

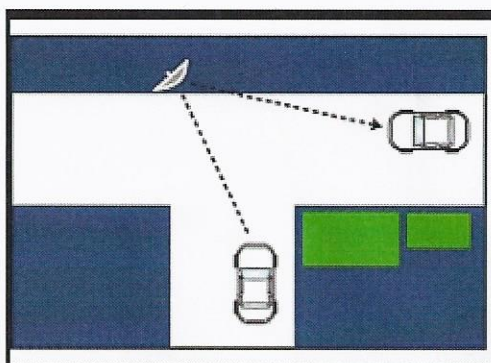
Questions Raised and summary of operation option TWO

- How will the pedestrian's priority system work?
- How will it give priority to pedestrians?
- What happens if a car can't enter the site because a pedestrian is leaving the site?

The vehicle access will operate via a standby traffic lite system the default green signal will be located at the start of the access road off Ferringham Lane given priority for access to the development to reduce any vehicle congestion if the light is green then it will be safe to proceed along the access road

If a car wants to exit the development the vehicle will approach a traffic light stop Line and wait for the lights to change green the driver will also be able to see any oncoming traffic with the aid of a traffic control mirror

To aid Pedestrian access a safe position to control the traffic lights will be installed and a traffic control Mirror will be added to assist with giving a clear vision of any parked or oncoming vehicles entering or exiting the access road.



The pedestrian control will have the ability to keep both traffic lights red for a pre-determined time we have initially set this time at One Minute following several tests based on the length of the accesses road but can be altered.

A White marked path way located to one side of the road will be marked out to encourage wheel chair and pushchair with any vulnerable pedestrian traffic the access rd. has a 3.5 to 3.7M gap which will always be enough for access



If a vehicle sees a red light due to a pedestrian using the access road

The time limit will be so minimal the pedestrian will clear its path within one minute

The car will wait in the low usage Ferringham road until the wheelchair or pushchair with vulnerable pedestrians has cleared the access road

Samples of Vernicle width

- Mercedes E class 1,852 to 1,907 mm
- MERCEDES / SPRINTER Overall width 1993mm
- Fiat Ducato L3H2 medium roof van 2,050mm
- **Emergency Ambulance:** The WAS 500 Type B / A+E New Design Width: 2080 mm

