

OP-INQ-93 - Gordon Crosby

I have today stumbled across some relevant information concerning the recommended minimum width of pedestrian routes beside carriageways and the recommendation of the separation between pedestrian routes and vehicle carrying carriageways.

This information is from the Design Manual for Roads and Bridges (DMRB).

It is a matter of surprise to me that this information was not produced by Network Rail or Suffolk County Council at any of the sessions of the public enquiry I have attended.

While I realise this is very late in the process, the information and recommendations appear to me to be highly relevant to the diversion route proposed for crossing S08. I hope that these can be taken in to account as the process proceeds.

I will hand a printed copy of this paper to the Inspector at the "on site" crossing later this week, there being no earlier opportunity.

As the DMRB appears to be "the bible" I have not printed the 26 pages of this part and trust that the extracts I have provided along with a copy of the front cover will be sufficient.

I trust that both SCC and Network Rail are content to receive this late submission by email.

Gordon Crosby

During the session addressing crossing S08 there was discussion about the acceptable widths of footpaths beside carriageways, and the separation between pedestrians using such footpaths and traffic on the carriageway. Network Rail was relying, it seems, on a document setting out the minimum width for a mobility impaired user and I pointed out that the document in question was measuring the width to a solid, unmoving object, not a fast moving vehicle.

Just recently I have discovered some seemingly relevant requirements in the depths of the Design Manual for Roads and Bridges. It has come as somewhat of a surprise that Network Rail had not drawn attention to this earlier.

As far as I am able to tell, Volume 6, Section 3 Part 5, with the title “The geometric design of pedestrian, cycle and equestrian routes” dated 2005 is the current version and appears to be directly applicable to the S08 situation.

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DESIGN MANUAL FOR ROADS AND BRIDGES

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VOLUME 6 ROAD GEOMETRY  
SECTION 3 HIGHWAY FEATURES

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PART 5

TA 90/05

THE GEOMETRIC DESIGN OF  
PEDESTRIAN, CYCLE AND  
EQUESTRIAN ROUTES

SUMMARY

This Advice Note provides guidance on the geometric design for NMTU off-carriageway routes associated with trunk road or motorway improvement schemes.

INSTRUCTIONS FOR USE

This is a new document to be inserted into the manual.

1. Remove Contents pages from Volume 6.
2. Insert new Contents page for Volume 5 dated February 2005.
3. Insert TA 90/05 into Volume 6, Section 3.
4. Please archive this sheet as appropriate.

Note: A quarterly index with a full set of Volume Contents Pages is available separately from The Stationery Office Ltd.

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February 2005

The document (see extract below) gives details of the routes intended for pedestrians in Section 7.4 with the numerical data in Table 7.1.

## **Pedestrian-Only Routes**

7.4 Table 7.1 provides values for the surfaced widths of unbounded pedestrian routes. A route is considered unbounded when it is not adjacent to a physical barrier such as a wall or fence at the edge of the route. Where it is not practicable to provide widths of 2.0m for the full length of a route, widths of 1.3m may be provided over short distances.

Preferred Width	2.6m
Acceptable Minimum	2.0m

**Table 7.1 – Surfaced Widths of Pedestrian-Only Routes**

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Section 7.22 addresses separation between a route for pedestrians and a carriageway. Note in particular the recommendation that the preferred width of 1.5 metres should be used when vehicle speeds are over 40mph.

## **Boundary Treatments**

7.21 The above widths for pedestrian and cycle routes should be modified in particular circumstances as follows (see Figure 7.1):

- for a route bounded on one side (where the boundary height is up to 1.2m), an extra 0.25m should be provided to allow for ‘kerb shyness’ between the route and the barrier;
- for a route bounded on one side (where the boundary height is greater than 1.2m), an extra 0.5m should be provided to allow for ‘kerb shyness’ between the route and the barrier; and
- for a route bounded on both sides, an extra 0.25m or 0.5m should be provided on each side as appropriate.

