

<b>Project</b>	Bromwich Lane, Stourbridge		
	<b>BWB Ref</b>	BMH2116-TN3	
	<b>Status</b>	S2	
	<b>Revision</b>	P1	
	<b>Date</b>	01/06/18	

## 1 INTRODUCTION

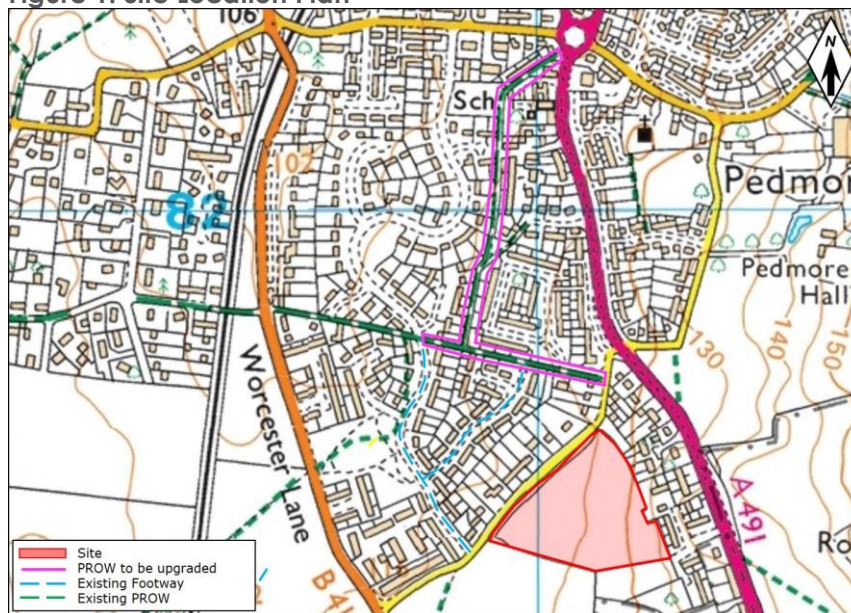
### Site Details

- 1.1 The proposed development is located at land adjacent to the south-east of Bromwich Lane, Stourbridge, approximately 3.0km south of the town centre. The development site is proposed to comprise a residential development for up to 150 units.
- 1.2 No footways are present on Bromwich Lane along the site frontage, however there is a footway available adjacent to the Bromwich Lane/Redlake Drive Junction immediately south-west of the site. In addition to this, there are public footpaths located approximately 35m south-west of the Bromwich Lane/Redlake Drive Junction and immediately south of the Bromwich Lane/Ferndale Park Junction 100m north-east of the site.

## 2 PEDESTRIAN PROPOSALS

- 2.1 As described above, the existing pedestrian footways and PROW's are identified below in **Figure 1**.

**Figure 1: Site Location Plan**



- 2.2 **Appendix A** identifies the highway boundary along Bromwich Lane. Given that Bromwich Lane is restricted to approximately 4m wide at a pinch point adjacent to the north-east extent of the site, it is considered that there is no available highway land to accommodate an adjacent footway to serve pedestrians of the site from the east. It is also considered unsafe to change the existing Bromwich Lane to a shared surface based on the level of daily traffic that routes along the carriageway.
- 2.3 Based on this, it is therefore considered that pedestrian access to the site should be encouraged from the west of the site. To further encourage pedestrians routing in this direction, it would be advisable that the vehicular access and internal pedestrian footways are accessed further to the south-west of the site frontage. Drawing **BLSB-BWB-GEN-00-DR-TR-101 S2 P3** demonstrates the proposed access arrangements.
- 2.4 A 2.0m wide footway is proposed adjacent to the west side of the site access that is to route up to the south-western extent of the site boundary. A dropped-kerb crossing point is proposed across Bromwich Lane onto the north-west side of the carriageway which is then proposed to continue routing south-westbound and connecting with the existing pedestrian infrastructure adjacent to the Bromwich Lane/Redlake Drive Junction.
- 2.5 The existing footways adjacent to Redlake Drive route northbound and provide a connection onto public rights of way (PROW) STR0145/6. This PROW is a dirt track which provides access to the local bus public transport services and facilities including Pedmore C of E Primary School, Pedmore Cricket Club and Pedmore SPAR Convenience Store.
- 2.6 Given that this PROW would generate additional pedestrian trips from the proposed development, the PROW would be upgraded to provide a constructed tarmacked surface and be well lit up to the extents as shown in **Figure 1**.

