

**GLEBELANDS ROAD**

**DANE ROAD**

**A56**

**A56**

**M60**

- Dane Road Junction-M60 slip roads (north & southbound)**
- **Short Term (Sept/Oct 2020):**
    - Convert existing temporary cones to cylinders, allowing Lane 1 for cycling
  - **Medium Term (March 2021):**
    - Re-align road markings to allow 1.5m protected cycle lane
    - Reduce running lanes to 3m to allow 3 lanes
    - Elephant footprints across side roads (unprotected section)
  - **Long Term:**
    - Redesign junction to protect cycle lane with CYCLOPS junction
    - Re-align road markings to allow 2m protected cycle lane
    - Reduce running lanes to 3m to allow 3 lanes
    - Elephant footprints across side roads (unprotected section)
    - May require reduction in central reserve

- M60 Junction & slip roads (north & southbound)**
- **Short Term (Sept/Oct 2020):**
    - Direct cyclist through existing controlled facilities utilising the existing shared use footpath underneath the M60 motorway
  - **Medium Term (March 2021):**
    - Re-align road markings to allow 1.5m protected cycle lane
    - Reduce running lanes to 3m to allow 3 lanes
    - Elephant footprints across side roads (unprotected section)
  - **Long Term:**
    - Direct cyclists through existing controlled facilities and rejoin carriageway under motorway
    - Needs consultation with Highways England.
  - **Long Term:**
    - Redesign junctions
    - Introduction cycle holding pens on existing pedestrian refuge to assist with navigation through the controlled junctions.
    - Re-align road markings to allow 2m protected cycle lane
    - Reduce running lanes to 3m to allow 3 lanes
    - Elephant footprints across side roads & tip entrances/exits (unprotected section)
    - May require reduction in central reserve

**KEY:**

- SHORT TERM
- MEDIUM TERM
- LONG TERM
- - - ALTERNATIVE ROUTE
- JUNCTION RE-DESIGN

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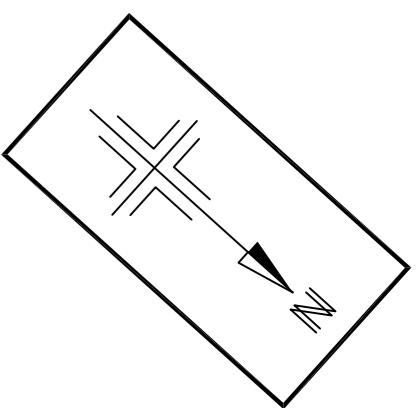
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**PROJECT & TITLE**  
**COVID-19 Measures**  
**Short/Medium/Long Term**  
**Maintaining 2 running lanes**



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|  | SHORT TERM         |
|  | MEDIUM TERM        |
|  | LONG TERM          |
|  | ALTERNATIVE ROUTE  |
|  | JUNCTION RE-DESIGN |

