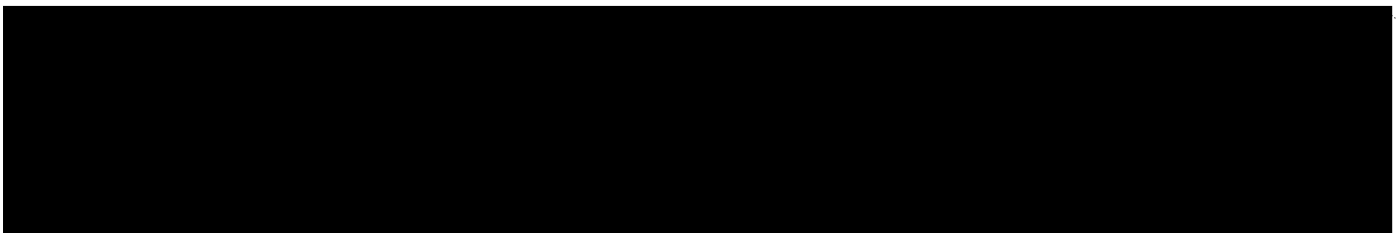
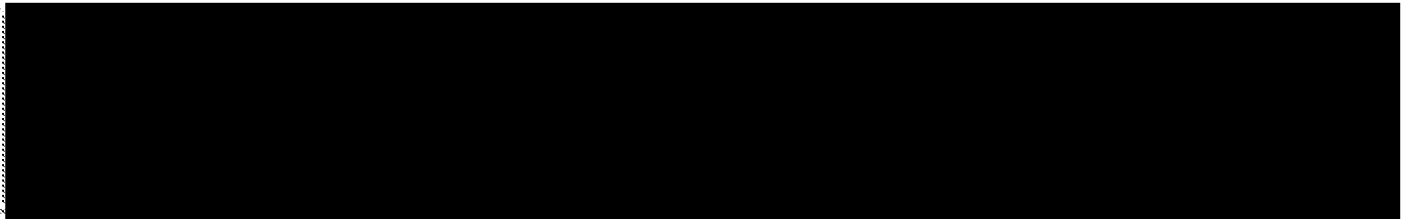




Please scan as additional and substitute information



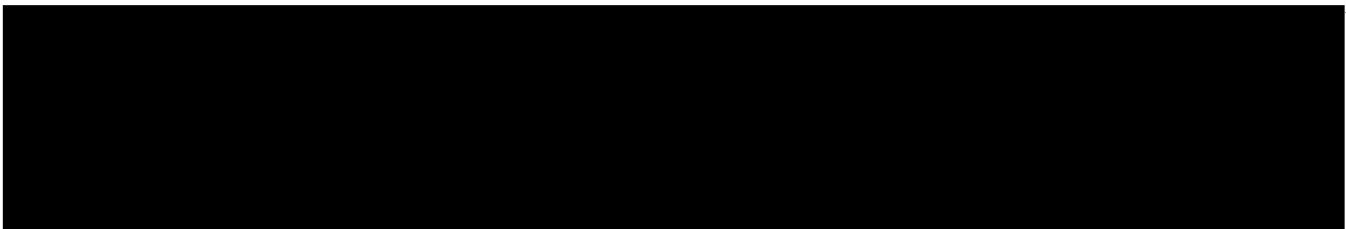
Hi Anita,

Thank you for your time this afternoon, as discussed, we have received the update, as below from WSCC regarding the review of the recently submitted information (as attached). We will keep chasing WSCC for a response.

Once we have the response we will re-submit the necessary highways and landscaping info ASAP.

