

## **APP-T2 - Oncoming Traffic (summary)**

This evidence was originally submitted in a video format with the intention of providing a 'live' commentary at the Inquiry.

However, PINS is unable to accept this format and requested that we instead, provide this written summary.

The video contains various dash-cam recordings from 2023 when approaching and passing the site of the proposed junction in a northbound direction.

The original video will be offered for consideration by the Inspector at the Inquiry and if he sees fit then it will be shared with all Parties via a web-link.

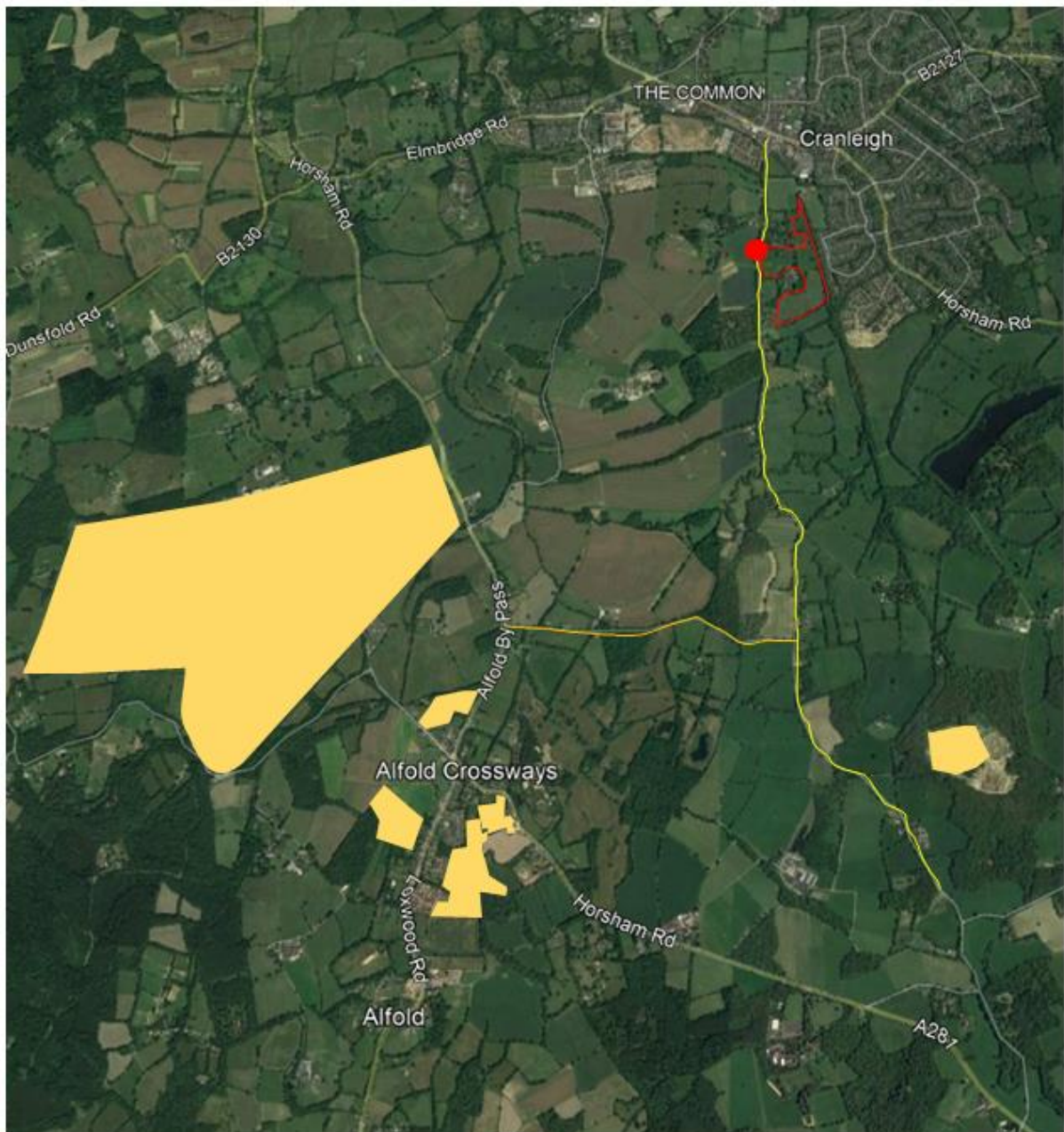
All references in this document that refer to "I" mean "Edmund Forrester, spokesperson for Knowle Lane Residents' Group".

