

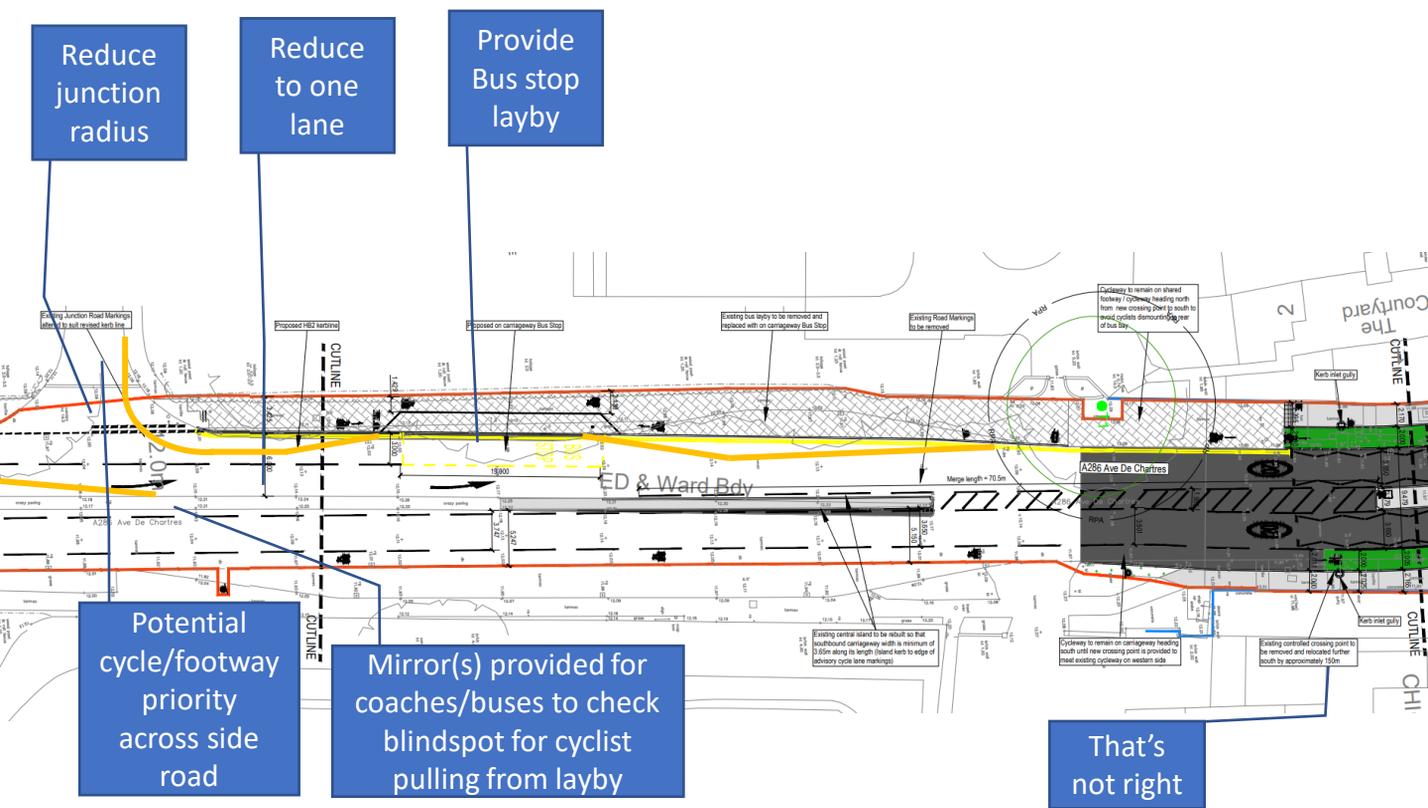
Main issue I have with the proposed crossing is that Parallel crossings are meant to be used when there is a cycle route off of the road, and not used to switch sides for cycle provision. Here it is just seemed to be used to allow southbound cyclists to switch to the shared cycle/footway on the other side of the road.

Would be better if it was located just to the south to provide a crossing where the PRoW joins/leaves the road. If this footpath was converted to allow bicycles (although at the moment there is nothing legally preventing bicycles), then it would fulfil the designed purpose of parallel crossings.

Another issue I have with it is the two-lane approach northbound. Since this reduces to one lane just the otherside of the crossing, I don't see why this could be reduced to one lane prior to the crossing.

Two lane approaches to zebra or parallel crossings should be avoided as drivers may have visibility severely impacted by adjacent vehicles. Also this would provide a wider refuge for pedestrians and bicycles from 2.5m (on drawing but labelled as 2m?) upto 4.3m, although only 3m is needed.

There should also be cycle ingress from the carriageway via dropped kerb before the crossing.



This part of the works are okay.

Although if the northbound carriageway is reduced to a single lane then alterations would have to be made around the bus stop, potentially putting it into a layby. Also reduction in the side road radius would reduce the speed and therefore risk to pedestrians and cyclists using the shared use path. Potentially continues footway/cycleway treatment could be given in these situations to further reduce speed. Reducing to a single lane sooner would also give more space on the shared cycle/footway, reducing conflict between pedestrians and cyclists. There is lack of works being done to reduce conflict between cyclists and busses/coaches pulling out of layby. Potentially mirrors could be provided to allow buses to check for cyclists (in the cycle lane blind spot). This plans also seems to omit the parking restrictions on the southbound carriageway between the zigzags and bus/coach parking layby.



On the roundabout itself there are many issues.

On all arms the cycleway has no segregation from the main carriageway. This poses three main issues.

The first one is that pedestrians have no refuge between crossing motor traffic arms, and the cycle track. Adding the refuge in would reduce wait times for cyclists and motor traffic as well as providing a safer crossing for pedestrians.

The second one is that cyclists wishing to leave the roundabout have to give way to pedestrians while being in the circulatory carriageway. This may result in cyclists wishing to continue around the roundabout being prevented from doing so, or could result in rear-ended another cyclist. Also cyclists waiting to join the cycleway roundabout would be stopped over the pedestrian crossing. Adding segregation in would lengthen the cycleway exit/entry allowing one bicycle to wait without holding up others or blocking the pedestrian crossing. If segregation isn't possible, the cycleway should widen on approach to provide an "exit" lane and a continue lane. See below for example.

Third issue is that it results in incorrect markings as having a "giveway" markings between the pedestrians and cycle parts of parallel crossing. This is not allowed and would make the crossing invalid in terms of enforceability in law, unless an exception was granted by DoT.

Where segregation allows, it should be done.

The North Walls arm is done very badly. Due to physical constraints its not exactly easy to come up with a solution. I'd consider just making the whole arms a shared space between pedestrians, cyclists and motor vehicles with the cycle track being the only thing marked through it. There isn't enough room there to do anything properly, so its better to not formally mark it all out except the cycle track.

The access to No 1 Orchard Street is very poor.

Private accesses of roundabouts aren't great in any situation, however here there is no capability to turn around off-highway, so the current design suggest that access is forward with reversing out back onto the roundabout. This should be the other way around with access into in reverse gear and entering the roundabout in a forward gear. Also priority isn't clear across the cycleway here.

Other issues are minor,

The loading layby on West Street is partly within the crossing controlled area. The Zigzags should be reduced so they don't overlap.

Again there are arrows on the cycleways within the crossing controlled areas, this isn't allowed either.