



Proposed Residential Development, Station Road, Killearn

Road Safety Overview

10th January 2016



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1 Introduction

- 1.1 This Briefing Note provides a road safety overview of a proposed residential development at Station Road Killearn (Stirling Council Planning Application 16/00784/FUL). The scope of this Note focusses on the main site access proposals etc. on Station Road and not the internal site layout.
- 1.2 This Note is based on a review of various planning application documents and drawings obtained from Stirling Council's website planning portal as of 21st December 2016.
- 1.3 The Briefing Note has been commissioned by:
 - Mr and Mrs David Scott, The Garth, Gartness Road, Killearn;
 - Mr and Mrs David Asquith, 2, Gartness Road, Killearn;
 - Mr and Mrs Graham Hill, Spittal Cottage, Station Road, Killearn; and
 - Mr and Mrs Craig Gilmour, Blaressan House, Station Road, Killearn



2 Transport Statement

- 2.1 A review has been undertaken of a Transport Statement (December 2016) describing the traffic, access, etc. characteristics of the site was produced by ECS Transport Planning Limited and has highlighted the following.
- 2.2 Paragraph 2.7 of the TS states “The proposed raised table site access junction will assist with controlling vehicle speeds and act as a pedestrian crossing facility”. The TS does not present any speed survey data nor discuss vehicle speeds on Station Road and therefore it is not clear if a raised table is appropriate at the proposed location. It is also noted that the raised table is anticipated to act as a crossing facility and therefore crossing movements will take place at a bend on Station Road – this is discussed further below.
- 2.3 Whilst the TS proposes a raised table junction and presents a drawing in Appendix A, (16059_001), this drawing has not been submitted as part of the planning application. The TS does not discuss any junction standards including visibility splay requirements, junction spacing etc. which should be considered in the context of observed speeds.
- 2.4 It is also noted that the proposed site access junction sits beside a private access which will result in immediately adjacent turning manoeuvres which is far from ideal.
- 2.5 Paragraph 2.8 of the TS discusses the provision of a further pedestrian crossing facility to on the east of the site access junction on Station Road. This is shown on Appendix A drawing but again not on a planning application drawing. No speed surveys have been undertaken at this proposed crossing location nor commentary provided as to the appropriateness of the location in a speed context. It is also not clear if the crossing was considered as part of the Road Safety Audit process (see below).
- 2.6 The TS in paragraph 4.14 highlights “To the south west of the site, footways on Station Road are intermittent (see Figure 2.1) and are present of at least one side of carriageway between the site and Endrick Road”. Pedestrians will then have to cross Station Road, for example to access the primary school via Endrick Road and then a core path, however this has not been given any consideration in the TS. The TS has not proposed the provision of a crossing on Station Road south west of the site.
- 2.7 Appendix C of the TS contains a swept path drawing. This drawing is not clear however it looks as though vehicles may have to sweep over the footway on the south side of Station Road or cross the centreline.
- 2.8 It is noted from the Appendix A drawing that the proposed sight access sits immediately alongside a private drive with the drawing indicating a 4.5m x 90m. visibility splay. It is very likely that the visibility splay to the west encroaches on the drive and that visibility would be blocked if a vehicle was sitting waiting to exit the drive.

- 2.9 It is then clear that the TS has not considered a number of issues and that because of the “intermittent” provision of footways along Station Road pedestrian crossing movements will be necessary at various locations. This lack of connectivity is contrary to various planning policy objectives set out in, for example, Designing Places, Designing Streets and Stirling Council’s SG14 “Ensuring A Choice of Access” – some of these objectives are set out in Chapter 3 of the TS.



