[redacted]

From: [redacted]
Sent: 30 August 2018 15:32
To: [redacted]
Cc: [redacted]
Subject: RE: A30 Treguddick
Attachments: 180830 A30 Treguddick - visibility and SSD.docx

All

I've revised [redacted] document and added a couple of maps – the desirable minimum stopping sight distance (295m in this case) of a diverge lane must be sustained over 1.5x that distance (442m in this case), i.e. over 442m, a driver must be able to see at least 295m ahead. Not met on the WB carriageway because of the bend, gradient and verge/vegetation.

Another example of how this junction is substandard. It will have been built to the standards of the time, but traffic has changed since then. It could not be built like that now.

Kind regards

[redacted]
Principal Engineer – Road Safety | South West Area
Tel: + 44 (0)[redacted] | **Mobile**: + 44 (0)[redacted]

From: [redacted]
Sent: 30 August 2018 15:17
To: [redacted]
Cc: [redacted]
Subject: RE: A30 Treguddick

Thanks [redacted] and I think that's fine for preapp purposes. If nothing else, it shows how seriously we are taking this and how concerned we are about the proposals. They can choose to continue as they are, or to start taking into account what we are saying and advising their client in an appropriate way.

Again, thank you and others for all the work you have put in.

[redacted]

[redacted]
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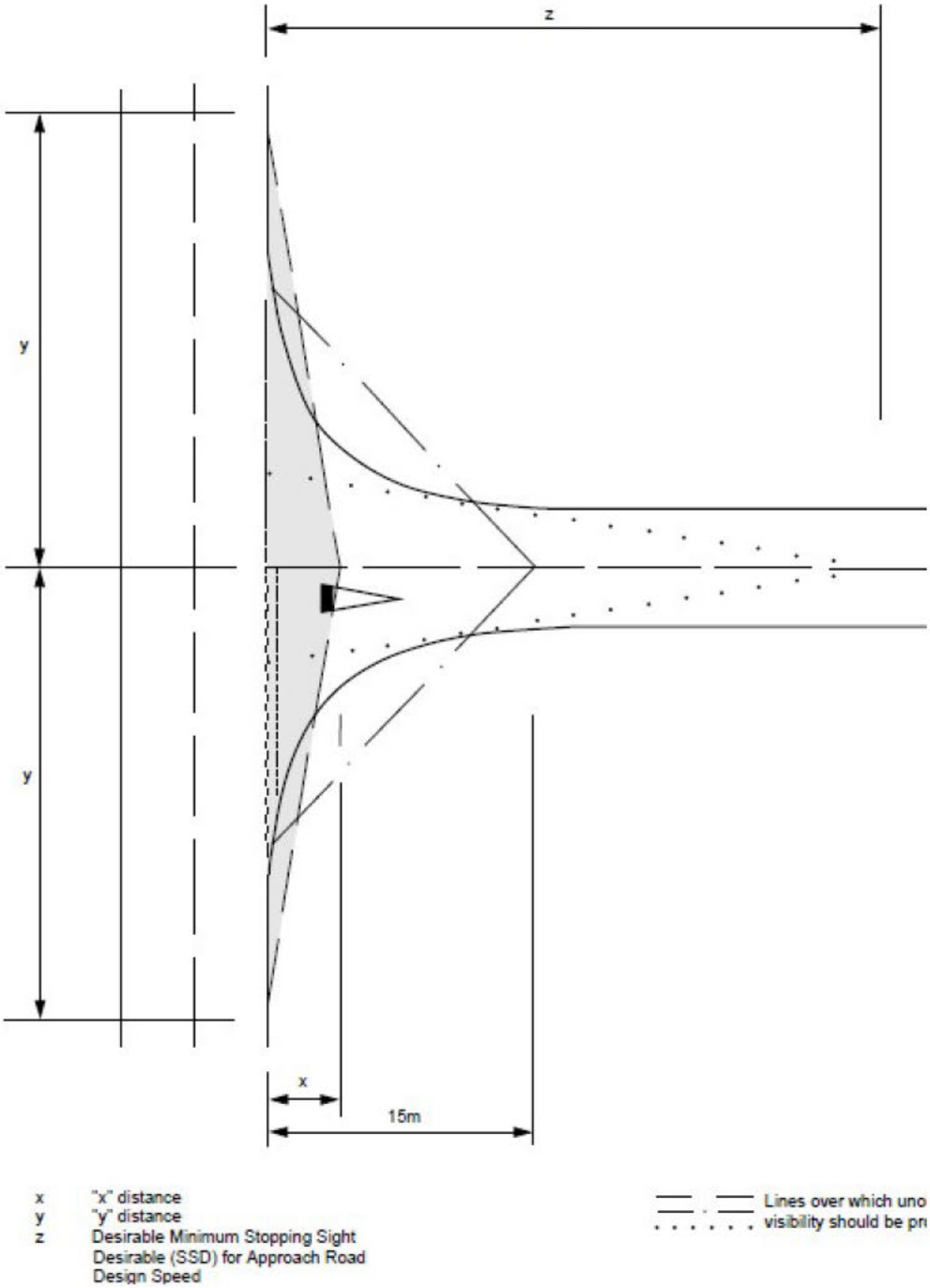
From: [redacted]
Sent: 30 August 2018 14:30
To: [redacted]
Cc: [redacted]
Subject: A30 Treguddick

All

A couple of things:

- I've spoken with [redacted] about the visibility measurements he has added to a series of aerial photographs. He is now aware that these aren't measurements that you can present as they don't follow the model shown in TD 42/95. [redacted] has measured from the give way line (edge of running lane), but these should be taken along the side road centre line either 9m back, 4.5m back for lightly trafficked simple junctions (which doesn't apply) or 2.4m back in exceptionally difficulty circumstances. This is the x distance shown below. The visibility distance y can be across the verge if visibility is unobstructed.



- I've spoken with [redacted] about the calculations you mentioned for coaches moving off or pulling across the junction. These again are not robust but based upon site observations and a number of assumptions. [redacted] did try to get the acceleration characteristics for modern coaches but no-one would provide them. The basis for his timings are:

- Times measured on site between vehicles first coming into view and then reaching the cross-over points (6 to 7 seconds from site measurements)
- An assumption on typical driver reaction times. Time to think and begin responding is typically taken as 2 seconds for highway calculations. With older or less confident drivers this time is likely to increase.
- Time has also been estimated for the driver to clear the A30 from, for example, the central crossing to the side road towards Treguddick. [redacted] concluded there wasn't time to for a vehicle to clear the A30 before approaching vehicles arrived. Whilst approaching vehicles can brake, it will take longer for a vehicle to reduce speed or stop on the westbound carriageway as the A30 is downhill at this location.

The figures from [redacted] are therefore indicative.

I hope this helps.

Kind regards

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