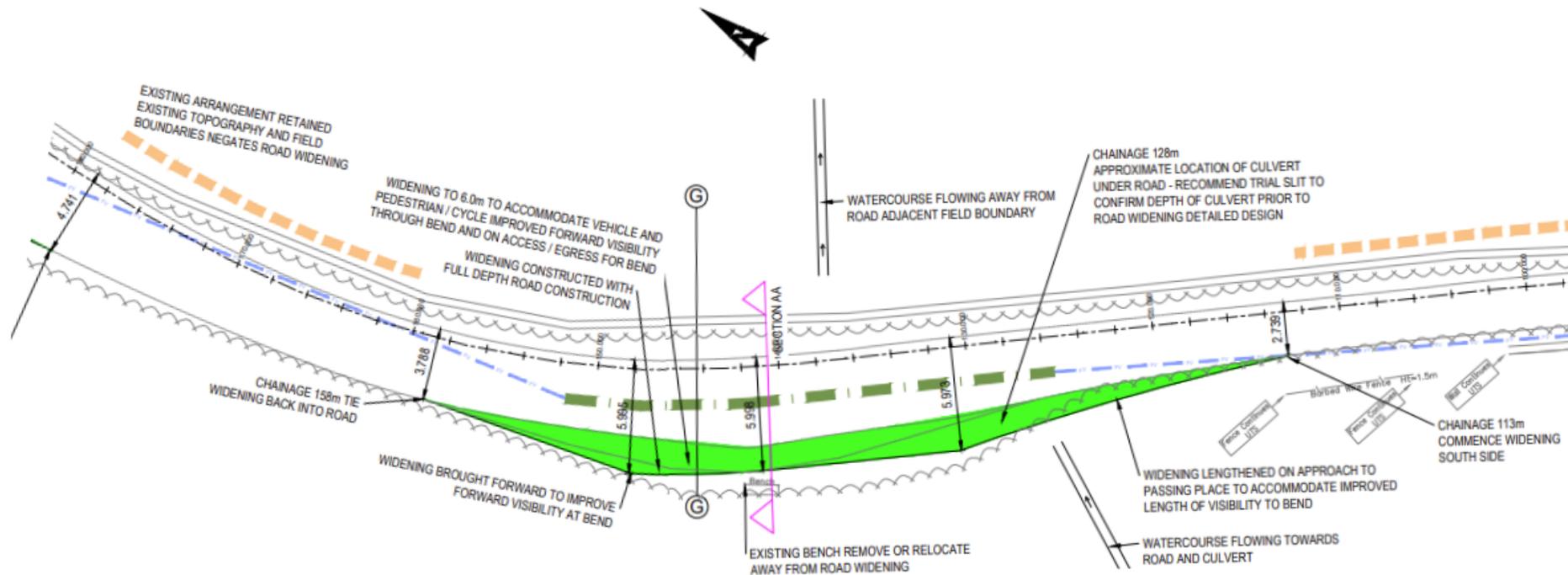


# Appendix H - Existing Informal Passing Places and Proposed Improvement Locations

Reference plan showing existing & improved passing place locations



## Passing Place A (PP - A) shown on TPS Drawing 0110 P3 (Approx. Ch.140)

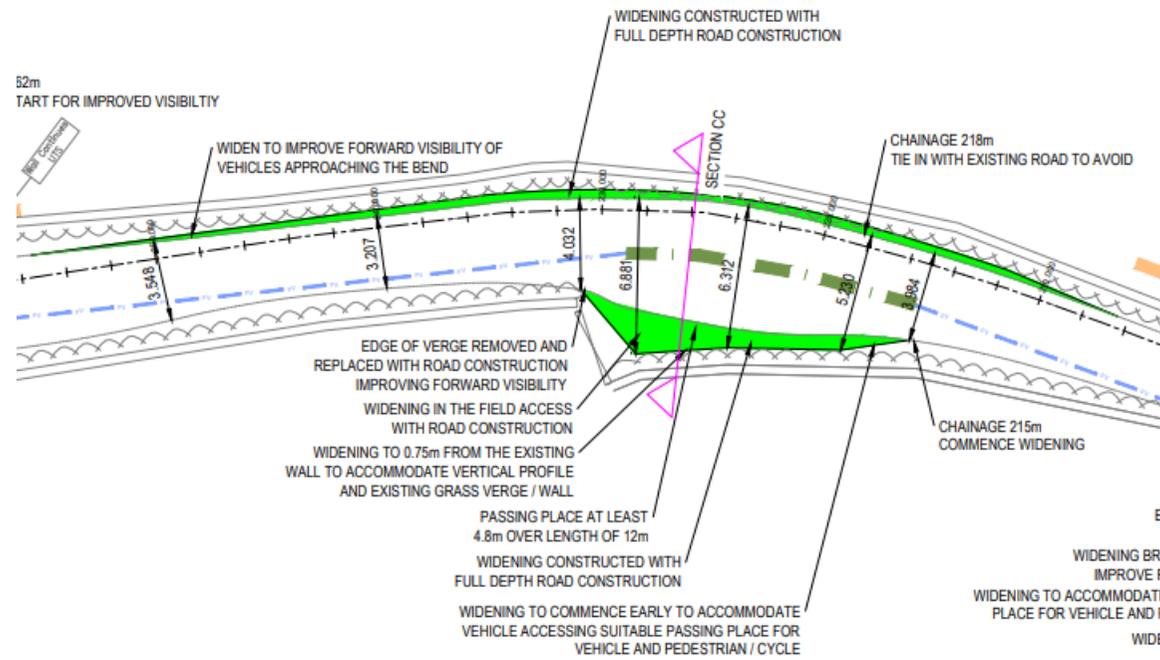


### LPA Review of passing place proposal

- There is already a passing place in this location, which is circa 10m long by 5.5m+ wide and can accommodate multiple cars. Therefore, the proposal effectively resurfaces the carriageway that already exists (or existed as it is currently eroded to sub-base level within the existing widening). As such, these works have only margin benefit by improving the existing carriageway surface.
- The improved carriageway surface may assist motor vehicle traffic, and potentially cyclists when passing. However, it may also increase traffic speeds, to the detriment of active travel users.
- The improvement to visibility noted on the plans is marginal (and has not been quantified).
- The suggestion to remove the bench is unacceptable.



