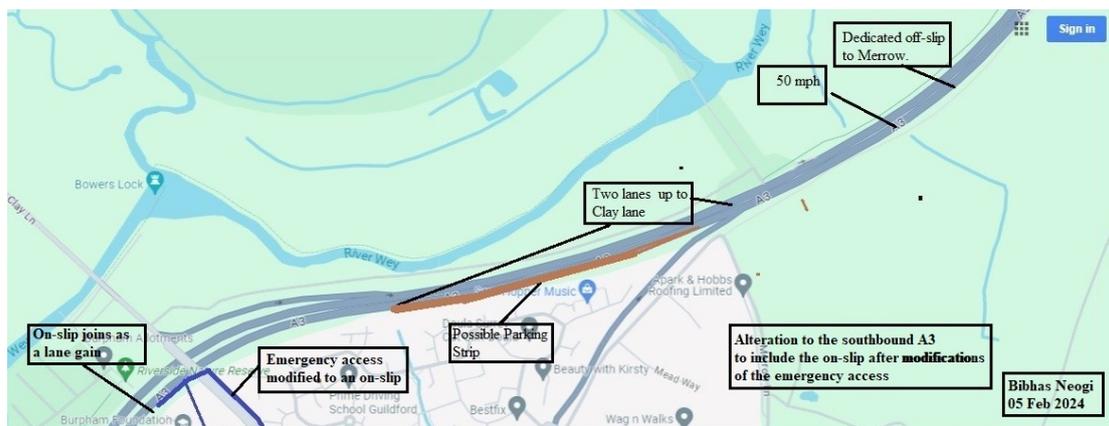


London Road Cycle Lane redesign options with modifications if Gosden Hill development goes ahead as proposed. (Revised on 26 10 2024)

If the stretch between Boxgrove roundabout and the next roundabout to the north were made one-way one lane wide to free up road width for cycle lanes and footways, it would be necessary to find an alternative route for the southbound traffic.

In order to create the southbound on-slip, it would be necessary to make the exit slip road to Merrow a dedicated one. Speed limit should be reduced to 50mph before the exit and the remaining two lanes of the A3 would proceed towards Clay Lane where the on-slip joins the A3 as a lane gain. This is shown in the sketch below.



Alteration on the A3 southbound carriageway

The emergency access from Clay Lane on to the southbound carriageway of the A3 could be altered to form this on-slip access. SCC could explore the possibility of the necessary changes. It would require alterations at the junction with Clay Lane and other restrictions on turning of traffic into and out of Burpham Lane. The sketch below shows the possible layout of the road markings and creation of islands to house traffic signs.



Alterations to the junction of Clay Lane and emergency access to the A3

The traffic instead of turning right into Burpham Lane would proceed to the roundabout and turn around and then turn left into it. Traffic would be directed to go towards the roundabout on London road by Aldi Supermarket and then follow London Road northwards to Clay Lane.



No Right turn into and out of Burpham Lane at the junction with Clay Lane

Gosden Hill development scheme has a provision for a southbound A3 slip road. If such a design goes ahead, my proposal above would not be a viable proposition. It is because reduction from three to two lanes would not be possible naturally as when the off-slip is made a dedicated lane leaving the remaining two lanes to proceed beyond the junction. This is an important requirement for a lane gain entry of the on-slip in my design.

The length of the stretch between the proposed new on-slip road at Gosden Hill and Clay Lane is not long enough to carry out such a reduction. Normally it is the outside lane that is closed down and two lanes are taken forward and then veered to the outer side of the carriageway in a chicane. Lane 1 is then closed in order to allow an on-slip to join safely as a lane gain.

I think a possible solution would be to remove the proposed on-slip at Gosden Hill and take the proposed southbound road from Gosden Hill to a roundabout roughly situated on the existing off-slip. The new on-slip would then be off this roundabout and the other arm would be London Road but made two-way. Therefore, traffic from Burpham would be able to join the traffic from Gosden Hill and access the southbound on-slip.

The sketch below shows the possible arrangement of such a design.

