

Transportation Advisory Note

Project: **Proposed Alterations to Existing Building & Uses And New Vehicular/Pedestrian Access – The Store, Porthmellon Industrial Estate, St Mary's, Isles of Scilly.**

Subject: **New Access Appraisal**

Date: **29th October 2019**

Overview

This Transportation Advisory Note is in respect of a proposed new separate access. This highway access appraisal report provides an overview of the suitability of the access to serve the unit. Figure 1 below shows the sites location.

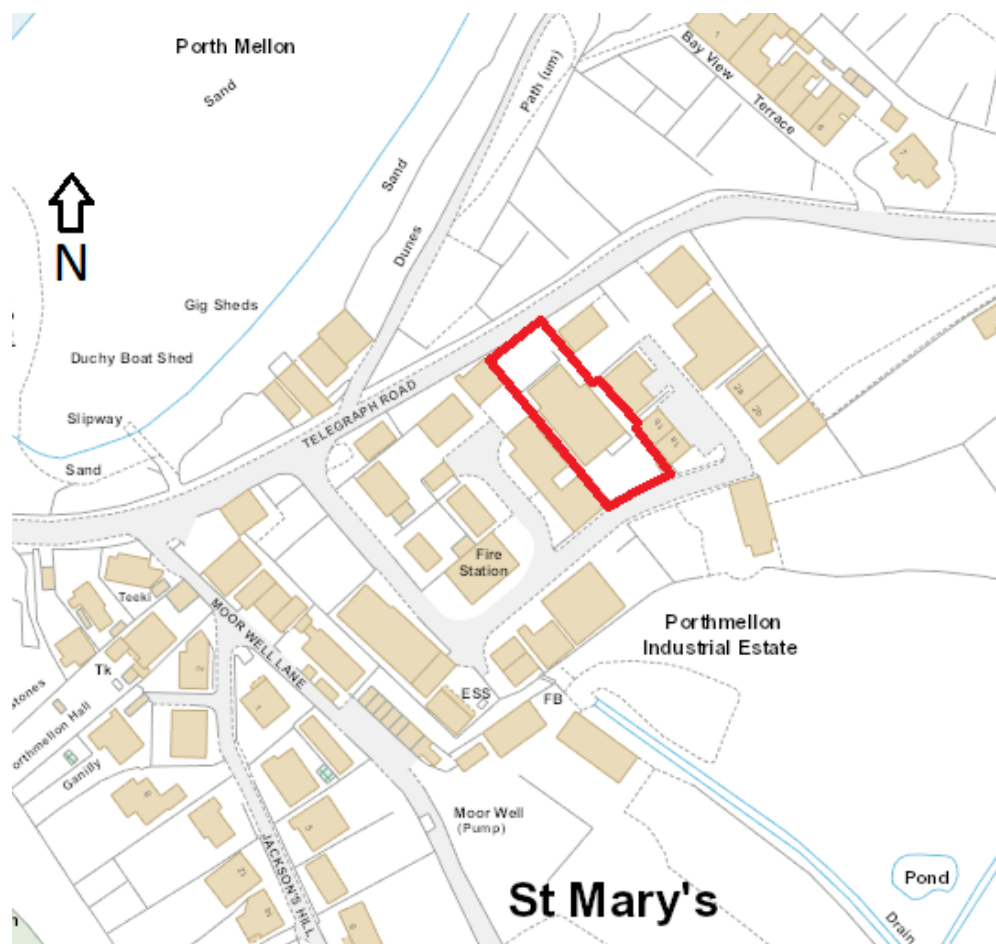


Figure 1 - Site Location

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The site is located on the eastern edge of Hugh Town on the island of St Mary's, currently accessed off the Porthmellon Industrial Estate which serves a number of industrial units. The estate road is an untypical industrial road as it has restricted width due to the lack of large HGV and/or articulated lorries on the island. The reduced width of carriageway does however restrict clear passage for vehicles due to on-street parking, some of which is partly on the adjacent footways.

The existing business unit is located at the far western side of the industrial estate and part of the reason for the new access to/from Telegraph Road is that road congestion on the industrial estate that staff and customers have been unable to reach the unit. More importantly, due to footway parking customers arriving by foot have been forced into the carriageway amongst the traffic. In an attempt to address the parking issue, the applicant has requested that the council perhaps introduce parking restrictions in the form of double yellow lines. Discussion with the Council of the Isles of Scilly reveals however that the main issue would be enforcement of the restrictions especially given the loading/unloading issue. The council stated:

'Due to our very small scale and a lack of demand the Council of the Isles of Scilly does not have an established process for new TRO requests.

