

Adam Walker

From: Leigh Ogden <leigh@paragonhighways.com>
Sent: 23 January 2019 11:19
To: Adam Walker
Cc: jeremy@acumenarchitects.co.uk; Hamish Gledhill; Paul Howarth
Subject: Gees Garage Site - New Hey Road, Outlane - 2018/92934

Importance: High

Hi Adam, I refer to the above site and the very recent concern from the Highways Officer (Mark Berry), which has come about from one of the items raised within the Road Safety Audit, which states '**there is a risk that vehicles approaching the junction may not have time to slow for right turning traffic**'. The Audit then recommends that the hatching be widened to provide a central right turn pocket. Mark has subsequently requested that an additional speed survey be carried out along New Hey Road to the northeast to justify our position that a right turn lane is not required, which is simply not necessary. The design team have been in negotiations with Highways Officers for some time now to come up with a scheme that is suitable, and with the greatest respect to the Council's Highways Officer I think Mark is being over cautious on this matter as explained below:

Visibility for vehicles travelling southwest towards the site down hill along New Hey Road is considered to be more than adequate. Forward visibility between an approaching motorist and a stationary vehicle waiting to turn right into the site main access is greater than 180m (120m forward visibility is required for the current 40mph speed limit along New Hey Road at this location in accordance with Design Manual for Roads and Bridges). As a result the required stopping sight distance can easily be achieved.

With regard to the proposed shared private drive, there is approximately 102m forward visibility between a motorist approaching the junction and a potential stationary right turn vehicle adjacent to the proposed access, which is appropriate to approach speeds of around 39mph to 40mph (interpolated from 37mph speeds requiring 90m and 43mph speeds requiring 120m). Given the location of the 30mph/ 40mph speed limit terminal signs complete with traffic calming gateway feature, the approach speeds are envisaged to be less than 39mph. Indeed a speed survey taken at the decision point from the proposed site access for vehicles approaching from the direction of concern indicated that approach speeds were around 34mph. Therefore, suitable forward visibility between an approaching motorist and a vehicle waiting to turn right can easily be achieved. It should also be considered that given the number of dwellings served from this access and that the likelihood of more than one vehicle waiting to turn right is extremely remote, then any perceived risk is further reduced.

Normally, right turn lanes are proposed for much larger developments (circa 80 – 90 dwellings). The former use as a garage would have generated right turning traffic movements, with no road safety issues that I am aware of along this part of New Hey Road.

I would be pleased if you would consider the above, with the view that any additional speed survey information or right turn lane is simply not warranted in this case given the justification provided.

Regards

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