

Land adjacent to 6 Richard Burch Street, Bury

Highway Note

Highways Officer Comment

The proposal would reduce visibility at the junctions of Back Walmersley Road East with Richard Burch Street and Back Richard Burch Street with Back Walmersley Road East to sub-standard levels, which is likely to lead to the creation of vehicular conflicts on the adopted highway, to the detriment of highway safety

Response

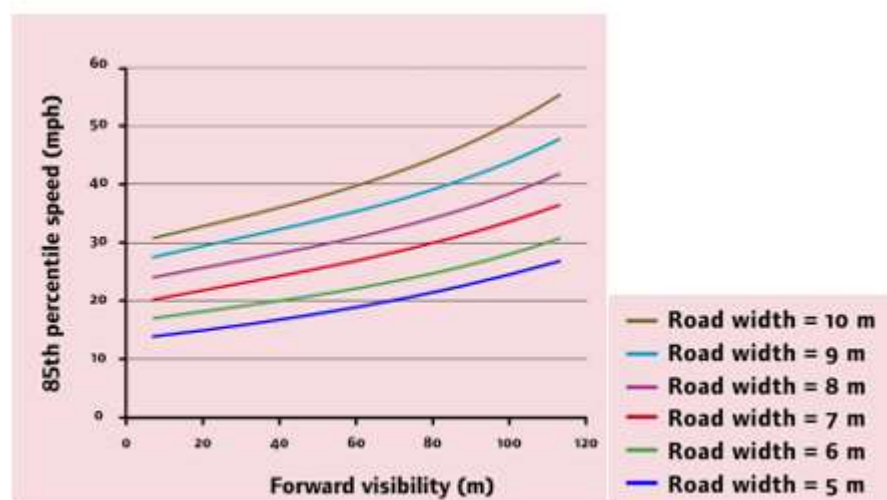
Manual for Streets and Forward Visibility

Manual for Streets provides Figure 7.16 which shows a chart of the 85%ile speed related to the level of forward visibility and road width. It should be acknowledged that this chart was derived from analysis of residential and mixed-use areas. However, the principle of a narrow road / lane with reduced forward visibility impacting on a lower design speed would still seem to be valid for a rural situation. The analysis found that increasing width and / or forward visibility resulted in higher speeds.

Narrative from MfS1 on Figure 7.16 is provided below :

‘Figure 7.16 Correlation between visibility and carriageway width and vehicle speeds (a) average speeds and (b) 85th percentile speeds. These graphs can be used to give an indication of the speed at which traffic will travel for a given carriageway width/forward visibility combination.’

From inspection of this chart it is evident that the narrowest width plotted in the chart is a 5m road. A 5m road would have sufficient width to allow vehicles to pass each other (ie a traffic lane in each direction). As such the speeds on a 5m road would be expected to be significantly higher than a narrow, single lane road approximately 3m to 3.5m wide. The locations referred to by the Council are narrow and quite be expected to have very low travel speeds when vehicles are using them. Furthermore, the traffic that would use these locations would be extremely. During the site observations there was hardly any traffic movements using Back Walmersley Street East and Back Richard Burch Street.



Site Proposal

The site layout at Richard Burch Street and Back Walmersley Street East will have a garden space similar to other properties along the road.

The visibility levels that would be achieved are not considered to be any different than those that exist at Back Walmersley Street East with Back Richard Burch Street and Back Walmersley Street East with Back Richard Burch Street and New Cateaton Street. These existing locations are identified on the plan below with blue dots. The submitted Transport Statement did analyse the road safety record in the area and no accidents were identified in Richard Burch Street, New Cateaton Street, Back Walmersley Street East and Back Richard Burch Street. Clearly the existing levels of visibility at the junctions identified in the note are not having an impact on the road safety record.

There is nothing to suggest that the proposed development on land adjacent to 6 Richard Burch Street with similar levels of visibility as the existing junctions would result in a worsening of the road safety record.



LOCATION PLAN (1:1250)

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Ordnance Survey 0100031673