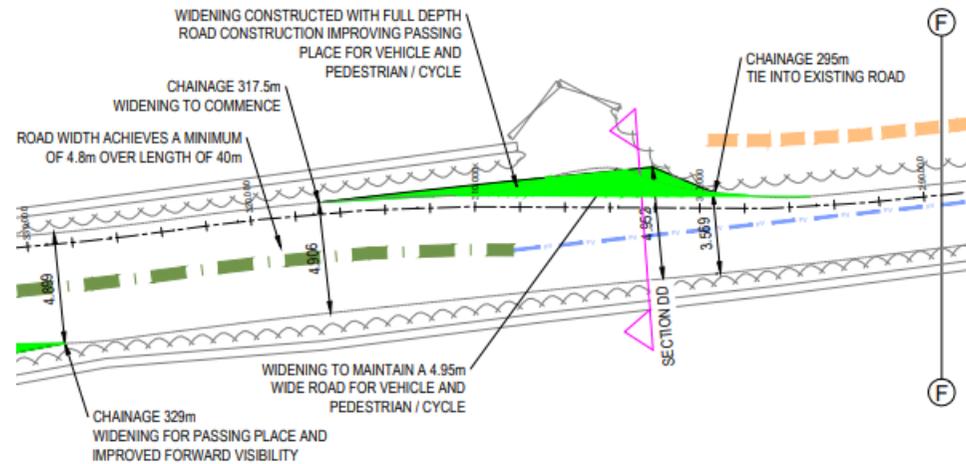
## Passing Place C (PP - C) shown on TPS Drawing 0110 P3 (Approx. Ch. 230)



### LPA Review of passing place proposal

- There is already a passing place in this location. Whilst the proposal increases the width of the passing place slightly, this additional width may have limited benefit. This is due to there being sub-standard forward visibility from this passing place (looking northwest), so drivers are unlikely to utilise the extra width, as this will result in their visibility being further restricted.
- The new passing place design includes an abrupt exit taper (1:1). Therefore, it is unclear whether a vehicle could effectively exit the passing place, and utilise the extra space provided.
- No swept path analysis has been provided, to confirm whether the passing place is functional.
- The passing place does include some additional width, which could increase capacity (if the spaces is usable, which has not been demonstrated) for circa two cars to pass, so may have some minor benefit.

