

Project Name:	Enterprise, Plympton
Document Reference:	020.0882/TN/1
Document Name:	Technical Note
Prepared By:	Shannon Betteridge (October 2023)
Checked By:	Jessica Miller (October 2023)
Approved By:	Caitlin Turley (October 2023)

Revision Record				
Rev	Date	By	Summary of Changes	Aprvd

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1. INTRODUCTION

1.1 This Technical Note (TN) has been prepared by Paul Basham Associates on behalf of Enterprise Holdings to support an application to provide a new vehicular access onto Lister Close to serve the existing Enterprise car facility in Plympton. The site location is shown below in **Figure 1**.

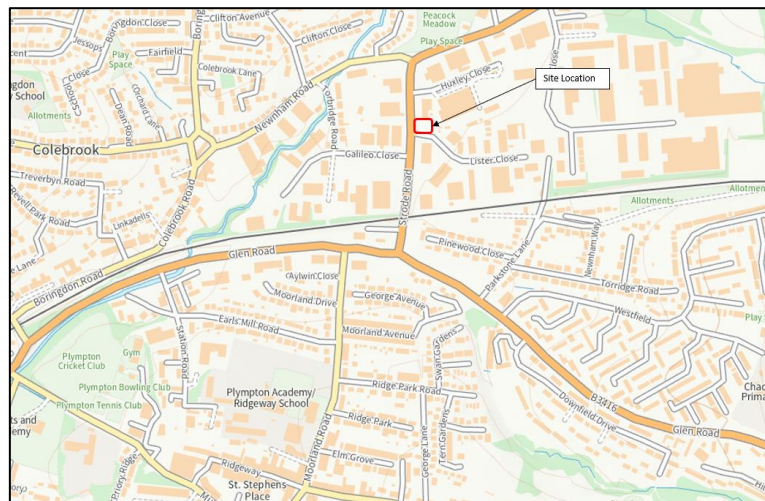


Figure 1: Site Location

1.2 This report has been informed by highway boundary mapping obtained from Plymouth City Council (PCC), a topographical survey, statutory undertaker mapping and a Stage 1 Road Safety Audit (RSA).

1.3 The remainder of this report will cover the following:

- Brief overview of the site location, accessibility credentials and accident data
- Proposed access arrangements including vehicle tracking, visibility splays and outcomes of the Stage 1 RSA
- Summary and conclusions

2. EXISTING CONDITIONS AND ACCESSIBILITY

2.1 The site, which is accessed via Huxley Close, is bordered by retail units to the north, retail/industrial units to the east, Lister Close to the south and the B3417 Strode Road to the west. The site and its surroundings are demonstrated in **Figure 2**.



Figure 2: Site Context

Local Road Network

2.2 Huxley Close, from which the site is currently accessed, forms a cul-de-sac and serves a number of industrial units. Whilst formal parking restrictions are present in parts, on-street parking does occur within the immediate vicinity of the site access, as evidenced by a site visit. Pedestrian access is via a stepped arrangement on the north-western corner onto Strode Road.

2.3 The B3417 Strode Road borders the site to the west. Strode Road connects to Newnham Road (and continues as the B3417) to the north and the B3416 to the south. The site is also situated some 3km from the A38 Devon Expressway.

2.4 Through this application, access to the site is to be sought via Lister Close. Lister Close, which forms a cul-de-sac serving a number of industrial/commercial units, is subject to parking restrictions in the form of double yellow lines for its duration. The existing conditions along Lister Close are demonstrated in **Photographs 1 and 2**.



Photographs 1 & 2: Lister Close Conditions

Personal Injury Accident Data

2.5 Personal Injury Accident (PIA) data has been obtained from Crashmap for the latest available 5-year period to consider the safety and suitability of the existing network. The data is presented in **Figure 3** below.