### **3 SUMMARY**

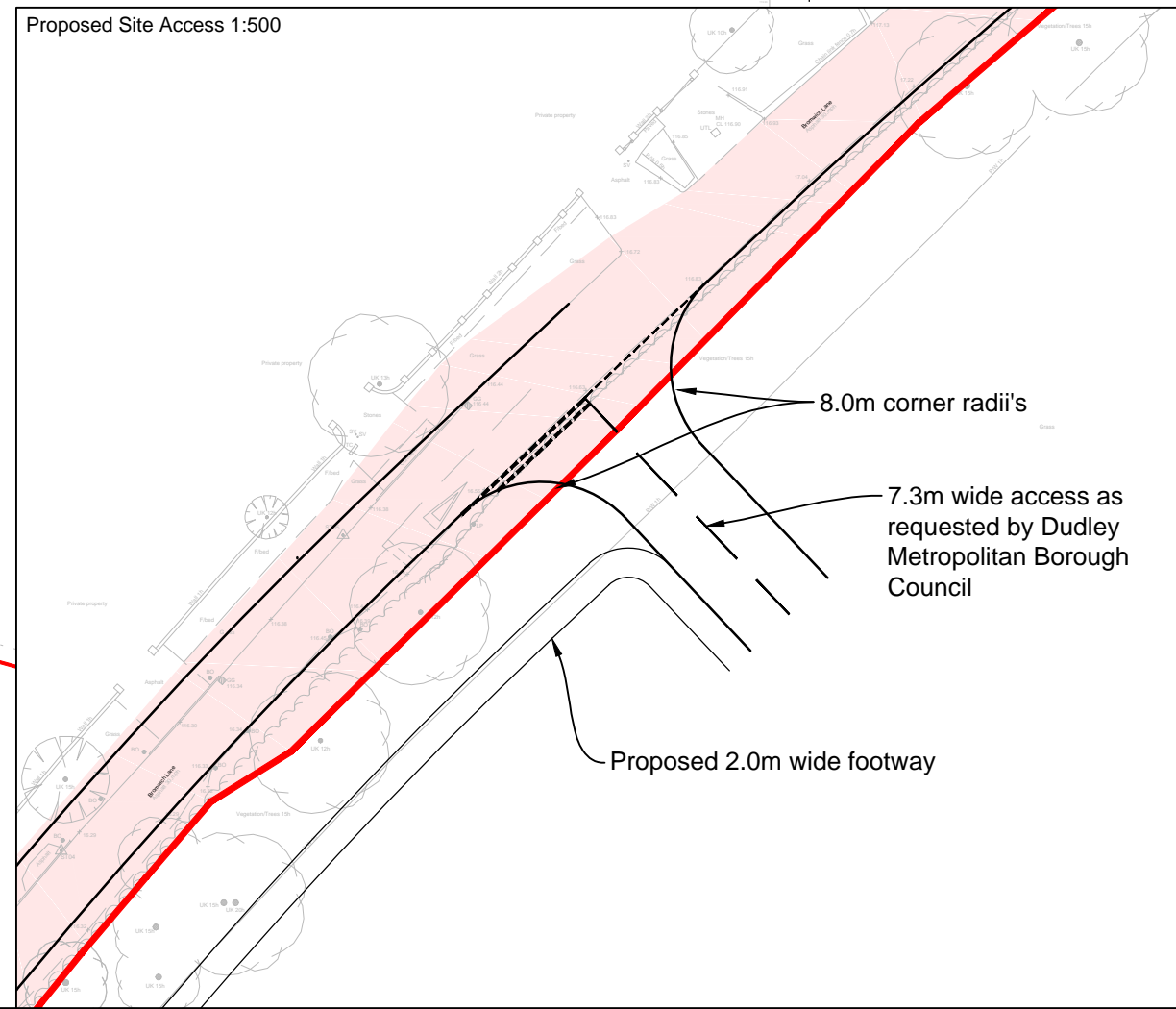
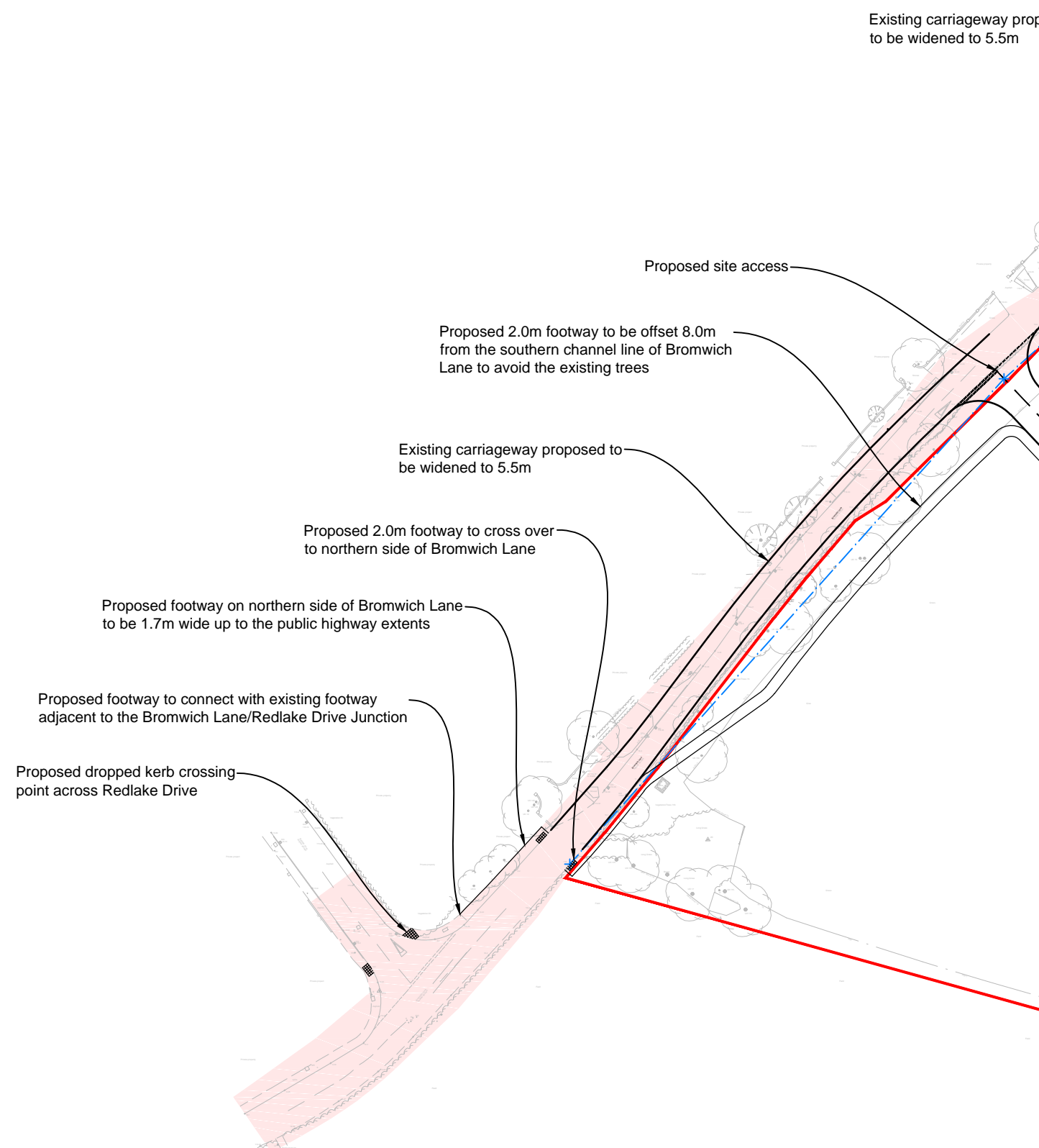
- 3.1 Based on the highway constraints to the north-east of the site restricting pedestrian proposals up to the Bromwich Lane/Ferndale Park Junction, encouraging pedestrian movements via Redlake Drive are considered to be most suitable for the scheme.
- 3.2 A proposed footway from the site to the existing footway adjacent to the /Bromwich Lane/Redlake Drive can be achieved from the available site land and highway boundary. Given that PROW STR0145/6 provides direct access to the local public transport services and facilities away from traffic movements, it is considered that this would be the most appropriate pedestrian route from the site to the local centre of Pedmore. Therefore, upgrading this PROW to accommodate regular on-foot movements to and from the site is likely to be the best solution for pedestrians of the site.

