

COUNCILLOR GEORGE FREEMAN

FURTHER SUBMISSION FOLLOWING SITE VISIT

Following on from the site visit held on Wednesday 30 March 2022 at Artarman Road, Rhu relating to the above LRB, I would submit the following further comments for consideration by the LRB at their virtual meeting due to be held on Friday 29 April 2022 as follows:

- a. At the site visit, it was clear that when a vehicle is exiting from the site on to Artarman Road, the sightlines looking down Artarman Road to the left do not create a problem as there is clear visibility almost to the bottom of Artarman Road.
- b. When a vehicle is exiting from the site on to Artarman Road and looking right up Artarman Road, it was clear that even the edge of the road adjacent to the site was visible for the full 17 metres from the proposed site entrance. When the Roads Officer placed the pedometer at the edge of the road 17 metres from the proposed entrance to the development site, the pedometer was clearly visible therefore there is clear visibility to the right up Artarman Road for at least 17 metres and more than 17 metres when viewing the centre of this narrow road.
- c. There are currently only 7 properties on Artarman Road, 3 below the proposed site and only 4 above the proposed site. None of these properties have the sightlines that Roads Officers are requesting for the development site.
- d. Although Artarman Road has a formal 30 MPH speed limit, having driven on this road on many occasions, it is clear it is virtually impossible to drive safely at 30 MPH on this road. Observations of the few vehicles driving up or down the road clearly demonstrate that vehicles drive at a relatively slow speed and well below the 30 MPH limit.
- e. The Roads Guidance for Developers provided by the Roads Officer clearly relates to all 30 MPH roads across Argyll and Bute and includes roads with a relatively heavy flow of traffic down to those where traffic flow is minimal. The traffic flow on Artarman Road is at the extreme bottom of this scale so it is considered that the LRB can apply flexibility with regards to the Guidance.
- f. The diagram provided by Roads Officers as part of the Roads Guidance for Developers is totally misleading with regards to this proposed development as it shows a sharp bend in a road which is clearly not the situation with this proposal on Artarman Road.
- g. Given the exceptionally low levels of traffic on Artarman Road, the application of the Guidance on this occasion cannot be justified.
- h. I would argue that this application can be approved as a minor departure from the provisions of Policy LP TRAN 4 of the Argyll & Bute Local Development Plan with a condition being attached to the approval which would require the developer to provide two sets of traffic calming measures (speed bumps) on Artarman Road in line with the top and bottom boundaries of the development site. This would ensure that vehicles are forced to travel at less than 10 MPH at this location. The developer would also have to agree to be responsible for any ongoing maintenance for such traffic calming measures. This would mitigate for the minor departure from the provisions of Policy LP TRAN 4 of the Argyll & Bute Local Plan.
- i. By agreeing to the minor departure from Policy LP TRAN 4 of the Argyll & Bute Local Development Plan as detailed at h. above, this would ensure that there is no detrimental impact on road safety on Artarman Road as a result of this development being approved.

It has been argued that by failing to comply with the Roads Guidance for Developers, the Council could be held responsible if there was an accident at this location. Legally, this is certainly not the case. The Highway Code makes it clear that drivers "***should always reduce your speed when the road layout or condition presents hazards, such as bends***" and instructs drivers that they should "***Make sure you can stop within the distance you can see to be clear***".

Councillor George Freeman
10 April 2022