

**Item 12 (Pages 397 - 410) - CB/17/02023/OUT - Land adj. to Haynes Turn, South of High Road, Haynes, MK45 3PA**

Additional Consultation/Publicity Responses

Additional comments from Haynes Parish Council – comments repeated verbatim

Dear Colleagues on the Parish Council,

1.0 I have read the *Highway Network Impact Assessment* statement completed by Open Road Associates (ORA) in regards to the proposed development of Haynes Turn on behalf of the developer LSF Properties.

1.1 I make these initial observations.

1.2 NB: There are currently 4 large detached houses at the site, and this new application proposes to add a further 5 detached houses, consisting of 2 bungalows and 3 detached dwelling houses.

1.3 At paragraph 1.5 of the ORA statement, it is intended that '*no proposed alterations to the existing access, which connects Haynes Turn to the A600*' is needed. The rationale provided is '*vehicular movements in and out of the site are currently low (estimated average of 7 vehicular movements per 'average' dwelling per day) and it is not foreseen that the addition of five new dwellings would result in an unacceptable increase to the number of vehicles looking to access and egress the site*'. I would like to know the source of the figure given by ORA in regards to the average number of vehicular movements per average house. Is this an accepted and verifiable figure within Highway legislation? As I say it is not sourced so I cannot accept this on face value. I have conducted some crude research and found in England there is one car for every two persons – *source Ministry of Transport 2015* – and so it is reason to believe the number of vehicular movements at this proposed site will be considerably higher than led to believe. For example, if each household had 2 cars with 4 cars movements each day, then for 9 houses there would be 72 vehicular movements. On the other hand, if each household had 5 cars with 4 cars movements each day, then for 9 houses there would be 180 vehicular movements. These numbers can be moved around, but the purpose of these theoretical calculations is to highlight the high number of vehicle movements, which will undoubtedly occur.

1.4 At paragraph 1.6 of the ORA statement, it is suggested '*any increase in vehicle movements to and from the site will be accommodated without detriment to highway safety*'. Of course, this opinion is based on the number of vehicular movements ORA have proposed, which others might believe to be conservative. I would add to this that ORA have not made any reference to amount of vehicles which will visit the site

e.g. friends/family, postal and Internet deliveries. In regards to Internet purchases, which are a preferred option for a considerable amount of people, large vans, and heavy goods vehicles of course complete such deliveries. Such large numbers of vehicular movements and size of such vehicles, which require large turning arcs, bring into question road safety at this site.

1.5 At paragraph 1.7 of the ORA statement, it is suggested *'the existing access is a suitable width to accommodate two-way vehicle flow'*. As I understand it, it is LSF's intent to continue to have the site and associated roads, un-adopted by the Local Authority. The existing site is a small cul-de-sac serving 4 detached dwellings, this new application proposes to extend this to 9 dwellings and as such I have significant concerns there will be a build up of traffic on an unregulated private road, which will affect vehicles on the A600 trunk road. Consequently, I believe such congestion without regulation will cause an accident involving residents as well as road users from the wider community.

1.6 At paragraph 2.2, it is clear from the ORA statement, that the visibility splays for this site **does not** confirm to the legal/advisory requirements as spelt out in the *Specification for Highways Works Volume 6, Section 2, Part 7 TD 41/95*. On this point, ORA are proposing for others to merely accept their assertion such speeds of 60mph cannot be achieved, and so everything will be all right. No survey, and no evidence have been provided by ORA as to the volume and/or speed of vehicular movements, and so I do believe their declaration can be accepted. NB: It is my intention to conduct my own survey and provide my findings to the Parish Council and Local Authority Highways.

1.7 At paragraph 3.2 and 3.4, the ORA statement indicates the visibility splays are controlled by the developer and the Local Authority, then explains this could be improved by *'clearing back some of the existing vegetation'*. Is the developer making arrangements for this to be agreed upon, not only for the proposed development but continued management of the site for proceeding years?

1.8 On the 6<sup>th</sup> of July 2017, between 7am and 8am Parish Councillor James and myself conducted a traffic survey at the T-junction of Silver End Road/Haynes Turn/A600 High Road. At the junction, the A600 is subject to a 60mph speed limit; whilst Silver End Road is restricted to 30mph. Currently, the cul-de-sac known, as Haynes Turn is unregulated and so consequently it has no street furniture, no street lighting or road markings relevant to the highway. The A600 is a single carriageway with one lane in each direction – the northbound carriageway conveys traffic to Bedford and the southbound carriageway to Shefford. The A600 is subject to a 'no stopping' regulation and there is a bus layby on the east and west side of the carriageway on top of the junction. The road surface particularly on the A600 is in a poor state of repair, and the road markings are barely visible, presenting a danger to all road users. The street furniture is adequate for the junction in its current form. The junction is liable to flood in times of heavy downpours due to poor drainage in the village. Anglian Water, who often manages this hazard, will confirm this point. The visibility splays at Silver End Road and the Haynes Turn cul-de-sac contradict each other due to their close proximity. They both lay on the west side of the main

road meaning drivers using the A600 are confused as to which exit other drivers are to take when indicating to leave the carriageway. Also, as the splays are so close, there is often a 'stand-off' between drivers who wish to enter the A600 at the same time. This creates confusion and a danger to all road users.

1.9 During the hour survey, a total of 1,133 motor vehicles passed though the junction. Of these, 115 motor vehicles either exited or entered Silver End Road onto or from the A600 trunk road. The types of vehicle were predominantly cars but a total of 112 vans, 13 buses, and 19 heavy goods vehicles were recorded. Frequently, drivers entering the A600 from the give-way markings in Silver End Road caused other road users to brake. This was partly caused by the volume of traffic on the A600, which caused a build up of vehicles on the side road. Drivers wishing to enter the main carriageway would become impatient opting **not** to 'give way' but instead take the best opportunity to enter the A600 when clearly it was unsafe to do so. With the advent of more housing on the main highway this situation would become quite complex and dangerous for all road users.

2.0 Lastly, this parish council commissioned a traffic survey in 2011 in regards to speeding at Deadman's Cross/A600. It should be noted Deadman's Cross is less than half a mile from Haynes Turn, and on the same section of the A600. I have included the data provided by the commissioned authority for your perusal. If I can direct your attention to the 'cumulative' data: on an average week day approximately 9,500 motor vehicles used this section of the A600 of which 1100 exceeded the speed limit at a recorded speed of 46mph or more. This of course prompted the introduction of a permanent speed camera at Deadman's Cross to enforce the 40mph speed limit, which exists there. This is a very clear indication that this application has not properly considered the dangers of introducing an unregulated road directly onto an exceedingly busy trunk road and T-junction, which connects our county town to Mid-Bedfordshire, and the A1 Motorway.

2.1 I submit this report for your consideration.

Steve Collin, Parish Councillor for Haynes dated the 6<sup>th</sup> of July 2017.