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FAO Mr David Smith – Planning Inspector

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14 June 2018

Dear Sir,

**Town and Country Planning (Local Planning) (England) Regulations 2012,
Regulation 24, Examination of Travellers' Sites Development Plan Document**

**Proposed allocation of site to the west of the A49/A44 Worcester Road
Roundabout, Leominster, Herefordshire**

Further to the Planning Hearing held on 23rd May 2018, an updated GD04/12 Safety Risk Assessment was provided by Balfour Beatty on 1 June 2018. Our review of this updated document is provided below. The purpose of providing these comments is to allow Herefordshire Council to further develop of the GD04/12 Safety Risk Assessment and reconsider the conclusions, however it is understood that this can occur beyond the timescale for the Examination in Public (EiP).

Review comments

Three points were raised previously by an independent reviewer from Highways England's Safety & Engineering Standards (SES) Division. These three issues are detailed in the Safety Risk Assessment – Outstanding Matters section of Annex 1 of our representation dated 21st May 2018.

The revised GD04/12 assessment now includes reference to the A49 speed limit in the 'Location and Access' section of the report, which addresses the first point raised.

With regard to the second issue, further information to describe the geometry of the existing access is provided in the 'Safe Access and Egress to the Site' section; however, as noted in the 'Junction Form' section, the access layout does not align itself to any of the access layouts referred to in DMRB TD 41/95. As such it is a hybrid layout – the key test of this access is its suitability for the intended use (as per DMRB TD 41/95 paragraph 2.8) and for which Herefordshire Council have included a swept path analysis. We would comment that the swept path analysis (appended to the report) only shows left-in access using a Pantechnicon van (a large removal van) with a draw-bar trailer, which requires the full width of the existing access layout to perform the

swept path manoeuvre. Herefordshire Council acknowledge that some refinement of the access is required, which would involve works within the highway. We would suggest further consideration of this refinement is included in the report.

Finally, the third issue is access visibility, particularly with regard to visibility on the A49 northbound approach to the access. Herefordshire Council have made reference to DMRB TD 50/04 and Manual for Streets, whereas DMRB TD 16/07 paragraph 8.13 is the appropriate standard/clause as previously advised. Herefordshire Council suggest vehicle speeds exiting the roundabout heading northbound on the A49 towards the access will be travelling in the region of 30 – 40mph. Reference is also made to removal of too much vegetation to improve visibility leading to higher speeds. The Council highlight the potential risk of late braking/manoeuvring (leading to rear end shunts) and suggest advanced direction signing would be required as mitigation. These are reasonable points, but would need to be presented in support of a Departure from Standard application.

Please do not hesitate to contact me if you require any more information or clarification.

Yours sincerely



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