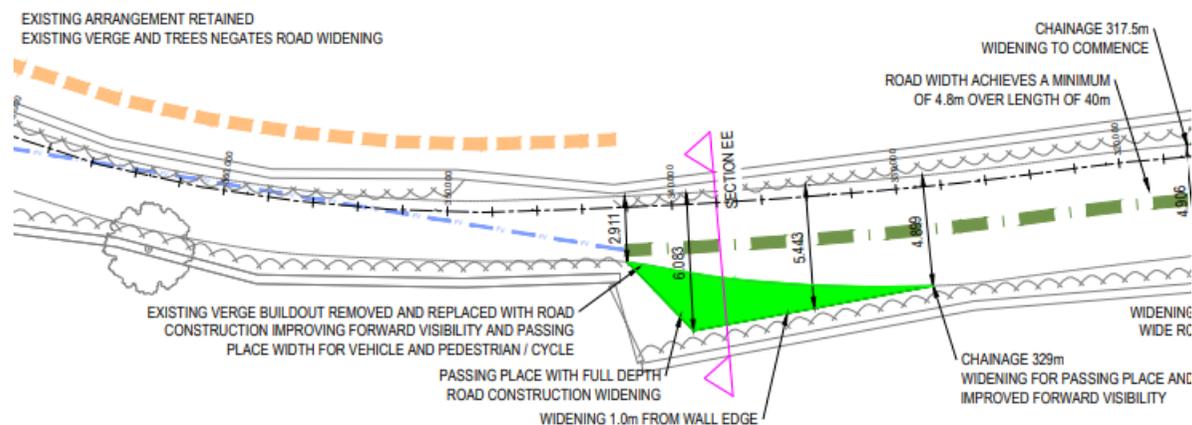
## Passing Place D (PP - D) shown on TPS Drawing 0110 P3 (Approx. Ch. 300)



### LPA Review of passing place proposal

- There is already a passing place in this location. Whilst the proposal increases the width of the passing place slightly, this additional width is minimal and would have limited benefit. There is also sub-standard forward visibility from this passing place (looking southeast), so drivers are unlikely to utilise the extra width, as pulling further to the left will result in their visibility being further restricted.
- No swept path analysis has been provided, to confirm whether the passing place is functional. However, the exit taper at this passing place is better than some of the other proposed designs, so may function adequately (but this has not been demonstrated).
- The passing place includes only minimal (if any) additional width, and the carriageway is already a reasonable width in this location (e.g. 4.8m+). Therefore, any benefit from these works is minimal.

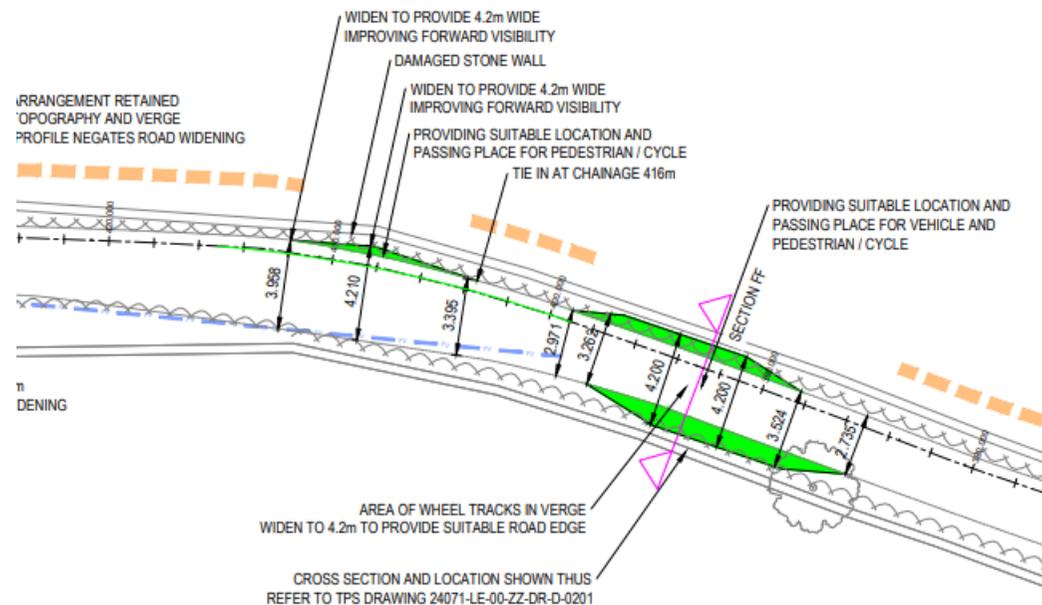
## Passing Place E (PP - E) shown on TPS Drawing 0110 P3 (Approx. Ch. 340)



