**Key**

- **Existing footway**
- **Footway for pedestrians and cyclists**
- **New footway/buildout/traffic islands**
- **Marked cycle lane (road markings)** (Photo 2)
- **Hybrid cycle lane raised above road surface** (Photo 5)
- **Segregated cycle lane** (Photo 3)
- **Controlled pedestrian crossing point** (Photo 9) *Labelled as existing or proposed Toucan, Pelican, Puffin or Parallel (with separate cycle crossing)*
- **Uncontrolled pedestrian crossing**
- **Parking area**
- **Loading-only bay**
- **Bus Stop – cycle lane will be diverted to rear where road width allows, as shown on plan** (Photo 8)

Possible ‘Copenhagen-style’ bus stop. *To be considered subject to the outcome of a trialled bus stop location along the route. This feature allows cyclists to continue through the bus stop by coming up and onto the platform area.* (Photo 7)

Bus stop under review. *Because of reduced widths or other obstructions, the location of the bus stop is currently being reviewed to provide safe cycling provision.*

**Waiting and parking restrictions**

Waiting restrictions will need to be applied along the route to ensure that the new cycle lanes and carriageway remain clear of vehicles and obstructions. It’s proposed that these will be ‘No waiting at any time’ and ‘No loading between 7am and 10am, and between 4pm and 7pm’.
Manchester Road Metrolink Bridge – Further design options are being considered to allow for the provision of safer cycling.