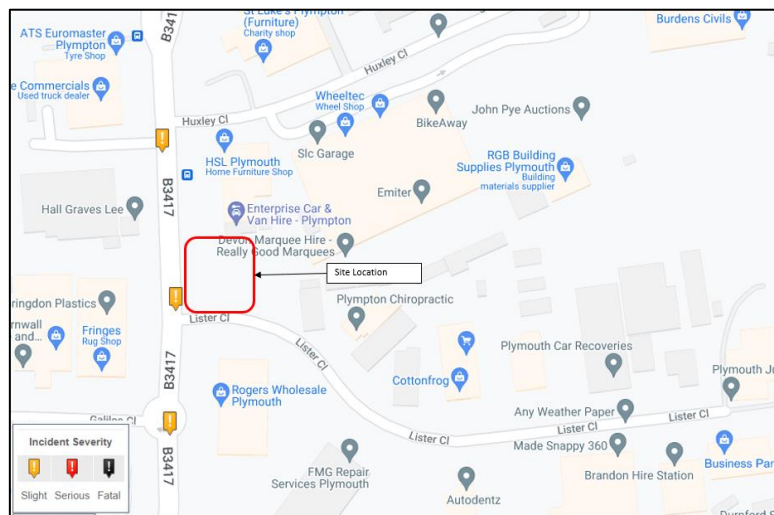


Figure 3: PIA Data – 2017 – 2021 (Source: Crashmap)

2.6 **Figure 3** demonstrates that there has only been 3no. incidents recorded in the immediate vicinity of the site, of which none have occurred on Lister Close. Whilst any incident is regrettable, the data does not indicate a highways safety concern that would be exacerbated by the proposals.



Local Accessibility

- 2.7 The site is situated within an established commercial area, with supermarkets, industrial units and business centres all within a short walking distance (less than 1km).
- 2.8 The existing pedestrian network is of a high standard, with suitably wide footways flanking both sides of the carriageways along Huxley Close, Lister Close and Strode Road. Where appropriate, crossing facilities are provided accompanied by dropped kerbs and tactile paving, ensuring the safe and continuous movement of all non-motorised users.
- 2.9 Whilst there are no formal cycle lanes in the vicinity, cycling was observed to occur on the carriageway. The gentle topography of the area and low recorded accidents help encourage cycling as a method of travel.
- 2.10 The closest bus stop to the site is situated on Strode Road, immediately outside the existing pedestrian access. The bus stop is provided with a flag, timetable and demarcated on the carriageway.
- 2.11 The bus stop is serviced by routes 59 and 20A. Route no.59 provides a service between the George Junction Park & Ride and Plymouth City Centre 4no. times per day. Route 20A, which provides a service between Plymouth City Centre and Ivybridge, occurs hourly.
- 2.12 Given that this application seeks to support a new access for the site, as opposed to new development, the location of the site is anticipated to remain as suitable for this purpose.

3. DEVELOPMENT PROPOSALS

- 3.1 As aforementioned, this application seeks to provide a new vehicular access only, and no increase/change of development.

Existing Access

- 3.2 At present, the site is served via a bellmouth arrangement which also provides access to the wider Strode Business Centre. The Enterprise site itself is accessed via a continuation of the internal carriageway, which runs east to west across the northern perimeter of the Furniture shop. An additional egress is provided on the eastern side of the site boundary, complete with 'Stop Lines'. The existing access arrangements are demonstrated in **Photographs 3 and 4**.



Photographs 3 & 4: Existing Access Arrangements

Proposed Access

- 3.3 The proposals seek to provide a new independent vehicular access onto Lister Close. Pedestrian access is to be retained via the existing stepped arrangement on the north-western corner of the site which is considered acceptable given its existence.
- 3.4 The type of access required has been informed by the existing road conditions and anticipated vehicle flows.
- 3.5 A topographical survey has been obtained to ensure that suitable widths (and levels) are available to deliver an appropriate access. Highway boundary mapping has also been obtained from PCC to ensure the deliverability of the access within highway land. This is included in **Appendix A**.
- 3.6 A new bellmouth junction is proposed to be located between the existing telephone box and 'Lister Close Industrial Estate' sign on Lister Close. The access is designed with a 6m wide access road and supported by 6m corner radii.
- 3.7 The location of the proposed access is demonstrated in **Photograph 5**, with a design drawing included in **Appendix B**.