## **DRAWINGS**



- Notes**
1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
  2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
  3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
  4. Any discrepancies noted on site are to be reported to the engineer immediately.

- Legend**
- Highway Boundary
  - Site Boundary
  - 2.4m x 120.0m Visibility



Rev	Date	Details of issue / revision	Dwg	Rev
P3	29.03.18	REVISED AS PER TMS COMMENTS	TG	LT
P2	23.01.18	PRELIMINARY ISSUE	TG	RD
P1	22.01.18	PRELIMINARY ISSUE	TG	RD

**Issues & Revisions**

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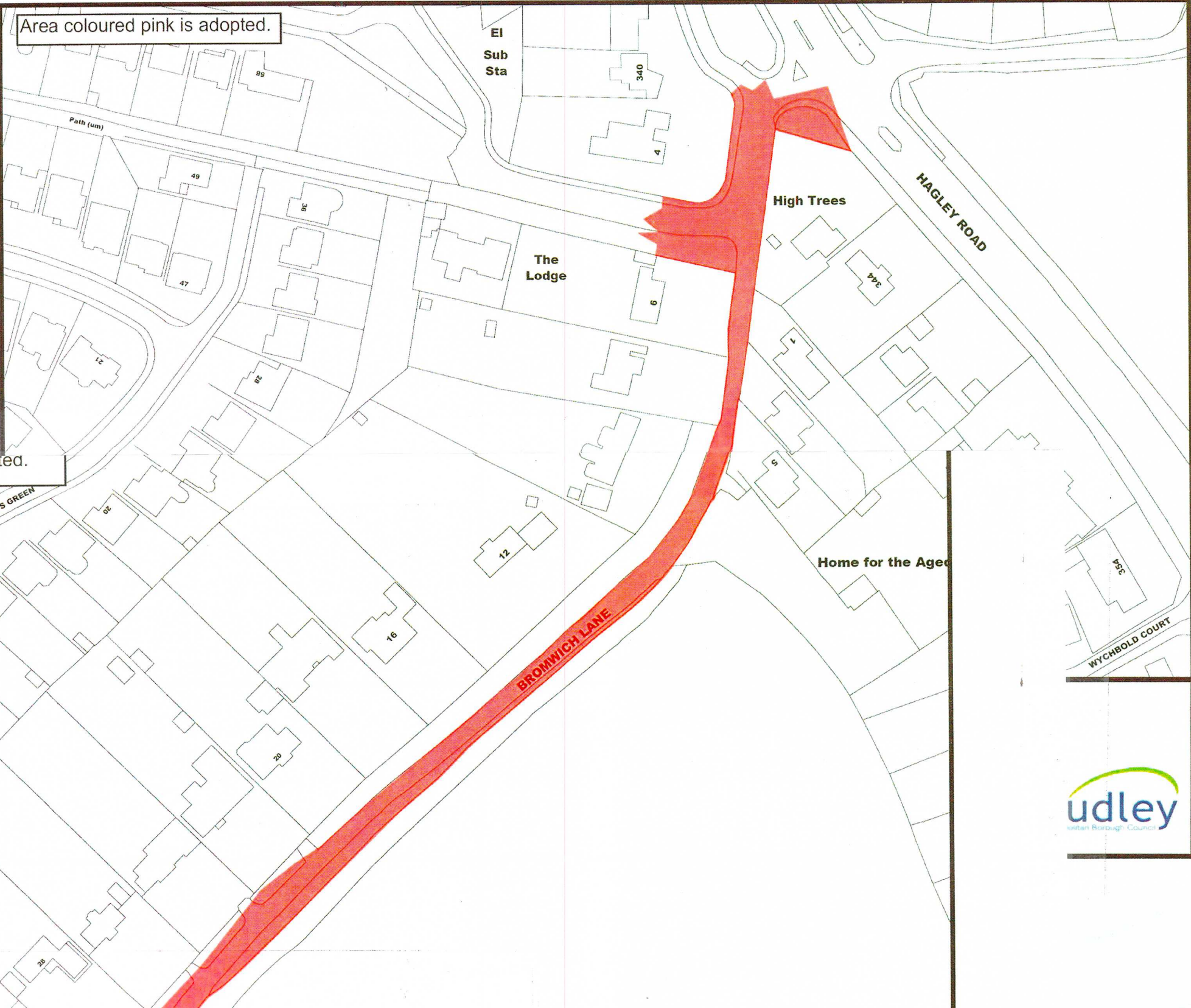
Client  
**WILLIAM DAVIS LIMITED**

