

Modelling scenario with a North and South entry and alternative East and West arm entry (4 arms open)

Figure 12: Scenario 1

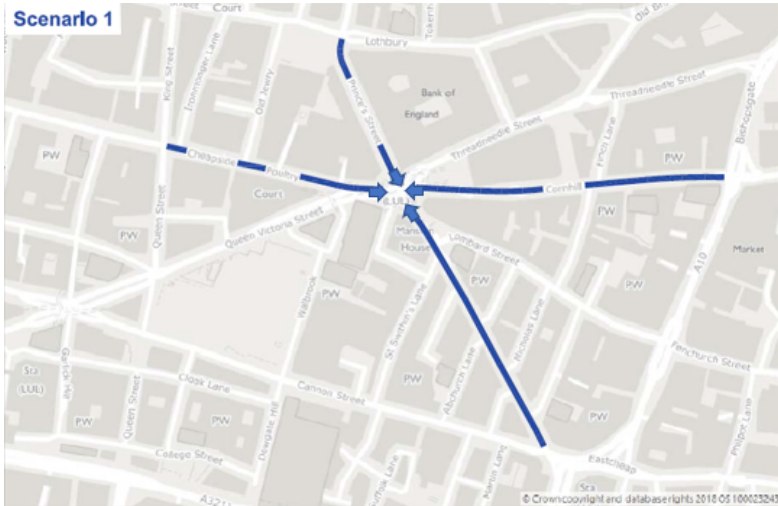


Figure 13: Scenario 2

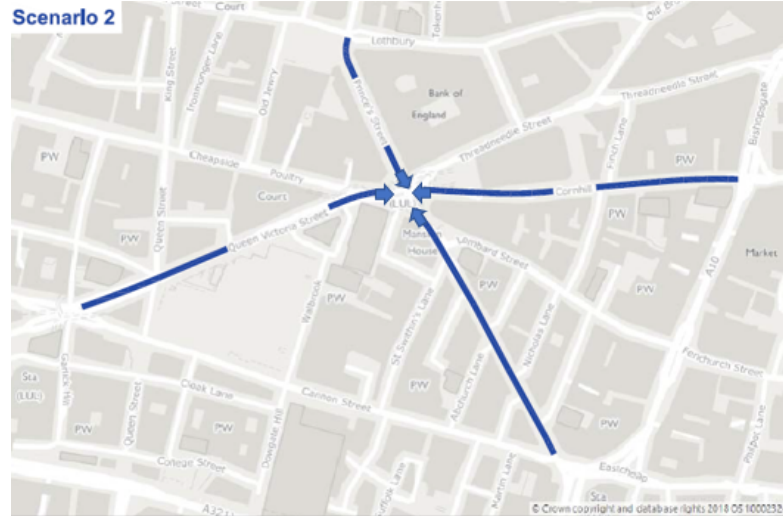


Figure 14: Scenario 3

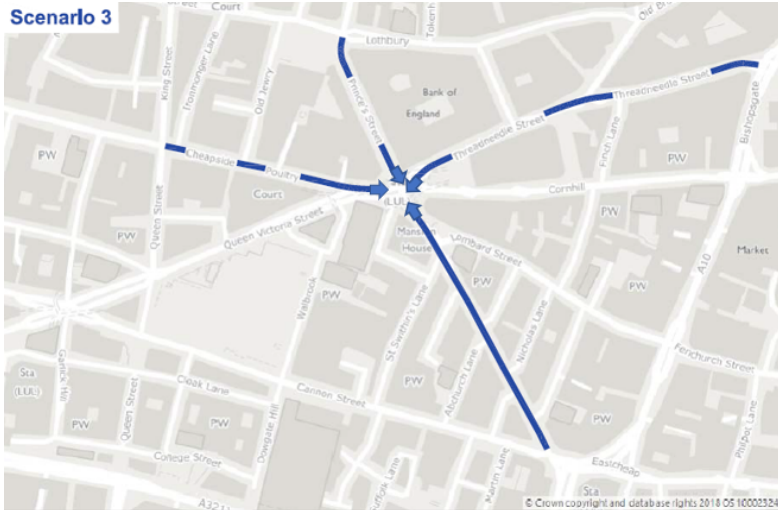
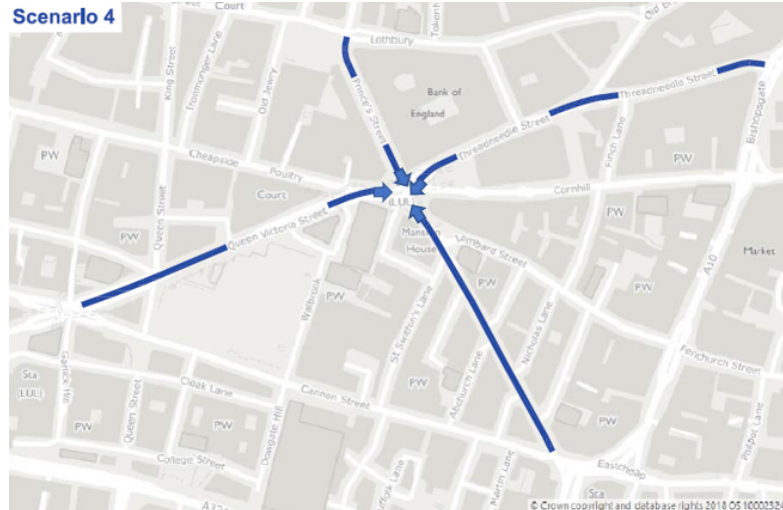


