

**Forty Acre Farm, Forty Acre Lane, Longridge, Preston**

## **Highway Note**

**Project No 499-24-1**

**Date 8<sup>th</sup> March 2024**

## **Purpose**

This note has been produced to provide a response to comments made by the Highways Officer on the proposed development.

## **Background**

The proposed development is for the siting of 2 shepherd huts at Forty Acre Farm, Forty Acre Lane, Longridge. The Highways Officer is concerned on the level of visibility at the access to the proposed development and the Highways Officer believes there is potential for intensification in use of the site access.

## **Existing Highway Layout and Existing Use**

The location of the proposed development is used by milk wagons. The milk wagons use the existing access and when doing so they are expected to be move off a slow speed due to the size, weight and initial acceleration of such vehicles.

This use and access by milk wagons will cease on the site shortly.

Forty Acre Lane is a road that is subject to a speed limit of 60 mph (derestricted speed). Forty Acre Lane commences at the junction with Higher Road to the south-west and ends at the junction with Rock Brow.

There is a Quite Lane present on Forty Acre Lane which commences near the junction with Higher Road and ends near Jeffrey Hill.

From an inspection of online mapping the road is relatively narrow. In the vicinity of Forty Acre Lane there is a right hand bend when travelling north-easterly along Forty Acre Lane towards Forty Acre Farm and a right hand bend when traveling south-westerly along Forty Acre Lane towards Forty Acre Farm. The proximity of these bends will act to control vehicle speeds along the road.

In addition, the width of the road near Forty Acre Farm and the level of forward visibility will also act to control vehicle speeds. These two characteristics will be discussed further in this Highway Note.

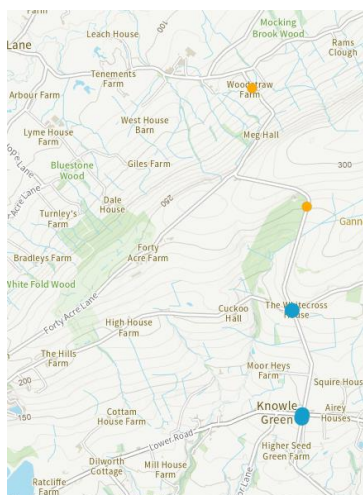
Manual for Streets 1 in 2.2.7 advises that 'Lanes in rural areas can provide other functions than just movement, including various leisure activities such as walking, cycling and horse riding.'

The designation of the Quiet Lane would be supportive of encouraging other uses (eg cycling, walking) rather than predominantly catering for vehicular traffic.

**Appendix A** shows site photographs of the Quiet Lane signs on Forty Acre Lane. A site access plan is provided in **Appendix B**.

## **Road Safety Record**

LCC Mario has been investigated and there are no recorded injury accidents along Forty Acre Lane in the vicinity of Forty Acre Farm during a recent 5 year period. See extract from LCC MARIO below.



It is reassuring to note that the existing access, which will serve the proposed development, is not contributing to the road safety record for Forty Acre Lane in an adverse way.

## Quite Lanes

Regulations were published in 2026 relating to the introduction of Quite Lanes and Home Zones.

Essex Highways published a guide on Quiet Lanes in 2020/21 and it indicated that Quiet Lanes can have a positive effect by :

- Providing a positive modal shift to enhance the number of people walking, cycling and riding horses.
- Widening transport choice through multi-modal shift and protecting the character and tranquillity of the country lane.

The guide also set out things to be considered in Section 3 for Quite Lane designation which included

- Less than 1000 vehicles per day
- Design speeds 35mph or below
- Rural in nature
- Used only on narrow lanes

[11 ecclhpmembersguidequietlanesb.pdf \(essexhighways.org\)](https://www.essexhighways.org/ecclhpmembersguidequietlanesb.pdf)

Whilst the above information relates to guidance in Essex, it does provide some useful information in relation to design speeds, road width and the types of use being encouraged through Quite Lane designation.

## Manual for Streets (MfS)

In the 'Application and Status' of MfS 1 it is indicated on page 5 the following :

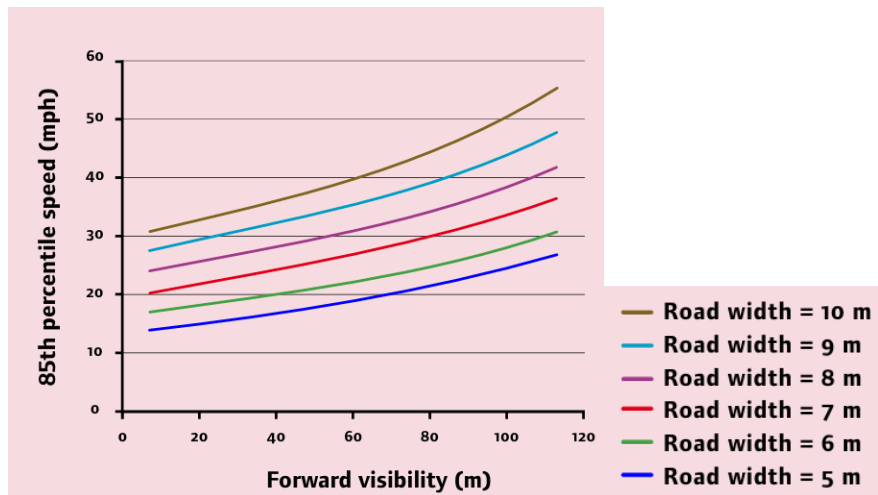
'MfS focuses on lightly-trafficked residential streets, but many of its key principles may be applicable to other types of street, for example high streets and lightly-trafficked lanes in rural areas.'

