

Dear Tim,

Many thanks for your useful comments received on Wednesday. I appreciate the time you have taken in responding to all of the issues.

We have carefully reviewed each action item and attach a Second Addendum to the TA which hopefully addresses all the points raised and brings together the information from the previous technical notes, updated where required. The Travel Plan has also been updated, and the latest version is attached.

I also attach the RSA document in Word format with a modified Response to account for the actions taken based on your helpful recommendations regarding the cycle facility and the proposed modifications to the new bus stops.

To briefly summarise the points:

- 1) The roundabout complies with DMRB requirements. The overrun dimensions are as per CD 116 for the ICD of the roundabout and take account of the 1m buffer on the inside of the circulatory carriageway. I agree with your suggestion of using hatched markings instead of coloured surfacing. I also agree that high PSV stone is an option. This will be addressed at detailed design stage.
- 2) More detail is provided on the monitoring and mitigation strategy.
- 3) A jug handle turn and short lanes have been added to the layout and tracked. Lane widths have been adjusted.
- 4) As recommended in the RSA, the westbound bus stop has been moved further from the roundabout, and a bay has been provided for the eastbound stop due to the curvature of the main carriageway. This has been tracked.
- 5) Updates have been made as suggested.

Please let me know if you require any further information. I look forward to receiving your response.

Many thanks for your time.

Kind regards

Neal

Neal Murphy

Transport Planner CTPP MCIHT