

Our Ref: JP/T11515-RE02.let
Your Ref:



18 July 2012

Paul Campbell Esq
Director
Richborough Estates
Waterloo House
Waterloo Street
Birmingham
B2 5TB

Suite H1
Radclyffe House
66/68 Hagley Road
Edgbaston
Birmingham
West Midlands
B16 8PF

T/F. 0121 454 5530

Dear Paul

Golf Lane, Whitnash

Further to our recent discussions regarding the above site, and my previous letter to you dated 13th July 2011; I can now provide an update to the pertinent highways issues for the proposed development of the site.

As indicated in my previous letter, I was surprised that the 2008 SHLAA site assessment comments indicated that a proposed development on the Golf Lane site would be detrimental to highway safety at the Whitnash Road/Golf Lane junction.

As you are aware, we obtained Personal Injury Accident (PIA) data for the junction for the latest 5 year period (at that time), which showed the following:

- 2006 – no accidents at junction;
- 2007 – no accidents at junction (1 slight accident occurred 70m away from junction – pedestrian struck by wing mirror of passing car);
- 2008 – 1 slight accident – vehicle pulled out of Halls Road/Whitnash Road in front of motorcycle, no collision, but motorcycle rider fell from machine attempting to avoid collision;
- 2009 – no accidents;
- 2010 – 2 slight accidents – vehicle waiting to turn into Golf Lane hit by inexperienced driver from behind, and 16yr old moped rider turned into Golf Lane across vehicle travelling south resulting in collision.

Having regard for the fact that we are a further year on from our initial assessment, I have contacted Warwickshire County Council (WCC) again to update the accident statistics for the junction; their correspondence is enclosed and indicates that there have been no further accidents at the junction between 1st March 2011 and now.

Therefore, the junction has a very good accident record with just 3 slight injury accidents in a 6 year period.

To supplement the PIA data, I commissioned ATC speed surveys along Whitnash Road, to the east of the junction with Golf Lane, for a 7-day period between Wednesday 4th July and Tuesday 10th July 2012; the speed survey results are enclosed for reference.



The data shows that 85th percentile traffic speeds along Whitnash Road are 29.81mph Northbound and 28.15mph Southbound; these have been taken to represent the wet-weather speeds here, as the prevailing weather conditions during the week surveyed were mixed (some days of light rain, some dry).

I also enclose a spreadsheet calculation of Manual for Streets (MfS) visibility splay requirements at the Golf Lane/Whitnash Road junction as a result of the observed speeds along Whitnash Road.

The calculation indicates that the required 'y' distance visibility along Whitnash Road is 39.8m to the south and 36.5m to the north, for northbound and southbound traffic respectively.

Drawing T11515-001 demonstrates that these splay requirements are easily achievable at the junction within existing highway; it also shows that the actual available splays are 83.9m to the south and 44.6m to the north.

It therefore remains surprising that reference to mitigation of transport safety issues is still made with respect to the potential development of the Golf Lane site in the latest SHLAA.

I can see no justification as to why development of the site would either give cause for concern with respect to highway safety, or require specific safety mitigation.

I trust that this addresses your requirements at this stage, but please let me know if you require anything further.

Yours sincerely

James Parker
Director
PTB Transport Planning Ltd

E. james@ptbtransport.co.uk
M. 07792 970487
W. <http://www.ptbtransport.co.uk>

Encs.