

WRITTEN SUBMISSION OF ORAL CASE (ISH2)

M54-M6 LINK ROAD
M6 DIESEL SITE AT SAREDON



Project	M6 Diesel site at Saredon & M54-M6 link road		
Document Number	SAR-BWB-GEN-XX-RP-TR-0006	BWB Ref	NTH2442
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Approved	Peter Selfe (M6 Diesel)	Date	08.01.2021

1 INTRODUCTION

- 1.1 This document contains M6 Diesel's written submission of the oral case they presented at the issue-specific hearing on traffic and transport (ISH2) on 08/12/2020.
- 1.2 This submission is made in addition to M6 Diesel's Written Representation [REP1-080] and we have not repeated the points made previously.

2 SIGNAGE TO M6 DIESEL

- 2.1 In our Written Representation we set out the reasons why, in our view, signage to M6 Diesel is required. One of the reasons is the potential road safety implications of HGVs using the M6 Junction 11 signalised gyratory.
- 2.2 As we presented at ISH2, the proposed signalised gyratory has multiple parallel lanes, up to six in places. The risk of drivers being in the wrong lane increases with the complexity of the layout and hence the importance of signage increases. We therefore consider it essential for all HGVs, including the large number seeking the M6 Diesel site, to be in the correct lane whilst using the gyratory.
- 2.3 To emphasise how difficult it could be for HGV drivers seeking the M6 Diesel site navigating the signalised gyratory, we have shown on **Figure 1** below the vehicle path that an HGV from the M6 Southbound seeking the existing A460 exit has to take. The road layout used in this figure is extracted from the Applicant's general arrangement plan sheet 6 [AS-067].
- 2.4 Of particular concern is the requirement for HGVs to be in either lane 3 or 4 when heading across the south bridge (it is unclear from the Applicant's general arrangement plan whether vehicles proceeding to the existing A460 are to be in lane 3 or 4) and then immediately cut across four (or five) lanes to be in lane 1 before the traffic signal stop line at the entry for the new link road. We have shown on **Figures 2** and **3** below the potential safety implications of HGVs being in the incorrect on the southern bridge. Again the road layout is extracted from the Applicant's general arrangement plan sheet 6.
- 2.5 It is our view that the issues highlighted provide clear justification for signage to be provided to the M6 Diesel site to minimise the risk of significant numbers of large and heavy vehicles being in the incorrect lane when using the signalised gyratory. In particular the signage needs to clearly define how HGVs are expected to use the gyratory across the southern bridge and then take the exit for the existing A460.
- 2.6 We note that at ISH2 the Applicant referred to the layout of gyratory having been subjected to a Stage 1 Road Safety Audit. However, we have not been able to locate this report within the information submitted for the Examination and are therefore unable to comment on whether or not any concerns regarding HGVs navigating the signalised gyratory were raised. It is standard practice to examine the detailed design, which includes detailed layouts of road markings and traffic signs, at a Stage 2 Road Safety Audit rather than at Stage 1.

