

# Morpeth Neighbourhood Plan

## Transport Issues and Options Discussion Paper

(Draft 2 – 05-06-2013)

### 1. Introduction

This paper presents an initial draft synopsis of transport issues arising in Morpeth at the present time or likely to arise during the period of the Neighbourhood Plan. It is informed by the community engagement work undertaken to date through an initial Launch Event held in April 2013 and subsequent feedback from those who participated. It aims to reflect the needs and aspirations of the people of the communities of Morpeth and Pegswood, and is set within the context of the Northumberland Plan Framework.

The consultation undertaken has identified both issues and problems with current transport provision, and a number of suggestions for transport might develop to address these issues. These suggestions will need to be evaluated in terms of:

- Whether they are consistent with, and contribute to, meeting the objectives of the Morpeth Neighbourhood Plan;
- Whether they are consistent with wider National and Countywide objectives;
- Whether they will be pertinent to and effective in addressing the issues which have been identified;
- Whether they are robust in the light of expected new developments and trends; and
- Whether they are deliverable in the context of planning powers, and the resources likely to be available for implementation.

The purpose of this paper is to set out, with commentary, those issues and options which have been proposed with a view to stimulating further discussion to enable the various suggestions to be refined and evaluated.

### 2. The National Planning Policy Framework

The Morpeth Neighbourhood Plan is required to fit within the framework set by National Planning Policy. The relevant elements of the framework in relation to transport issues in Morpeth are summarised below.

- Para 14 At the heart of the National Planning Policy Framework is a **presumption in favour of sustainable development**, which should be seen as a golden thread running through both plan-making and decision-taking.
- Para 17 The Plan should support the transition to a low carbon future, contribute to conserving and enhancing the natural environment and reducing pollution, make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.
- Para 23 The framework recognises town centres as the heart of their communities and the plan should pursue policies to support their viability and vitality, and allocate appropriate edge-of-centre sites for main town centre uses that are well connected to the town centre where suitable and viable town centre sites are not available.

- Para 29 Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.
- Para 30 The Plan should encourage solutions which support reductions in greenhouse gas emissions and reduce congestion.
- Para 51 Local planning authorities should identify and bring back into residential use empty housing and buildings and, where appropriate, acquire properties under compulsory purchase powers.
- Para 56 Good design is a key aspect of sustainable development, and is indivisible from good planning, and should contribute positively to making places better for people.
- Para 70 To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should plan positively for the provision and use of shared space, community facilities and other local services.
- Para 73 Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities

The following clause is particularly relevant for the Neighbourhood Plan:

- Para 35 Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:
- accommodate the efficient delivery of goods and supplies;
  - give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
  - create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
  - incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
  - consider the needs of people with disabilities by all modes of transport.

### **3. Transport Principles**

Transport is primarily a means to an end, and the purpose of transport is to facilitate people's access to those places and activities which are necessary or desirable to enable them to participate in community life to the full. Good quality travel opportunities support the viability of the community, and contribute to the quality of life for those who live, work, study or spend their leisure in the town.

However, whilst we all need transport facilities, transport systems can have adverse side effects which include risks to personal safety, damage to the natural environment, the severance of activities by transport infrastructure, noise, atmospheric pollution and visual intrusion. The challenge is to plan for the most acceptable balance between the ease of travel and the impacts of transport systems.

Not all people have equal access to all forms of transport; activities have different access requirements depending upon who needs to access them and their mode of travel, whilst various parts of the town and adjacent parishes have different sensitivities to the adverse effects of transport.

In general the principles of transport planning should therefore:

- embrace the different needs of all sectors of the community;
- recognise the different functions of transport for various activities; and
- minimise the adverse effects of transport in those places where they are most significant.

### **Specific Transport Planning Principles**

The following transport principles are suggested to underpin the transport policies and proposals to be incorporated into the Neighbourhood Plan.

