

Firstly, the questions from the planning officer regarding the operation of the system are a function of the timing of the system. When someone wants to walk along the lane they will press the pedestrian phase button. The vehicle lights will turn red and there will be a period of time before the green pedestrian phase is triggered to allow any cars to clear the lane. Once a vehicle has cleared the lane the green pedestrian phase will start, which will last about 40secs. The vehicle lights will be on stop during this period. Vehicles will wait to enter or leave the site while these lights are on the red phase, as noted for at most 40secs. This is called the inter-green phase. The traffic signals design manual notes that the maximum acceptable inter-green phase in the UK is 90seconds. At 40secs our inter-green phase will not be considered problematic for drivers. This will ensure that the lane remains clear of traffic while pedestrians are using the lane. After 40secs (plus/minus margin of safety) the pedestrian phase will show red and the vehicle lights will revert to normal operation.

This explains how the system will work, how pedestrian will get priority and what happens to traffic when a pedestrian is using the lane. This is all pretty straight forward stuff and can be dealt with as part of the signal programming. Providing the facility places a duty of care on you as the 'client' to ensure that the system will be safe to use. These details aren't relevant to planning in my opinion. The concern of the planners should be about the appropriateness of the solution rather than the detail of the phasing. You will be required under CDM Regulations to maintain a safe access to the site if you're providing this system for the access. This information will be contained in the 'As Built' plans for the contractors CDM file.

In terms of the principle of the concern about the width of the lane I don't think it is at all reasonable to continue to delay approval. There seems to be a conflation of separate design standards to come up with the most convoluted barriers to approving the scheme. The concern seems to be based on the current width of the lane. The suggestion is that there is not enough room for two adults to be able to walk side-by-side leaving enough room for a HGV to get past them. This is not a reasonable basis for an objection. There will be virtually zero chance of such a scenario occurring. Firstly, the data presented in the Transport Report showed that there would be no more than 34 vehicle movements per day and only 4 in the busiest hour. Secondly, the most reasonable conclusion would be that at most the access would be used in one HGV per week (refuse collection). And third, if there are two adults walking along the lane when a HGV is using the lane they can walk in single file or a short distance. This is not an unreasonable or hazardous situation that could by any stretch be defined as severe, which is the test in planning.

Clearly the signal system can be designed to ensure it's safe operation. You will have a legal responsibility to maintain a safe system. Having said that I do not think such a system is necessary because the access is more than wide enough to accommodate the day-to-day demand that will be created by your proposal.

I hope this finally convinces the Planning Authority for approval.

Steve BEng MBA MCIHT

Director

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