

04 Aug 2009

Ed Halford Esq
Highways Agency
Ash House
Falcon Road
Exeter
EX2 7LB

Our Ref TWG/402/0036/00350

Dear Ed

**REF: NEW ENGLAND QUARRY, NEW MILL
POTENTIAL EFW FACILITY**

Further to recent correspondence with regard to the above project, we have procured independent Stage 1 Road Safety Audits from TMS consultancy on both proposed access junction options, to enable a fair comparison of the proposed layouts to be made. Copies of the audit reports are attached for your information.

As designers, SLR has not yet prepared Exception Reports for either option, however we have reviewed the audit reports and summarise as follows.

Layout Option 3.

This layout was a simplification of the existing arrangement, with closure of the central access point and widening of the entrance and exit points onto the A38 slip roads.

A total of 8 issues were raised in the RSA for this option and these concerned vehicle positioning, visibility, potential driver error, pedestrian safety and illumination.

None of the issues raised would require a major redesign of the junction layout, however consideration would be required for additional road markings and traffic signs to be included in the layout design.

Improvements to the existing illumination at the junction to current standards can be achieved.

Layout Option 4

This layout was the combination of all the existing accesses into a single junction as suggested by the HA.

A total of three issues were raised in the RSA for this option and these concerned visibility, pedestrian safety and illumination. It is possible to resolve the issues raised with minor amendments to the proposed scheme, which we have considered here and enclosed Revision 1 to drawing H010, as detailed below.

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Visibility splays from the proposed access junction will be provided by clearance of vegetation and some excavation, where possible, to ensure the achievable visibility can be maximised. Based on OS mapping, the A38 over-bridge would limit the extent of visibility that can be achieved from the junction to the right to approximately 78m, as shown on the drawing.

The provision of suitable visibility splays from the originally proposed pedestrian crossing point is not possible due to the curvature of the road. We have therefore relocated the crossing point to be between the proposed access and the westbound exit slip road as shown. In this position the crossing would be on the desire line for pedestrians walking to the bus stop from the village, and would maximise the visibility for pedestrians seeking to cross the road.

Improvements to the existing illumination at the junction to current standards can be achieved.

Closure

Through the number of Audit points raised, it is clear that there is a preference to Option 4 and we propose to pursue that option with regard to this application and we would appreciate your comments on the above and enclosed revised drawing.

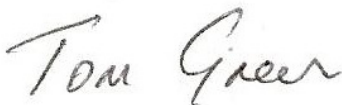
To date, we have not received comments from Devon County Council on the alternative layout option 4, and by copying into this letter we hereby request that their consideration is given in due course.

We propose to raise a formal Exception Report for Option 4 on receipt of the HA's confirmation to the above.

Naturally, should you wish to discuss any issue, please do not hesitate to contact either David Price or myself at this office

Yours sincerely

SLR Consulting Limited



Tom Green

Technical Director

cc Howard Ellard, Viridor Waste Management
James McKechnie, Aecom
George Bryant, Devon County Council

PROPOSED EFW FACILITY

New England Quarry, Lee Mill, Devon

A38 Access Junction - Option 4

ROAD SAFETY AUDIT STAGE 1

PROPOSED EFW FACILITY

New England Quarry, Lee Mill, Devon

A38 Access Junction - Option 4

ROAD SAFETY AUDIT STAGE 1

1. INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on proposed access arrangements off the A38 Slip Road for the New England Quarry facility at Lee Mill, Devon, on behalf of SLR Consulting. The audit was carried out on 24th June 2009 in the offices of TMS Consultancy.
- 1.2 The audit team members were as follows:-
- Harminder Aulak, BSc (Hons), IEng, FIHIE, MCIT, MILT
Senior Engineer, TMS Consultancy
- Darren Newbold, BSc (Hons), MIHT;
Engineer, TMS Consultancy
- 1.3 The audit comprised an examination of the drawing and other information relating to the scheme supplied by the design office (as listed in **Appendix A**). The site was visited by the Audit Team on 22nd June 2009. The weather was fine and dry. Traffic flows were light to moderate. No pedestrians or cyclist were observed.
- 1.4 The terms of reference of the audit are as described in HD 19/03. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.
- 1.5 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise accident occurrence. The locations of specific problems are referenced on the plan in **Appendix B**.
- 1.6 The scheme consists of closing the existing access points to the quarry and creating a single point of access. This shall be a priority junction within the A38 junction with a link road to the quarry.

2. ITEMS RESULTING FROM THIS STAGE 1 AUDIT

2.1 PROBLEM

Location 2.1 – Exit from Quarry onto A38 westbound slip road

Summary: Risk of vehicles pulling out into path of approaching traffic.

The right hand visibility splay for drivers entering the A38 slip road will be restricted by dense vegetation on the inside of the junction and the curvature of the road. Accidents could occur if slow moving large vehicles pull-out into the path of approaching traffic, especially if this traffic is travelling at speed to join the A38 mainline.



RECOMMENDATION

A suitable visibility envelope should be provided, by cutting back vegetation. Advanced warning of the junction should also be provided with signs and road markings along the slip road.

2.2 PROBLEM

Location 2.2 – Bus-stop within junction

Summary: Risk of pedestrians being hit crossing to the bus-stop.

When pedestrians are crossing the slip-road to the bus-stop, they may not have a clear view of approaching traffic due to dense vegetation and the curvature of the road. This could lead to pedestrians being hit as they cross the road (injuries could be of high severity if vehicle speeds are high).



RECOMMENDATION

Intervisibility at the crossing point should be improved by cutting back vegetation. The feasibility of providing a crossing point at a more optimal location should also be assessed.

2.3 PROBLEM

Location 2.3 – Lighting at junction

Summary: Poor lighting could increase the risk of accidents.

The existing lighting may be insufficient to light the new junction at the A38 slip-road. If the new junction is in a dark area immediately beyond the existing lighting, the risk of accidents at night could increase. In particular, accidents could occur if drivers misperceive the road layout.

RECOMMENDATION


Lighting levels should be improved as part of the works, with uniform lighting at the junctions and link sections.

3. AUDIT TEAM STATEMENT

I certify that this audit has been carried out in accordance with HD 19/03.

AUDIT TEAM LEADER:

Harminder Aulak, BSc (Hons), IEng, FIHIE, MCIT, MILT;
Senior Engineer, TMS Consultancy

signed..........

date.....25th June 2009.....

AUDIT TEAM MEMBER:

Darren Newbold, BSc (Hons), MIHT;
Engineer, TMS Consultancy

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APPENDIX A

Drawing Examined:

- Drawing No. H010 – Option 4

Other Information Provided:

- Accident data
- Traffic flow data

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