*It is worth noting that although there are some TROs on our roads already, but we are in the unusual position of not being the enforcement body. This role sits with the local police force. Therefore, even if established, **there is no guarantee that a TRO would get enforced.***

If you would like to pursue a TRO we would need you to write to us including as much information as you can. This would need to include the context of the request, impact assessments, details of how the TRO would be marked and signed, consultation with stakeholders (including with Police regarding the enforcement of such a TRO) and any other information that would support the request. This could then be assessed by the Infrastructure management team who would then make a decision on further actions. If there was an agreement by the team to proceed, the proposed TRO would need to go through the Full Council Committee process for a decision. Unlike Cornwall we do not have a set fee for this process, but we would need to charge on a cost recovery basis.'

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Existing Site Use

The application site is occupied by the original storage shed, a large lean-to extension, a storage building and a connecting flat-roofed link. Externally, there is a large concreted forecourt accessed from the industrial estate and a storage area/parking space with an existing gated vehicular access from to/from Telegraph Road. A timber shed is located here in use as a beauty treatment business.

Proposed Use

It is proposed that the improvements on the site will provide a more efficient service and expand the retail element of the business by creating a new out-of-town general store with employee accommodation above.

Planning History

P/19/064 - Alteration to existing access on main road and creation of new parking area, change of use of ground floor storage area (use class B8) to extend retail area (use class A1), conversion of part of first floor apartment into staff flat including small extension, construction of entrance canopy, construction of new storage shed (use class B8), minor alterations and regularisation of creation of balcony, roof terrace, lobby and office – Application decision pending.

The Planning Officer, in relation to the highway elements concluded:

'The creation of a new point of access would require planning permission and it will be important to demonstrate that the new access is safe and does not cause a hazard for existing highway users, including pedestrians, bicycles and motorised vehicles. This requires appropriate visibility splays for a road with a speed limit of 60 mph set back to the required distance of 2.4m. There would need to be sufficient provision for vehicles to enter and leave the site in forward gear as well as manoeuvring space clear of any proposed parking or visitor/delivery spaces. As there are no technical drawings to show the visibility or the turning space requirements, it is not possible to comment on whether this element of the proposal would be considered acceptable. It would appear, from a walk across this site, that a standard visibility splay would unlikely be achievable. The standard is usually 2.4m x 215m (in the critical direction). If you provide the details to demonstrate what could be achieved, and this is below the standard then it may be that you would need demonstrate the speed at which vehicles actually travel along Telegraph Road, which could support a reduced visibility splay. This would however require a sample of speeds

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via a speed survey of this road. Additionally and in the event that all proposed car parking spaces are full, then it would not seem possible to manoeuvre into or out of the site to arrive/leave in a forward gear, unless you can demonstrate adequate manoeuvring space. Overall we do welcome an opportunity to alleviate traffic within the Industrial Estate and the provision of an alternative access to one of the units would go some way towards this. What the Council will have to be satisfied with, however, is that the proposed new vehicular access is safe for all highway users. Notwithstanding the above concerns, it would appear that the unit would welcome pedestrians as well as customers in vehicles? If this is the case then I note no footpath provision is provided within the site. Whilst external footpath provision is limited to the opposite side of the road, the use of the entrance by pedestrians adds to the above concerns. Overall, however, and subject to addressing these issues, on the basis of wider improvements to the industrial estate then this could be a proposal that could be supported.'

The highway officer has since stated:

'Initial advice is that there is some concern in relation to Highway safety. We would have concerns regarding the lack of visibility for vehicles manoeuvring out of the site and turning right onto Telegraph Road and a blind corner given the speed of the road being at the national speed limit. Transportation advisory note is being prepared and therefore caveat this comment until we have considered this additional information.'

This TAN addresses the above concerns.

Access Appraisal

It is proposed to create a new vehicular access with parking and turning area together with a segregated pedestrian access, directly from the site onto Telegraph Road. As stated above, this will remove vehicular movements from what is a problematic access, approach roads and on-site parking level.

The planning officer and highway officer refer to the fact that, technically, Telegraph Road is a National Speed Limit (60mph) road. The speed limit is not 'posted' ie via appropriate signing, as is similar across the island's road network. An on-site observed speed survey has been undertaken at the proposed access location and passing vehicle speeds, during the morning peak hour (8am-9am) were assessed to be variable between 25mph to 30mph partly due to the speed reducing corner to the east of the proposed access point (see Plates 1 & 2 below), , on-street parking to the west (see Plate 4 overleaf) plus regular direct residential access points. On

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this basis it is more appropriate to consider visibility splays of 2.4m x 43m (as per Manual for Streets guidance) rather than 215m as per Design Manual for Roads & Bridges (DMRB) which remains in use for motorways, Trunk Roads and busy main roads within the UK.