### LPA Review of passing place proposal

- There is already an informal passing place adjacent to the field gate in this location. Whilst the proposal increases the width of the passing place slightly, and provides a hard paved surface that would be of benefit to motor vehicles and cyclists, no additional highway width is created. Therefore, there will be no material improvement in capacity of the existing informal passing place.
- The new passing place design includes an abrupt exit taper (1:1). Therefore, it is unclear whether a vehicle could effectively exit the passing place, and utilise the extra space provided. This is unlikely, given the narrow carriageway (2.9m) immediately northwest of the passing place.
- No swept path analysis has been provided, to confirm whether the passing place is functional.
- The extended passing place is unlikely to be deliverable as shown, as the exit taper impacts on a boundary wall (that has been damaged by existing vehicle overrun, but not shown on the plans) adjacent to the field entrance. It is noted that boundary walls do not typically form part of the highway, so it is unlikely that the wall could be removed and the additional land dedicated as highway to provide the extended passing place (even if it were demonstrated to be functional, which does not appear to be the case).
- There is severely restricted forward visibility looking northwest from this passing place, which is not improved in any way by these proposals. The visibility is restricted due to vegetation on the inside of the right hand bend to the northeast, which cannot be significantly improved, as there are trees that block visibility that are generally beyond or straddle the highway boundary. This includes a large oak tree (not shown on the Appellants drawings, as is the case for many trees that are missing from the drawings), which would need to be removed to increase visibility to acceptable levels. However, the removal of the oak tree is unlikely to be acceptable (and has not been identified or assessed).

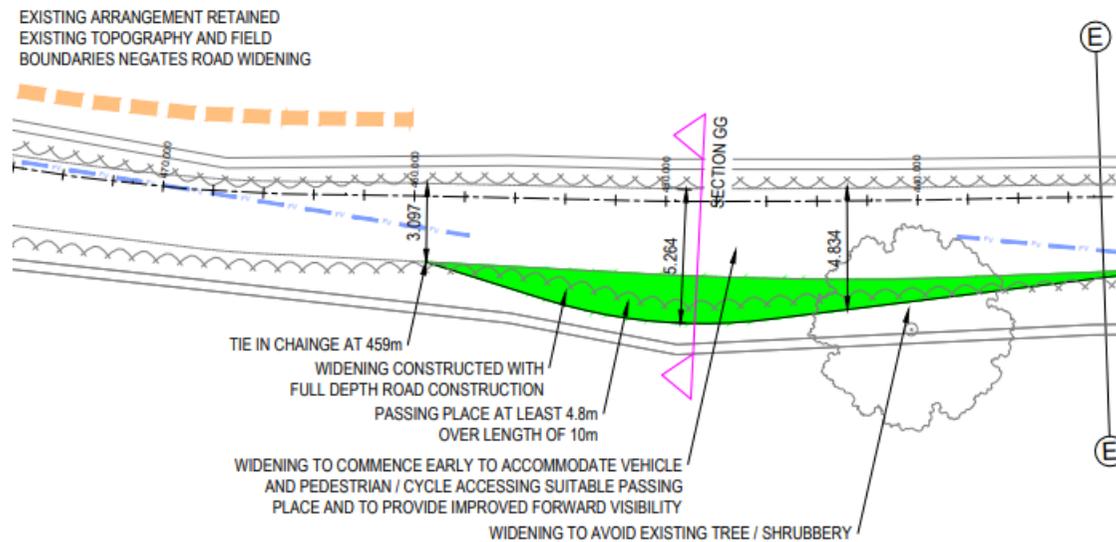
## Passing Place F (PP - F) shown on TPS Drawing 0110 P3 (Approx. Ch. 390)