With Thanks

Euan



Andrew Tanner BSc, MCIHT
Senior Transport Planner





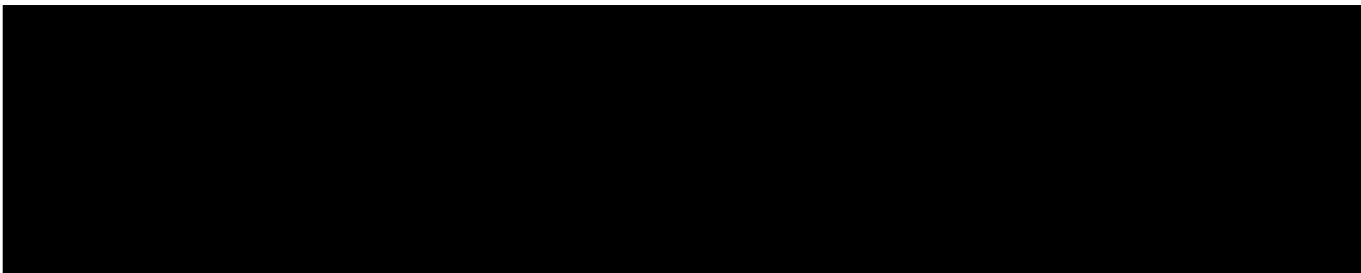
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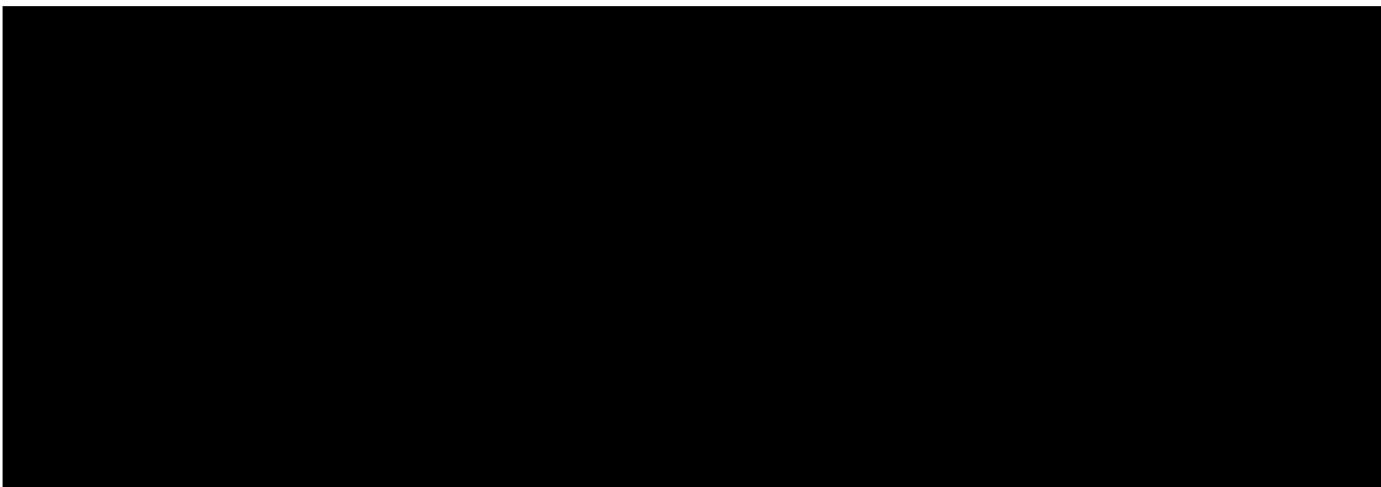


Hi Andrew,

Thanks for your email.

In Tim's absence Jamie is reviewing the application and will contact you with comments shortly.

Regards



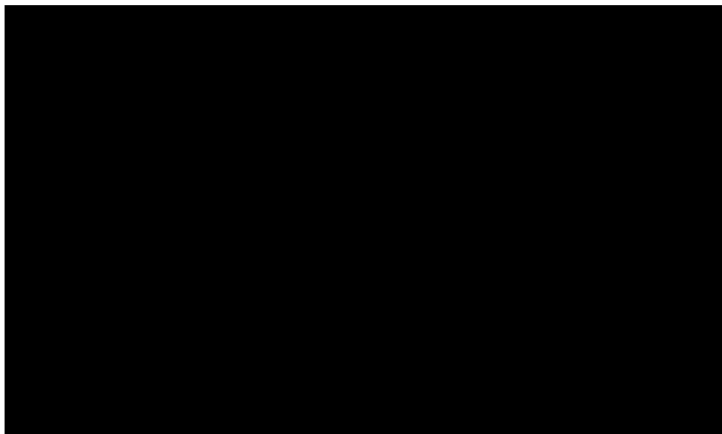
Hi Stephen,

As just discussed please see my response to WSCC comments in email below and updated plan and speed survey attached.

Please could you let me know who the case officer is for this in Tim's absence?