Plate 1 – Speed Reducing Bend & Proposed Access Location



Plate 2 – Westbound Approach to Speed Reducing Corner With 'Slow' Marking

Plates 3 & 4 below and overleaf, demonstrate the level of available emerging visibility in both directions from the centre of the proposed access location and the from the edge of

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carriageway. Forward visibility for drivers travelling in both directions to the proposed access point, is excellent and well within recommended sight stopping distance for vehicles travelling at 30mph ie 43m MfS and only 23m as per the Highway Code.

The proposed visibility splays are detailed on drawing JG01 – **Appendix A**. Whilst 43m cannot be achieved in either direction, when measured to 500mm kerb 'step off', the visibility to the centre of the carriageway is in excess of 43m. The westbound drivers will have just negotiated the speed reducing bend and will therefore be visible to emerging drivers (36m equates to 28mph) whilst also having clear sight, and sight stopping distance, of the access. The relocated access is a major improvement over the existing, highly substandard one.



Plate 3 – Emerging Visibility East Onto Telegraph Road

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Plate 4 –Emerging Visibility West Onto Telegraph Road

As stated previously, there is an existing shared vehicular and pedestrian access to/from the site and Telegraph Road. This access has been utilised for many years and remains in use currently. The level of emerging visibility from the existing access, however, is effectively nil due to the sites lower ground level and adjacent boundary treatments – see Plates 5 & 6 overleaf. The access is also only single vehicle width necessitating vehicles waiting on the carriageway should a vehicle be exiting. The proposed access drawing, 1977-P08 Rev.A (**Appendix B**), demonstrates that the proposed access will be 5.5m wide enabling two vehicles to pass each other. It is also intended to raise the and grade the internal parking area to ensure that exiting vehicles will be level with the adjacent carriageway, affording drivers unimpeded emerging visibility.

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Plate 5 – Existing Access Emerging Visibility West Onto Telegraph Road



Plate 6 – Existing Access Emerging Visibility East Onto Telegraph Road

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The closure of an existing, highly substandard access and replacement with much improved access is considered a major highway safety gain. The proposed new segregated pedestrian access on the eastern boundary of the site, removes the current situation whereby vehicles and pedestrians share the same access and parking/turning area.

It is proposed to provide 9 marked parking spaces together with turning area to ensure vehicles exit in a forward direction.

Examination of the last 20 years of collision records (www.crashmap.co.uk) demonstrate that there have been no recorded collisions at the Porthmellon Industrial Estate access or existing site access with Telegraph Road. There are no indications in the vicinity of the junction that vehicles have had to brake sharply (no skid marks) nor damage only incidents ie broken mirror/headlight glass, wheel trim etc.

Summary & Conclusion

This Transportation Advisory Note has been produced to provide a highway access appraisal report in respect of the proposed alterations to existing building and uses together with closure of a substandard access and replacement with new vehicular/pedestrian accesses at 'The Store', Porthmellon Industrial Estate, Telegraph Road, St Mary's, Isles of Scilly.

From site inspection and assessment, it is considered that the proposed new vehicular access onto Telegraph Road, is safe and fit for purpose in a semi-rural setting whilst also providing a far safer access than the existing substandard access.

The National Planning Policy Framework (2109) states in paragraph 109 that development should not be refused on transport grounds unless *"...there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."* This TAN has demonstrated that the proposed development will be served by a new safe access and that the likely traffic generation from the use is not considered severe.

Jon Pearson FIHE

Transport & Highway Consultant

Appendix A

DATE:	29.10.19
JOB NO:	JP.139.19
REV:	--
DRAWN BY:	JG
CHECKED BY:	JP
SCALE:	1:250 @ A1
DRAWING NO:	JG01

- NOTES
1. The contractor shall not scale off the drawing for constructional purposes, only figured dimensions shall be worked from.
 2. All dimensions and levels to be checked on site by the contractor before commencement of any work and any discrepancies to be reported to the transport & highways consultant.
 3. The drawings/information used are to be cross referenced where necessary with other relevant consultants information. If in doubt please ask!
 4. All drawings remain the copyright of Jon Pearson, Transport & Highway Consultant.
 5. Documents/drawings transferred electronically are not to be altered without prior consent.
 6. Printed drawings not valid in black and white.

