TECHNICAL NOTE

Project:	TE1595 Lydcott, Lodge Lane, Nailsea, BS48 1BH
Client:	Gould Group Ltd
Date:	29/05/24
Author:	Robert Spriggs (01225 303523)
Title:	23/P/1387/OUT – Transport Technical Note (2): Response to LHA Consultation Comments forwarded from LPA of 15/04/24

Introduction

1. This Technical Note has been prepared to respond to the comments raised by North Somerset Council's Highways Officer, which have been forwarded by the LPA to the applicant of 15/04/24. These relate to the revised layout proposals submitted by Dexter Building Design Ltd which updated the original planning submission to a single point of access from Lodge Lane. The points raised by the Highways Officer were as follows:

   a. Visibility splay showing 43m of visibility in each direction from the access.

   b. Pedestrian priority at vehicle crossover.

   c. Pedestrian facilities at access.

   d. Vehicle tracking assessment for a refuse vehicle/ emergency vehicle/ delivery vehicle/ large saloon car at the proposed access.

2. The responses below are provided in the same order as those of the Highways Officer's comments.

3. It should be noted that further work has been undertaken on the site access to take account of various constraints including the title boundary, highway boundary and presence of existing BT Openreach cabinets on Lodge Lane adjacent to the access. The revised access is shown in Appendix A, drawing no. '1595-CAL-V1-ZZ-SK-D-0001 Access Plan'. This assumes that one of the BT Openreach Cabinets and the inspection chambers will be relocated.

Visibility splays

4. Drawing 0001 shows that the revised access can achieve a visibility splay of x=2.4m x y=37m in a *north direction* to the nearside kerb. However, due to the presence of the roundabout at the junction between Lodge Lane with Elm Lodge Road, vehicles are unable to overtake.

Therefore, in accordance with the guidance in Manual for Street, a visibility splay to the centre of the carriageway is acceptable. In this case, a splay of x=2.4m x y=55m 'plus' can be achieved from the site access.

5. Drawing 0001 shows that the revised access can achieve a visibility splays of x=2.4m x y=31m and a 2.0m x 33m in a *south direction* to the nearside kerb. This takes into account the presence of the BT Openreach cabinets that are seen as a potential obstruction to the sightline. Based on MfS, these distances are equivalent a speed on the major road of 24mph and 25 mph respectively. As the mean speed observed on Lodge Lane is 24mph, these sight lines ought to be considered satisfactory for the reasons given below.

6. Whilst Lodge Lane has a 30mph speed limit, the actual speed of traffic is lower. Manual for Street (MfS) is based on traffic speed rather than the speed limit and observations made of traffic speed on this section of Lodge Lane indicated that the mean speed was 24mph and the 85th percentile speed was 27mph (see Transport Statement of 28/03/23 at Table 3-3). The proximity of the roundabouts to the north and south (and their distances apart from each other), combined with the on-street parking, act to self-enforce the lower observed speeds.

7. The TS set out the trip generation of 22 IN and 23 OUT vehicle trips per day, which is considered to be a very low level of site intensification. The similar accesses to Lodge Lane for the neighbouring site, the site opposite and The Hamlet all operate satisfactorily with no reported accidents. Therefore, there is no reason to expect that the proposed access will operate any differently.

Pedestrian priority at vehicle crossover

8. The proposed design of the access is as a crossover (see Appendix A, drawing no. 0001). This will mean that the footway will be continuous along Lodge Lane passed the access to the site. The junction mouth with Lodge Lane with be demarcated by a dropped kerb that will maintain a continuous kerbline along the channel line of Lodge Lane. The back of the access junction/ back of footway will be demarcated by either an EF kerb or a CS kerb (and probably a channel drain). The arrangement will be similar to the access to the development opposite.

9. Pedestrians already have priority over vehicles at junction mouths and this has been reinforced by recent updates in the Highway Code under rule H2[1] that reinforces the priority to pedestrians; this reads:

    At a junction you should give way to pedestrians crossing or waiting to cross a road into which or from which you are turning.

Pedestrian facilities at access

10. A second point of access for pedestrians only is proposed from Blackthorn Way. The

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[1] Rule H2 - Rule for drivers, motorcyclists, horse drawn vehicles, horse riders and cyclists – Highway Code (GOV.UK Updated September 2023)

footpath will connect from the existing public footway on Blackthorn Way to the end of the cul-de-sac. This aligns with the desire lines of pedestrians who are likely to be walking towards the town centre or to the school.