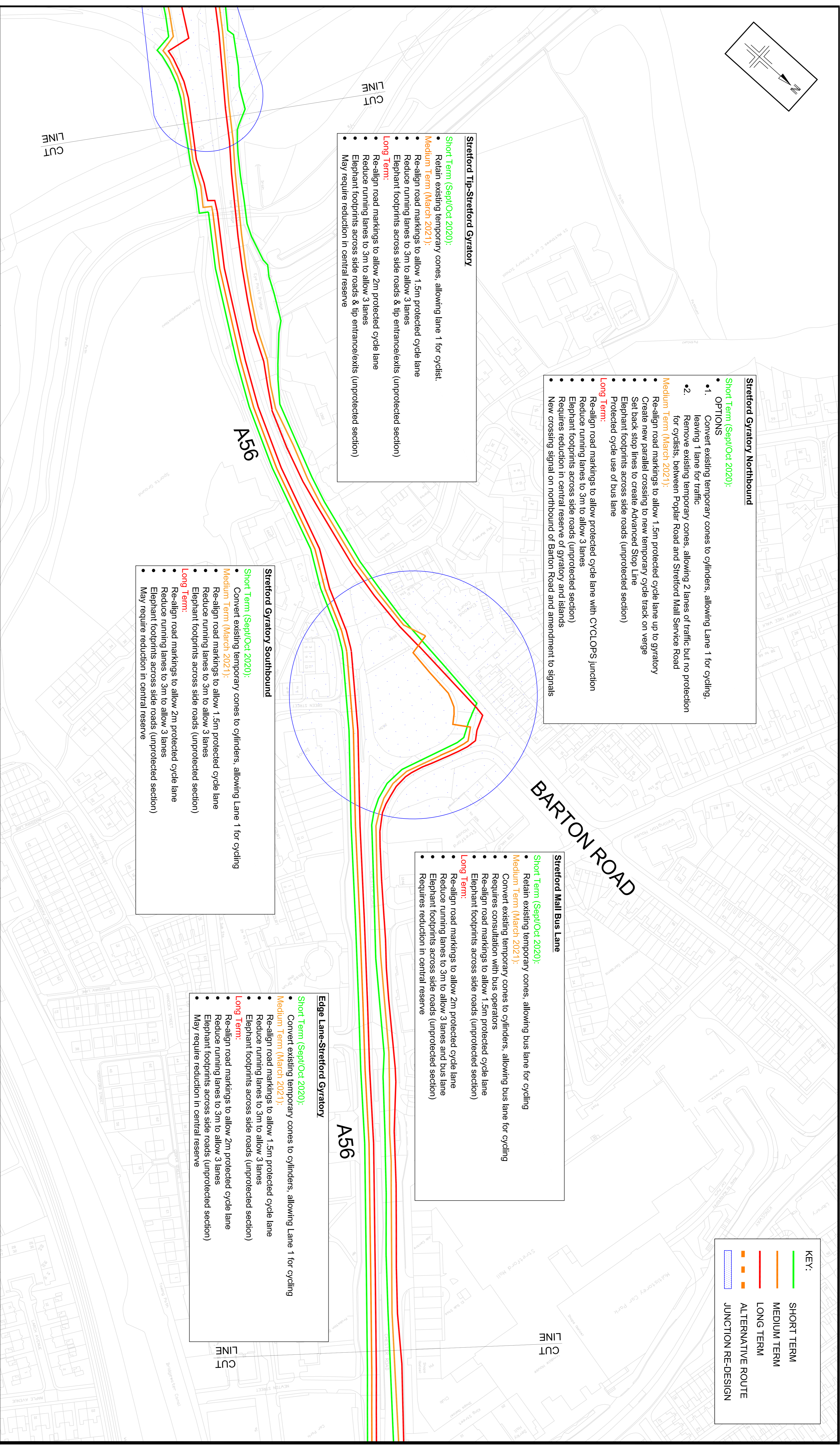
- Stretford Gyratory Northbound**
- Short Term (Sept/Oct 2020):**
- **OPTIONS**
  - 1. Convert existing temporary cones to cylinders, allowing Lane 1 for cycling, leaving 1 lane for traffic
  - 2. Remove existing temporary cones, allowing 2 lanes of traffic but no protection for cyclists, between Poplar Road and Stretford Mall Service Road
- Medium Term (March 2021):**
- Re-align road markings to allow 1.5m protected cycle lane up to gyratory
  - Create new parallel crossing to new temporary cycle track on verge
  - Set back stop lines to create Advanced Stop Line
  - Elephant footprints across side roads (unprotected section)
  - Protected cycle use of bus lane
- Long Term:**
- Re-align road markings to allow protected cycle lane with CYCLOPS junction
  - Reduce running lanes to 3m to allow 3 lanes
  - Elephant footprints across side roads (unprotected section)
  - Requires reduction in central reserve of gyratory and islands
  - New crossing signal on northbound of Barton Road and amendment to signals

- Stretford Tip-Stretford Gyratory**
- Short Term (Sept/Oct 2020):**
- Retain existing temporary cones, allowing lane 1 for cyclist.
- Medium Term (March 2021):**
- Re-align road markings to allow 1.5m protected cycle lane
  - Reduce running lanes to 3m to allow 3 lanes
  - Elephant footprints across side roads & tip entrance/exits (unprotected section)
- Long Term:**
- Re-align road markings to allow 2m protected cycle lane
  - Reduce running lanes to 3m to allow 3 lanes
  - Elephant footprints across side roads & tip entrance/exits (unprotected section)
  - May require reduction in central reserve

- Stretford Mall Bus Lane**
- Short Term (Sept/Oct 2020):**
- Retain existing temporary cones, allowing bus lane for cycling
- Medium Term (March 2021):**
- Convert existing temporary cones to cylinders, allowing bus lane for cycling
  - Requires consultation with bus operators
  - Re-align road markings to allow 1.5m protected cycle lane
  - Elephant footprints across side roads (unprotected section)
- Long Term:**
- Re-align road markings to allow 2m protected cycle lane
  - Reduce running lanes to 3m to allow 3 lanes and bus lane
  - Elephant footprints across side roads (unprotected section)
  - Requires reduction in central reserve

- Stretford Gyratory Southbound**
- Short Term (Sept/Oct 2020):**
- Convert existing temporary cones to cylinders, allowing Lane 1 for cycling
- Medium Term (March 2021):**
- Re-align road markings to allow 1.5m protected cycle lane
  - Reduce running lanes to 3m to allow 3 lanes
  - Elephant footprints across side roads (unprotected section)
- Long Term:**
- Re-align road markings to allow 2m protected cycle lane
  - Reduce running lanes to 3m to allow 3 lanes
  - Elephant footprints across side roads (unprotected section)
  - May require reduction in central reserve