Photograph 5: Location of Proposed Access

- 3.8 The proposed access geometries ensure that two-way vehicle movements can occur, with the largest vehicle anticipated to access the site being a 7.5t Box Van. Tracking of the access has been undertaken and is demonstrated in **Appendix B**.
- 3.9 The access design also includes dropped kerb and tactile paving across the bellmouth to ensure that a safe and continuous route is provided for all non-motorised users in the area. It has been ensured that a minimum of 0.5m is available between the tactile paving and the existing telephone box.
- 3.10 It is noted that the highway boundary mapping obtained from PCC indicates that the grass verge between the site boundary and the Lister Close footway is not considered Highway Maintainable at Public Expense (HMPE). Further liaison with PCC has however, suggested that the land is owned by PCC. Therefore, it is understood that agreements would need to be had with PCC to enable the transfer of highway rights over the verge and permit its use to serve the development.

Visibility

- 3.11 Visibility from the proposed access has been assessed. Given the proximity of the site to the Strode Road/Lister Close junction and observations from being on site that speeds are likely to be low, visibility has instead been demonstrated to the maximum achievable.
- 3.12 The primary direction visibility has been demonstrated to 2.4m x 30m (to the kerb line) and to 2.4m x 40m (to the existing right turn lane). This corresponds to vehicle speeds of circa 23mph – 28mph respectively. The secondary direction visibility has been demonstrated to 2.4m x 25m (to the tangent) and to 2.4m x 59m (extent of topographical survey), which correspond to vehicle speeds of 20mph and 37.5mph respectively.
- 3.13 In our professional opinion, the visibility splays demonstrated should be sufficient given the location of the proposed access being circa 30m from the existing Strode Road/Lister Close junction. A visibility drawing is included in **Appendix C**.

Road Safety Audit

- 3.14 A Stage 1 RSA has been undertaken by an independent auditor to consider the proposed access arrangements. The RSA identified one potential concern regarding visibility from the proposed access, with the audit stating '*The southeastern visibility splay has the potential to be obstructed by a tree canopy. Restricted visibility could lead to side impact collisions.*'

3.15 A Designers Response (DR) has been prepared which addresses the concern. The RSA and DR are included in **Appendix D**.

4. SUMMARY AND CONCLUSION

4.1 This Technical Note has been prepared by Paul Basham Associates on behalf of Enterprise Holdings to support an application to provide a new vehicular access onto Lister Close to serve the existing Enterprise Car facility in Plympton.

4.2 The proposals seek to provide a new access onto Lister Close, with no alterations to the operation or scale of the facility. As such, the existing site location, accessibility and accident data is considered to be suitable.

4.3 The new access would be provided in the form of a bellmouth arrangement, with a 6m wide access road supported by 6m corner radii. Visibility has been measured to the Strode Road/Lister Close junction, as well as to the extent of the topographical survey. Whilst pedestrian access is to remain as existing, dropped kerbs and tactile paving will be provided across the site access to facilitate the movement of all non-motorised users in this area.

4.4 A Stage 1 Road Safety Audit has been undertaken and a Designers Response provided to ensure the safe deliverability of the scheme.

4.5 We trust that this report has demonstrated that the proposals would not have a severe impact on the operation, safety or capacity of the local road network and therefore encourage PCC and Devon County Council to look favourably upon this application.

