

## **Land adjacent to Southbank, Withington – Visibility Splays**

This note is provided in response to comments from Highways Officers with respect to the above site, specifically visibility splays and the potential for a link to Whitestone Business Park.

### **Visibility Splays**

I attach the results of a speed survey undertaken from the 11/06/2015 to the 17/06/2015. This shows 85<sup>th</sup> percentile speeds of 33.4 in a northbound direction and 33.6 in the southbound direction. You will note that on the revised planning layout sent 17/06/2015 the access has been moved south by around 3.5m to achieve compliant MfS visibility splays these being, for this recorded speed (34mph), 51m in each direction. You will also note that these splays are drawn to the current edge of the carriageway (from the topographical survey) rather than (as indicated in MfS) the running line of vehicles – this being acceptable in locations where there is no formal kerb. If the splay were to be taken to this point then the 'y' distance would increase. I enclose an extract from the planning layout which demonstrates these splays.

The application of MfS2 visibility splays is in accordance with Table 1.1 of MfS2 which clarified the locations where the principles of MfS2 could be applied; with respect to visibility splays MfS2 splays are approved in all locations except those registering speeds of 40mph or more where the local context should be considered before applying these splay calculations. Given the above speed survey the use of MfS2 is appropriate. We enclose the speed survey for reference.

With regard to increasing the setback through the removal of additional hedgerow the planning layout and the attached plan indicate hedgerow replanting to the back of the vis splay, obviously we will seek to retain as much of the existing hedgerow as possible and as such the existing we be trimmed and replanted to suit the required visibility standards.

### **Link to Whitestone Business Park**

This proposal is considered to be over and above that needed to make the development acceptable in planning terms. Whilst the site is a large employment location there is an existing link to the park available and this development already provides betterment on the current situation for existing residents through:

- The delivery of an improved footpath link (which we assume would be adopted – I am awaiting comments) and is indicated as such on the revised planning layout. This provides a safe route from the housing to the east (alongside the A4103) through to the village and bus stop
- Improved access to the bus stop located on the site corner from locations in the village and Southbank
- It is also understood that schoolchildren are currently dropped off on the A4103 grass verge, the area of path extending out onto this road will allow children to be dropped in a location away from the junction and on a footway that is paved and away from the busy main road.

This combined with the substantial contribution to Herefordshire's transport strategy (totalling £140,180) means that the development has already provided improved links to ensure that people on the site (and in the village) can travel sustainably more safely.

We did collect speed data on the A4103 prior to June and we can make this data available to the council should they wish to consider this link in greater detail as part of a local scheme for the village.

### **Pedestrian Visibility Splays**

The site provides a new link across the C1130 and queries have been raised regarding the visibility splays to this crossing, I have sent over information regarding this point and drawings indicate that visibility to the crossing of over 100m can be achieved, again this splay is calculated to the edge of the verge rather than the channel line and as such is an underestimation of the forward visibility of drivers to those at the crossing. This forward visibility is significantly higher than that needed for the surveyed speeds in this location.

Crossing involves the installation of a kerb line that is 40cm further forward than the current verge and will be provide with tactile pavements. The installation of tactile pavements on the existing crossing coming from the village will also be provided. The width of the existing road will be 5.5m in this location and the alignment of the kerb lines does follow the current running line of vehicles in this location. This is now shown on the planning layout.

It is assumed that the construction of this crossing along with the vehicular access will be completed as part of a S278.

Enc.

Speed survey data

1:500 Plan @A3 showing visibility splays on Planning Layout (reference H6888-101A)