- Edge Lane-Stretford Gyratory**
- Short Term (Sept/Oct 2020):**
- Convert existing temporary cones to cylinders, allowing Lane 1 for cycling
- Medium Term (March 2021):**
- Re-align road markings to allow 1.5m protected cycle lane
  - Reduce running lanes to 3m to allow 3 lanes
  - Elephant footprints across side roads (unprotected section)
- Long Term:**
- Re-align road markings to allow 2m protected cycle lane
  - Reduce running lanes to 3m to allow 3 lanes
  - Elephant footprints across side roads (unprotected section)
  - May require reduction in central reserve



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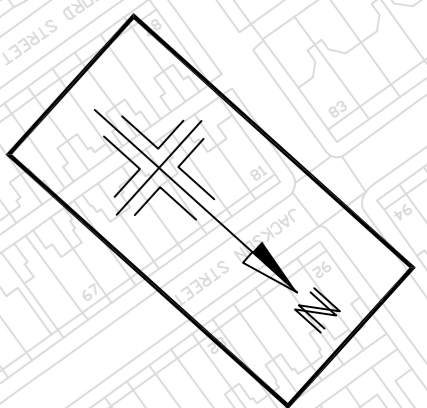
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**PROJECT & TITLE**  
**COVID-19 Measures**  
**Short/Medium/Long Term**  
**Maintaining 2 running lanes**



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| KEY:                                  |                    |
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| <span style="color: green;">—</span>  | SHORT TERM         |
| <span style="color: orange;">—</span> | MEDIUM TERM        |
| <span style="color: red;">—</span>    | LONG TERM          |
| <span style="color: blue;">—</span>   | ALTERNATIVE ROUTE  |
| <span style="color: blue;">—</span>   | JUNCTION RE-DESIGN |

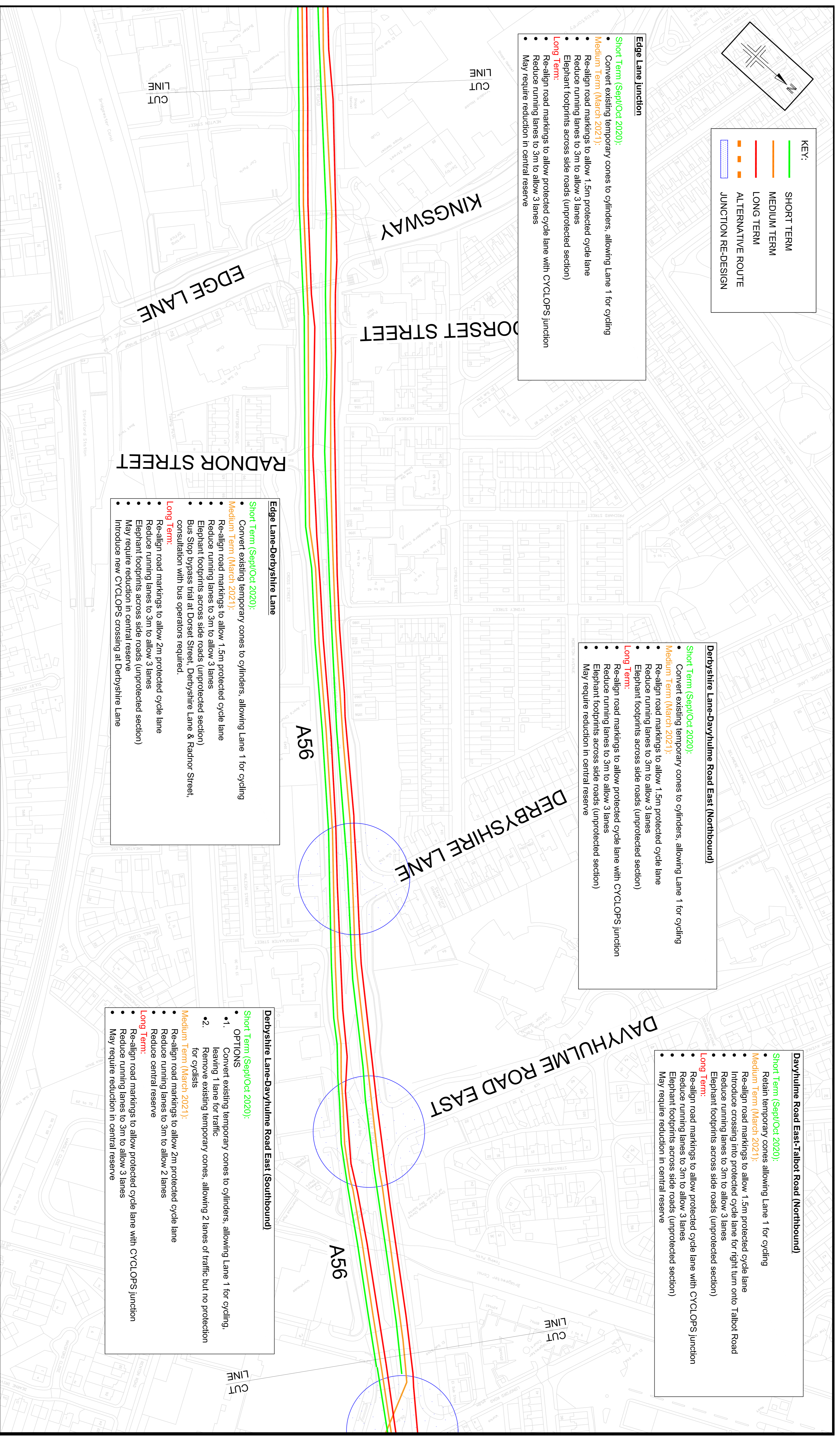
- Edge Lane junction**
- Short Term (Sept/Oct 2020):**
    - Convert existing temporary cones to cylinders, allowing Lane 1 for cycling
  - Medium Term (March 2021):**
    - Re-align road markings to allow 1.5m protected cycle lane
    - Reduce running lanes to 3m to allow 3 lanes
    - Elephant footprints across side roads (unprotected section)
  - Long Term:**
    - Re-align road markings to allow protected cycle lane with CYCLOPS junction
    - Reduce running lanes to 3m to allow 3 lanes
    - May require reduction in central reserve

