



For continuation refer to Drawing No: COMHA1SBC001-AMEY-HGN-GB-DR-CH-004

For continuation refer to Drawing No: COMHA1SBC001-AMEY-HGN-GB-DR-CH-006

Consideration of shared use footway section to western side of existing crossing of New Road to provide link to Horseley Road and route west.

Consideration to be given to 20mph within areas surrounding core cycle / pedestrian route. TBC at detailed design stage.

Package 2
Part A: Link from Eagle Lane to Bagnall Street, Danks Way and Waterside Street.
Eagle Lane on-carriageway route from New Road to Hempole Lane:
• Transition onto carriageway from link along New Road.
• On carriageway route with appropriate markings.
• Provide traffic calming in the form of speed cushions.

Package 4 - Part C
Upgraded north/south route from Moors Mill Lane to Great Bridge Roundabout and Horseley Heath (via Toll End Road, New Road, Great Western Way and Horseley Heath):
• Build out existing footways to provide segregated minimum 2m wide footway and minimum 2.5m wide (3m preferred) two-way cycle route at footway level with minimum 0.5m buffer from live carriageway.
• Minimum 3m wide shared use links to be provided at approaches to uncontrolled and controlled crossings.
• Tactile paving to be supplied/ upgraded as required.
• Carriageway markings and lane widths to be adjusted as required whilst maintaining existing provision where possible to mitigate for reduction in capacity.
• Route to tie into on-carriageway cycle route on Moors Mill Lane at Northern end, cycle route on Horseley Heath at southern end and Toucan crossing of Great Western Way to the east.

Package 4
Part A: Brahmah Way link to Great Bridge Tram Stop:
• Construct new 3m minimum shared use footpath link from parking court to east of No.17 Brahmah Way along railway embankment to the north side of the track bed.
• Existing fence and vegetation to be cleared to end of parking court to create access point (Note: possible impact on private parking spaces).
• Equality Act compliant ramps required to access track bed level and proposed Metro tram stop.

Package 4 - Part B
Toucan crossing next to the Metro Stop.
• Upgrade of existing crossing to Toucan crossing.
• Tactile paving and appropriate dropped kerbs to be provided along with associated carriageway markings serving toucan crossing.

Consideration to be given to 20mph within areas surrounding core cycle / pedestrian route. TBC at detailed design stage.

Existing ADS sign and wall to rear to remain. Consideration of cantilever mounting to clear any obstruction to proposed footway/cycle track or forward visibility requirements TBC subject to survey.

For continuation refer to Drawing No: COMHA1SBC001-AMEY-HGN-GB-DR-CH-002

RESIDUAL DESIGN HAZARDS
(The following information has been collected from Preconstruction Information and the Amey CDM Hazard Management Process.)

- Underground STATS, refer to Statutory Undertakers information for full details and location of underground STATS equipment.
- Overhead STATS, refer to Statutory Undertakers information for full details and location of overhead STATS equipment.
- Electricity Sub Station.

- NOTES:**
- Drawings are to be printed in full colour.
 - All dimensions in metres unless stated otherwise.
 - This drawing is to be read in conjunction with the Outline Business Case.
 - For Overview Plan and Key refer to Drawing No: COMHA1SBC001-AMEY-HGN-GB-DR-CH-001
 - Proposed road markings are to be in accordance with the Traffic Signs Regulations and General Directions 2016 (TSRGD) and Traffic Signs Manual (TSM) Chapter 5.
 - Proposed traffic signs shall be designed in accordance with the Traffic Signs Regulations and General Directions 2016 (TSRGD) and the Traffic Signs Manual (TSM) Chapter 7.
 - Background plans are based on Ordnance Survey data and design measures / interventions shown would be subject to topographical survey at detailed design stage.
 - All Statutory Undertaker records and the location of assets to be confirmed by Statutory Undertakers/Asset Owners.
 - Where introduction of 20mph speed limits are being proposed along individual roads which form part of quiet on-carriageway cycle routes, future consideration may be given to them forming part of wider area 20mph zones.

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|-----------|---|-------|------------|------|----------|
| P02 | Changes following Sandwell MBC comments | JE | HH | CB | 10/12/21 |
| P01 | For Information | JD | DM | HH | 29/09/21 |
| Rev | Revision details | Drwn | Chkd | Appd | Date |
| Designed: | JD | Date: | 29/09/2021 | | |
| Drawn: | JD | Date: | 29/09/2021 | | |
| Checked: | DM | Date: | 29/09/2021 | | |
| Approved: | HH | Date: | 29/09/2021 | | |

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Client

Dudley
Metropolitan Borough Council

Sandwell
Metropolitan Borough Council

part of **bct** Black Country Transport

Project Name
Wednesbury to Brierley Hill Metro Extension: Improved Active Travel Access to Stops. Preliminary Design

Drawing Title
Great Bridge Tram Stop General Arrangement Sheet 3 of 11

Original Drawing Size : A1 Scale : 1:500 @ A1
Dimensions : -

Drawing Status
FOR INFORMATION

Suitability
S2

Drawing No
COMHA1SBC001-AMEY-HGN-GB-DR-CH-003

Rev
P02