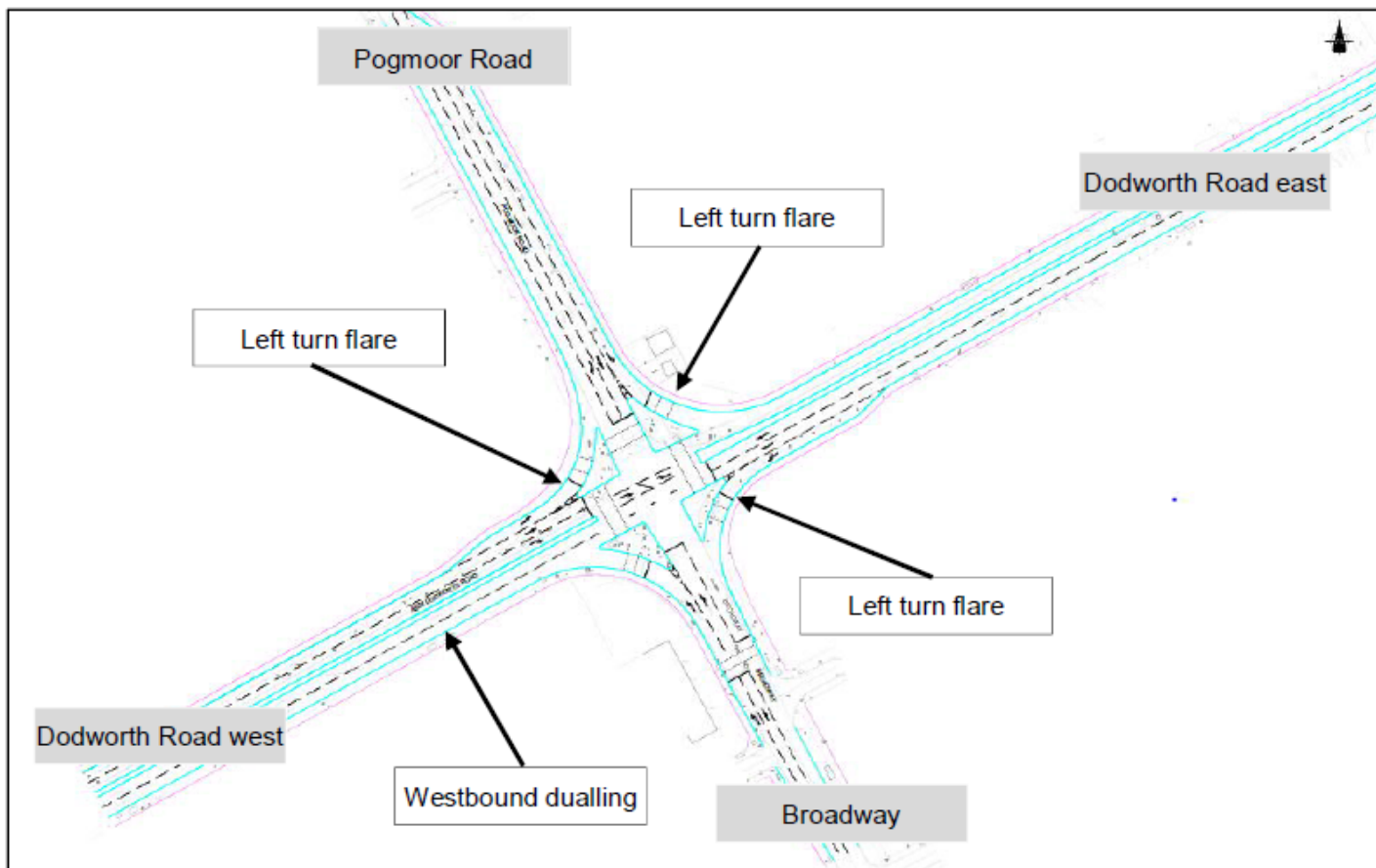


Option H

Description

Dualling of Dodworth Road between the crossroads and junction 37 of the M1, with additional short left turn flares from Dodworth road into both Pogmoor and Broadway.



Sub Options Assessed following a high level review of all sub options

A total of 4 sub options were tested

None taken forward

Final Recommendation

Rejected

Reason

Rejected as the provision of two exit lanes and additional short left turn lanes into both Pogmoor Road and Broadway did not provide a comparable level of capacity when compared to the preferred Option G

The following should be noted in relation to the above:

- Within each overall option, a number of sub options were initially tested at a high level, the differences being the method of junction control (roundabout or traffic signals, priority roundabout or signalised roundabout) as well as the location of pedestrian crossings within each junction.
- The options were tested using two methods:
 - High level assessment using either LINSIG or JUNCTIONS, this is a relatively cheap and simple method of assessing junction operation and was used to directly compare options so that only those that offered the most potential could be taken forward, and
 - More detailed assessment using VISSIM, this is a more expensive and time consuming methodology and as such was only used on the options that were considered to have the most benefit
 - Option C Variant 3;
 - Option C Variant 6, and
 - Option C Variant 11,
 - Option G.

- Option H was identified by BMBC following the agreement that Option G was the preferred solution and was assessed at a high level against Option G and was found to not provide comparable levels of capacity and as such was not assessed in detail and was rejected