- Derbyshire Lane-Davyhulme Road East (Northbound)**
- Short Term (Sept/Oct 2020):**
    - Convert existing temporary cones to cylinders, allowing Lane 1 for cycling
  - Medium Term (March 2021):**
    - Re-align road markings to allow 1.5m protected cycle lane
    - Reduce running lanes to 3m to allow 3 lanes
    - Elephant footprints across side roads (unprotected section)
  - Long Term:**
    - Re-align road markings to allow protected cycle lane with CYCLOPS junction
    - Reduce running lanes to 3m to allow 3 lanes
    - Elephant footprints across side roads (unprotected section)
    - May require reduction in central reserve

- Davyhulme Road East-Talbot Road (Northbound)**
- Short Term (Sept/Oct 2020):**
    - Retain temporary cones allowing Lane 1 for cycling
  - Medium Term (March 2021):**
    - Re-align road markings to allow 1.5m protected cycle lane
    - Introduce crossing into protected cycle lane for right turn onto Talbot Road
    - Reduce running lanes to 3m to allow 3 lanes
    - Elephant footprints across side roads (unprotected section)
  - Long Term:**
    - Re-align road markings to allow protected cycle lane with CYCLOPS junction
    - Reduce running lanes to 3m to allow 3 lanes
    - Elephant footprints across side roads (unprotected section)
    - May require reduction in central reserve

- Edge Lane-Derbyshire Lane**
- Short Term (Sept/Oct 2020):**
    - Convert existing temporary cones to cylinders, allowing Lane 1 for cycling
  - Medium Term (March 2021):**
    - Re-align road markings to allow 1.5m protected cycle lane
    - Reduce running lanes to 3m to allow 3 lanes
    - Elephant footprints across side roads (unprotected section)
    - Bus Stop Bypass trial at Dorset Street, Derbyshire Lane & Radnor Street, consultation with bus operators required.
  - Long Term:**
    - Re-align road markings to allow 2m protected cycle lane
    - Reduce running lanes to 3m to allow 3 lanes
    - Elephant footprints across side roads (unprotected section)
    - May require reduction in central reserve
    - Introduce new CYCLOPS crossing at Derbyshire Lane

- Derbyshire Lane-Davyhulme Road East (Southbound)**
- Short Term (Sept/Oct 2020):**
    - OPTIONS**
    - 1. Convert existing temporary cones to cylinders, allowing Lane 1 for cycling, leaving 1 lane for traffic
    - 2. Remove existing temporary cones, allowing 2 lanes of traffic but no protection for cyclists
  - Medium Term (March 2021):**
    - Re-align road markings to allow 2m protected cycle lane
    - Reduce running lanes to 3m to allow 2 lanes
    - Reduce central reserve
  - Long Term:**
    - Re-align road markings to allow protected cycle lane with CYCLOPS junction
    - Reduce running lanes to 3m to allow 3 lanes
    - May require reduction in central reserve



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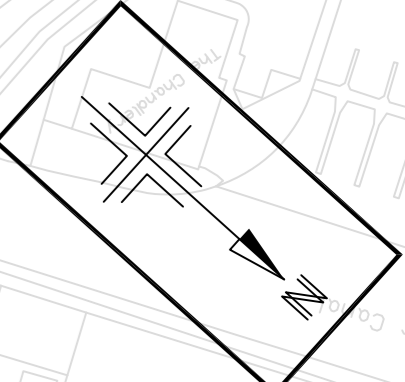
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**PROJECT & TITLE**  
**COVID-19 Measures**  
**Short/Medium/Long Term**  
**Maintaining 2 running lanes**