### LPA Review of passing place proposal

- Small vehicles already pass in this informal passing place, by overrunning the adjacent highway verges. However, the width of the highway in this area is inadequate to allow two cars to safely pass (e.g.  $4.8\text{m} + 2 \times 0.5\text{m}$  offsets from walls =  $5.8\text{m}$  total highway width required). Therefore, the  $4.2\text{m}$  wide formalised passing place that is proposed would be ineffective, and provide little if any improvement over the current situation, with this passing place being well below standard.
- The proposed carriageway widening is also staggered due to existing trees growing within the adjacent verges and walls (that are not shown on the plans). This results in the effective length of the passing place being circa  $3\text{m}$ , which could not accommodate a vehicle.
- No swept path analysis has been provided, to confirm whether the passing place is functional, although it is quite clear that this would demonstrate that it is not.
- The passing place is shown built up to boundary walls, which will not provide safe clearance for drivers. However, this is more of concern for cyclists, who require a minimum of  $0.5\text{m}$  clearance to avoid clashes with their pedals and handlebars. Therefore, this formalised passing place would not benefit cyclists.
- It is unclear how this widening would be undertaken. However, it appears that it would require upgrade of the boundary walls, which has not been identified on the plans. This is likely to require works that are beyond the highway boundary, so it is unclear whether the proposal is deliverable.

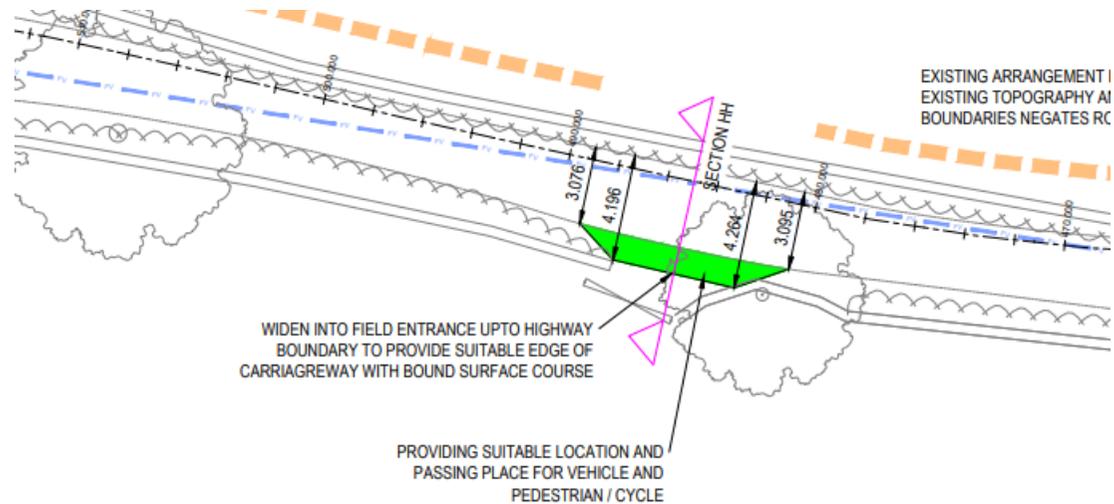
## Passing Place G (PP - G) shown on TPS Drawing 0111 P3 (Approx. Ch. 450)



### LPA Review of passing place proposal

- This location is already used as an informal passing place. Therefore, the proposal provides only marginal benefit, by hard paving the informal passing place that already exists (and is currently longer than is shown for the improved passing place).
- The carriageway widening that has been shown, is likely to impact the existing vegetation along the west side, which includes trees (most of which are not shown on the plans) along the highway boundary. The base of these trees are higher than the existing carriageway level. Therefore, cutting into the base of the trees and verge in this location, is likely to damage them and result in their loss. Therefore, it is unlikely that widening will be possible to the extent shown.

