

# Transportation Advisory Note

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

Subject: **New Access Appraisal**

Date: **6<sup>th</sup> January 2021**

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## Overview

This Transportation Advisory Note is in respect of a proposed relocated site access and as a highway access appraisal report, provides an overview of the suitability of the access to serve the existing unit. Figure 1 below shows the sites location.

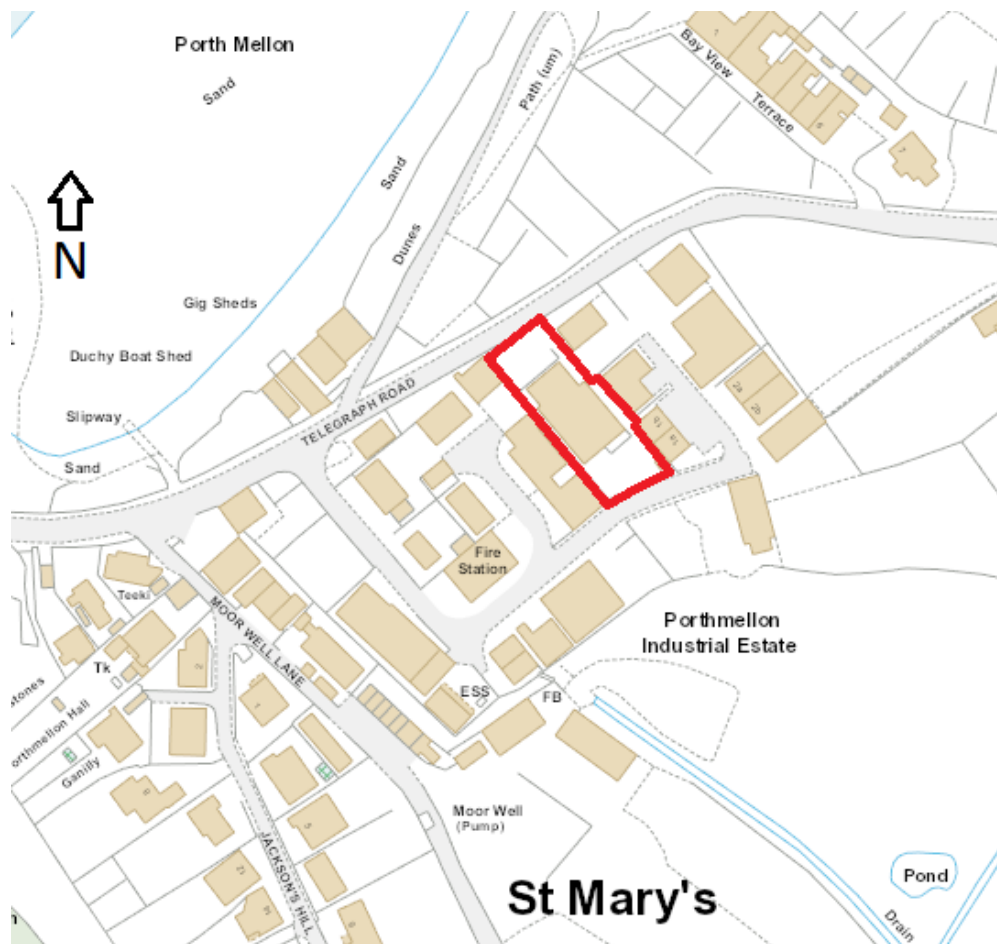


Figure 1 - Site Location

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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 to the access will provide a more efficient service for the recently approved enlarged retail element of the business with employee accommodation above.

## Planning History

**P/19/064/FUL** - 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 (Amended Plans/title) – Approved 20<sup>th</sup> March 2020.

Unfortunately. The planning approval noticed listed in the incorrect car park/access plan under 'C2' referring to 'Proposed Telegraph Road Pedestrian Entrance Detail, Drawing No: 1977-P16 which in fact was the existing site layout plan. This TAN supports the application to rectify the error whilst also providing a more efficient parking layout.

## 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.

Telegraph Road is a National Speed Limit (60mph) road albeit, the speed limit is not physically 'posted' ie via appropriate signing, as is similar across the island's road network. An on-site observed speed survey was undertaken at the proposed access location and passing vehicle

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speeds, during the morning peak hour (8am-9am on Tuesday 15<sup>th</sup> October 2019) 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 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**

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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 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 and parking layout are detailed on drawing JG01 R1 – **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 (**Appendix A**), 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 6 marked parking spaces (including a disabled space) together with turning area to ensure vehicles exit in a forward direction and dedicated cycle parking.

Examination of the last 20 years of collision records ([www.crashmap.co.uk](http://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 relocation of a substandard access and replacement with new, improved and ultimately safer 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:	06.01.21
JOB NO:	JP.139.19
REV:	1
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**

1. updated site plan



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