AMENDMENTS



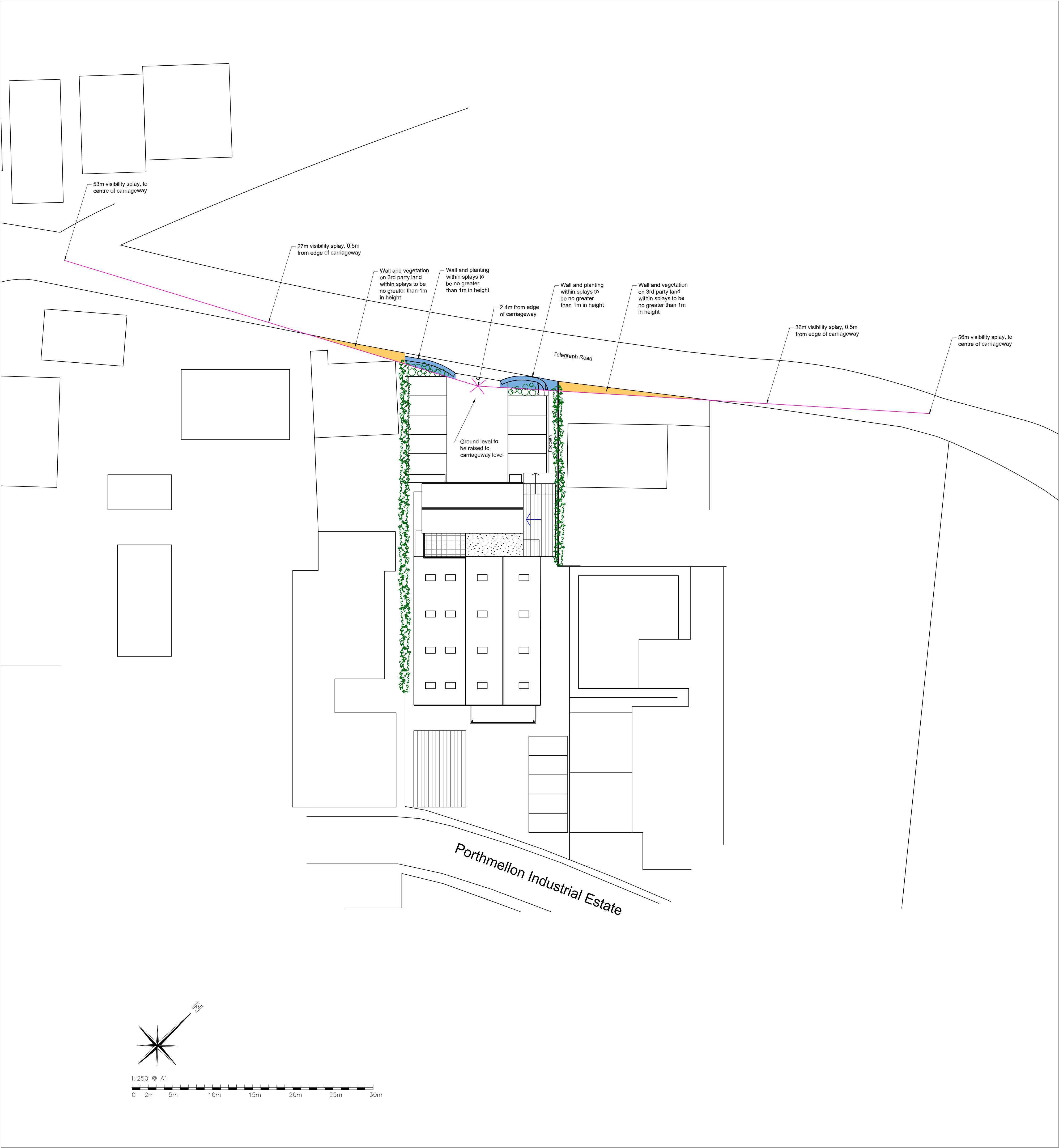
EXISTING ACCESS TO BE MOVED AND IMPROVED