Appendix A



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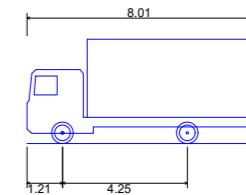
Appendix B

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VEHICLE PROFILE



7.5t Box Van
 Overall Length 8.010m
 Overall Width 2.100m
 Overall Body Height 3.556m
 Min Body Ground Clearance 0.351m
 Track Width 2.064m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.400m

----- HIGHWAY BOUNDARY

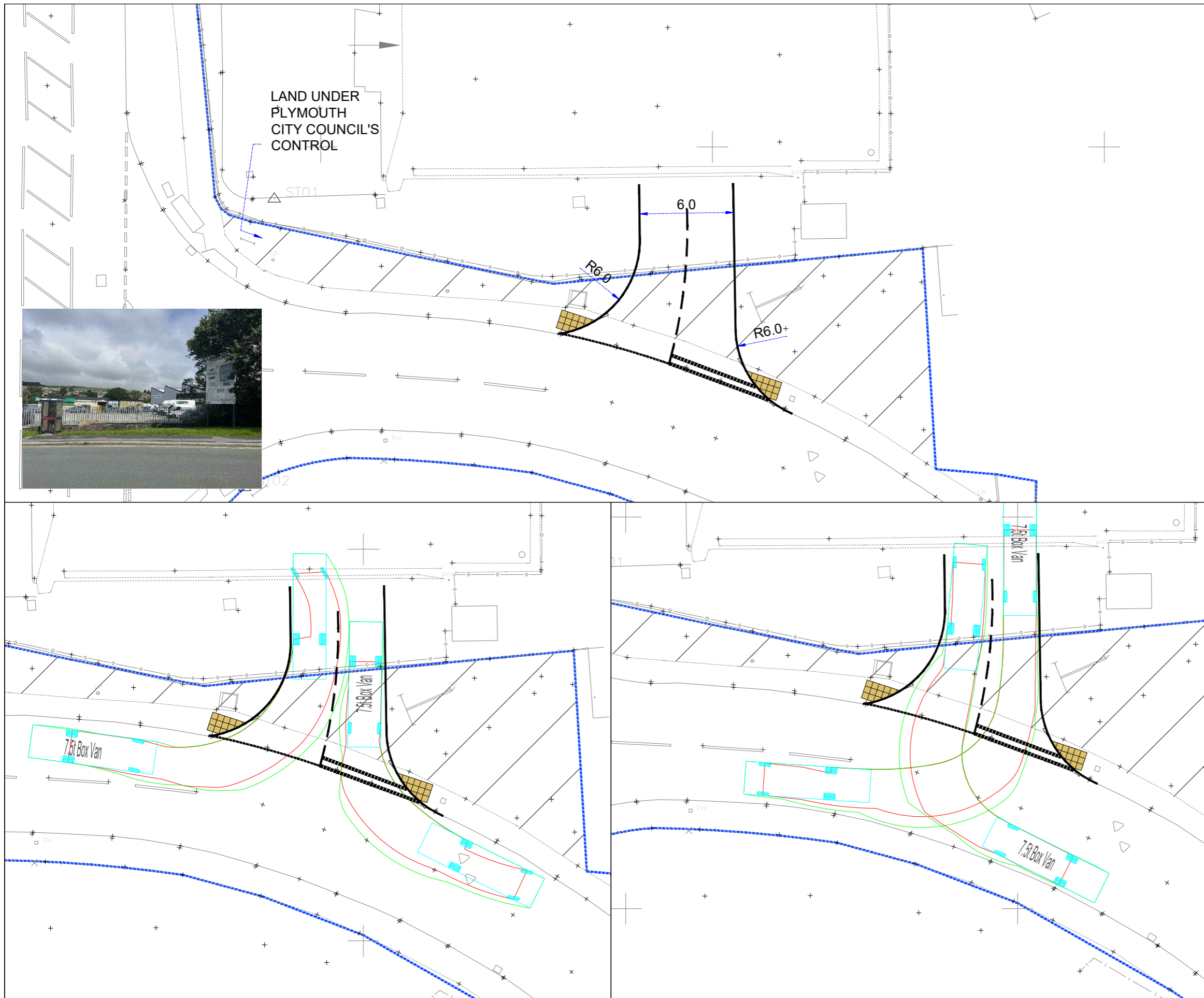


P03	AMENDED DESIGN	12.10.23	SKB	JAM
P02	UPDATED WITH TOPO SURVEY	21.09.23	SKB	JAM
P01	FIRST ISSUE	21.08.23	SKB	JAM

Rev	Description	Date	By	App'd
	Date Created	21.08.23	SKB	JAM
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	Approved By			
	Suitability Code			-

PBA Project Number	Scale
020.0882	1:250
	(AT A3)

PBA Drawing No:	Revision
020.0882-0001	P03



LAND UNDER PLYMOUTH CITY COUNCIL'S CONTROL

ST01

6.0

R6.0+

R6.0+

ST02

7.5t Box Van

7.5t Box Van

7.5t Box Van

7.5t Box Van

Project Name
 ENTERPRISE, STRODE ROAD
 PLYMPTON

Title
 ACCESS DESIGN AND VEHICLE
 TRACKING



Paul Basham Associates Ltd
 The Lambourn, Wyndyke Furlong, Abingdon,
 Oxfordshire, OX14 1UJ
 01235 352150
 info@paulbashamassociates.com www.paulbashamassociates.com

Client
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Project Phase
 PRELIMINARY

Appendix C



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	Suitability Code			-

PBA Project Number	Scale
020.0882	1:500
	(AT A3)

PBA Drawing No:	Revision
020.0882-0002	P03

Project Name	ENTERPRISE, STRODE ROAD PLYMPTON
Project Phase	PRELIMINARY

Title	VISIBILITY SPLAYS
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Paul Basham Associates Ltd
The Lambourn, Wyndyke Furlong, Abingdon,
Oxfordshire, OX14 1UJ
01235 352150
info@paulbashamassociates.com www.paulbashamassociates.com

Client	PRIVATE CLIENT
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Appendix D



M & S Traffic

Road Safety Audit Stage 1

Proposed Access Arrangements

Lister Close

Plympton

Plymouth

Date: 28th September 2023

Report produced for: **Paul Basham Associates**

Report produced by: **M & S Traffic**