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**Talbot Road Junction (Northbound)**

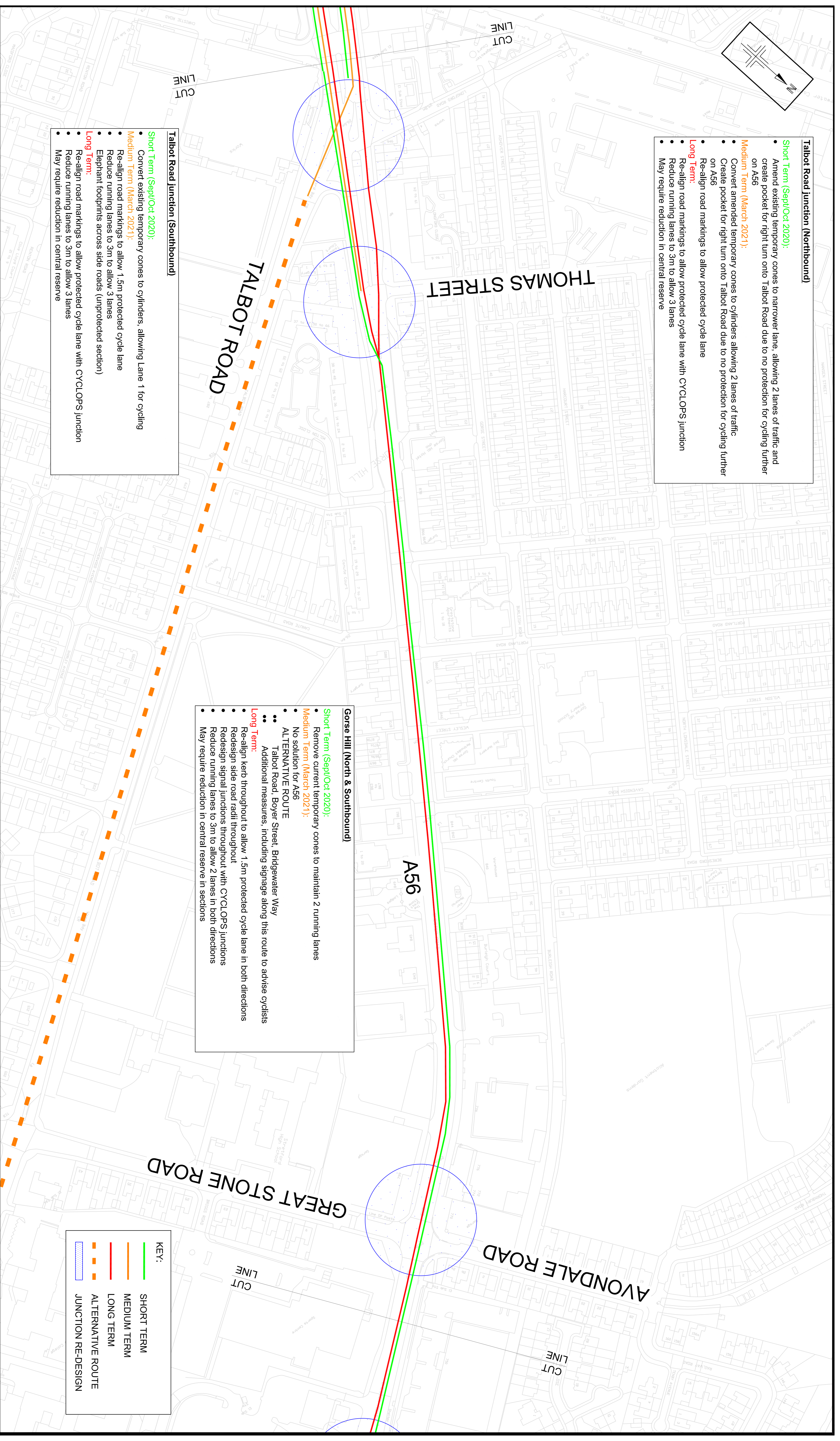
- Short Term (Sept/Oct 2020):**
  - Amend existing temporary cones to narrower lane, allowing 2 lanes of traffic and create pocket for right turn onto Talbot Road due to no protection for cycling further on A56
- Medium Term (March 2021):**
  - Convert amended temporary cones to cylinders allowing 2 lanes of traffic
  - Create pocket for right turn onto Talbot Road due to no protection for cycling further on A56
- Long Term:**
  - Re-align road markings to allow protected cycle lane
  - Re-align road markings to allow protected cycle lane with CYCLOPS junction
  - Reduce running lanes to 3m to allow 3 lanes
  - May require reduction in central reserve