1. Transport policies and transport systems should be integrated to ensure that the needs of all users are addressed.
2. Transport policies should maximise the attractiveness of sustainable travel modes so as to minimise global and local environmental impacts.
3. Seamless integrated local and long-distance journeys without the use of a car should be made possible.
4. Active travel options should be encouraged and supported to support a healthy and fit community.
5. The transport system should be safe for all users.
  - 5.1. This must include those in cars, those using public transport, those travelling on foot, cyclists and those with mobility difficulties and visual impairment, applying the principles of Sustainable Safety<sup>i</sup>.
  - 5.2. Any unaccompanied person above the age of 12 should be able to walk around the town without physical or security risk.
6. In all areas traffic speeds, traffic volumes and access by heavy vehicles should be managed in relation to the volume of pedestrian and cycle traffic to ensure that walking and cycling are safe and attractive travel options;
7. Whilst there should be greater parity between different users, giving equal consideration to people using all road space, in certain locations and for certain activities and at specific times particular consideration needs to be given to specific user groups in order to deliver :
  - 7.1. Safe pedestrian and cycle routes between residential areas and the schools that serve them;
  - 7.2. Safe and attractive pedestrian and cycle routes, and frequent and reliable bus services between the main residential areas, adjacent parishes and the town centre;
  - 7.3. Pedestrian routes free from obstructions to those using wheelchairs or buggies;
  - 7.4. Safe pedestrian routes between homes and bus stops within residential areas;
  - 7.5. A high level of priority for pedestrian links within the central retail area of the town, including high quality links to the bus station and to car parks.
8. The transport system should contribute to the economic viability of the town.
  - 8.1. The town should be well connected to the rest of the locality, county, region and country through good quality road, rail and bus services, walking and cycling routes.
  - 8.2. Areas of employment and commercial activity should be easily accessible by road from areas outside the planning area, and particularly to the A1 primary route;
  - 8.3. The town centre should be free of traffic congestion for the greater part of the day;

- 8.4. There should be adequate provision of car parking for motorists visiting the town and using the town's retail, business and leisure facilities (either directly through car parking provision or indirectly through attractive and affective park and ride options in Morpeth and/or in adjacent parishes).
  - 8.5. The access between the Morpeth ECML rail station and the town's retail, business and leisure facilities should be adequate for visitors travelling by rail
  - 8.6. Appropriate goods vehicle access should be provided to industrial and retail premises.
9. The transport policy should support the enhancement of the environment through;
    - 9.1. the preservation of the historic fabric of the town;
    - 9.2. minimising visual intrusion, noise and vibration and air pollution of traffic in pedestrian priority areas, in residential areas and in the vicinity of schools and hospitals;
    - 9.3. minimising the effects of severance by transport arteries within and between main activity centres;
    - 9.4. ensuring that transport infrastructure is provided to a high design quality to enhance the streetscape and visual environment.

#### **4. The Neighbourhood Plan**

The Neighbourhood Plan will set out the vision for the development of Morpeth for the next 15-20 years. It can include:

- General policies to guide the development of the town and surrounding area;
- Specific proposals for development, land-use and infrastructure (including transport) that can be delivered by local Councils and other public agencies, including an action and delivery plan; and
- Advocate changes and improvements to services provided by the private sector including amongst others developers, service and utility providers and transport companies.

Within the overall development of the Neighbourhood Plan, the transport policies will be integrated with policies for the economy, the environment, the commercial, educational and social development of the town so as to provide a comprehensive and integrated vision for the development of Morpeth as a quality place to live, work and spend leisure time.

#### **5. Morpeth Transport Issues**

A wide range of transport issues have been identified in the consultation carried out to date. Ideas of what issues need to be addressed and how they might be tackled have been gathered by a process of open input, with no assessment or evaluation yet attempted. Consequently ideas so far gathered may be incompatible with one another, or prove to be unaffordable, inconsistent with wider objectives or undeliverable. However at this stage of the plan development process they are all included for further consideration, and none are as yet either confirmed or rejected. The issues put forward below are presented in the order of the number of contributors who mentioned them, most common first.

##### ***Road Traffic***

Morpeth is a market town and serves a large rural catchment. The prosperity of the town depends upon access to the town centre and its wide range of attractive retail, commercial, recreational and

leisure facilities. These have been much enhanced in recent years by the renewal of the Sanderson Arcade, and will be further increased by the new supermarket development in the town centre currently under construction. It has been the policy of the Council to support the continued concentration of retail and leisure developments in the town centre area, and to resist such development on the periphery of the town, in order to sustain a vibrant core area, a policy which now reaps dividends as Morpeth continues to offer an attractive destination for retail and leisure visitors despite current economic problems affecting those sectors.

