



HVJ TRANSPORT LTD

TECHNICAL NOTE (DESIGNERS RESPONSE)

PROPOSED RESIDENTIAL DEVELOPMENT

AT

**LAND AT CHURCH PLACE AND THE STREET, LYDIARD MILLICENT,
SWINDON**

ON BEHALF OF

MARK DOODES PLANNING.

APRIL 2018-P640

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CONTENTS

1	INTRODUCTION	2
2	DESIGNERS REPOSE TO SAFETY AUDIT	3
3	CONCLUSION	6



1 INTRODUCTION

- 1.1 This Technical Note has been produced in order to respond to the comments made by the Stage 1 Road Safety Audit dated 4th of March 2018 produced by Ian Gittens Consultancy and also comments made by the Development Control Engineer of Wiltshire Council regarding the planning application reference number 17/08735 and as described above.
- 1.2 **This Technical note is to be read in conjunction with the Transport Statement by HVJ Transport Ltd with the reference number P640.** This report must also be read in conjunction with the statements and emails by Mark Doodes Planning.
- 1.3 The proposed scheme involves building nine dwellings consisting of 2 x two bedroom houses, 3 x three-bedroom houses and 4 x four-bedroom houses on an area of land located on the southern side of the junction of Church Place and The Street in Lydiard Millicent, Swindon. 1.3.2 The site access for the new development will involve the construction of an additional leg on the southern side of the existing three arm mini-roundabout at the junction of Church Place and The Street.
- 1.4 Church Place junction with The Street is a three-arm mini-roundabout with a 30-mph speed limit. Church Place (western arm) is a two-way road with one-way priority traffic calming with road narrowing. There are double yellow lines on the northern side of the road between the bus stop and the mini roundabout junction and a footpath on the southern side of the road opposite the church. The northern arm of Church Place is a two-way road with a footpath on the eastern side of the road. The Street (eastern arm) is a two-way single carriageway with a footpath on the south-western side of the road. The new development will involve constructing a fourth arm on the existing three-arm mini-roundabout at the junction.



2 DESIGNERS REPOSE TO SAFETY AUDIT

- 2.1 The audit team identified a number of issues during the Audit. I have considered the issues and problems raised in the Safety Audit and have responded on them and make comment below,
- 2.2 The sight distance to the east (right) of the proposed access shows a sightline of 30m which is below the recommended minimum sight distance of 43m (Manual for Streets). This could lead to vehicles pulling out of the proposed access coming into conflict with on-coming vehicles due to reduced visibility. However in practical terms in village locations such junction arrangements are not uncommon and there is a case to be made that the “nosing out” of vehicles combined with the new signage and general awareness of The Development, that there may be a net effect of reducing driver speeds on the approach to the roundabout. This can only be seen, in such a context, as another benefit to the scheme.
- 2.3 Recommendation: It is recommended that a sight line of at least 43m is obtained by cutting back further vegetation within the sightlines to the east of the proposed access. New Road Layout Ahead signs should be erected on the approaches to the mini-roundabout. A map type sign should be erected on the approaches to the roundabout to warn drivers of the new access. This improvement will be provided and shown on the layout and drawings.
- 2.4 There are no pedestrian crossing facilities across the proposed site access at Church Place junction with The Street. This could lead to pedestrians particularly the blind, disabled and people with pushchairs crossing the entrance and coming into conflict with on-coming vehicles.
- 2.5 Recommendation: It is recommended that tactile paving should be introduced across the proposed site access to warn pedestrians of vehicles. A Dropped crossing should also be introduced at the proposed access to help pedestrians cross the road safely. This improvement will also be made and shown on the layout. Furthermore enhanced pedestrian safety is provided with the introduction of a new footway within the site and this will aid all users. One of the benefits of this proposal in highway safety terms is the introduction of segregated footway that leads away from Church Lane and links in with the public footway further in a western direction towards the village hall. This safety feature will enhance the walking experience for all villagers and especially children.
- 2.6 The road safety audit recognised that there were no highway safety problems with the access junction with the mini roundabout.