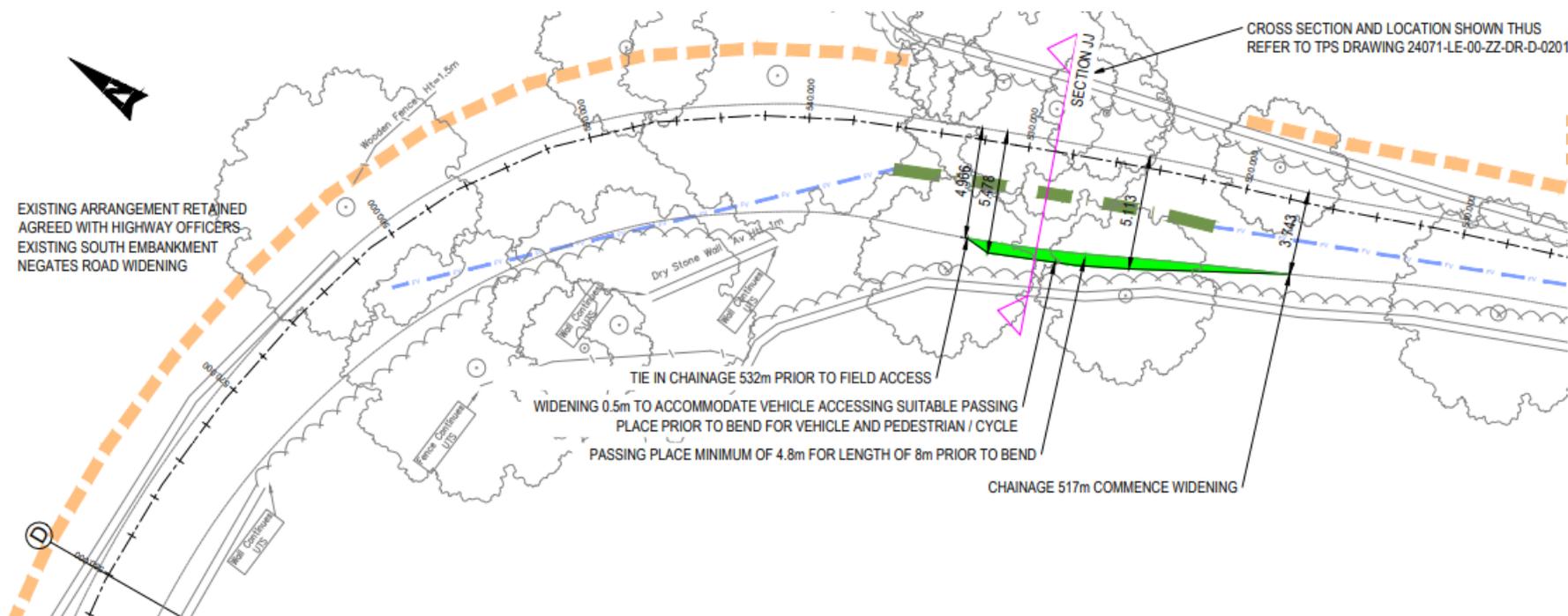
## Passing Place H (PP - H) shown on TPS Drawing 0111 P3 (Approx. Ch. 490)



### LPA Review of passing place proposal

- Small vehicles already pass in this location, by overrunning the adjacent highway verges. However, the width of the highway in this area is inadequate to allow two cars to safely pass (e.g.  $4.8\text{m} + 2 \times 0.5\text{m}$  offsets from walls =  $5.8\text{m}$  highway width required). Therefore, the  $4.2\text{m}$  wide formalised passing place proposed would be ineffective, and provides little if any improvement over the current situation, with this passing place being well below standard.
- No swept path analysis has been provided, to confirm whether the passing place is functional. However, the short tapers, short length of the passing place ( $5\text{m}$ ) and narrow width, will not allow it to operate safely (e.g. it doesn't work adequately now, and the improvements suggested offer little, if any, benefit).
- The passing place is shown built up to the boundary wall, which will not provide safe clearance for drivers and cyclists.

## Passing Place I (PP - I) shown on TPS Drawing 0111 P3 (Approx. Ch. 530 - Near bend approx. Ch.560)



### LPA Review of passing place proposal

- The existing carriageway within the vicinity of this passing place improvement is already around 4.8-5.0m wide. Therefore, increasing the width to between 5.1-5.7m would have limited benefit.
- The proposal do nothing to address the sub-standard visibility at the bend that heads downhill through Stone Wood, along the single track section, which is one of the key highway safety problems in this location.
- It is also unclear whether any widening is possible in this locations, as it would impact on the adjacent banking. The submitted drawings suggest that other cross-section drawings have been prepared (e.g. drawing 0201 is referenced), but these were not provided with the submission, to confirm whether the proposal is deliverable, and what impact it would have on adjacent features, such as trees.
- The carriageway surfacing proposals have not be confirmed in detail on the submitted plans. However, if this passing place improvement were provided, it would need to include carriageway resurfacing up to (and including) the bend. Otherwise the change in skid resistance between existing and proposed carriageway surfaces, at the relatively steep bend, could result in skidding issues. This would compound the current highway safety issues in this location (e.g.conflict issues at the bend, where it transitions from two-way to single track, and has sub-standard forward visibility).