Manual for Streets provides Figure 7.16 which shows a chart of the 85%ile speed related to the level of forward visibility and road width. It should be acknowledged that this chart was derived from analysis of residential and mixed-use areas. However, the principle of a narrow road / lane with reduced forward visibility impacting on a lower design speed would still seem to be valid for a rural situation. The analysis found that increasing width and / or forward visibility resulted in higher speeds.

Narrative from MFS1 on Figure 7.16 is provided below :

‘Figure 7.16 Correlation between visibility and carriageway width and vehicle speeds (a) average speeds and (b) 85th percentile speeds. These graphs can be used to give an indication of the speed at which traffic will travel for a given carriageway width/forward visibility combination.’

The chart below shows for a road of 5m width that forward would range from around 10m up to around 120m. With these varying levels of forward visibility on a 5m road, design speeds could be expected to be in the range of around 14mph to less than 30 mph. From inspection of this chart it would seem reasonable to allow design speeds of less than 30 mph for Forty Acre Lane as it has a width of less than the 5m shown in this chart.



### Traffic Data

AMNI Transportation has experience of working on a number of schemes in rural areas. Our experience has found that design speeds on rural lanes are significantly lower than the speed limit. On a recent scheme the design speed of a 60 mph lane (derestricted speed) was determined to be :

- 26 mph in one direction; and
- 28 mph in the opposite direction

These speeds were collected on a rural lane of comparable width to Forty Acre Lane in the vicinity of Forty Acre Farm.

Using design speeds from those as shown above (26 and 28 mph respectively) this would require visibility splays of less than 43 metres in each direction. The use of Figure 7.16 from MfS1 would provide a similar level of visibility.

In our professional opinion and experience on similar schemes in rural locations, we believe that visibility splays of 2.4 x 43 metres would be appropriate.

However, if the Highways Officer require some more comfort in relation to design speeds then 35 mph in each direction which would equate to visibility splays of 2.4 x 51m.

### Use of the Site Access

The Applicant has indicated that the site access is used on a daily basis by 8 to 10 movements by milk wagons, deliveries, etc. These vehicles would be relatively large and emerge slowly from the site access so would need more visibility (ie time) to see approaching vehicles before they can decide whether to exit the access or not.

The proposed use proposes to site 2 shepherd huts at the Farm. For such a use, with both huts occupied at the same time, then there will be an arrival trip for the user of the hut then any trips out to visit places of interest, cafes, restaurants, etc. It would be expected that each hut would generate

typically 3-4 trips per day (arrival, leave for leisure trip and return; the following day two trips out and two return journeys). Using this first principles analysis, it would not suggest that there would be intensification in use of the existing site access.

The proposed development should provide a highway benefit as the site access will no longer be used by large vehicles that are slow to leave the site access and have a further benefit to the wider highway network as there would be less large vehicles using the adjacent road network including Forty Acre Lane.

## **Summary**

The proposed development should not result in any intensification in use of the existing site access.

The existing site access is not impacting in an adverse way on the road safety record of Forty Acre Lane.

The proposed development will provide a highway benefit by no longer being used by large milk wagons.

The information contained in this Highway Note would suggest that visibility splays no greater than 2.4 x 51 metres would be appropriate. This has been based on our experience of design speeds on designated roads in rural areas and evidence from Manual for Streets.

The key factor should be the prevailing levels of visibility available at the existing site access as the proposed development is not expected to result in an intensification in use compared to the existing use.

## Appendix A

## Forty Acre Lane, Longridge

### Quiet Lane Signs

Signs Near Jeffrey Hill

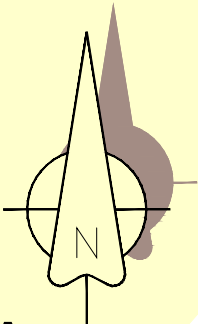


Signs Near Higher Road



## Appendix B

NOTES  
THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS FOR THIS PROJECT.  
ALL LEVELS AND DIMENSIONS ARE TO BE CHECKED ON SITE BY THE CONTRACTOR, PRIOR TO  
PLACING ORDERS OR COMMENCING ANY OF THE RELEVANT WORKS.  
ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE.  
ANY DISCREPANCIES BETWEEN THE INFORMATION SHOWN ON THE PLAN AND THAT FOUND ON  
SITE ARE TO BE REPORTED TO THE DESIGNER IMMEDIATELY.



# Forty Acre Farm

- D 04.03.24 Huts relocated after site meeting on 01.03.24
- C 08.02.24 Dashed line added to show front of extg building
- B 13.12.23 Red edge amended for Planner
- A 27.11.23 Red edge amended

| Rev. | Date | Description |
|------|------|-------------|
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Job/Scheme Title

ERECTION OF SHEPHERDS HUTS

Drawing Title

PROPOSED SITE PLAN

| Job/Scheme Number | Drawing Number |
|-------------------|----------------|
|-------------------|----------------|

0 7 2 0 / 9 3      Drawing No 0 7 D

| Scale | Date | Drawn | Checked |
|-------|------|-------|---------|
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1 / 500 | Nov 23 | a.t.l-h. |