Figure 2.1: Intermittent Footways Both Sides of Station Road



3 Road Safety Audit

- 3.1 A Road Safety Audit, undertaken by Wylie Lodge, is contained in Appendix B of the Transport Statement. The RSA states that it is based on drawings B270_003 and 16-000/Sk3.02. Neither of these drawings has been lodged with the planning application and it is therefore not clear what design the audit is based on. The TS Appendix A (16059_001) drawing discussed above has not been audited. It is also not clear how the Auditor's comments have been taken on-board as the TS does not present a Designer's Response to various audit recommendations.
- 3.2 Item 5.1 of the RSA highlights a risk of side impact collisions and states that "Drivers on the long straight eastbound approach on the B834 Station Road may be exceeding the 30mph speed limit and be unaware of the junction ahead and the likelihood of turning traffic. The combination of speeding vehicles and slow moving turning traffic could result in a serious side impact collision". As highlighted above the TS has not considered the speed on vehicles on Station Road. The RSA only recommends the provision of a bend warning sign with a junction to the left stub however the simple provision of a sign is not considered to be sufficient mitigation when the audit itself highlights that "serious" collisions could occur.
- 3.3 Item 5.2 highlights a "Risk of Pedestrians being struck by vehicles" given that "There is no continuous footway link from the development westwards along Station Road as there is a narrow grass verge along the frontage of Spittall Cottage 18 Station Road. This is likely to result in pedestrians walking on the carriageway past this property where they will be at risk of being knocked down by passing vehicles". The audit recommends that a "footway is provided along the frontage of No 18 Station Road or alternatively an uncontrolled crossing point is provided at the junction to guide pedestrians across the road to the footway on the south side. This crossing point must be located where safe sightlines for pedestrians can be achieved". The TS has not highlighted the provision of a new footway across the Spittal Cottage frontage nor given consideration to the provision of a crossing with safe sightlines.
- 3.4 The TS does suggest that the new raised table crossing will facilitate crossing movements however sightlines do not appear to have been checked particularly in the context of pedestrians standing on the south side of Station Road and crossing just east or west of the junction on either side of the proposed junction. For example, if it is assumed that a Stopping Sight Distance of 90m. is appropriate (as shown on the visibility splay), then with reference to the Appendix A drawing it is clear that a pedestrian standing on the south side of Station Road near to the edge of the raised table could not be seen by an eastbound driver as shown in Figures 3.1 and 3.2. The same observations apply for a pedestrian standing on the west side of the raised table on the south side of Station Road as far as westbound drivers are concerned. It is noted that westbound traffic will be on a significant downward gradient as it approaches the junction which will increase junction approach speeds.
- 3.5 As above, Item 5.2 recommends the provision of a footway along the frontage of 18 Station Road to link with an existing footway just to the west of Gartness Road. The

auditor then recognises a clear desire line and pedestrians may therefore choose to walk on the main road irrespective of the raised table crossing opportunity.

- 3.6 Also, the alternative Auditor recommendation for a crossing point to the south side of Station Road for westbound pedestrians is puzzling given that the footway stops opposite Gartness Road and therefore pedestrians then have to walk on the main road. This future desire line is credible given that during a site visit it was noted that school children use Endrick Road and then a core path to access Killearn Primary School. It can therefore be concluded that there is not a continuous footway between the development site and the already established Endrick Road primary school route. The Endrick Road route is in fact slightly shorter than via Balfron Road.



Figure 3.1: Obscured Crossing Point



4 Full Planning Statement

- 4.1 The submitted Full Planning Statement paragraph 4.19 refers to Stirling Council's Local Development Plan Policy 3.1: Addressing the Needs of Travel Demands of New Development and associated Supplementary Guidance (SG14) Ensuring a Choice of Access for New Developments which emphasises that to create accessible developments in sustainable locations, new development should be located where safely and conveniently accessible by walking, cycling and public transport as well as by motor vehicles. It has been highlighted earlier in this Note that pedestrians walking either east or west from the main access junction have to immediately cross Station Road as footway provision is not continuous on both sides of the junction. The proposal does not then accord with Council policy. In addition, the west visibility splay at the proposed sight access junction is compromised by an immediately adjacent private access.



5 Summary and Conclusions

- 5.1 This Briefing Note considers the safe provision of pedestrian and vehicle access to a proposed residential development off Station Road, Killearn and is based on various planning application documents lodged with Stirling Council (planning ref. 16/00784/FUL).
- 5.2 The key findings of this Briefing Note are:
- The Road Safety Audit is not based on drawings submitted as part of the planning application;
 - A RSA recommendation regarding the re-routing of pedestrians to the south side of Station Road at Spittal Cottage is confusing given the south side footway is not continuous;
 - The proposed development access sightline to the west is compromised by an adjacent private driveway;
 - The suggestion that the proposed raised table facility at the site access junction will assist pedestrians does not recognise that pedestrian/driver intervisibility is extremely limited and has not been given consideration in the Transport Statement;
 - There are no continuous footways to the rest of Killearn on both the west and east sides of the main site access resulting in the need to cross Station Road;
 - There is a clear desire line from the proposed development site along Station Road to the west and then via Ettrick Road to Killearn Primary School. This desire line is not supported by continuous footways nor a safe crossing facility.
- 5.3 Given the above observations, the proposal does not comply with various transportation policy objectives and has various road safety implications.