However a consequence of the success of this strategy is the increasing traffic congestion on the approaches to the central area, not just at peak hours but at times throughout the day.

The traffic situation is identified as a significant issue by many contributors to the plan, and has also been the subject of recent public demonstrations. The general growth of the town, its surrounding communities and the increasing numbers of visitors to the centre have combined to aggravate a situation that was already an issue in peak hours, and further development may put the road system under even greater pressure.

On the other hand the development of the Morpeth Northern Relief Road, which is now a committed development, is expected to relieve the town centre of some traffic which is merely passing through, allowing central area road space to be devoted to the requirements of those accessing central area facilities. However as there is no baseline traffic survey model or origin and destination survey information available from Northumberland County Council, this cannot be verified.

### ***New roads***

Traffic flow across the town is constrained by the limited number of points of crossing:

- a) The railway; and
- b) The River Wansbeck.

Suggestions have been made for new roads that might address each of these bottlenecks.

- A link road over (or under) the railway between County Hall and Stobhill, for which a possible alignment has been reserved for many years. This would facilitate traffic movements between Stobhill and County Hall and would provide a more direct access route from Catchburn and Coopies Lane Industrial Estate, particularly for HGV's avoiding the railway station bridge and the congestion at the Mafeking Park roundabout.
- However taken on its own it may have little wider traffic benefit since traffic from Stobhill to Newcastle already has an alternative route via Stannington Station. The addition of north facing access onto the A1 either at Clifton or from the Whalton Road would increase the potential value of this link by enabling traffic from Stobhill and also from Guidepost and Choppington to access the A1 northbound without passing under the station bridge or over the river bridge. The volume of traffic involved is not known so the extent that this would relieve present congestion is also not known. Again traffic volumes involved cannot be verified due to the lack of baseline traffic models for the town or origin and destination survey information available from Northumberland County Council.

- A new north-south link road from Mafeking Roundabout by way of the western edge of Allery Banks to cross the Wansbeck near East Mill and join the Pegswood Road. This route would provide a second river crossing within the central area of the town. However given that cross town traffic will have the Morpeth Northern Relief Road (once built) as a fast route avoiding the town centre, and the majority of remaining traffic is destined for the central area of the town, this new route might have little impact upon the levels of congestion in the town centre.

### ***Traffic management***

Traffic lights recently installed at the junction of Bridge Street are perceived to have aggravated the congestion experienced in crossing the River Wansbeck and accessing the town centre, although an increase in the volume of traffic following the success of the Sanderson Arcade will have contributed to the problem. Increased trade and traffic may also follow the opening of additional supermarket capacity in summer 2013, although some relief is likely to be obtained when the Morpeth Northern Relief Road opens.

There is a widespread view that removing the traffic lights and reinstating a mini-roundabout would ease the problem, and the County Council has agreed to examine the case for doing so. There was a minority view that the traffic lights had actually made things easier for pedestrians by slowing down the traffic and creating more gaps in the traffic flow. There are technical reasons for the installation of the signals and a signalised junction can often deal with grid locked traffic better than roundabouts, (and it may be noted that Newcastle City Council are now changing many of its roundabouts to signalised junctions for this reason). There is however some evidence to suggest that the current junction layout and type of signals is not appropriate at this location, and intelligent signals with an extended junction could be more acceptable than the present system.

A more substantial solution suggested by a couple of respondents would be to install a new bridge downstream of the existing bridge linking directly into the roundabout at Gas House Lane. This would improve traffic flow. It would however lose central area car parking capacity, conflict with existing planning consent for flats to the south of the river and be a very costly project.

A further suggestion from a couple of contributors is made that the Bridge Street – Newgate – Manchester Street - Dacre Street circle should be a one-way system. This is proposed so as to reduce conflicting traffic movements at each of the junctions around the circle, improve traffic flow and potentially reduce congestion. Such a system was in place as a temporary measure during recent utilities work. This would have adverse effects on bus services, adding to the distance buses have to travel and the number of congested junctions that they have to pass through. It could also be potentially environmentally damaging due to vibration and pollution. In addition some of the existing streets and tight corners may be a problem for large vehicles, and there is also a view that such a system might also encourage higher traffic speeds around the central streets, making life more difficult and unpleasant for pedestrians.