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Project Title Enterprise, Strode Road, Plympton

Report Title Road Safety Audit Stage 1

Status Final

Record of Issue

Document Ref PBA/23/501.5007/1/BS	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Revision	Bryan Shawyer	Martin Morris		28 th September 2023
Designers Response	Shannon Betteridge	Jessica Miller	J. Miller	11 th October 2023
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Shannon Betteridge	-

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Appendix B..... Comment Location Drawing	
Appendix C..... Road Safety Audit Decision Log	
Appendix D..... Design Organisation Statement	
Appendix E..... Overseeing Organisation Statement	

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit carried out on a proposed access arrangements associated with the relocation of the existing access for the Enterprise Car club facility from Huxley Close to Lister Close, Plympton, as below:

- A priority junction on the northern side of the carriageway with a pedestrian crossing point at the junction mouth.

The Audit was requested by the design organisation, Paul Basham Associates, The Bothy, Cams Hall Estate, Fareham, PO16 8UT on behalf of Plymouth City Council, as the Overseeing Organisation.

1.2 The Audit Team membership was as follows:

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA – Audit Team Leader
Highways England Approved RSA Certificate of Competency

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Member
Highways England Approved RSA Certificate of Competency

1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.

1.4 The Audit took place at the Gillingham offices of M&S Traffic in September 2023 and comprised an examination of the documents provided as listed in Appendix A. A joint visit to the site was undertaken to the proposed scheme on the 27th September 2023 between 13:30 and 14:00. Weather conditions at the time were overcast and the road surface was dry. Traffic flows and free flow speeds were low. There were low pedestrian flows and no cycle movements observed during the site visit.