Project Title  
**BROMWICH LANE, STOURBRIDGE**

Drawing Title  
**PROPOSED ACCESS ARRANGEMENTS AND CARRIAGEWAY REALIGNMENT**

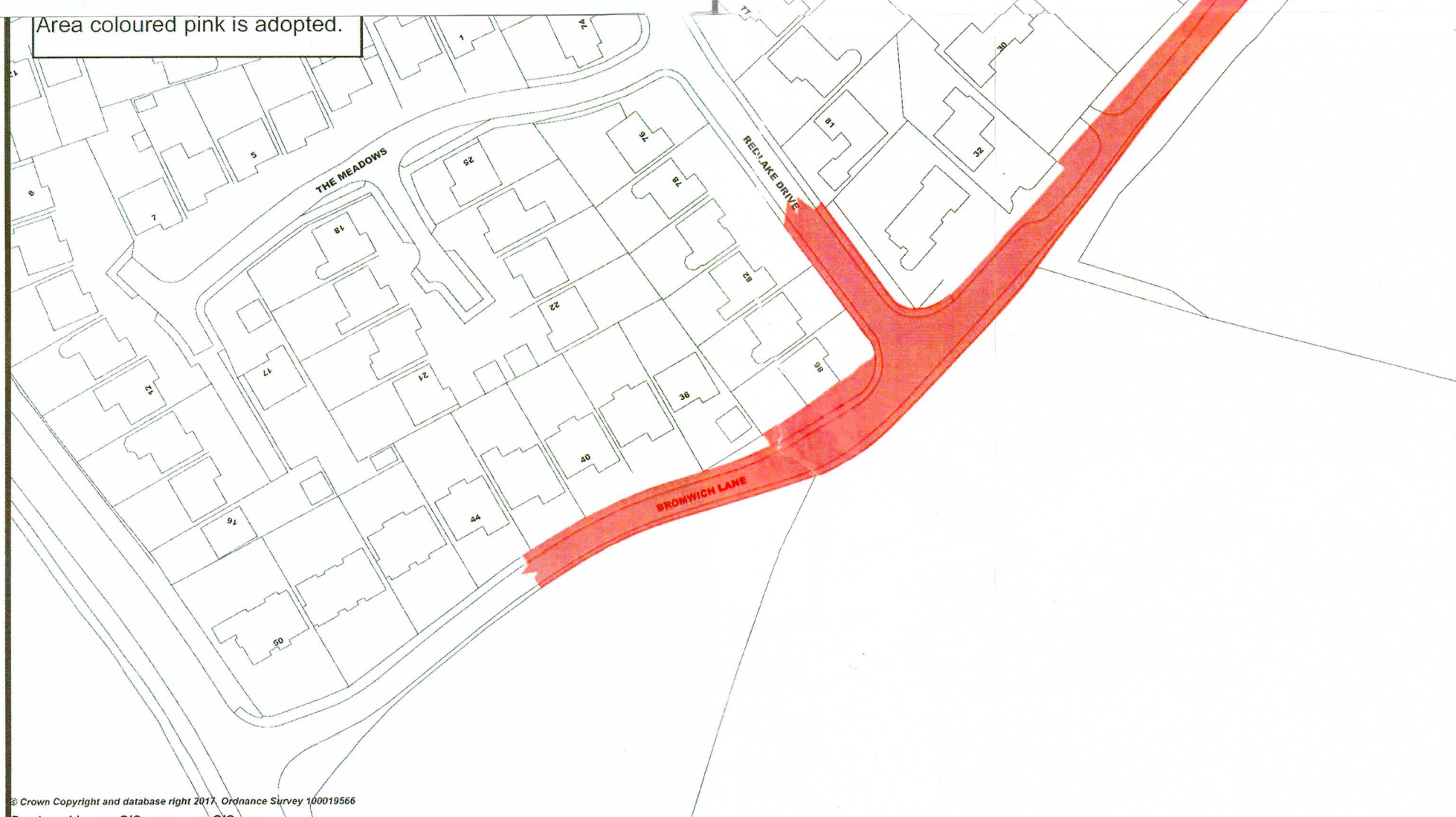
Drawn:	T. Gregory	Reviewed:	R. Day
BWB Ref:	BMH 2116	Date:	22.01.18
Scale:	A3	As Shown	
<b>Drawing Status</b>			
<b>PRELIMINARY</b>			
Project - Originator - Zone - Level - Type - Role - Number	Status	Rev	
BLSB-BWB-GEN-00-DR-TR-101	S2	P3	

**APPENDIX A**  
**HIGHWAY BOUNDARY DATA**



Area coloured pink is adopted.

Area coloured pink is adopted.



Area coloured pink is adopted.

Place Directorate  
 Environmental Services Division  
 4 Ednam Road  
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		DATE: 30-AUG-2017	
CREATED BY: DH			