A more radical suggestion from two contributors is to close Bridge Street to most or all road traffic. This would result in virtually all traffic crossing the Telford bridge flowing to and from Dark Lane and

eliminate conflicting turning moves; it would thus allow the smooth flow of traffic through the junction and considerably improve traffic flow at the junction itself. This is potentially a low cost solution, and also has environmental benefits for Bridge Street itself, making it possible to pursue complete or partial pedestrianisation. However there are potential issues of how traffic which currently uses Bridge Street would be redistributed around the central area network, with the possibility that displaced traffic would cause adverse environmental problems, or create congestion at new locations around the central traffic system.

A suggestion was made that a weight restriction on Telford Bridge should be used to discourage heavy goods vehicles, though it was recognised that this cannot be imposed until the Morpeth Northern Relief Road is available as an alternative route. (This might also require a northbound access onto the A1 at the south end of town so as to enable traffic from Coopies Lane to go northwards.)

There is a view shared by two contributors that traffic speeds are sometimes too high in Bridge Street and Northgate, which intimidates pedestrians and shoppers. It is suggested that traffic calming or a reduction on the volume of traffic in the central area could enhance pedestrian safety and improve the shopping environment. Speeding traffic is identified by one contributor as an issue in the Choppington Road, and also by another on Pottery Bank and at Buller's Green.

The impact of school buses, upon town centre traffic and particularly of the bus station at the start and finish of the day, of drivers dropping school children off and also of the volume of pedestrian movement by school children, was noted by several contributors. It is suggested that a direct access from the Morpeth Northern Relief Road to the KEVI with a suitable bus park and turning circle should be provided – although it should be noted that some of the buses also carry the general public to outlying villages and will still need to serve the bus station.

### ***Street environment***

The attractive and historic town centre has been identified by many as one of Morpeth's more important assets, a factor in making the town a good place to live, and in attracting visitors and trade into the town. However the volume of traffic in the town centre streets has also been identified by a number of contributors as having a negative impact upon the quality of the town centre environment. The streets which were laid out in an era of horse and pedestrian traffic are cluttered with moving and parked vehicles, creating noise, air quality problems and general disturbance, and the severance of premises on opposite sides of the road, as well as limiting the available widths of pavements for pedestrian circulation.

Much has been done to improve the environment of the Market Square, and the Sanderson Arcade as pedestrian zones, and these developments have assisted Morpeth in becoming a retail and leisure destination of choice despite present economic difficulties. The possible full or partial pedestrianisation of Bridge Street has been suggested to extend the area of high quality pedestrian circulation space to further enhance the quality of the town centre and attract more visitors and trade. This suggestion could complement traffic management measures at the north end of Telford Bridge to improve traffic flow, and allow the ugly concrete barriers along the north side of Bridge Street opposite St George's church to be removed. However the needs of business premises for

access would need to be considered and addressed. The consequences of redistributing traffic currently using Bridge Street to other routes would also need to be examined.

### ***Parking***

The success of the town centre in attracting trade and visitors has put car parking provision in the town centre under pressure, and it has become an issue of substantial concern. Parking provision provided for the Sanderson's Arcade and new Morrison's supermarket has moved the balance of parking provision to the east of the town centre and has shifted the centre of provision away from the main shopping areas of Bridge Street and Newgate Street with the possible result that fewer people use these areas to arrive at their destinations.

The new supermarket off Dark Lane will also provide a significant increase in the amount of car parking space available within the central area, but even further east from the Market Square and Newgate Street. There is a common view that still more car parking capacity is likely to be required as development occurs, and sites will need to be identified, and it has been suggested by traders that provision of more parking facilities to the west of the town centre should be given priority in any future town centre development.

It is suggested by a couple of contributors that free on-street car parking within the centre should be limited to just 20 or 30 minutes to make it easier for people to make a quick call for a short amount of business – people staying longer could use the off-street car parks.