1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Project Sponsor is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit.

1.6 The auditors have not been informed of any Departures from Standards in this scheme construction.

1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 No comment.

3.2 Local Alignment

3.2.1 No comment.

3.3 Junctions

3.3.1 PROBLEM

Location. Proposed access with Lister Close.

Summary: Restricted visibility at access could lead to side impact collisions.

The southeastern visibility splay has the potential to be obstructed by a tree canopy, see figure 1 below. Restricted visibility could lead to side impact collisions.



Figure 1: Aligned tree-line could restrict visibility at access.

RECOMMENDATION

It is recommended that the tree canopy should be cut back and that a regular maintenance programme should be employed.

3.4 Non-Motorised User Provision

3.4.1 No comment.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 No comment.

4 ISSUES IDENTIFIED DURING THE AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues, or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.

4.2 The Audit Team had no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency

Signed:  Date: 28/09/2023

Audit Team Member

Martin Morris
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency

Signed:  Date: 28/09/2023

M & S Traffic

Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX



+44 (0) 1634 307 498



contact@mstraffic.co.uk



www.mstraffic.co.uk

APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
020.0882-0001 P02	Access Design and Vehicle Tracking
020.0882-0002 P02	Visibility Splays

Supporting Documentation:

- Covering emails, Paul Basham Associates.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

APPENDIX C: Road Safety Audit Decision Log.

Auditors: Bryan Shawyer (Team Leader) and Martin Morris (Team Member).

Scheme: Enterprise, Strode Road, Plympton

Date Audit Completed: 28th September 2023

This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
<p>3.3.1 Location. Proposed access with Lister Close.</p> <p>Summary: Restricted visibility at access could lead to side impact collisions.</p> <p>The southeastern visibility splay has the potential to be obstructed by a tree canopy, see figure 1 below. Restricted visibility could lead to side impact collisions.</p>	<p>It is recommended that the tree canopy should be cut back and that a regular maintenance programme should be employed.</p>	<p>Noted – any vegetation within the visibility splays would be maintained to below 600mm in height or canopies provided at over 2m in height – in accordance with Manual for Streets.</p>		

APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Enterprise, Strode Road, Plympton	
On behalf of the Design Organisation I certify that:	
1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation	
Name	Shannon Betteridge
Signed	S. Betteridge
Position	Senior Transport Planner
Organisation	Paul Basham Associates Ltd
Date	11 th October 2023

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

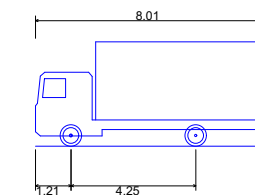
PROJECT NAME: Stage 1 Enterprise, Strode Road, Plympton	
On behalf of the Overseeing Organisation I certify that:	
1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and	
2) The agreed RSA actions will be progressed.	
Name	
Signed	
Position	
Organisation	
Date	

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VEHICLE PROFILE



7.5t Box Van	8.010m
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Overall Body Height	0.351m
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Track Width	4.00s
Lock to lock time	7.400m
Kerb to Kerb Turning Radius	