**Talbot Road Junction (Southbound)**

- Short Term (Sept/Oct 2020):**
  - Convert existing temporary cones to cylinders, allowing Lane 1 for cycling
- Medium Term (March 2021):**
  - Re-align road markings to allow 1.5m protected cycle lane
  - Reduce running lanes to 3m to allow 3 lanes
  - Elephant footprints across side roads (unprotected section)
- Long Term:**
  - Re-align road markings to allow protected cycle lane with CYCLOPS junction
  - Reduce running lanes to 3m to allow 3 lanes
  - May require reduction in central reserve

**Gorse Hill (North & Southbound)**

- Short Term (Sept/Oct 2020):**
  - Remove current temporary cones to maintain 2 running lanes
- Medium Term (March 2021):**
  - No solution for A56
- ALTERNATIVE ROUTE**
  - Talbot Road, Boyer Street, Bridgewater Way
  - Additional measures, including signage along this route to advise cyclists
- Long Term:**
  - Re-align kerb throughout to allow 1.5m protected cycle lane in both directions
  - Redesign side road radii throughout
  - Redesign signal junctions throughout with CYCLOPS junctions
  - Reduce running lanes to 3m to allow 2 lanes in both directions
  - May require reduction in central reserve in sections



**KEY:**

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| <span style="color: green;">—</span>   | SHORT TERM         |
| <span style="color: orange;">—</span>  | MEDIUM TERM        |
| <span style="color: red;">—</span>   | LONG TERM          |
| <span style="color: orange;">- - -</span>  | ALTERNATIVE ROUTE  |
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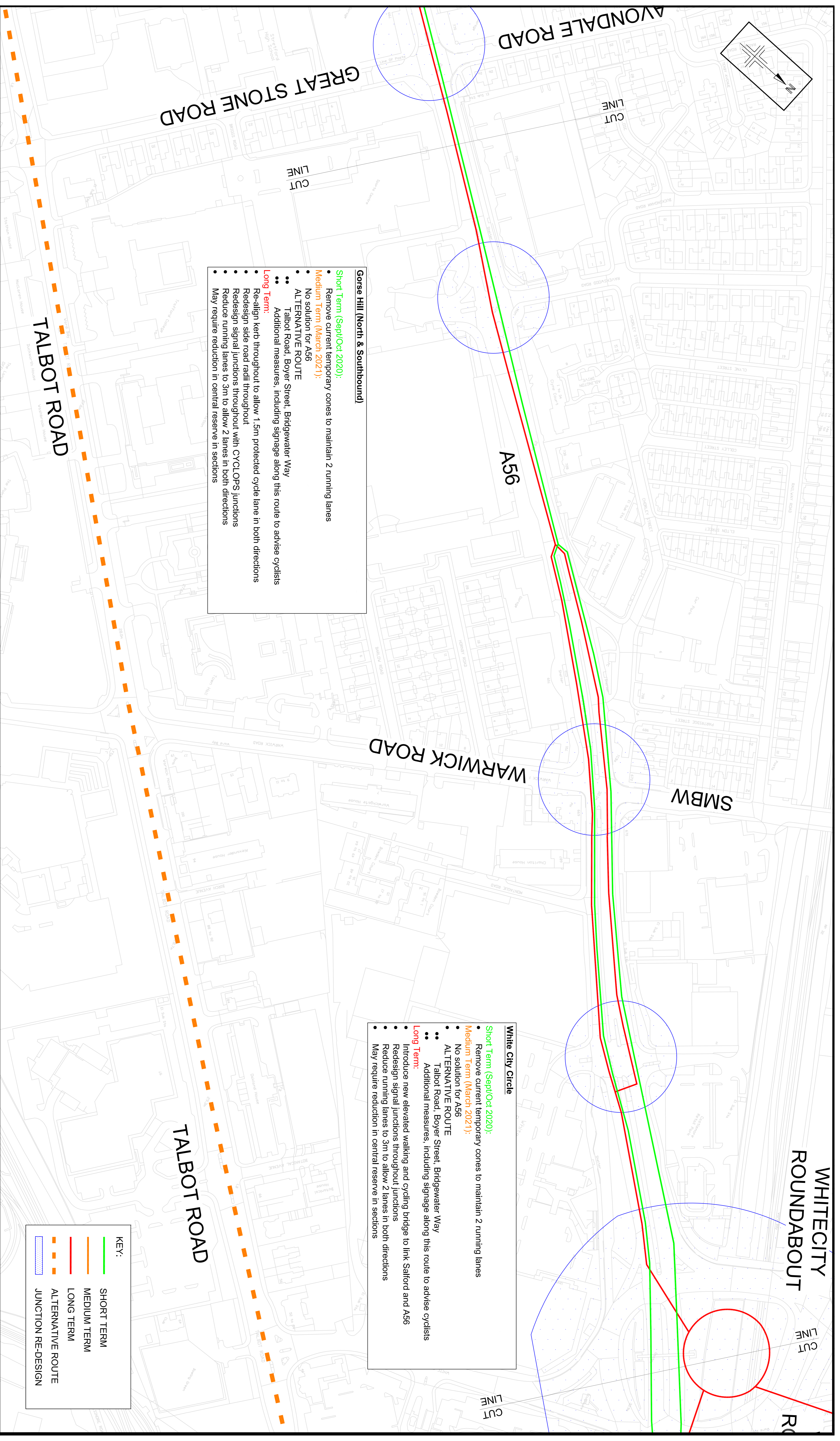
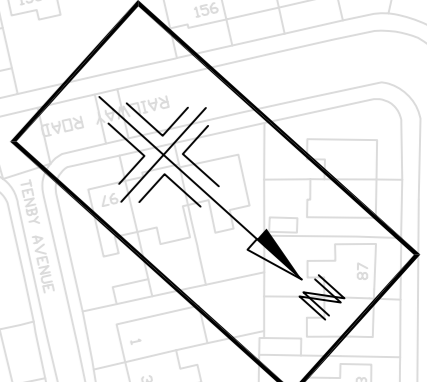
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**PROJECT & TITLE**  
**COVID-19 Measures**  
**Short/Medium/Long Term**  
**Maintaining 2 running lanes**



