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Your ref:
Our ref: LHS/CS/3/2016/0531
Date: 5th October 2016

For the attention of Adam Birkett.

Proposal:	Retention and extension of unauthorised agricultural access track
Location:	Land adjacent to Gregsons Farm Settle Road Newsholme BB7 4JF
Grid Ref:	384415 - 451778

With regard to your letter dated the 24th August 2016.

The Highway Development Control Section recommends a refusal of the extension of the agricultural access track in the interest of highway safety, due to increased traffic movements at the access.

This application will potentially increase vehicle movements along the existing track access, the existing gated field access directly off A682. The A682 is a de-restricted road and the maximum legal speed of vehicles is 60mph. The A682, generally from Gisburn to Long Preston, is a narrow single carriageway two lane road with a poor horizontal alignment. For much of its length there are overtaking restrictions and edge of carriageway lining.

The existing traffic comprises large trucks, delivery vehicles and passenger cars, many of which are tourist cars. There is not much opportunity to stop on the road or to pull off the carriageway.

Despite the traffic safety measures in the form of overtaking restrictions, there are a number of recorded traffic collisions along the road, mostly involving motorbikes. The nearest of these to the site are 400m south and 260m and 500m north.

At the access to Low Laithe Barn, the road is on a bend and double white lines are present.

The forward visibility along A682 from this access is poor. The forward visibility should be equal to the stopping sight distance (SSD), to ensure vehicle entering the access road can be seen by vehicles behind.

Vehicles travelling south along the A682 intending to turn into the site would have to wait in the south bound lane if traffic travelling north prevented the vehicles completing the manoeuvre. In these circumstances the forward visibility for traffic travelling south approaching the stopped vehicle would require sufficient forward visibility to allow it sufficient time to stop. The forward visibility required is equal to the stopping sight distance (SSD).

Based on Manual for Streets 2 the forward visibility for vehicles on the A682 to be 199m based on a speed of 60mph.

The sight lines of 2.4 x 201m to be provided in both directions from the centre of the new site access onto A682. The site line requirement is, based on the basic formula for calculating Stopping Sight Distances (SSD) in table 10.1 from Manual for Streets 2, the addition of 2.4m and the classified speed of the road.

Where the applicant is of the opinion that the sight lines and forward visibility can be provided as recommended above, they should provide accurate details of the works required to provide the recommendations, before determining the application. The applicant must ensuring the entire forward visibility and sight line requirement is fully over land fully within the applicants control and/or over the adopted highway.

From observations on site and the information provided on the applicant's site location plan the forward visibility and sight line requirement will require works and permanent maintenance of the vegetation fronting the A682.

The required sight line requirement may be reduced if the applicant can provide an acceptable traffic study, which indicates the 85th percentile traffic speeds are less than detailed above. The traffic study would need to be carried out over a full week by an approved specialist showing the 85th percentile wet road traffic speeds in both directions the numbers of vehicles, types of vehicles and the speed of vehicles passing the proposed new access.

Although this field access is presently used by farm vehicles and equipment, I would not agree to an intensification of the use of this field access by providing additional vehicle movements to serve other fields.

If despite my objection you decide to grant consent for this application, please note the following comments and conditions.

1. The value of the visibility required at this site should be determined from a speed survey along the A682 near the site access, and this would be used as the value for visibility in the standard visibility condition. Failing this forward visibility and sight lines being achieved, the forward visibility and sight line the A682 should be improved to the extent that this is possible by cutting back vegetation and maintained thereafter.
2. Before the access is used for vehicular purposes, that part of the access extending from the highway boundary for a minimum distance of 6m into the site shall be appropriately paved in tarmacadam, concrete, block pavements, or other approved materials. Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to other road users.

3. The proposed access from the site to Gisburn Road shall be constructed to a (minimum) width of 6m and this width shall be maintained for a minimum distance of 10m measured back from the nearside edge of the carriageway. Reason: To enable vehicles to enter and leave the premises in a safe manner without causing a hazard to other road users.

If you have any questions please do not hesitate to contact me.

Yours sincerely

Stewart Gailey
Highway Development Control Engineer