There is no consensus about whether parking charges are necessary or desirable. The Traffic Management Act 2004 removed finances for the uniformed police to control static vehicle offences including off street parking control, all yellow line and white line offences, and parking on pavements and moved the responsibility to Local Government. In order to allow Local Government the necessary finances to carry out this duty, provision was made for parking charges to be levied for on and off street parking provisions to pay for the management and maintenance of these facilities, which has become the policy in Morpeth. There are some who support free parking for all paid out of local taxation – with a suggestion from one contributor that people working in the town centre should be given free all-day parking so as to support town centre employment. A counter view expressed is that it is shoppers and other short-term visitors who should be given free parking in order to encourage trade. Yet another view is that car parking charges are necessary to manage the demand for limited car park and road capacity, and to encourage people to use less intrusive forms of transport.

There are issues with some parts of the town where there is limited off-street parking for residents, and concern that non-residents take up what little capacity there may be on-street. An extension of the resident's parking scheme to further areas, and in particular to Cottingburn Lane, has been suggested.

### ***Bus services***

It is suggested that bus services are not sufficiently attractive on some routes to persuade car owners to make use of public transport. The congestion suffered by buses at the Telford Bridge/Bridge Street junction is widely identified as a particular problem, and buses would benefit from a resolution of that issue. It is recognised that four buses an hour to Newcastle is a good

standard of service. However the time-keeping of services to and from Newcastle is severely affected by congestion in Gosforth and Newcastle which would need to be addressed if Morpeth travellers are to rely upon buses running to schedule.

There were a number of specific suggestions for improved bus services:

- Specific additional bus journeys at key times between Morpeth and Newcastle;
- Improved evening town bus services;
- Improved bus services from the wider rural catchment area – particularly Longhirst, Ulgham and Widdrington (although services have only recently been reduced due to disappointing level of use); also Hepscoth and the villages west of Morpeth;
- Improved bus services to meet the needs of children going to schools within the town;
- A bus service between the town centre and railway station;
- A new bus service to Green Lane;
- Reinstate the through bus service to Hexham (recently withdrawn due to low levels of use);
- A direct bus service to be provided between Morpeth and the Wansbeck General Hospital;
- A Park-and-Ride bus service from one or more edge of town sites, or from Pegswood, to the town centre; and
- Better publicity for bus services to and within the area.

Since these services are not being provided commercially by bus operators, it might be necessary to find public funding to support any additional services.

### ***Rail services***

Similarly it is suggested that an improved rail service would assist in meeting the travel needs of Morpeth for both inward and outward travel. The railway also offers a potential route from attracting more tourists to the east coast and to Morpeth, as has been successfully achieved in other scenic and historic areas. Suggestions which have been made are:

- Increased numbers of long-distance services to call at Morpeth so as to improve links to Scotland, to Alnmouth and Berwick and to England beyond Newcastle;
- An increase in the local services into Morpeth from the rural area served by the stations at Alnmouth, Acklington, Widdrington and Pegswood, including Park & Ride facilities at Pegswood for rail passengers;
- A more frequent (half-hourly) local service between Morpeth, Cramlington and Newcastle; and
- Reopening the Ashington, Blyth and Tyne railway to passengers to provide links to Bedlington and Blyth.

It was suggested that the extension of Metro services from Newcastle to Morpeth along the existing railway (as the Metro shares the route to Sunderland) could provide a more frequent service, although the practical difficulty of 25kv AC mainline electric trains sharing track with 1500v DC electric metro trains probably makes that an impossible solution.

The East Coast Mainline has been identified as having limited surplus capacity, which is particularly due to the mix of fast and slow passenger and freight trains sharing a single track in each direction.

Consequently it is likely to be necessary to prioritise the development which has the greatest benefit to make best use of the capacity which exists.

It is widely suggested that integrated single ticket scheme covering both bus and train would encourage greater use of public transport. Although it is unlikely that such a scheme could be pursued solely on the basis of routes to Morpeth, there could be moves to extend existing joint ticket schemes currently available in Tyne & Wear to include Northumberland.

### ***Pedestrian and cycling links***

There is a widespread view that pavements are not well maintained, both in the town centre itself and on main access corridors. Damage to pavements is widely perceived to be due to on-pavement parking particularly by delivery vehicles. It is suggested that a network of traffic free pedestrian routes should be developed, particularly to the town centre and to schools from residential areas. Improved footpaths to outlying villages are also suggested.