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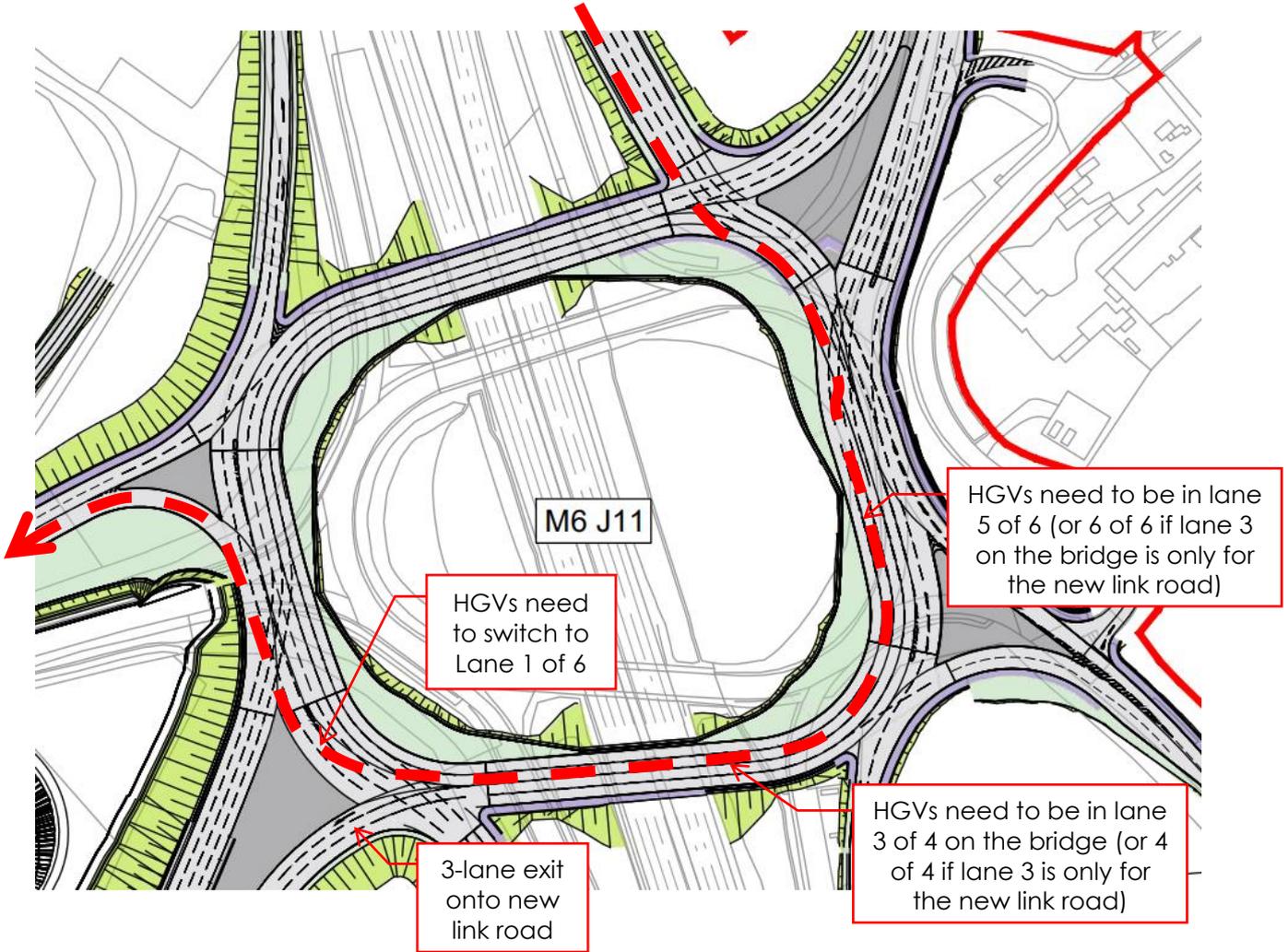