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**Gorse Hill (North & Southbound)**

**Short Term (Sept/Oct 2020):**

- Remove current temporary cones to maintain 2 running lanes

**Medium Term (March 2021):**

- No solution for A56

**ALTERNATIVE ROUTE**

- Talbot Road, Boyer Street, Bridgewater Way
- Additional measures, including signage along this route to advise cyclists

**Long Term:**

- Re-align kerb throughout to allow 1.5m protected cycle lane in both directions
- Redesign side road radit throughout
- Redesign signal junctions throughout with CYCLOPS junctions
- Reduce running lanes to 3m to allow 2 lanes in both directions
- May require reduction in central reserve in sections

**White City Circle**

**Short Term (Sept/Oct 2020):**

- Remove current temporary cones to maintain 2 running lanes

**Medium Term (March 2021):**

- No solution for A56

**ALTERNATIVE ROUTE**

- Talbot Road, Boyer Street, Bridgewater Way
- Additional measures, including signage along this route to advise cyclists

**Long Term:**

- Introduce new elevated walking and cycling bridge to link Salford and A56
- Redesign signal junctions throughout junctions
- Reduce running lanes to 3m to allow 2 lanes in both directions
- May require reduction in central reserve in sections

**KEY:**

- SHORT TERM
- MEDIUM TERM
- LONG TERM
- ALTERNATIVE ROUTE
- JUNCTION RE-DESIGN

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**PROJECT & TITLE**

**COVID-19 Measures**

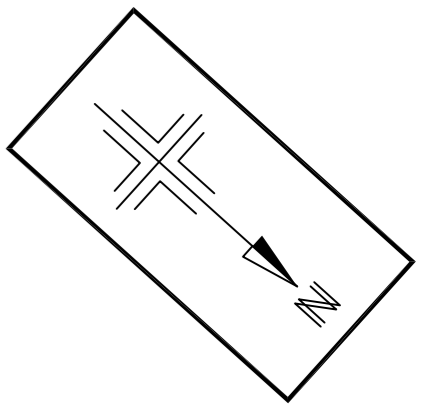
**Short/Medium/Long Term**

**Maintaining 2 running lanes**



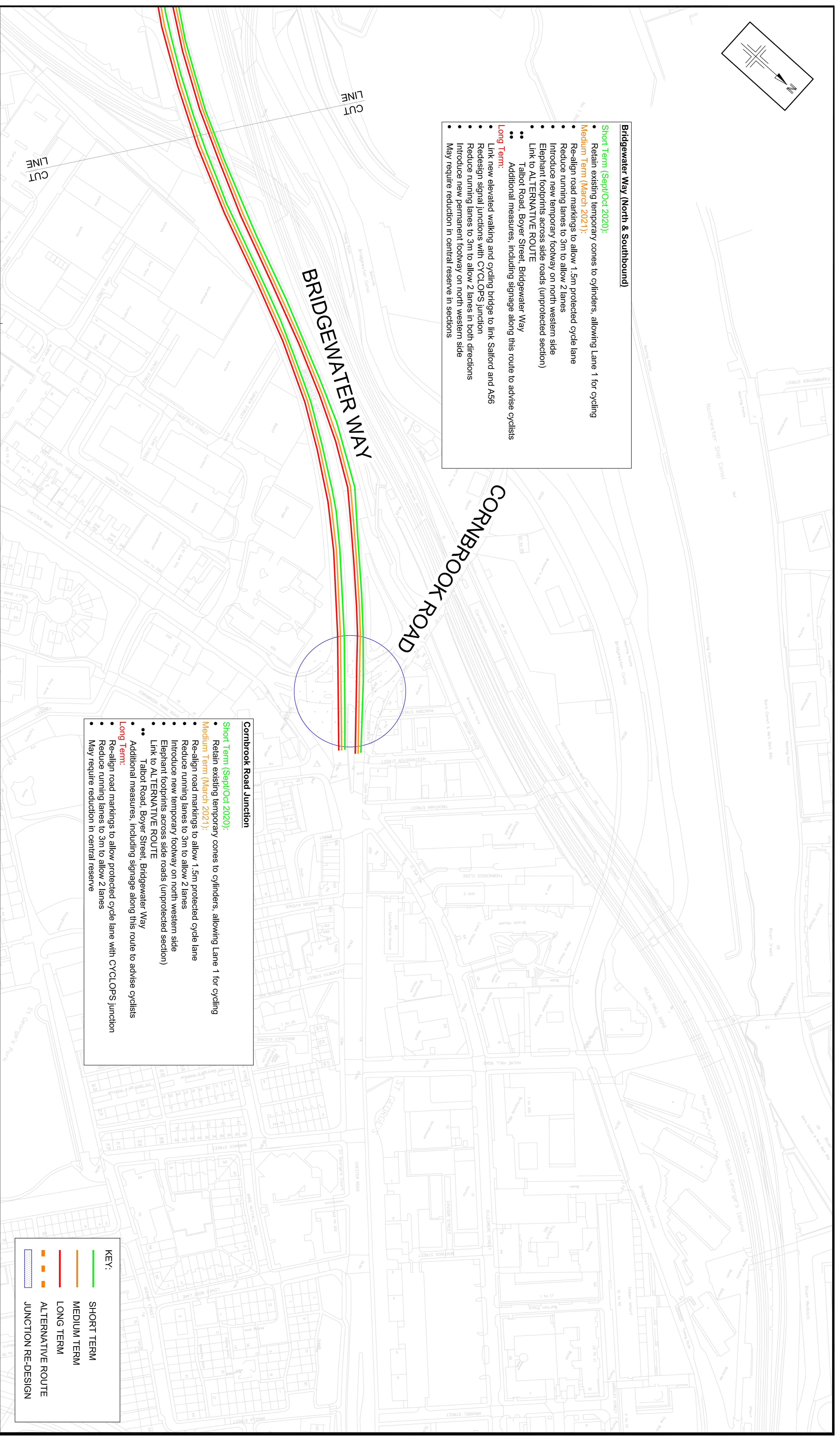
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- Bridgewater Way (North & Southbound)**
- **Short Term (Sept/Oct 2020):**
    - Retain existing temporary cones to cylinders, allowing Lane 1 for cycling
  - **Medium Term (March 2021):**