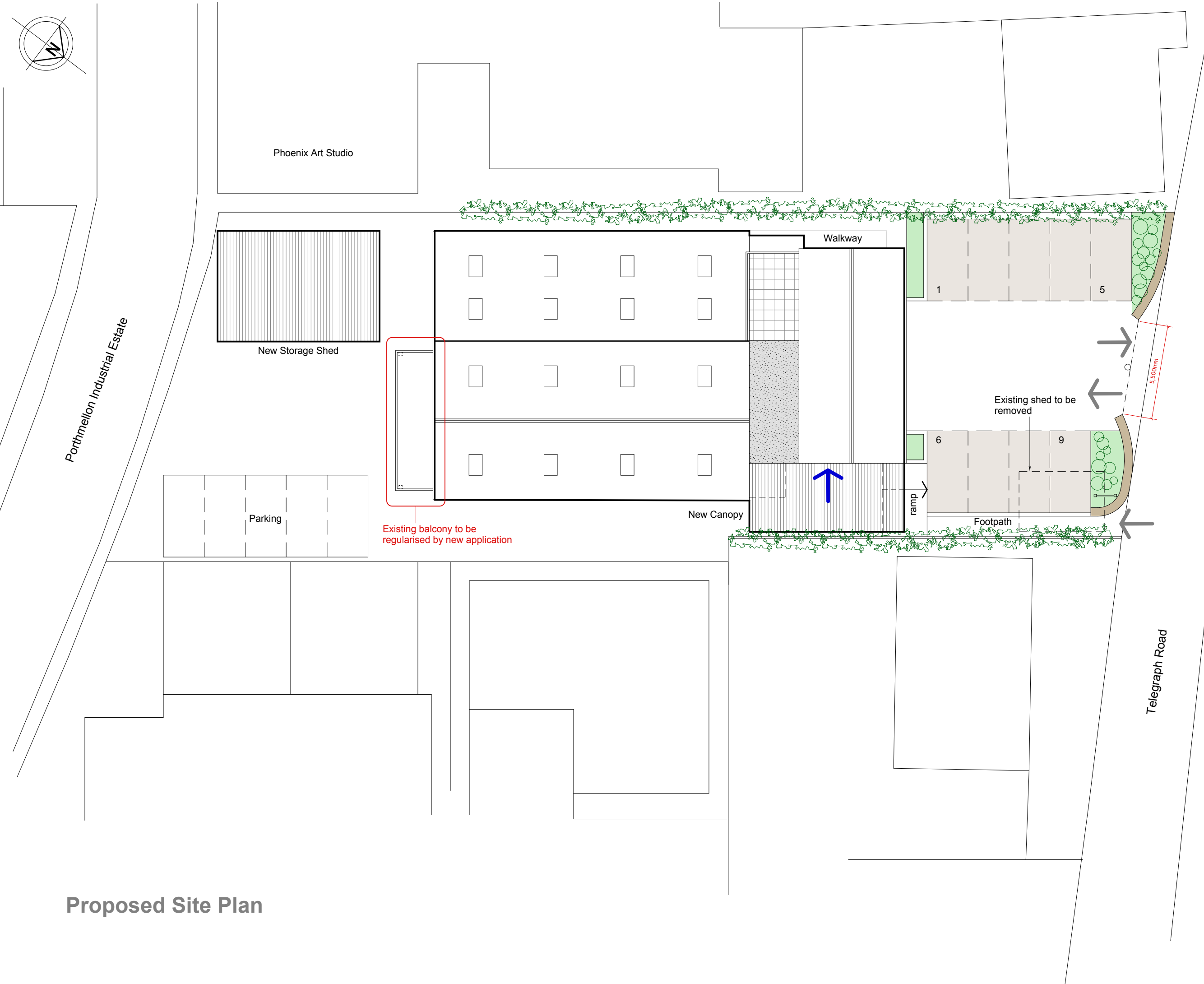
LOOKING TO THE SOUTH WEST FROM PROPOSED ACCESS LOCATION



LOOKING TO THE NORTH EAST FROM PROPOSED ACCESS LOCATION



Appendix B



Proposed Site Plan

NOTES

- THIS DRAWING IS THE COPYRIGHT OF THE ARCHITECT AND MAY NOT BE REPRODUCED WITHOUT LICENCE
- DO NOT SCALE OFF THIS DRAWING
- ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE BY THE CONTRACTOR BEFORE COMMENCEMENT OF WORK AND ANY DISCREPANCIES REPORTED TO THE ARCHITECT
- NO RESPONSIBILITY CAN BE ACCEPTED FOR ERRORS ARISING ON SITE DUE TO UNAUTHORISED VARIATIONS FROM THE ARCHITECTS DRAWINGS.

AMENDMENTS

A Alterations to parking access, pedestrian access and visibility splays.
AKB 161019

PLANNING

Studio St Ives
4 Gabriel Street
St Ives
TR26 2LU
01736 798427

**MIKE BRADBURY
DESIGN**

PZ

JOB

Alterations to Scillonia Building Supplies, St Mary's, The Isles of Scilly

for
Wright Construction

TITLE

Proposed Site Plan

DRNG. NO.	REVISION
1977-P08	A

SCALE	DATE
1:100@A1 1:200@A3	Sept 2019

OFFICE USE / PRE-ISSUE