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Armstrong Highway Consultancy Ltd

HIGHWAY STATEMENT

FENNY DRAYTON
COMPOSTING FACILITY
FENN LANE
FENNY DRAYTON
NUNEATON

Prepared on behalf of:- Silkstone Environmental Ltd
7 Hall Annex
Thorncliffe Park
Chapeltown
Sheffield
S35 2PH

Prepared by: - B Armstrong Date: - JUNE 2009 Report No: - BA/SE/Fenny Drayton

1.0 INTRODUCTION

1.1 We have been commissioned by Silkstone Environmental Ltd to produce a highway statement to support a planning application for a composting facility at Fenn Lane, Fenny Drayton, Nuneaton.

1.2 This report will consider the highway implications of the proposals including traffic generation, access details including visibility. The report will also consider whether any improvements to the access to Fenn Lane and the access road to the site are required.

2.0 EXISTING SITUATION

2.1 The site is located off Fenn Lane, approximately 1km from the village of Fenny Drayton and the A444.

2.2 Fenn Lane is a classified highway (C6113) and is subject to a 60 mph national speed limit. It is a single carriageway and is unlit.

2.3 The site itself is located approximately 1km from Fenn Lane and is accessed via a surfaced access road which serves the site, which was a former RAF site involving electrical supply and generation. The access also serves an existing farm.

2.4 Fenn Lane joins the A444 at a staggered crossroads at Fenny Drayton village.

2.5 Accident statistics were purchased from Leicestershire County Council for the last five years, for Fenn Lane between the site access and including the junction with the A444. During this five year period there has been 10 accidents, nine of which were categorised as slight and 1 serious. The accident data is included in Appendix 1 and this report will consider the accidents in more detail later.

2.6 Whilst the speed limit on Fenn Lane is 60 mph, site observations suggested that the actual speed would be less. Consequently a speed survey was undertaken at the site access point to establish the 85th percentile wet weather speed of traffic using Fenn Lane in each direction. The survey was carried out in accordance with guidance given in TA22/81. The survey data is given in Appendix 2 and can be summarised as follows: the southwest bound 85th percentile wet weather speed is 45.16 mph and the northeast bound 44.69 mph, both of which are significantly below the 60 mph national speed limit.

2.7 Visibility from the access is currently restricted to the left by a high hedge and to the right by an overgrown grass verge and overhanging low tree branches. It is considered that visibility can be significantly improved by cutting the verges and cutting back the lower overhanging branches. The site access plan in Appendix 3 indicates sightlines of 2.4m x tangential to the left, which will require lowering the field boundary hedge by agreement with the farmer and 2.4m x 160m to the right which can be achieved by cutting the verge and cutting back some of the branches which overhang the highway verge. In order to maintain the visibility, the applicant would be willing to have a licence to maintain the highway verge and visibility.

2.8 No formal traffic counts have been carried out, however the speed survey which measured the speed of 100 vehicles in each direction took just over 2 hours to complete and the traffic flows were fairly evenly split in both directions. This would suggest an hourly traffic flow of 50 vehicles in each direction. The survey was carried out between 8am and 10am which includes the morning peak hour and therefore this is likely to be a higher than average hourly flow.

3.0 PROPOSED DEVELOPMENT

3.1 The proposal involves the preparation and composting of non hazardous organic material to produce agricultural soil improvers and synthetic soils. The material will be imported from waste recycling centres around Leicestershire.

3.2 The development of the site will require the construction of concrete pads for the discharge/mixing area and windrowing area. In addition to this a portable building will be sited to house the new weighbridge/administrative and welfare facilities along with further surfacing of access roads and a car parking area for staff cars.

3.3 The proposals involve the production of various types of synthetic earth, each specifically designed for the end user. The products are basic agricultural products that require less processing and are used basically as a soil conditioner.

3.4 Material is imported from the various sources, which will then be used in the composting process; these materials include organic green waste, such as garden trimmings and prunings as well as wood.

3.5 The site will be able receive process and recycle some 75000 tonnes per year when working at maximum capacity and with a full compliment of staff.

3.6 The proposed operational hours are between 7am and 7pm Monday to Friday and 7am to 5pm on Saturdays with no working on Sundays or bank holidays. Assuming a 300 day year this gives a maximum of 250

tonnes per day and with loads between 10 and 15 tonnes the number of loads will be around 16 – 25 per day or 32 – 50 trips per day (two way). In addition to the HGV traffic there will be the arrival and departure of staff vehicles with up to 5 staff being on site at any one time. These trips will take place at the beginning and end of each working day.

3.7 The compost will be collected from the site by local farmers using tractors and trailers. It is expected that there will be a maximum of 15 loads per day being dispatched from the facility which represents a further 30 trips per day.