7.22 It is desirable to provide physical separation between NMU routes and carriageways. For pedestrians and cyclists the preferred separation between the NMU route and the carriageway is 1.5m, with an acceptable separation of 0.5m. The higher value of 1.5m should, where possible, be used on roads with speed limits in excess of 40mph. If a hardstrip is provided, this can be considered as part of the separation. Where new routes

### **Volume 6 Section 3**

#### **Part 5 TA 90/05**

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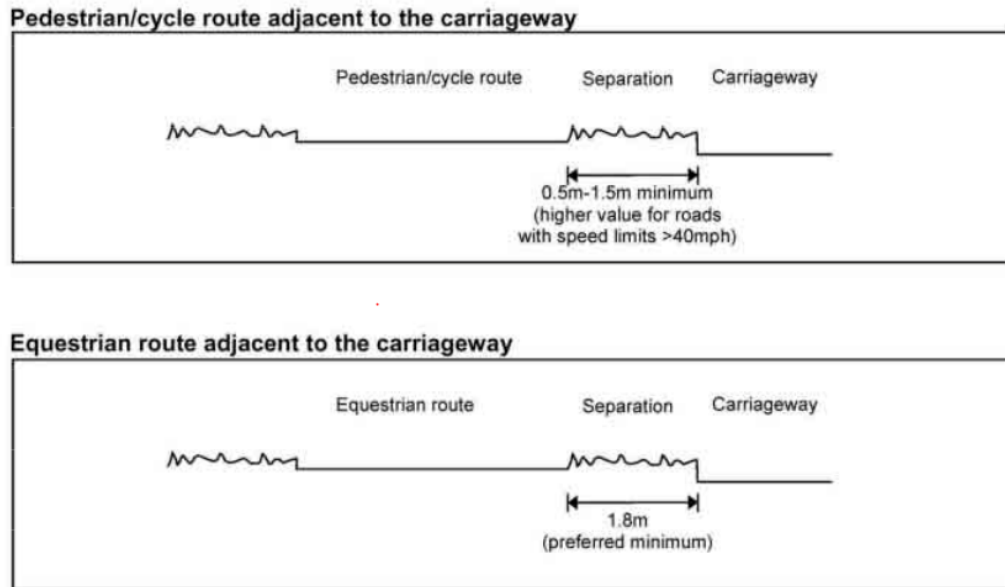
are introduced, street furniture and all vegetation (except grass) within the separation distance should be removed or the verge widened.

7.23 For routes used by equestrians, the separation of the route from the carriageway should be a preferred minimum of 1.8m. If a hardstrip is provided, this can be considered as part of the separation. Where near continuous screening is provided between the equestrian route and the carriageway, gaps should be avoided, as they may unnerve horses.

#### **Hazards Adjacent to NMU Routes**

7.24 Where an NMU route is adjacent to hazards such as a ditch (or other water feature) or embankment slopes steeper than 1 in 3, a separation greater than that recommended in paragraphs 7.22 and 7.23 should be considered to minimise the risks. Designers should also consider providing physical barriers, such as dense shrubbery, guardrails or fences. Further information is provided in the Overseeing Organisations' standards for road restraint systems.

7.25 The risks described above are heightened at sharp bends, particularly for cyclists at night if the route is unlit. In such circumstances consideration should be given to lighting the bend, increasing the recommended separation and provision of warning signs.



**Figure 7.1: Boundary treatments for NMU Routes**

The proposed diversion route for S08 is alongside the B1113 where the National Speed Limit applies; 60mph for cars and 50 for lorries. It follows that to meet the recommendations of the DMRB the width of the footpath should be 2.0 metres and this should be separated from the carriageway by a further 1.5 metres. In fact the route should be slightly wider as it is bounded on the East side by a bank.

For a significant part of the diversion the route falls well short of these recommendations.

The argument which can be crudely paraphrased as “this is an existing footway so it must be safe” which has been put forward does not take into account users that would not, *but for the closure of S08*, be forced to use this footway.

This part of the DMRB would appear to be the most authoritative set of recommendations and appears to be directly applicable to the route where it is beside the B1113, unlike the standard that was being referred to by Network Rail, and for that matter the roadworks standard that I was using as an example.