

Engineers Design notes – The Campus, Welwyn Garden City

Please note the following regarding the design of the PUFFIN crossing for the above scheme:

- 1) Street lighting should be assessed to ensure sufficient coverage across the crossing carpet
- 2) Signal design drawing should be subject to a stage 2 safety audit
- 3) All trees on the approaches to both crossings should have the foliage reduced to provide maximum visibility.
- 4) Foliage on central reservation should be reduced to stop encroachment onto the crossing area
- 5) Tactile paving adjacent to pole 6 should be extended back 3 rows (1.2m) from kerb edge due to the high footfall from the car park to the crossing area
- 6) Tactile paving on the central reservation (between poles 2 & 3 and 4 & 5) should be extended back 3 rows (1.2m) from the kerb edge to comply with current guidelines in the Guidance on the use of Tactile Paving Surfaces
- 7) Tactile paving between poles 4 & 5 does not require a stem as any partially sighted pedestrian walking from the other part of the crossing has to cross at this point
- 8) A review of the existing drainage should be undertaken to ensure there is not any ponding within the crossing area.
- 9) The 'No loading at any time' sign and post which is located on the nearside footway on the approach to the westbound crossing will be located within the crossing area. This will need to be re-located outside of the zig zag area.
- 10) HFS should be provided on the approaches to both crossing points and up to the pedestrian stud line with a minimum PSV of +65. The distance back from the stop line should be in accordance with current guidelines
- 11) Please ensure that stop lines are and exit zig-zags are marked 3m from the studs of the crossing.
- 12) Please ensure that aluminium non-slip fishtail studs are used at this crossing.