

Gallacher, Hayley

From: Planning (HPBC)
Subject: FW: HPK/2016/0414
Attachments: 1080-RESP1 - Response to Consultee comments (03-Jan-17).pdf
Importance: High

From: Knowles, Nick (Economy Transport and Communities) [<mailto:Nick.Knowles@derbyshire.gov.uk>]
Sent: 18 January 2017 07:48
To: Williamson, John
Subject: FW: HPK/2016/0414
Importance: High

Morning John

I refer to your request for highway comment on the attached.

As stated in my e-mail of 23 November 2016, and repeated by the transport assessor in the response to highway issues within the attached document, Marple Road is a classified 'A' road that, in the vicinity of this site, is subject to a 30mph speed limit. Not repeated are the facts that Marple Road has limited frontage development, is a bus route, and has a gradient falling from north to south across the frontage of the site.

When taking into consideration the above, the Highway Authority considers that exit visibility should be determined using the empirical formula contained within the Manual for Streets 2 Design Guide. In the absence of the results of a speed survey, the existing 30mph speed limit has been used in calculating the recommended exit visibility sightlines of 2.4m x 54m in each direction.

The response makes reference to use of the 6C's Design Guide and suggests that visibility should be in accordance with the speed limit – as was the above recommendation. However, the 6C's Design Guide clearly states that visibility requirements on existing roads should be based on measured vehicle speeds and it should be noted that no account of gradient is made. It may also be worth noting that an 85%ile vehicle approach speed of just 1mph above the speed limit would require a 'y' distance of 59m before adjustment for gradient i.e. in excess of that currently being recommended. The 6C's Design Guide also states that the starting point when calculating visibility should be Manual for Streets, or Manual for Streets 2 in this case being the more relevant document (rather than the Design Manual for Road and Bridge Works), as was used in making the original highways recommendation.

It's noted that the existing access to 17 Marple Road is currently afforded with severely deficient exit visibility, the closest recorded injury accident within the last three year period was around 140m from the proposed vehicular access and there are a few other direct private accesses. However, applications for new accesses are reviewed in accordance with local and national guidance on their own merits as it would be considered remiss on both the Highway Authority's and developers part to introduce a facility that does not meet current requirements and may prejudice safety for both visitors to the site and other highway users.

Unfortunately, the response does not state whether or not the potential 2.4m x 46m exit visibility splays have been accurately determined by site measurements etc.

Therefore, it's suggested that the previously recommended exit visibility requirements (determined in accordance with Manual for Streets 2 using the existing speed limit and taking into account the nature and use of Marple Road) are provided to any new access serving the proposed development site unless the applicant is able to submit additional details in support of any lesser provision that has been accurately determined as being available e.g. exit visibility sightlines commensurate with recorded 85%ile vehicle approach speeds and taking into consideration gradient, lack of frontage development and frequent use by all manner of vehicles on Marple Road.

I hope that the above comments are of use.

Regards
Nick

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