a single lane in each direction, to introduce 2m wide cycle lanes in both directions where possible (with a minimum of 1.5m where there are space restrictions). There is light segregation in sections with no bus stops, access to side road or access roads. There is an alternative Greenway route provided via Bush Hill.

Cyclists at bus stops	For the majority of bus stops in this location the cycle route will end at the start of the bus stop cage, and begin immediately after the end of the bus stop cage, encouraging cyclists to cycle through the bus stop when no buses are present
Public realm	None proposed
Parking	Removal of limited parking on both sides of the carriageway.
Junctions	Ridge Avenue / Church Street junction improvements including ASLs on the east-west arm, widening carriageway on northwest side and reducing the number of approach lanes from two lanes to one in the east-west direction.
Kerb alignments	Proposing to widen the northwest carriageway by 1.5m at the Ridge Avenue / Church Street junction as noted above.
Bus stops	Existing bus stops retained.
Bus lanes	No facility currently

4. Green Dragon Lane to Station Road

Impacts on	Details
Cycle routes	<p>Cycle lanes along this section are 2m wide, except where passing bus stops and small sections of parking, where the width will be 1.5m.</p> <p>Links from Quietway route from the north via Green Dragon Lane from Bush Hill, with junction entry treatment provided to link to the new toucan crossing, which is to replace the existing zebra crossing, with shared surface leading up to the crossing on both sides of the carriageway.</p> <p>Links to east-west route provided by introducing a raised table at the junction to Shrubbery Gardens, with a toucan crossing located south of the junction.</p> <p>There is light segregation in sections with no bus stops, access to side road or access roads.</p>
Cyclists at bus stops	Cycle lanes are to run on the outside of bus stops and the parking, which is predominantly residential within this section of the corridor.
Public realm	Improved pedestrian environment on Green Lanes between Green Dragon Lane and Elm Park Road created by resurfacing, planting and new street furniture including cycle parking
Parking	<p>Removal of limited parking on both sides of the carriageway.</p> <p>Some parking retained on northern side between Vicars Moor Lane and Sherbrook Gardens. Parking has been provided east of Firs Lane on the southern side of the carriageway as well as north of Elm Park on the eastern side of the carriageway.</p> <p>Where possible parking has also been provided within laybys.</p>
Junctions	Station Road is to be converted from a mini roundabout into a priority junction. To accommodate this change, it is proposed to reduce the number of approach lanes from two to one on both the northbound and southbound arm.
Kerb alignments	It is proposed to build out the western footway south of Green Dragon Lane by 1.3m to accommodate a shared surface to lead to the Quietway on Bush Hill.

	The southern kerb, north of Firs Lane, is to be reduced to 2.0m to provide layby for parking to allow cyclists to pass on outside. Part of the southern kerb opposite Murley Court has been reduced to 5m to accommodate layby parking. Also the kerb alignment of the footway on the eastern side of the carriageway is to be reduced to 2.9m to accommodate a layby for northbound buses.
Bus stops	Northbound bus stop located north of the junction with Shrubbery Gardens is to be located within a layby at its current location.
	The southbound bus stop located north of Ford's Grove is to be relocated north of the junction with Compton Road.
Bus lanes	No facility currently

5. From Station Road to Bourne Hill

Impacts on	Details
Cycle routes	Link to east-west provided by replacing the existing zebra crossing with a toucan crossing and raised table, south of Barrowell Green. There is light segregation in sections with no bus stops, access to side road or access roads.
Cyclists at bus stops	Cycle lanes to run on the outside of bus stops within this corridor, with the exception of the southbound stop located north of Barrowell Green, where the cycle route will end at the start of the bus cage and begin immediately after, encouraging cyclists to go through the stop when there are no buses. When buses are serving the stop, cyclists will have to cycle on the outside of the cage and cycle logos will be provided.
Public realm	Improved pedestrian environment at Winchmore Hill shopping centre created by resurfacing, planting and new street furniture including cycle parking
Parking	Removal of limited parking on both sides of the carriageway. Limited parking is provided north of the junction with Queen's Avenue on the eastern side of the carriageway.
Junctions	At the Bourne Hill / Green Lanes junction it is proposed to reduce the number of approach lanes on the north/south arm as well on Hedge Lane from two lanes to one. It is also proposed to remove the left turn slip road at this junction and widen the footway and provide a left turn slip for southbound cyclists to continue their journey westbound along Hedge Lane.
Kerb alignments	The kerb will be realigned on the south east corner of Bourne Hill / Green Lanes junction. The layby outside Sainsbury is to be removed with the bus stop to be relocated north of Fernleigh Road.
Bus stops	The northbound bus stop located in the layby outside Sainsburys is to be relocated north of Fernleigh Road and the carriageway is to be widened at this location by 0.5m. The northbound bus stop located south of this junction is to be merged with this new bus stop.

	The northbound bus stop located on the splitter island at the junction with Compton Road is to be set back within the island by 0.5m.
Bus lanes	No facility currently

6. From Bourne Hill to Aldermans Hill

Impacts on	Details
Cycle routes	East-west link created by introduction of Toucan crossing and a raised table at Green Lanes / Aldermans Hill junction, which links to the Quiteway route along Broomfield Avenue. There is light segregation in sections with no bus stops, access to side road or access roads.
Cyclists at bus stops	For the majority of the route, the cycle route will end at the start of the bus cage and begin immediately after, encouraging cyclists to go through the stop when there are no buses. When buses are serving the stop, cyclists will have to cycle on the outside of the cage and cycle logos will be provided.
Public realm	Improved pedestrian environment at Palmers Green shopping centre created by resurfacing, planting and new street furniture including cycle parking
Parking	Parking is to be removed from the western side of the carriageway with limited parking provided on the eastern side, between Bourne Hill and Fox Lane. Limited parking will be proved on both sides of the carriageway between Hazel Wood Lane and Aldermans Hill.
Junctions	At the Fox Lane / Green Lanes junction it is proposed to remove the mini roundabout and replace it with a signalised junction with pedestrian facilities on each arm. At the junction of Aldermans Hill it is proposed to realign the junction by removing the triangle splitter island and to reduce the approach lanes on north / south arm from two lanes to one as well as introduce toucan crossing facilities on all arms of the junction, linked with shared footways.
Kerb alignments	There will be minor kerb alignments at the junction of Fox Lane to accommodate the proposed signalised junction. In addition, the footway width on the eastern side of the carriageway will be reduced to 4m and the western side to 2.8m to accommodate some parking and maintain 2m cycle lanes.
Bus stops	The bus borders at both the northbound and southbound stops located north of Lodge Drive are to be removed and the bus stop cage remarked alongside the kerb.
Bus lanes	No facility currently

7. Aldermans Hill to Broomfield Lane

Impacts on	Details
Cycle routes	There is light segregation in sections with no bus stops, access to side road or access roads.
Cyclists at bus stops	For the majority of the route, the cycle route will end at the start of the bus cage and begin immediately after, encouraging cyclists to go through the stop when there are no buses. When buses are serving the stop, cyclists will have to cycle on the outside of the cage and cycle logos will be provided.
Public realm	None proposed
Parking	Parking is to be removed from both sides of the carriageway, due to most frontages along route having dropped kerb access.
Junctions	At the junction with Broomfield Road it is proposed to reduce the two lane approaches to one lane on the north / south arm and the western arm and introduce ASLs on all approaches.
Kerb alignments	None proposed
Bus stops	Existing bus stops retained
Bus lanes	The southbound bus lane is to be removed. An alternative options is to widen the bus lane and allow cyclists to use it.