It was noted that, although cycling is a popular recreational activity around Morpeth, the cycle parking facilities in the town centre are little used. It has been suggested by a couple of respondents that this is because the cycle parking is not covered from bad weather. It is more widely suggested that the low levels of cycling may show a need for the development of an improved local cycle route network within the town, to Heighleygate Garden Centre and to nearby villages, disentangled from busy traffic routes and providing a safe and attractive alternative to driving. There was however concern from one respondent that cycling should not be encouraged on pedestrian routes and footpaths.

There was widespread support for the view that safe walk and cycle links should be provided for children going to school, and that school pupils should be encouraged to walk, cycle or use bus services to get to school. This is proposed in order to minimise the environmental and safety issues arising from the numbers of cars at the school gates, as well as to reduce the peak traffic volumes arising at start and finish of the school day.

Development of a walking and cycling network for the town will inevitably involve pedestrians and cyclists sharing some routes and some river crossings. Adequate path width is key to avoiding conflict in these situations. Where pedestrians and cycle traffic share space with motor vehicles adequate separation according to mass and speed is required in order to achieve parity. Shopping Streets which are walking and cycling destinations and also carry a high volume of motor traffic present a particular challenge.

It is suggested by several respondents that Morpeth is compact enough to adopt the concepts of an Active Travel Town, making a concerted and coordinated effort to enhance and promote walking, cycling and public transport use in preference to use of the car. This approach could:

- Reduce the adverse effects of the use of cars;
- Reduce congestion on the roads;
- Improve the environment; and
- Enhance healthy life styles and general fitness.

### ***New development***

There is widespread concern about the pressure on transport systems and traffic arising from the residents of new housing developments.

North of the town at Cottingwood/St Georges the vehicle access is to be primarily from the Morpeth Northern Relief Road. In as much as traffic generated by this development will want to access the town centre, it does not need to cross the river and will not therefore add to the congestion on Telford Bridge. It will however increase pressure on car parking capacity. Potentially it is also closely linked to the proposed employment areas at Fairmoor, although there can be no assurance that people working at Fairmoor would choose to live in a new development at Cottingwood. It is seen as important that this area has good quality pedestrian and cycle links to the town centre, to the high school and appropriate first and middle schools so as to minimise the need for car traffic movements within the town. Similarly it will be necessary to ensure that the layout of any development facilitates creation of viable bus routes, and that good bus links are available from this development area to the town centre.

It is suggested by several respondents that additional residential development south of the town should be resisted as it would only add to pressure on the pinch points at the railway station and over the river.

It is suggested by one contributor that a service area should be established on the A1 at the junction with the Morpeth Northern Relief Road, which would create local jobs and also provide an opportunity to market the attractions of the town to passing leisure travellers.

**Sustainable Safety Principles.** These principles can be applied to new traffic, walk and cycling routes, and should be considered for the design and management of existing roads where necessary.

<b>Sustainable Safety Principle</b>	<b>Description</b>	<b>Illustrative examples</b>
Functionality of roads	Definition of roads as either through roads, distributor roads, or access roads in a hierarchical road network	Traffic prevented from using estate roads as rat runs. Frontage development restricted on through routes.
Homogeneity of mass and/or speed and direction	Equality in speed, direction, and mass at moderate and high speeds	Pedestrian or cycle traffic separated from motor traffic at moderate speeds. Cyclists and pedestrians separated on arterial cycle routes. Mixed traffic, cycles and pedestrians only where speeds and volumes are low.
Predictability of road course and road user behaviour by a recognizable road / track design	Road environment and road user behaviour that support user expectations through consistency and continuity in design	The appearance of streets clearly signals to road users when they are entering a residential or retail area. Crossing points highly visible to all users.
Forgivingness of the environment and of road users	Injury limitation through a forgiving road environment and anticipation of road user behaviour	Roads and paths constructed with adequate width, good visibility and high quality surfacing.
State awareness by the road user	Ability to assess one's capability to handle the driving task	Junctions laid out in a way that enables users to clearly assess the risk of any manoeuvre.