

## Appendix 4

### Summary of applicants supporting information

**New Access Junctions, Turfbeg Housing Development Stage 1/2 Safety Audit** – this document details the findings of a Road Safety Audit of the proposed access junctions on the A926, Forfar for a proposed housing development. The audit was initially carried out during November and December 2018. The design was updated in October 2020 when bus stops were added. The audit assesses the safety implications associated with the provision of bus stops with and without lay-bys. The audit indicates the provision of bus stops with and without lay-bys is that they are both widely used and recognised layouts which have been known to be able to operate safely. The decision on which type to use is normally based on local circumstances. The buses being provided on the A926 are in a relatively remote area but within a new 40-mph speed limit. It is expected that usage will not be excessive. Buses are not expected to stop on every occasion that they travel on the A926. It is also widely known that bus drivers prefer in-line bus stops because at peak times buses can maintain their position in traffic flows which helps maintain time schedules. In-line bus stops have previously been provided within the 40-mph section of both the A94 Glamis Road and A932 Dundee Road leading into Forfar town centre. There have been no injury accidents in the vicinity of these bus stops on both routes over the 21 years available on the Crash Map web site (1999 – 2019). Based on the available information it would be the opinion of the Audit Team that while both layouts have merits, they would, on the information available, recommend that in-line bus stops be provided.

**Supporting Letter from Transport Consultant** – this document provides an opinion on the provision of bus lay-bys or on-road bus stops on the Kirriemuir Road. It advises the speed limit on the road has been reduced from 60mph to 40mph since a 2013 Transport Assessment was undertaken for the site and this represents a significant material change. An updated Road Safety Audit (RSA) has been undertaken which does not identify any road safety implications associated with the provision of on-road bus stops and such arrangements are supported by the bus operator. Within the transport planning field, there is little definitive bus stop design guidance however, the Department of Transport's Local Transport Note (LTN) 1/97 identifies that a lay-by could provide protected road space for buses where on-street parking is an issue and that lay-bys should be provided where a stopped bus would present a safety hazard. Conversely, LTN 1/97 identifies that bus lay-bys can create difficulties for buses seeking to rejoin the main carriageway. In considering on-road bus stops, the accident history on Kirriemuir Road has identified one 'slight' accident occurring over the ten-year period 2011 – 2020 in the vicinity of the development frontage. This identifies that there is no existing underlying accident issue that could be exacerbated by the introduction of bus stops in the vicinity. With regard to on-road bus stop provision the Road Safety Audit does not identify any site specific safety implications associated with providing this type of stop. Indeed, providing on-road bus stops would remove the risk of buses merging into the main through traffic flow. The document concludes by advising that the provision of on-road bus stops would be appropriate in this location.

**Information on Experts Consulted** – this document provides background information on the specialist consultants employed by the applicant to advise on the appropriate bus stop layout for Kirriemuir Road, Forfar. The following organisations have provided information on behalf of the applicant – Dougall Baillie Associates, Millard Consulting, Steart Paton Associates and Stagecoach.

**Email from Angus Council Transport Service to applicant** – this document is a response to the applicant from the Council's Transport Service dated 16 October 2020 which indicates the bus operators would prefer not to have a layby as it makes it easier for their drivers to pull away from the stop. It concludes by indicating laybys are not required, unless there are any

road safety/traffic reasons for the laybys.

**Response to Roads Service consultation** – this document is a response from the applicant to the consultation response provided by the Roads Service. The applicant considers that the Roads Service have not provided any compelling arguments on road traffic and pedestrian safety grounds to justify their insistence on bus laybys. The applicant considers that there is no evidence to suggest that bus laybys are safer than in line bus stops; National roads guidance clearly states “For roads with a speed limit of  $\leq$  40 miles per hour, raised bus boarding areas are to be provided”; in order to ensure traffic efficiency the preference of the bus operators is in-line bus stops; there are many examples of in line bus stops in Angus on comparable roads which operate efficiently and safely and the evidence produced by Guild Homes’ expert team to support this application has fully considered all of the local circumstances as it relates directly to the site over which the planning application applies.