## Key Points

The key points we wish to convey are as follows:-

1. The speed limit is 40mph and the northbound 85%ile speed in June 2021 is claimed to be 37.9mph at Site 03 [ref CD2.5d].
2. Personally, I do not feel driving in excess of 30mph to be safe at this location. (I did try to sustain 38mph when recording some of the later dash-cam video and decided it was too dangerous).
3. As the video demonstrates, even when slowing to below 25mph, this is a challenging stretch of road with numerous distractions ('intimidating' bank, pot-holes, shadows, a narrow carriageway and with the sudden appearance of oncoming traffic).
4. Reducing the speed-limit is unlikely to provide a robust solution given that some 6.9% of drivers are breaking the 40mph speed-limit [ref CD2.5d]
5. **Visibility is demonstrably limited by the topography – the high banks, the bends and the road gradients. (Something not obvious from the 2d maps used so far).**
6. **In particular, oncoming traffic severely impairs forward visibility for northbound traffic.**
7. **The same would apply for vehicles waiting for a "chance" to pull out of the junction.**
8. At present, the chances of encountering a stationary vehicle (let alone a queue) are vanishingly small; since I moved here in August 2005, I have only ever encountered the very occasional cyclist or horse here (plus one car that was on its side).
9. **However, the junction would change that situation and introduce a new hazard by its very nature and function.**
10. **The most probable time for peak queuing would naturally coincide with the time that oncoming traffic is also at peak levels (Rush Hours) and drivers are most impatient; as such the hazard is compounded.**
11. **Furthermore, the realistic level of traffic-growth on Knowle Lane will further compound the frequency, duration and severity of congestion at this location.**
12. **With restricted forward visibility, it is probable that some motorists will not see queuing traffic in time to stop (resulting in rear-end collisions, head-on collisions as the result of swerving or collisions with the bank due to understeer).**
13. In the event of an emergency-stop the vehicle would be braking on a downhill section of road that is often wet (reduced grip, shaded/north-facing/susceptible to icing and on a bend).
14. **Even once past the junction, there is a bend to the left with very restricted visibility; drivers may not be anticipating slow-moving traffic here (which might have just emerged from the new junction or be accelerating away after queuing).**
15. **Vulnerable users such as cyclists would be at particular risk here because (being on the nearside) they would only become visible to northbound traffic at a very late stage.**
16. **In this scenario, the most likely trajectory for a late-braking vehicle would be into the rear of the 'obstruction' or into the path of oncoming traffic.**
17. **Ultimately, we conclude that this is by no means a safe location for a road junction serving 162 houses (on an ever-busier road) and that accidents will occur if it is implemented.**

