

### **Beacon Road/Epinal Way Roundabout**

The proposed slip road will encourage cars to go fast round a racing curve into Beacon Road and make any turn into Herrick Road difficult. It will also lengthen the junction for pedestrians who will have to cross both the main road and then the slip road. It will also endanger cyclists exiting from the roundabout as they will be to the side rather than in front of exiting vehicles. Reversing the curve, to make it an acute turn into Beacon Road, will ensure that vehicles slow down. See attached.

### **One Ash Roundabout**

Rather than remove the "non compliant" refuge I would advocate this being expanded to be compliant. I believe there is enough road space here if the vehicle lane is reduced to the minimum. A narrower track will encourage vehicles to travel more slowly.

This is meant to be a safe route to school (Rawlins) and this road is busy when students are travelling as so many are taken by car. At this time the refuge is essential since it is very difficult to find an opportunity to cross both lanes in one movement. If more students are to be encouraged to walk or cycle to Rawlins then active travel needs to be prioritised and motor transport discouraged. The old A6 is now a feeder road for Quorn and as such low speeds should be mandatory.

Yours faithfully,

John R. Catt

# EXAM 75 - Draft Transport Strategy.pdf

