

Potential design ideas and suggestions

New crossing.
Example C1 to C4

Add dropped kerb

New built-out
and kerb to help
reduce speeds.
New bench

Option: Art on
carriageway surface -
school workshop
co-design. Potential
junction tightening
here too subject to
vehicle tracking.

GATEWAY and
recommended
20mph speed limit.
Refer to P1

Traffic calming
option: Refer to P2

Mount
blocks for
horse users

Remove island and
tighten junction to reduce
speeds, improve visibility
and user interaction.
Subject to vehicle
tracking. Refer to P1

Option: Art on
carriageway surface -
school workshop
co-design

New bench to
provide rest and
shelter point

Traffic calming:
New signs.
Refer to P5

Option: Art on
carriageway surface
- school workshop
co-design.

New built-out
and kerb to
help reduce
speeds. New
bench

Remove island, tighten junction with
new kerbs to reduce speeds, improve
visibility and user interaction. Subject
to vehicle tracking. GATEWAY and
recommended 20mph speed limit.
Refer to P1

Traffic calming: New
signs. Refer to P5

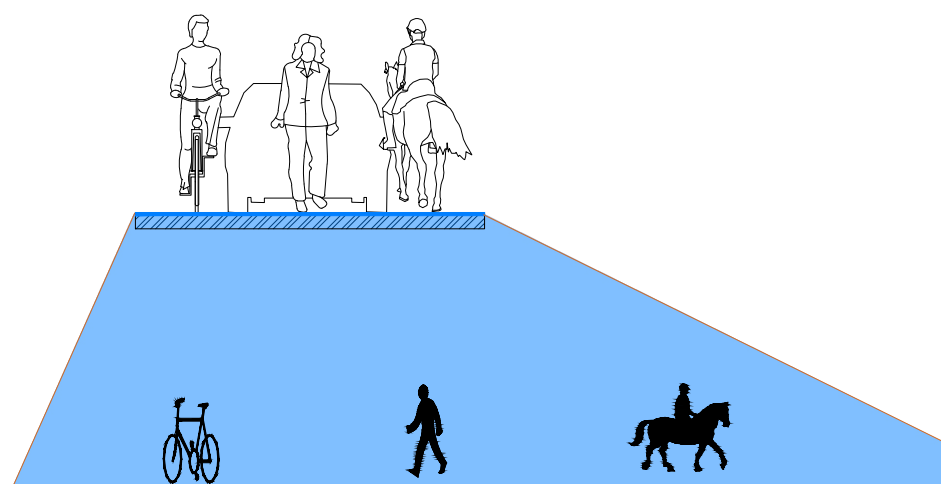
Improvements should
consider arboricultural
and ecology surveys on
important biodiversity
assets such as
ancient/veteran trees
adjacent to the route.

Extend passing
area. New bench
to provide rest
and shelter point.

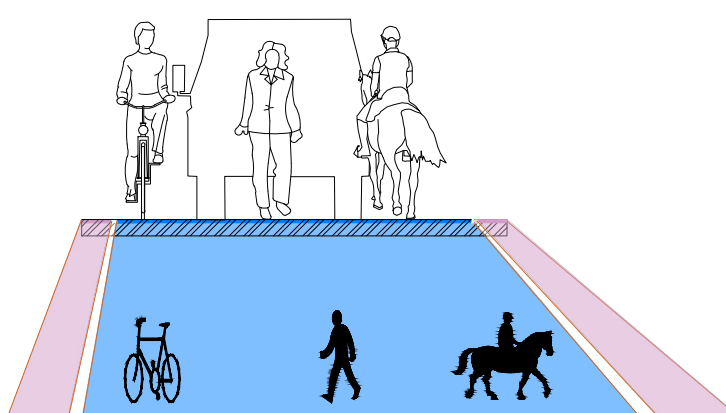
- GENERAL NOTES:
1. All traffic measures are potential options, and the locations shown are approximate.
 2. All cross sections are indicative only. The exact layout for each section will need to be agreed at the next stage of the project.
 3. Cross sections forming part of the Quietway layout have been developed in accordance with Local Transport Note (LTN) 1/20 standards, with particular reference to Table 7-2, where critical width defines the road safety level for shared use by all users.
 4. Cross sections forming part of the potential upgrade of Public Rights of Way (PROW) have been developed in accordance with LTN 1/20 standards, with particular reference to Chapter 5 (Geometric Requirements) and the memorandum of understanding between Walk Wheel Cycle Trust (WWCT) and the British Horse Society (BHS).
 5. The type of crossing has been developed in accordance with LTN 1/20 standards (Table 10-2). Images are credited to WWCT and were taken at different locations across the UK.
 6. Potential artistic surfacing has been considered as a traffic calming measure, with locations identified based on high levels of safety concern. The final art design would be subject to agreement and could form part of a future school workshop to create the final design.
 7. Proposed kerb build-outs and tightened junction radii are potential measures developed in accordance with LTN 1/20 principles (Table 10-1) to improve visibility, reduce vehicle speeds, and create additional space for traffic calming features.
 8. Mounting blocks are proposed to meet the requirements of horse users in accordance with BHS standards. Locations are indicative.
 9. New benches and cycle parking are proposed in line with standards defined by Active Travel England's Healthy Streets Audits and Checks. Locations are indicative.
 10. Any additional options requiring improvements to PROW will be subject to land ownership agreements and ecological surveys.
 11. The design of lighting will be agreed following completion of the ecological survey.

Sheet A Key:	
	Existing buildings
	Green spaces
	Layout Quietway CS1
	Layout Quietway CS2
	Layout Quietway CS3
	Proposed Kerb
	Existing Kerb

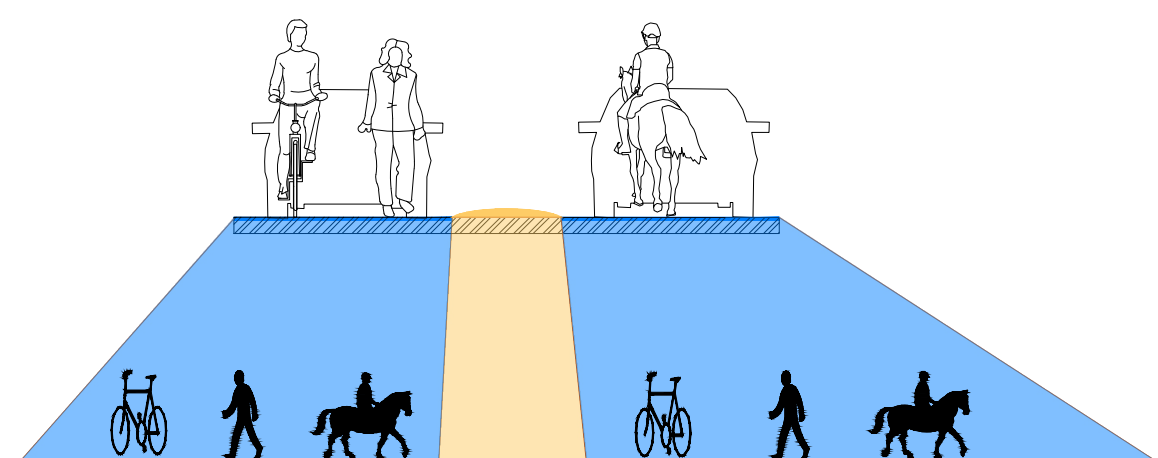
0m 100m 200m
SCALE 1:2500 at A1



CS1 Narrow carriageway



CS2 Critical width carriageway



CS3 Wide carriageway

Quietway
Barnby to Carlton Colville
June 2026