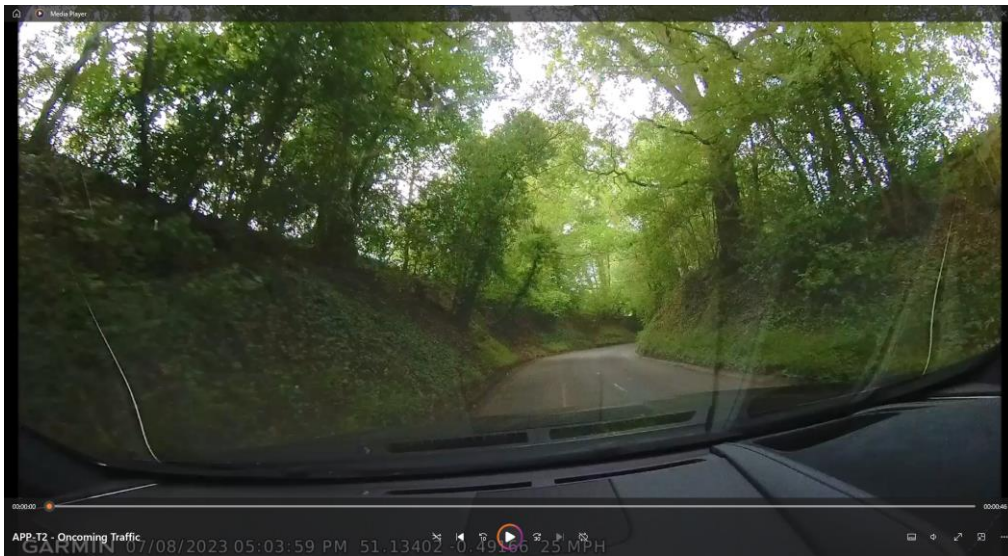
## Location (wider area)



## Location (close-up)

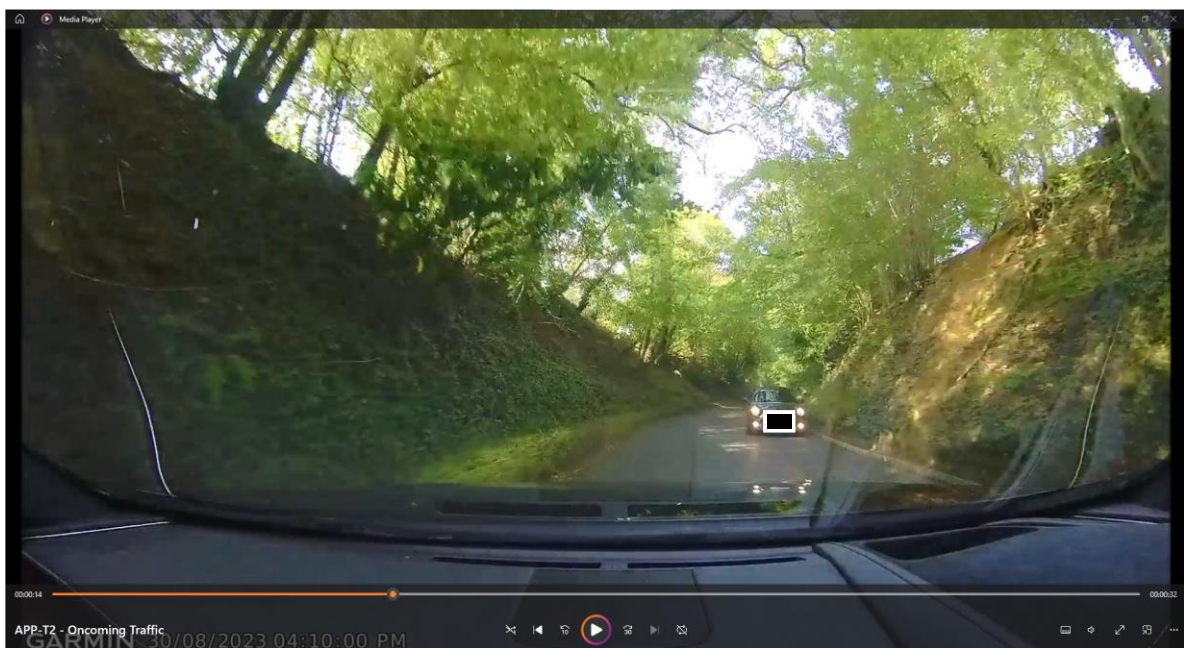


# Overview



## The effect of oncoming traffic

Note that these are (mostly) single vehicles. The restriction on forward visibility would obviously be more severe for multiple vehicles (both in our lane and re the junction).





## The bend at/after the junction

These three shots are within two seconds of each other and at a speed of 21mph.

Note very late, view of nearside after the bend.



And only now can we see the nearside...

