

Dominic Smith

From: [REDACTED]
Sent: 20 April 2021 10:01
To: Dominic Smith
Subject: RE: Ford Lane

Importance: High

Dear Dominic

Thank you for the email, following review of your latest drawing ITB14679-GA-002 revision F, I have the following comments:

Option 1

- ⌘ The provision of give-way demarcation alongside the corduroy tactile paving to highlight the need for pedestrians to give-way to cyclists is not required as the tactile paving should ensure that pedestrians proceed cautiously, however, the provision of the extra lining is not a road safety concern;
- ⌘ The provision of a single bollard replacing the previously proposed staggered barriers could lead to the route being utilised by motorcyclists. We would recommend the provision of staggered barriers

Option 2

- ⌘ Although a give-way and corduroy paving is provided on the site boundary, cyclists will travel along the adjacent section of footway leading to the dropped kerb and pedestrians walking along the North End Road footway are not warned of the potential for cyclists.
- ⌘ The provision of a single bollard replacing the previously proposed staggered barriers could lead to the route being utilised by motorcyclists. We would recommend the provision of staggered barriers.

I trust that this helps.

Thank you and kind regards

Jamie

Jamie Fenning
BSc (Hons), MIHE, MCIHT, MSoRSA, Highways England Certificate of Competency



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Good afternoon Jamie

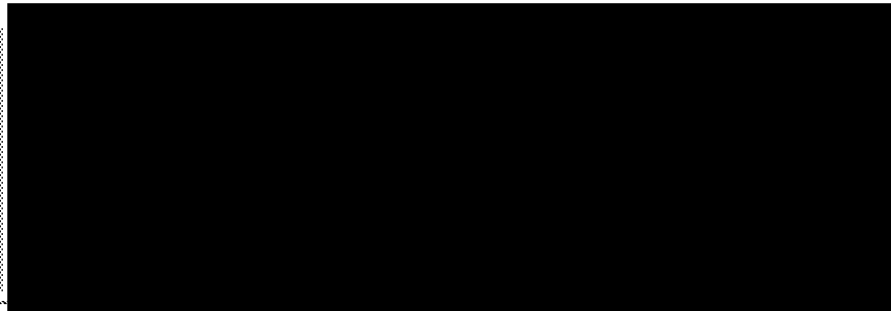
Further to our previous correspondence, we have undertaken some minor amendments to the cycle access onto Ford Lane in response to WSCC comments and the provision of a cycle access consistent with LTN requirements. Please find attached a revised drawing. Option 1, shown in the inset box, is the preferred arrangement.

The access provides priority to cyclists exiting the site, with corduroy paving and demarcation requiring pedestrians to give way in order to reduce risk of conflict. The connection would be provided at grade, with the gradient being reduced on the approach (i.e you won't have a sharp drop between the red line and the edge of the carriageway).

Do you have any further comments in respect of the arrangement?

Kind regards

Dominic



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