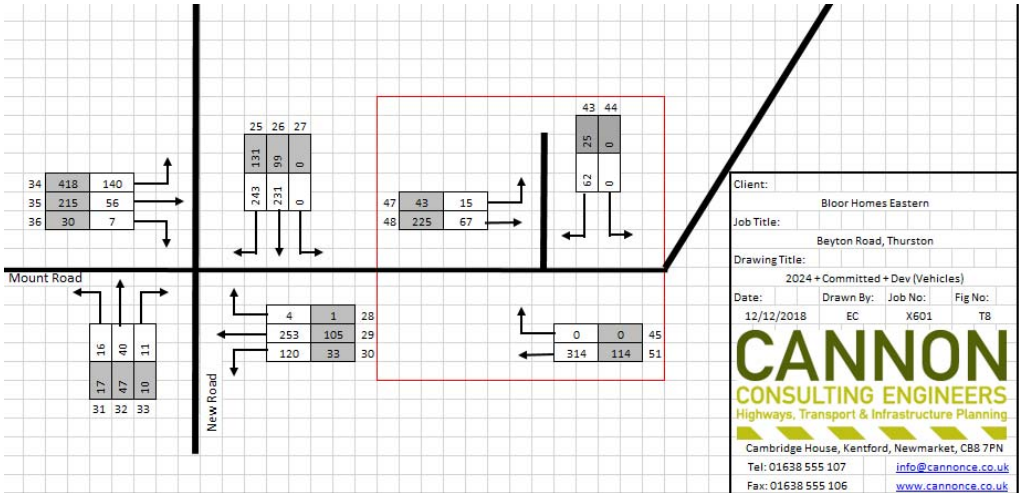


Source	Comments Made	Response									
Thurston Parish / Others	Concerns that this staggered junction [at Fishwick Corner] will result in any vehicles leaving the village to access the A14 for BSE/Cambridge having to turn left and then wait in the middle of Mount Road to turn right. On-coming traffic on Mount Road will be approaching around a blind bend where accidents regularly occur.	<p>The number of vehicles making these turning manoeuvres (2024 + Committed + Dev) is identified below.</p>  <p>The assigned traffic flows are based on the traffic survey of the junction and include the committed development traffic, the Bloor Homes development, the Gladman development and background traffic growth. The following movements turn out of and cross the junction.</p> <table border="1" data-bbox="1032 1046 2058 1193"> <thead> <tr> <th>Movement</th> <th>AM (vehicles)</th> <th>PM (vehicles)</th> </tr> </thead> <tbody> <tr> <td>North to South/East</td> <td>238</td> <td>129</td> </tr> <tr> <td>South to North/West</td> <td>44</td> <td>48</td> </tr> </tbody> </table> <p>The junction modelling carried out takes due account of the geometry of the junction and the traffic flows. The calculation within the model considers the ability for vehicles to make the movements when opposed by other vehicles and whether they</p>	Movement	AM (vehicles)	PM (vehicles)	North to South/East	238	129	South to North/West	44	48
Movement	AM (vehicles)	PM (vehicles)									
North to South/East	238	129									
South to North/West	44	48									

will need to queue. The modelling shows the following delays before and after the improvement to the crossroads.

Movement	AM delay per vehicle (minutes/seconds)		PM delay per vehicle (minutes/seconds)	
	Before	After	Before	After
North to South/East	5 mins 57seconds	28 seconds	22 seconds	9 seconds
South to North/West	9 seconds	7 seconds	9 seconds	6 seconds

The majority of the vehicle delay will be on the give way line on the approaches to the junction and as such the time waiting to turn is minimal.

The opposing traffic flows are low. The current perception is that it is the volume of traffic stopping people leaving the junction when in fact it is the constrained visibility and the crossroads configuration that creates the current delays.

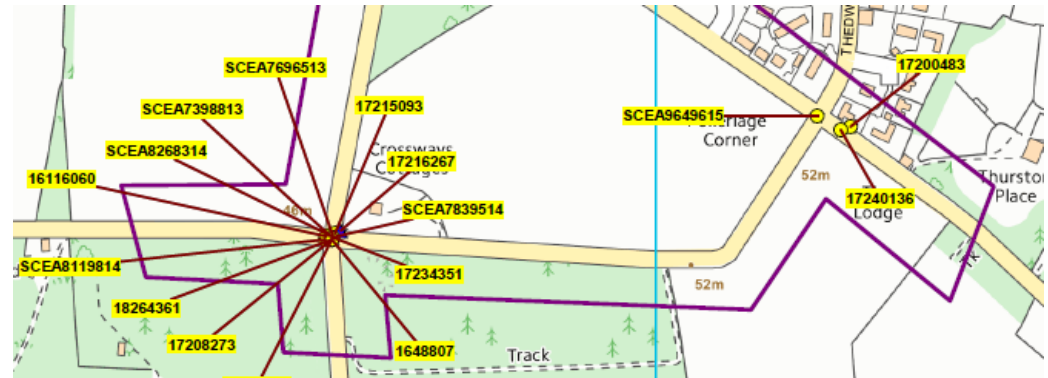
When the staggered crossroads is assessed with its enhanced visibility and reduced interaction, it shows that the opposing level of traffic can be satisfactorily accommodated without unduly delaying vehicles making a turning movement.