- 2.7 It is important to note from a highway and transport perspective that the Highway Authority is content with the capacity of the vehicular access and the trip generation. The proposed development of the site for this residential use shows that there is around 4 movements in the morning peak hours and also approximately just over 4 trips in the afternoon peak hours. The overall trip rate during the 12 hour period is likely to be an increase of only 40 movements. This is in effect 1 extra vehicle every 18 minutes.
- 2.8 The indicative layout shows the vehicular access from Church Place/The Street capable of allowing two vehicles to pass each other at a width as stated of 4.5m. This road will be constructed as an access way to serve the development and the width being comparable with due regard to the proposed traffic. This will be a shared surface access-way with a rumble strip at its entrance to denote the shared surface use.
- 2.9 With regard to the comments regarding adoption of the access road it is under section 37 and 38 of the Highways Act which is a voluntary agreement and the roads have to be offered for adoption from the developer. It is intended that the access-way be constructed to adoptable standards.
- 2.10 As stated within the Transport Statement in terms of the operation and safety of the road network, records are kept of personal injury accidents. A guide to the local accident patterns can be viewed at www.crashmap.co.uk. This web site uses data approved by the National Statistics Authority and reported on by the Department for Transport each year. Data is therefore available for this area which indicates that on the mini roundabout of Church Place and The Street there has been one injury related accident within the last 5 years and this took place on 16th of November 2015 and was classed as a slight accident. One other injury related accident took place on 23rd of April 2015 near to the village hall access 61m away in a western direction from the existing access point and this was also classed as a slight injury related accident.
- 2.11 At the junction of the access-way with the car parking area for the dwellings there will be a turning area capable of allowing delivery and service vehicles (including the refuse vehicle) to be able to turn. The access-way although to remain private will have this facility in order that such vehicles will not be encouraged to reverse on to the public highway at the access point. Bin storage areas will also be provided at the point of the turning area as stated within Manual for Streets etc.
- 2.12 The analysis completed within this section has demonstrated that the traffic volumes associated with the development at Church Place/The Street are negligible when compared to the daily flows on the adjoining road and certainly within the likely daily variation expected in background traffic.



- 2.13** As stated previously within the Transport Statement and in response to the road safety audit, access to the site will be improved in terms of signage, sightlines, car parking and access way and will be shown on the architects layout and drawing. These will be in accordance with the Traffic Signs and General Directions 2002 and 2016. The on-site design philosophy and connectivity will take account of the Department of Transport's Manual for Streets.
- 2.14 The Highway Authority advises therefore that parking for a residential scheme of this size should be provided in accordance with the advice laid down by Local Plan as stated and therefore with regard to the number of units at 2 x 2 bed units will realize 2 spaces allocated for each unit, the 3 x 3 bed units will also realize 2 spaces per unit and the 4 x 4 bed units will realize 3 spaces per unit. As part of the standards especially with regard to visitor car parking there is also to be 0.2 unallocated spaces additional per dwelling.
- 2.15 For this type of development in this location therefore it is considered that car parking will be provided at the standard and number shown above which totals 24 car parking spaces. This is considered an appropriate level of provision at this location, close to public transport links and services and facilities and also in keeping with the standards laid down for similar development proposals nearby and adjoining areas of Swindon.



3 CONCLUSION

- 3.1 This Technical Note has been completed to support the proposed scheme which involves building nine dwellings consisting of 2 x two bedroom houses, 3 x three-bedroom houses and 4 x four-bedroom houses on an area of land located on the southern side of the junction of Church Place and The Street in Lydiard Millicent, Swindon. The proposed scheme now offers a safe access arrangement and is in accordance with the required standards.
- 3.2 The traffic impact of the development has been demonstrated to show that the effect on the local highway network is negligible when compared to traffic on the local network.
- 3.3 The junction of the proposed access road/access-way in respect of both the sightlines and the trip generation satisfy all standards.
- 3.4 The scheme will be in accordance with the aims and objectives of local and national policy with regard to accessibility by walking, cycling and public transport. There is also a clear enhancement in highway terms with the introduction of the new segregated footway.
- 3.5 The proposed scheme offers safe and efficient access arrangements for all traffic (cars, delivery vehicles, cyclists and pedestrians).
- 3.6 The junction of the proposed access road in respect of both the sightlines and the trip generation satisfy all standards with sightline requirements including the government's Manual for Streets.
- 3.7 There are therefore no transportation reasons in terms of severe as outlined in the NPPF which should prevent the development of this site. The Highway Authority, therefore ought to be able to provide a positive recommendation for approval of this planning application.