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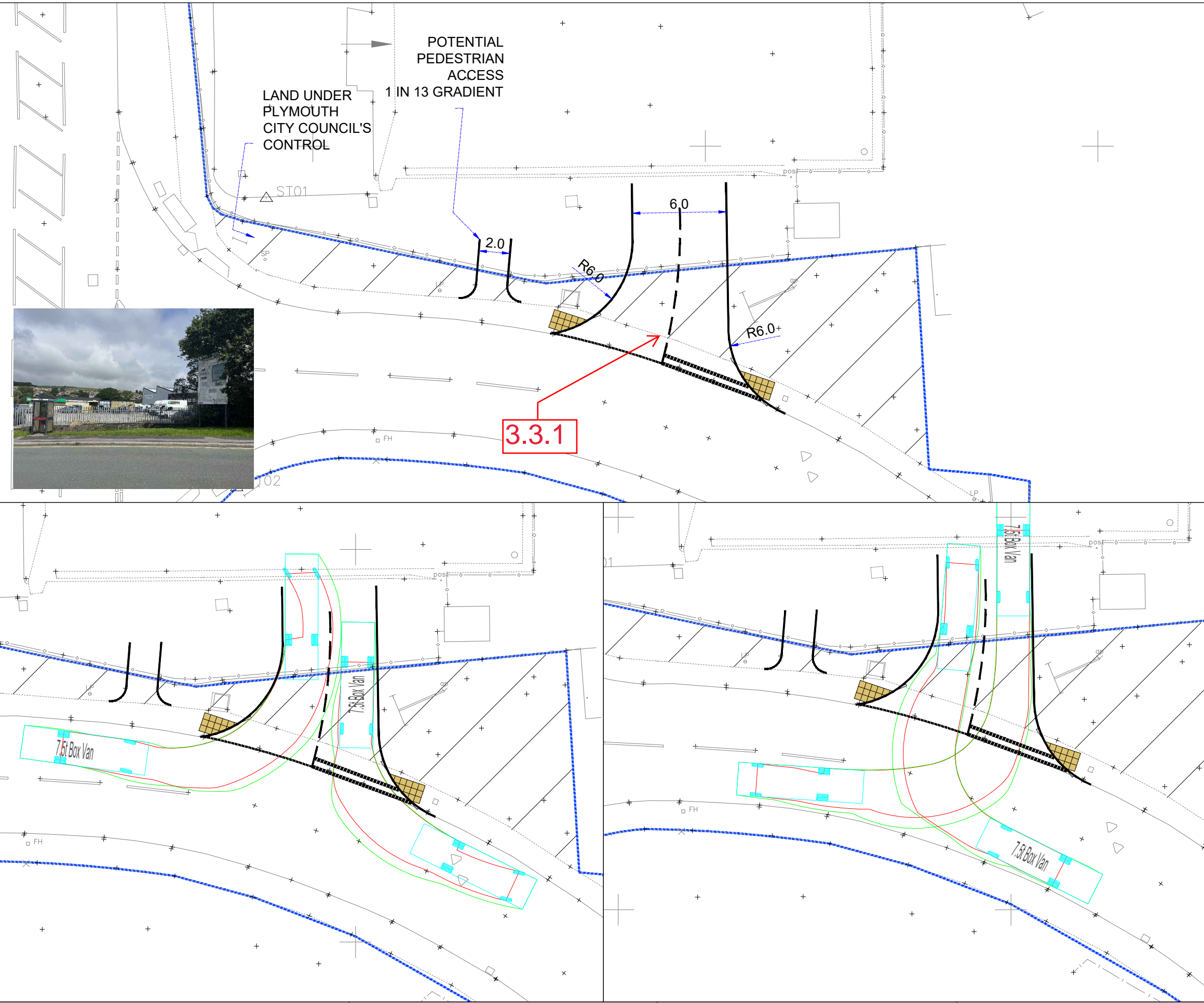
PBA Project Number	020.0882	Scale	1:250	(AT A3)
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PBA Drawing No:	020.0882-0001	Revision	P02
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POTENTIAL PEDESTRIAN ACCESS
1 IN 13 GRADIENT
LAND UNDER PLYMOUTH CITY COUNCIL'S CONTROL



3.3.1



Project Name
ENTERPRISE, STRODE ROAD
PLYMPTON

Project Phase
PRELIMINARY

Title
ACCESS DESIGN AND VEHICLE TRACKING

paulbasham associates
Paul Basham Associates Ltd
The Lambourn, Wyndyke Furlong, Abingdon,
Oxfordshire, OX14 1UJ
01235 352150
info@paulbashamassociates.com www.paulbashamassociates.com

Client
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