

Technical Note: Highways

Project: Shireburne Caravan Park, Waddington

For: Shireburne Caravan Park

January 2022



INTRODUCTION

This Technical Note has been written to provide highways and transport advice in relation to a development proposal to vary Condition 5 of Planning Approval Ref 3/2004/0806/P which states:

"Before any new caravans are first occupied, the existing access shall be permanently closed as indicated on the approved plan and be retained solely for access to the lodge and emergency access to the site." The reason for this condition is given as being *"in the interests of highway safety"*.

The operators of the site are considering various development options in the future and one of the key matters they wish to address is the restriction on the use of the southern access to the site off Edisford Road as referred to in the above condition.

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EXISTING HIGHWAY NETWORK

There are two existing accesses the caravan park off Edisford Road. The main access is located to the north of the site frontage and benefits from the provision of good visibility and corner radii. The secondary access (which is the one referred to in the above Condition) is located towards the south of the site frontage. This joins Edisford Road at a slightly acute angle and has visibility splays of circa 8.5m and 10.5m to the north and south respectively (when measured to the carriageway edge). Visibility for vehicles turning right into the southern access is circa 100m.

The above mentioned planning condition is enforced by the provision of a sign on the entrance off Edisford Road stating *"No access to Shireburne Park Access only to Shireburne Kennels"*.

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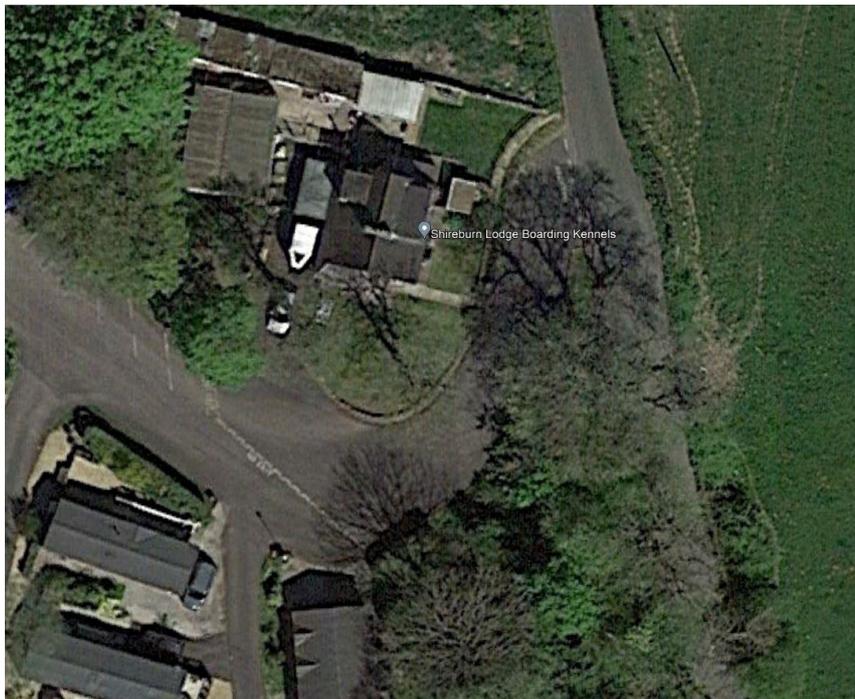
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Screenshot of Southern Access

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This is reinforced by a worded marking "No Entry" located at the junction with Edisford Road and internally in the site as indicated in the screenshot below.



Screenshot of road markings at Southern Access

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Edisford Road is a typical country lane which can be found in countless locations across the UK. Whilst it is subject to the national speed limit for a single carriageway, actual vehicle speeds are controlled by the carriageway width and alignment. In particular, traffic approaching the southern access from the south has to negotiate a tight "S" bend in the road over a narrow stone bridge about 200m before reaching the access which tends to reduce speeds significantly.

To the south of the bridge Edisford Road continues for some 360m before forming a priority junction with the B6243 at Edisford Bridge. Tourist information (brown) signs are provided at this junction indicating the caravan park. Similar signs are also provided in the settlement of Waddington to the north of the caravan park but only directing vehicles travelling northbound off the B6478 whereas the directions on the operator's website (and using Google Maps) uses the B6243 so to approach the site from the south.

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INJURY COLLISIONS

An examination of the collision history in the vicinity of the site shows that a single collision has been recorded on Edisford Road in the vicinity of the site in a ten year period up to the end of December 2020 (the normal study period is five years). This occurred near the northern access to the site in December 2015 and involved a single motorcycle travelling in the dark and wet conditions.