11. Additionally, it is proposed to provide a pedestrian margin in the main junction access (see Appendix A, drawing no. 0001). The constraints of the access means that this has to be located in the access road carriageway. However, it is very lightly trafficked and mixing pedestrian with cars from the development in this location is considered to be safe as vehicle speeds will be very low.

12. The margin will be 1.5m wide with either a 100mm white line and/ or contrasting surface dressing to demarcate the margin.

13. The cul-de-sac within the site will operate as a shared surface so the above measure acts as an interface between the formal segregated footway on the public highway and the shared surface of the estate road.

Vehicle tracking

14. The following has been considered in terms of vehicle access and tracking:

    a. Refuse vehicle: It is proposed that refuse is collected from the public highway. A bin store is to be located on the access road as set out in the planning application. This is located so as to be within the maximum distance allowable for residents to wheel their bins to the store and for refuse collection operatives to wheel the bins from the store to the refuse collection truck loading on Lodge Lane.

    b. Fire appliance: It is possible to manoeuvre a fire appliance into the development as shown in Appendix A, drawing no. 0001. However, it will also be possible for the front doors of all houses to be within 45m of the fire appliance in accordance with the advice set out in MfS if a fire appliance stops on Lodge Lane or on Blackthorn Way.

    c. Large car: The swept path of a large car entering the site whilst a large car is waiting to leave the site is shown in Appendix A, drawing no. 0001. This shows that the two cars can pass in the access junction mouth if required. The likelihood of two cars meeting is very low due to the low level of traffic generation. However, on the occasion that it does happen, it will be possible for the cars to manoeuvre satisfactorily. In practice, driver courtesy would probably mean that the car entering would allow the car exiting to leave first.

Summary

15. We have considered all the points raised by the Highways Officer following the submission of a revised site access arrangement. The site access arrangement has been further amended to take in account various site constraints. It has been shown in this Technical Note that:

a. sight line visibility from the access can be considered to be satisfactory given the observed speeds of traffic on Lodge Lane;

b. that pedestrian access will be improved and that pedestrians will retain priority over vehicles along the Lodge Lane footway; and

c. that the site access can be accessed satisfactorily by a vehicle the size of a fire appliance (and therefore also delivery vans), and also two large cars passing in the junction mouth.

16. Therefore, we ask that the Local Highway Authority confirms that they agree that the access to the site is satisfactory and that there are no transport or highway reasons as to why this development proposal cannot be approved.

Appendix A - Drawing

A3

Notes: Visibility shown in accordance with DfT's Manual for Street for a 30mph road speed (or less where shown)

PROPSED ACCESS - MASTERPLAN NOT SHOWN

x = 2.4m by y = 55m (centreline)

x = 2.4m by y = 37m (nearside)

Site boundary (Based on Land Registry OS Mapping)

Rubbing strip

0.5

4.8

1.8

Lydcott

1.5m Pedestrian margin

Rubbing strip

x = 20m by y = 33m (25mph)
x = 2.4m by y = 31m (24mph)

Highway boundary (brown) Based on OS mapping

Vehicle footway crossover (Access and Egress)

BT Openreach services to be moved

1.8

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Fire Appliance - Forward IN

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8.68

1.52   3.81

DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m

Large Cars - Forward IN and OUT

Lydcott

4.988

0.89   2.87

Large Car
Overall Length 4.988m
Overall Width 1.793m
Overall Body Height 1.502m
Min Body Ground Clearance 0.287m
Track Width 1.700m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.200m

REV	NAME	CHECK	DATE	NATURE OF REVISION
P07	RS	RS	22/05/24	Updated masterplan - single point of access - BT Openreach Services Moved
P06	RS	RS	17/05/24	Updated masterplan - single point of access - Openreach Cabinets Remain
P06	RS	RS	01/05/24	Updated masterplan - single point of access
P05	RS	RS	28/06/23	Updated masterplan
P01	RS	RS	14/12/22	Drawing Created

REVISIONS

Callidus Transport & Engineering

Callidus Project No: TE1595

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Project Title: Lydcott, Lodge Lane, Nailsea, BS48 1BH

Drawing Title: Access Plan

Client: Gould Group