It supports the proposed staggered junction improvement which is safe and maintains a give way line with visibility provided to the required standards. In discussion with SCC this was considered to be an appropriate improvement linked to the scale of the developments impact.

The staggered junction is to be entirely funded and built by Bloor Homes as a condition of the permission and not by SCC.

There have been a number of Personal Injury Accidents recorded at Fishwick Corner.

There have been no accidents recorded on the bend which lies approximately 360m from the junction and plays no part in the interaction between vehicles turning at the junction.



SCC responded to the planning application on 27.4.20 (Note these comments relate to the second application for this proposals DC/20/0566/FUL, but are still relevant). In their review of accidents SCC identified that 11 of the 13 taking place were down to forward visibility.

Visibility has been improved to the required standard and the new 40mph speed limit has been introduced.

SCC commented that staggered junctions are 60% safer than crossroads.

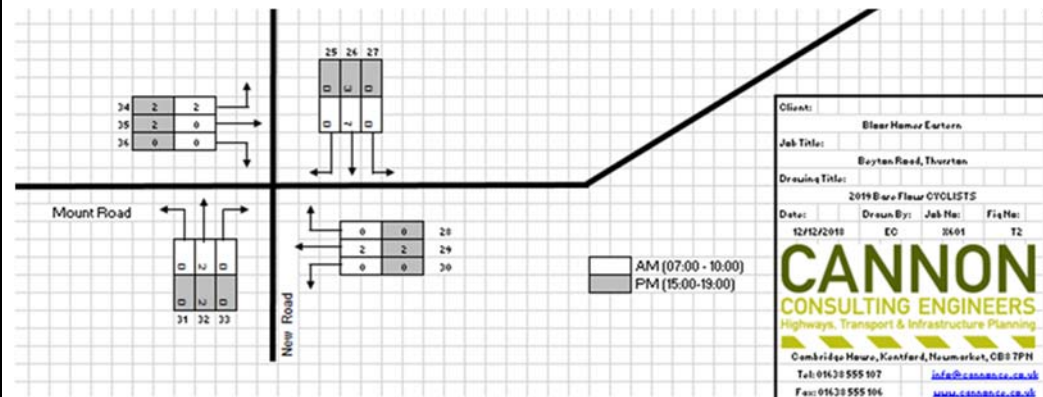
The previous improvement suggested by SCC consultants AECOM to support the 5 sites retained the crossroads and whilst the delays would be on different arms of the junction and at different times of the day, neither visibility nor capacity would be significantly improved. Retaining a crossroads would be more dangerous as a result.

SCC had also recognised that roundabouts are more dangerous to cyclists.

		As a result of the proposed staggered junction improvement, the junction is up to 60% safer than a crossroads and delays are substantially improved as noted above.
Thurston Parish / Others	Concerned that this junction is only required because of the proposed development, SCC Highways having already offered an apparently acceptable S106 funded highway realignment proposal to mitigate the impact of the previous five significant developments already approved in Thurston.	<p>The previous improvement was acceptable for the scale of development proposed but it was acknowledged as being limited by available highway land. As such, any further development would necessarily need to consider further mitigation.</p> <p>As identified above, the Fishwick Corner proposal offers significant capacity and safety benefits. SCC agree that this is the case.</p> <p>SCCs comment on the proposals:-</p> <p><i>“Proposed mitigation for this application - The land to the north west of the junction is within the developers control so the highway boundary is no longer a constraint with regard to the safety and capacity of the junction and improvements if the development comes forward. The proposal is to introduce a staggered junction.</i></p> <ul style="list-style-type: none"> • <i>The proposed stagger has been put forward as the dominant turning movement at this junction is Thurston to/from Bury St. Edmunds.</i> • <i>This layout will provide the required visibility for the speed of road (40mph). Also, staggered junctions has been shown to reduce accidents by some 60% compared to straight crossroads.</i> • <i>By introducing a staggered junction, this improves capacity by 52% and reduces delays by approx. 3 minutes.</i> • <i>Recently, some of the trees on the junction have a preservation order; the proposed layout does not affect these trees. “</i>
Thurston Parish / Others	The majority of transport improvements proposed at main junctions are likely to compromise the safety of cyclists.	The proposals offers safety improvements for all road users, including cyclists. This is through a combination of improved inter-visibility between road users including any cyclists at the junctions. Road space would still need to be shared between vehicles and cyclists as it is currently throughout most of Thurston. As such, the improvements at these junctions are of benefit to cyclists and we do not consider that their safety is further compromised.

Other improvements at the junctions focuses on footway widening to accommodate additional and current movements of pedestrians. This benefits significantly more people.

The number of cyclists using the Fishwick Corner junction recorded in the 2019 base surveys is very low. Some 11 cyclists were recorded at the junction during the morning three hour period 07:00-10:00 and 11 cyclists were recorded at the junction during the evening four hour period 15:00-19:00.



The speed limit in the vicinity of the cross roads has recently been reduced to 40mph. This will further improve the safety of the local roads for cycling.

Consideration has been given to the area of redundant highway and whether this could be used as a safe crossing point for cyclists. A scheme can be delivered to achieve this within highway land that would otherwise be redundant.