

Highways Impact Statement

Proposed Conversion of Agricultural Buildings at 42 Woodland Road, Stanton

The existing access point to the site is to be improved to provide two-way capability in width with adequate radii for entrance and egress as part of a planning permission for a cemetery which has been approved on adjoining land.

The results of a speed survey were supplied to the LPA and Highway Authority at the time of that application to demonstrate that safe access can be achieved to the land.

Visibility will be created within highway land in accordance with the speed criteria set out in the 6Cs guidance document. A radar speed survey of 50 vehicles in each direction was carried out to determine the 85%ile speed of vehicles for both directions. Due to the proximity of the start of the 30 mph speed restriction adjacent to the access, the speed in each direction is differing, with those approaching the speed limit travelling at greater speed than those travelling in a south westerly direction.

The speed survey was carried out in wet weather, therefore the surveyed figures have been directly applied without correction. The calculated 85%ile speeds were 32 mph for traffic travelling in the south westerly direction and 39 mph for those travelling in the north easterly direction.

Taking the surveyed vehicle speeds in each direction, translated into visibility splays, gives a required visibility of 54 metres north east of the access and 65 metres in the opposite direction from a point 2.4 metres back from the carriageway edge. It has been demonstrated that the required visibility from the access point can be achieved within highway limits, both across the frontage of the site itself and to the north west of the site.

The amount of traffic generation to the site, for the three small dwellings is expected to amount to 21 trips per day, of which 6 movements might be expected to occur during peak hours, with the expectation that inward movements, generating a right turn into the site would occur in the evening peak. Assuming a 50/50 split between the Burton and Swadlincote employment areas, this is likely to result in a potential of 1.5 right turn movements into the site in the peak hour period.

Therefore, although there is no prospect of right turning traffic being provided with a central harbourage, as following and forward visibility of turning traffic is good, it is considered that the delay to following traffic will be minimal and not result in unsafe conditions.

Turning facilities will be available within the site to ensure that vehicles enter and leave in a forward direction.