Given the above, it is reasonable to conclude the existing highway network is operating safely.

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CURRENT USE OF ACCESSES

As indicated above, the main access to the caravan park lies to the north of the site frontage with all traffic from the south being directed not to use the southern access. This is indicated by a sign at that access junction with Edisford Road plus road markings indicating No Entry at Edisford Road and within the site. This complies with the requirements of condition 5 of the planning approval on the site.

PROPOSED USE OF SOUTHERN ACCESS

The occupier of the site is seeking to vary Condition 5 as described above to allow the greater use of the southern access by development traffic both currently and to cater for future expansion of the site (as yet to be determined).

On examination of the layout of the southern access, whilst it might be possible to improve the visibility to the south for drivers joining Edisford Road on land within the control of the occupier, the kennels to the immediate north of the junction are outwith the control of the occupier. The visibility improvement to the south could only be achieved by the removal of a number of mature trees and a significant quantity of vegetation / hedgerow which may not find favour with the planning authority.

Therefore, given the above, Via Solutions would not advise any development proposals that would increase the volume of traffic that would exit the site at the southern access on to Edisford Road. However, there would be no such concerns with development traffic using the southern access as entrance only.

This opinion is supported by the preferred route to the site is directed from the south, and any traffic from the north is likely to use the northern access as this would be encountered first. We have carried out a swept path analysis of a car towing a caravan turning left into the southern access and no problems are apparent in the horizontal plane.

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However, it is noted that the approach gradient on Edisford Road for such a vehicle to then turn left acutely into the southern access is quite steep, so it might be prudent to encourage vehicles towing a caravan to use the northern access as they do now and only allow cars and cycles to enter the site using the southern access.

In addition, whilst we have no evidence to suggest that the present access controls are subject to abuse, the increase in usage that is advocated might encourage some drivers to use the southern access as an exit to the site in preference to the northern access.

It is noted the interface between the southern access and the internal road system on the site is formed at a wide junction. It could be argued that this might be inviting for certain individuals to use it as an exit as described above. This interface should be physically narrowed using barriers / planters which could be removed / relocated in an emergency and further signage provided within the site indicating the southern access should not be used as an exit.

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SUMMARY AND CONCLUSIONS

This Technical Note provides highways and transport advice in relation to the proposal to vary Condition 5 of the Planning Approval Ref 3/2004/0806/P which states:

"Before any new caravans are first occupied, the existing access shall be permanently closed as indicated on the approved plan and be retained solely for access to the lodge and emergency access to the site." The reason for this condition is given as being *"in the interests of highway safety"*.

The findings of this Technical Note indicate that existing and proposed development traffic should not be allowed to exit the site using the southern access in its present format (due to poor visibility to the north and south) but there is no reason / evidence to suggest that allowing vehicles not towing a caravan to enter the site using the southern (and northern) access and leaving using the northern access only would cause a road safety problem of any significance.

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Further minor improvements to on site signage and barriers at the southern access to reinforce the increased usage of the same is recommended. Details of such improvements can be conditioned.

We would conclude that there are no highways or road safety reasons to object to the proposal to vary Condition 5 to allow some types of development traffic to enter the site using the southern access in addition to the northern access.

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Date:	18 / 01 / 2022
File Ref:	22002 - Shireburn Caravan Park Tech Note 1 18.01.22
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Attachments

1 – Collision Data

2 – Vehicle Swept Path



Validated Data

Crash Date: Monday, December 21, 2015 **Time of Crash:** 6:00:00 PM **Crash Reference:** 201504EG15280

Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Lancashire			Number of Vehicles:	1
Local Authority:	Ribble Valley Borough			OS Grid Reference:	372760 442120
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

