

The Firs/The Avenue – Cycle Contra-flow scheme
Stage 1- Safety Audit
Exception report

Items raised at this Stage 1 Road Safety Audit

Problem 1

Location: Northern end of The Avenue - Frontage of pub forecourt.

Summary: New uncontrolled pedestrian crossing.

The proposals at the northern end of The Avenue include a new uncontrolled pedestrian crossing where a new traffic island is to be constructed. The crossing point on the western side of The Avenue directly fronts on to the forecourt of the adjacent public house. This location may lead to conflicts between pedestrians and vehicles seeking to park / leave the public house.

RECOMMENDATION

It is recommended that the designer consults with the owner of the public house in order to develop a layout suitable for both part

Designer's response:

It is felt that pedestrian/vehicle conflict is unlikely as there is very little vehicle movement.

The proposed pedestrian crossing point location is not ideally placed with regard to the pedestrian desire line; however, this location allows vehicular access to the pub forecourt. If the crossing point was relocated away from the pub forecourt it would be even further away from the pedestrian desire line. The pub landlord will be consulted.

Problem 2

Location: Northern end of The Avenue – eastern side.

Summary: New uncontrolled pedestrian crossing.

At the northern end of The Avenue, on the eastern side, the location of the dropped crossing point is very close to the wall / footway on this side. There are concerns that those who are mobility impaired may not have sufficient width to pass the crossing at this point.

RECOMMENDATION

It is recommended that the location of the uncontrolled pedestrian crossing point be reviewed in light of this and that, if, possible, it is located at a position where the footway is wider

Designer's response:

After reviewing the guidelines, DfT Guidance on the use of tactile paving surfaces, the number of rows of tactile slabs can be reduced to one row. This will therefore provide sufficient width for the mobility impaired to pass behind the mobility crossing point.

Problem 3

Location: Northern end of The Avenue.

Summary: Continuation of cycle way.

It is not clear from the drawings as to where cyclists should go once they reach the end of the contra-flow on The Avenue. It is understood that the predominant movement is straight ahead across the junction.

RECOMMENDATION

It is recommended that the onward routing of cyclists is reviewed and marked / delineated accordingly

Designer's response:

This will be reviewed and some directional signage installed for the city centre straight ahead and signing to the right will be considered.

Problem 4

Location: The Firs.

Summary: Available width for contra-flow cycle lane.

Drawing Number T105 CR01 shows proposed carriageway widths along The Firs. Observations on site suggest that there are currently few conflicts between cyclists and motorists. However, with the intended parking bay and adjacent lane width (plus the narrowing), it is not clear as to how priorities between cyclists and motorists should operate. This may result in cyclists being forced to the nearside on occasions when they are opposed by oncoming traffic.

RECOMMENDATION

It is recommended that the effective carriageway width is reviewed in light of this.

Designer's response:

Other aspects of the scheme at the Firs are currently being reviewed and so the above problem should be reviewed when this has been completed.

Problem 5

Location: The Firs.

Summary: Use of Double Yellow Lines.

Drawing T105 CR01 shows the proposed layout for The Firs. At the eastern end of The Firs, the double yellow lines do not appear to match up with the adjacent lay-by. This is considered likely to be a CAD error; however, incorrect use of restrictions can lead to indiscriminate parking which may affect the ability for cyclists to use this route.

RECOMMENDATION

It is recommended that the drawing detail is checked to ensure the proposed restrictions are as intended

Designer's response:
This is a CAD error.

Problem 6

Location: Eastern end of The Firs.

Summary: Give way markings for cyclists.

Drawing T105 CR01 shows a detail for the termination of the contra-flow cycle lane on The Firs. The absence of a (on-road) cycle symbol may not indicate clearly to cyclists which part of the carriageway they should use.

RECOMMENDATION

It is recommended a painted cycle symbol is provided within the end of the contra-flow cycle lane.

Designer's response:
The proposed recommendation will be followed.