Figure 1: Path of HGVs from M6 southbound seeking Saredon filling station

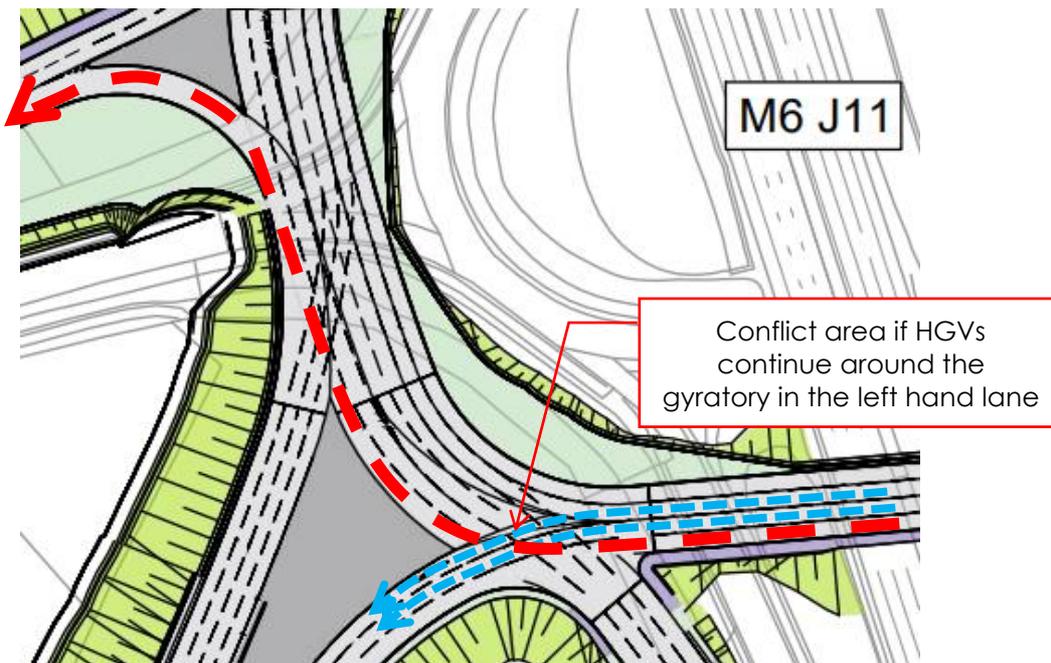


Figure 2: Potential safety implications of HGVs for M6 Diesel being in the incorrect lane on the south bridge

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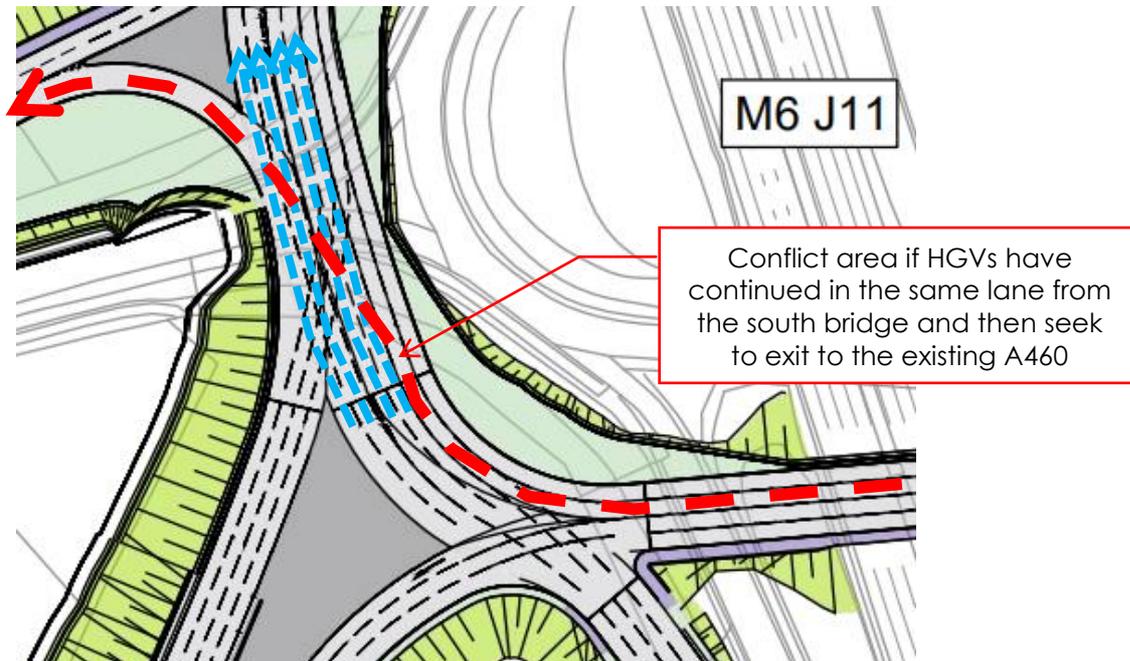


Figure 3: Potential safety implications of HGVs for M6 Diesel being in the incorrect lane on the gyratory at the traffic signals before the exit to the existing A460