    - Re-align road markings to allow 1.5m protected cycle lane
    - Reduce running lanes to 3m to allow 2 lanes
    - Introduce new temporary footway on north western side
    - Elephant footprints across side roads (unprotected section)
    - Link to ALTERNATIVE ROUTE
    - Talbot Road, Boyer Street, Bridgewater Way
    - Additional measures, including signage along this route to advise cyclists
  - **Long Term:**
    - Link new elevated walking and cycling bridge to link Salford and A56
    - Redesign signal junctions with CYCLOPS Junction
    - Reduce running lanes to 3m to allow 2 lanes in both directions
    - Introduce new permanent footway on north western side
    - May require reduction in central reserve in sections

- Corbrook Road Junction**
- **Short Term (Sept/Oct 2020):**
    - Retain existing temporary cones to cylinders, allowing Lane 1 for cycling
  - **Medium Term (March 2021):**
    - Re-align road markings to allow 1.5m protected cycle lane
    - Reduce running lanes to 3m to allow 2 lanes
    - Introduce new temporary footway on north western side
    - Elephant footprints across side roads (unprotected section)
    - Link to ALTERNATIVE ROUTE
    - Talbot Road, Boyer Street, Bridgewater Way
    - Additional measures, including signage along this route to advise cyclists
  - **Long Term:**
    - Re-align road markings to allow protected cycle lane with CYCLOPS Junction
    - Reduce running lanes to 3m to allow 2 lanes
    - May require reduction in central reserve



**KEY:**

|  |                    |
|--|--------------------|
|  | SHORT TERM         |
|  | MEDIUM TERM        |
|  | LONG TERM          |
|  | ALTERNATIVE ROUTE  |
|  | JUNCTION RE-DESIGN |

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**Short/Medium/Long Term**  
**Maintaining 2 running lanes**



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