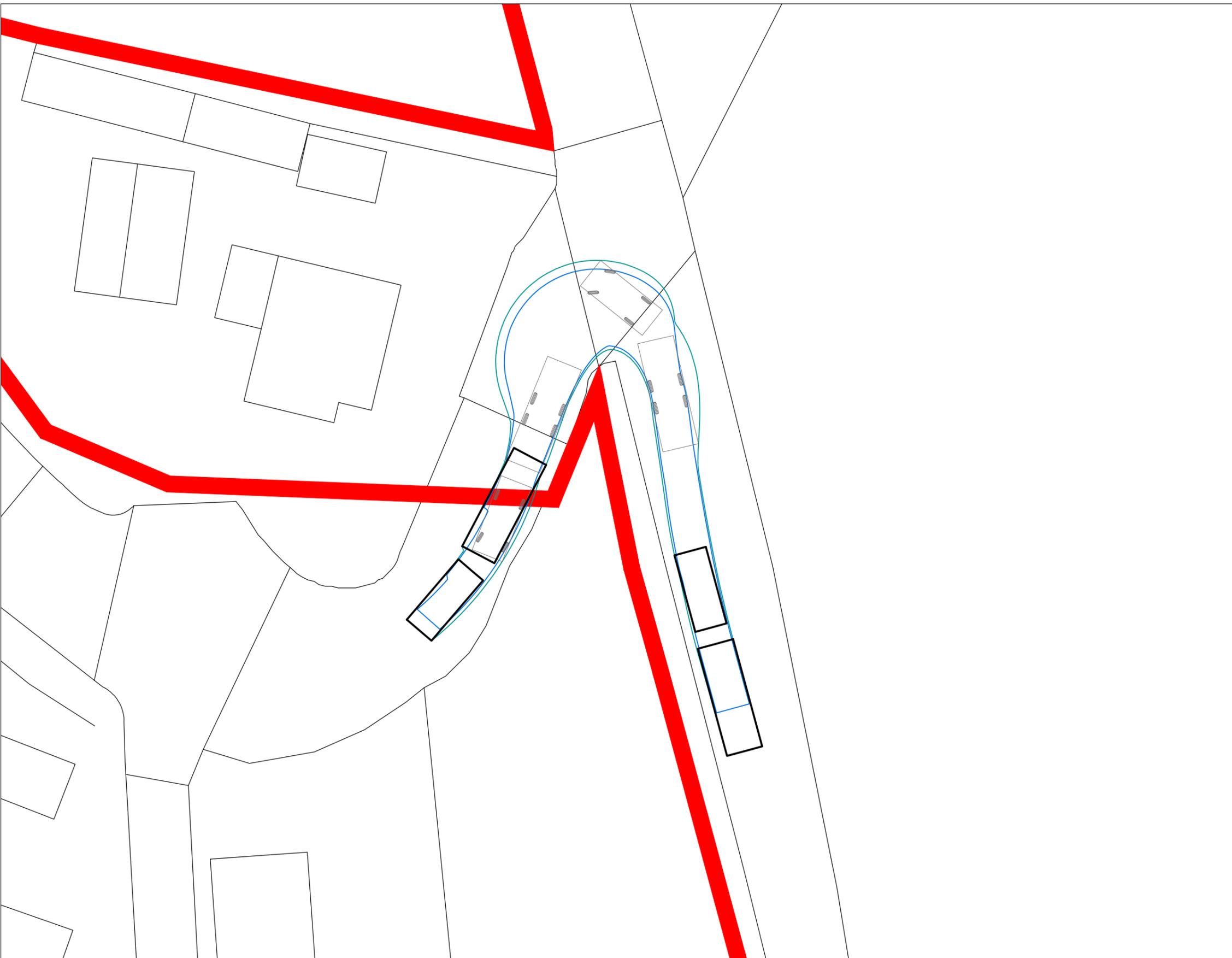
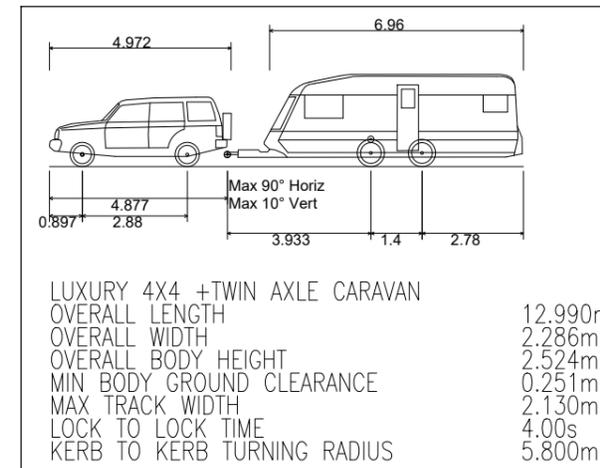
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, on a left hand bend	Nearside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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PROPOSED HOLIDAY LODGE PARK

SHIREBURN CARAVAN PARK, CLITHEROE

SWEPT PATH ANALYSIS

SCALE: 1:250 @A3

DATE: JANUARY 2022

DRAWING NO: 2200201

NOTES

1. THIS DRAWING SHOWS THE PRELIMINARY LAYOUT ONLY (NOT TO BE USED FOR CONSTRUCTION) AND IS SUBJECT TO DETAILED DESIGN, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND OWNERSHIP AND LOCAL AUTHORITY APPROVAL.

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