Figure 15: Scenario 4



Modelling scenario with two arms open, at any one time, to provide a North/South routing, or an East/West routing.

Figure 16: Scenario 5

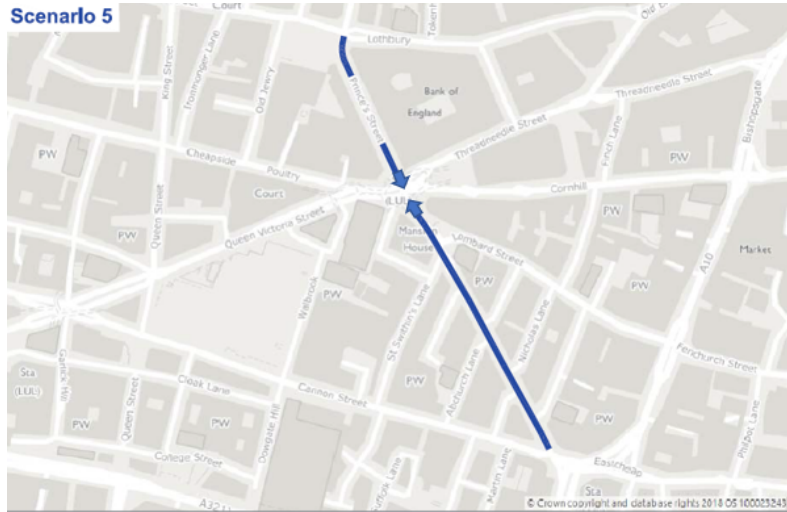


Figure 17: Scenario 6

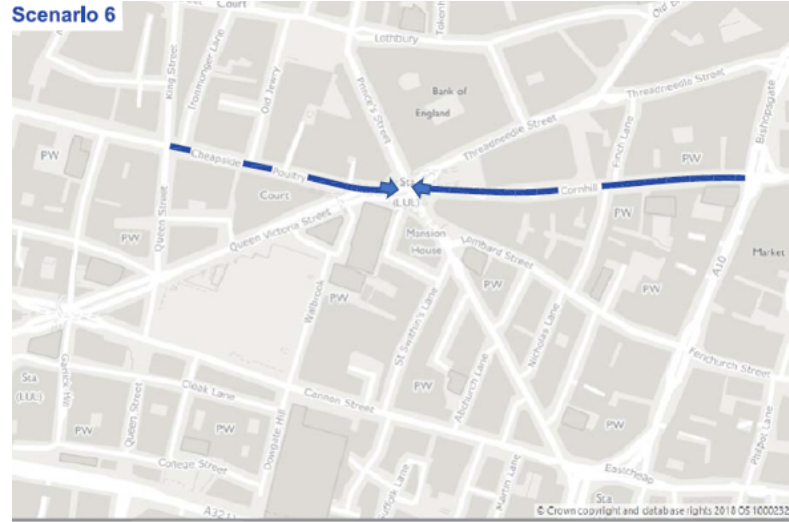


Figure 18: Scenario 7

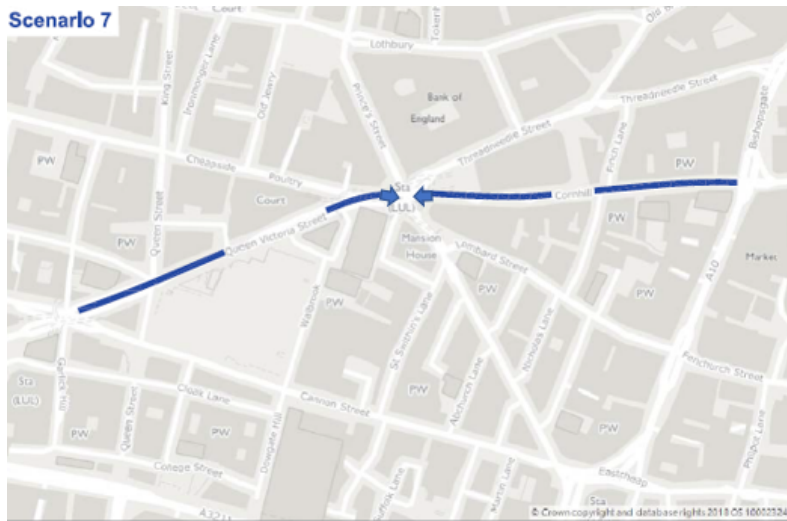


Figure 19: Scenario 8

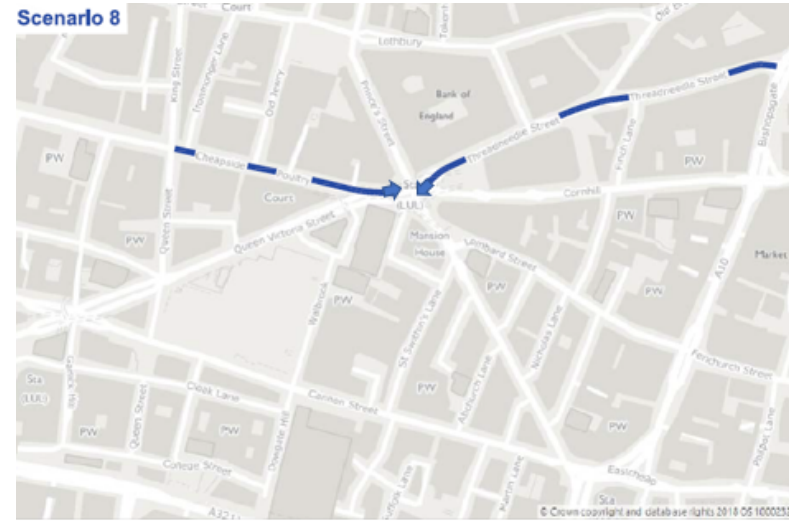
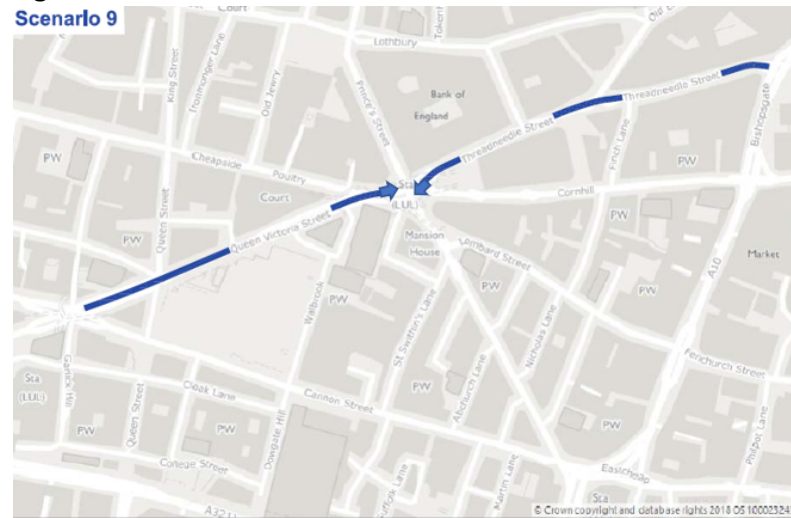


Figure 20: Scenario 9



- Once within the Junction, all vehicles would be able to undertake any currently permitted turn.
- The images above depict the arm of entry to the junction available.

## **Lombard Street**

Lombard Street is highlighted below. This is where there are concerns regarding increasing the flow of motor vehicles travelling eastbound. There is a contraflow cycle lane and high levels of pedestrian activity, particularly during peak periods.

**Figure 21:** Location of Lombard Street.

