
Land South and East of Aadastral Park, Ipswich

Technical Note 47 : Signalised A12 Site Access Review

28th November 2017

BCL Response to SCC Consultation Meeting with ESDC 19th July 2017

Brookbanks Consulting Limited (BCL) are commissioned by Carlyle Land Ltd and Commercial Estates Group (herein referred to as the Applicant) to provide technical advice on delivery of the proposed residential development on land south and east of Aadastral Park.

Suffolk County Council (SCC) have provided comments on the proposed site access to the development onto the A12 with a signalised junction (as shown on Dwg 10391-HL-02D) during a meeting with Suffolk Coastal District Council (SCDC) on the 19th July 2017. During this meeting it was suggested that the signalised entrance to the site off the A12 has potential issues and the speed and safety of this and the Foxhall roundabout need to be read together. It was pointed out that the junction access does not currently comply with 'Traffic Advisory Leaflet March 2003 TAL 2/03'

The purpose of this technical note is to provide a response to the Planning Authority, Suffolk Coastal District Council (SCDC) to this item raised by SCC.

Standards Review

SCC have repeatedly made reference to Traffic Advisory Leaflet (TAL) 02/03, suggesting that the signalised junction design and associated pedestrian crossing facilities, is not deemed to be safe at the current 70 mph speed limit and measured traffic speeds, and would be an unacceptable risk to road users. The 85th percentile speeds need to be below 50 mph for a pedestrian or cycle crossing, according to Traffic Advisory Leaflet 2/03. Unfortunately this referenced document has been archived and is no longer valid. The current design of this junction adheres to Design Manual for Roads and Bridges document TD50/04, which was published after the publication of TAL 02/03. Within, it states that for high speed approaches, DMRB Traffic Advisory 12 applies. TA 12/07 specifically comments that it incorporates TAL 2/03 and states that that all schemes are to incorporate MOVA (it is a departure not to). Therefore, the new A12 signalised access will incorporate MOVA, thus complying with the required standards. It should also be stated that a study was carried out in 2006 by the Transport Research Laboratory (PPR035) into the safety of pedestrian crossings within junctions and as standalone crossings. The conclusion was that there was justification for more caution with the use of standalone signal controlled crossings than for signal controlled junctions on high speed roads. This led to the incorporation of elements of TAL 2/03 within the DMRB when the leaflet was superseded. The junction access provides pedestrian crossings within the framework of a signalised junction and is therefore subject to those standards specifically.

SCC have also suggested that 1m hard strips are introduced through the new junction in addition to the lanes currently shown. On the existing A12, each carriageway is measured at 7.3m wide inclusive of hard strips (measured as c. 300mm) and two running lanes. Therefore the existing lanes, inclusive of hard strips, are 3.65m wide. Dwg 10391-HL-02D shows the junction proposals utilising the existing width of the A12 carriageway (based on OS data) therefore providing a width of approximately 3.3m wide (allowing for the edge of carriageway demarcation currently in place on the A12). Para. 2.22 in DMRB TD50/04 states that "Where new junctions are being designed as signal controlled junctions, entry lane widths should be between 3m and 3.65m, unless there are specific reasons to justify the use of narrower or wider lane widths". In further support of this, the TSM Chapter 5 Para.9.1 (ii) states that "lane lines should be arranged to secure the maximum use of available carriageway space consistent with adequate lane width" Therefore the current proposals allow for the inclusion of the edge of carriageway demarcations as currently used along the A12 while providing lane widths (approx. 3.3m) in accordance with the DMRB.

The proposed signalised junction access into the development from the A12 is therefore fully in accordance with the DMRB as shown