Thanks,

Andrew



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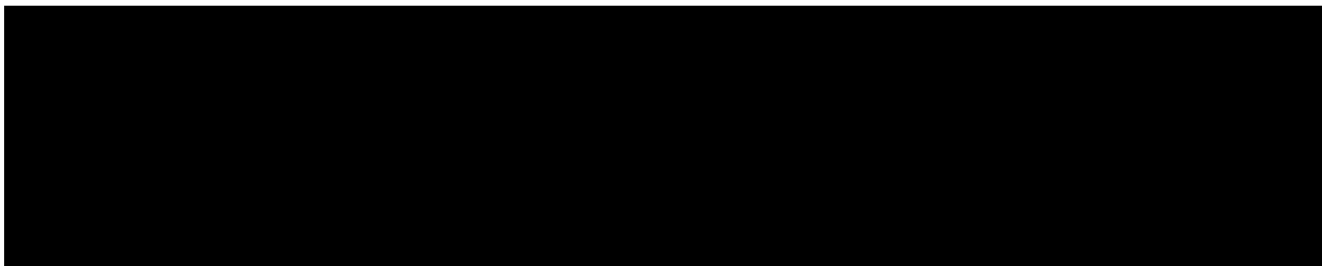
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Hi Tim,

I am contacting you in regards to the development at Toddington Lane (LU/162/17/PL) and condition 14. In your comments on 15th October 2019 you asked for A visibility splay of 2.0m * 66m in both directions at the western end of the proposed footway. This was to ensure any pedestrians crossing in this location have sufficient visibility to see any oncoming cars. The 66m visibility splay is achievable looking west but not looking east.

We have had a speed survey completed on Toddington Lane to assess if the 30mph speed limit you based the visibility splay on was accurate to the actual speeds. Please see the ATC data attached. The ATC indicates that the mean speed for westbound traffic is 24mph and the 85%ile speed is 28mph (7 day mean). It should be noted that the position of the ATC was further to the west than the position of the proposed crossing and is likely in a location where vehicles are accelerating out of the corner. The vehicles speeds at the proposed crossing point are actually likely to be lower than 28mph.

I note that section 4 of WSCC design guide states that lightly trafficked residential roads have 85%ile speeds below 37mph, can have MfS1 standards applied. As this is the case for Toddington Lane, the 66m visibility splay is likely in excess of the stopping sight distance for westbound vehicles will need to see pedestrians. Using MfS1 standards and the recorded 28mph 85%ile speed there is a stopping sight distance requirement of 39m.

I also note that the visibility splay asked for is from 2.0m, the proposed footway is 2m in width and it is unlikely a pedestrian would be stood on the back edge of the footway, would a visibility splay from 1.0m be acceptable as this is likely to be more reflective of a pedestrians position on the footway.

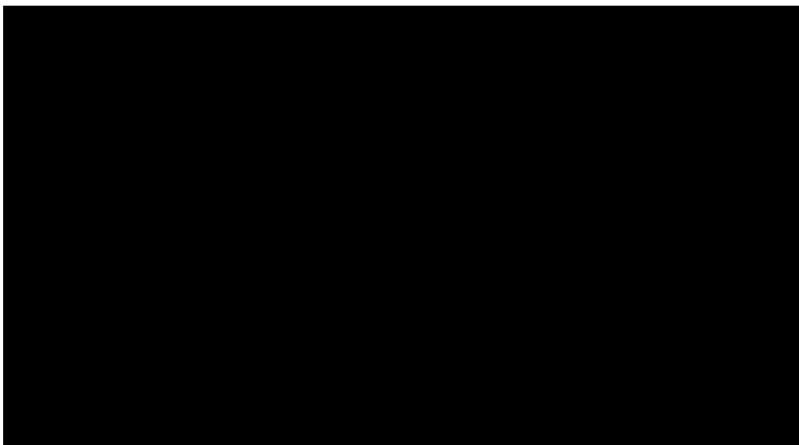
With the above in mind I would suggest a 1.0m * 39m visibility splay should be acceptable and allow for the crossing point to function safely. Please see update site layout with the visibility splays, I have shown 66m looking westwards as this is achievable and 39m is achievable looking east. Please note I have shown the 39m visibility splay to 600mm off of the kerb to represent the likely position of a car.

Would the proposed visibility splay be suitable?

Happy to discuss by email or call me on the number below.

Regards,

Andrew



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