3.8 This equates to between 5 and 7 trips per hour. It is considered therefore that the low vehicle flow is unlikely to create any capacity issues at the access to Fenn Lane or indeed the junction with the A444.

3.9 The type and size of vehicles will vary from private cars to tipper trucks and a long articulated tanker vehicle.

4.0 SITE ACCESS

4.1 The site access currently can accommodate heavy goods vehicles due to the generous geometry. Whilst it is not anticipated, due to the low trip generation that two HGV's would need to pass, the access road is wide enough in a few places for a passing place. The access plan in Appendix 3 shows such a passing place close to the junction with Fenn Lane, where a vehicle can wait whilst another vehicle enters the site. This will avoid the need for any vehicles to reverse out of the access into Fenn Lane.

4.2 The access plan also shows the visibility, which is achievable subject to cutting the verges, pruning back the low branches and lowering the field boundary hedge. This is a significant improvement over the existing access.

4.3 All HGV traffic will turn left out of the access, as all imported materials will be brought from various places accessed via the A444. All incoming vehicles will therefore be turning right into the site.

4.4 It anticipated that the majority of tractor and trailer movements would turn right out of the access and left in.

5.0 ACCIDENTS

5.1 The accident statistics in Appendix 1 relate to all recorded accidents between the site access and the junction of Fenn Lane with the A444 during the last 5 years.

5.2 Of the 10 accidents 9 were categorised as slight and one serious. 8 of the accidents occurred at the staggered crossroads in Fenny Drayton

and 2 were recorded on Fenn Lane near to the site access. One of these accidents was serious and involved the elderly driver losing control of the vehicle and colliding with a tree. The other involved a driver losing concentration.

5.3 It is not considered that the marginal increase in vehicle movements would have any material impact on the accident potential on the local highway network.

6.0 SUMMARY AND CONCLUSIONS

6.1 The proposed composting facility is likely to generate no more than 80 trips per day and most likely significantly less.

6.2 The proposals include improvements to visibility and the provision of a passing place. The applicant is willing to maintain the highway verges to maintain the sightlines at the junction.

6.3 Once the traffic meets the A444 the traffic will be dissipated within the highway network and not be noticeable.

6.4 Compost will be collected from the site by local farmers using tractors and trailers. In this rural area it is common to encounter farm vehicles and the access also serves an existing farm, which generates some traffic movements by agricultural vehicles.

6.5 It is our opinion that there are no highway reasons why the development should not be approved.

APPENDIX 1
ACCIDENT STATISTICS

ARMSTRONG HIGHWAY CONSULTANCY - FENNY DRAYTON

ACCIDENTS	2003	2004	2005	2006	2007	2008	TOTAL	This Site
Slight Accidents	1	1	3	2	2	0	9	90%
Serious Accidents	0	0	0	0	1	0	1	10%
Fatal Accidents	0	0	0	0	0	0	0	0%
Total Accidents	1	1	3	2	3	0	10	
Single Vehicle	0	0	0	0	1	0	1	10%
Wet or slippery	1	0	1	1	1	0	4	40%
Darkness	1	0	0	1	1	0	3	30%
Pedestrian	0	0	0	0	0	0	0	0%
Cyclist	0	0	0	0	0	0	0	0%
Motorcycle	0	0	0	1	0	0	1	10%
Children	0	0	0	0	0	0	0	0%
Bus	0	0	0	0	0	0	0	0%
Goods	1	0	0	0	0	0	1	10%
Morning 7:30-9:00	0	0	1	0	1	0	2	20%
Evening 4:00-6:00	1	1	1	0	0	0	3	30%
Weekend	0	0	1	0	0	0	1	10%
Left Turn	0	0	0	1	0	0	1	10%
Right Turn	1	1	3	2	2	0	9	90%
Overtaking	0	0	1	0	0	0	1	10%
Bend	0	0	0	0	1	0	1	10%
Parked Vehicle	0	0	0	0	0	0	0	0%
CASUALTIES								
Slight Casualties	1	1	6	3	4	0	15	94%
Serious Casualties	0	0	0	0	1	0	1	6%
Fatal Casualties	0	0	0	0	0	0	0	0%
Total Casualties	1	1	6	3	5	0	16	
Children KSI	0	0	0	0	0	0	0	
Pedestrians KSI	0	0	0	0	0	0	0	
Motorcycle KSI	0	0	0	0	0	0	0	

TRAFFIC ACCIDENTS - SUMMARY REPORT DATE : 17/06/2008
Armstrong Highway Consultancy - Fenny Drayton

16/06/04 04465 Wed 1640 Daylight: no street lighting
A444 060 Dry 435260
297090
Slight A444 WITHERLEY J/W OLD FORGE LANE
V1 TRAV SW ON A444 TURNS R TWDS OLD FORGE LN ACROSS PATH OF V2 TRAV NE
ON A444 CAUSING COLLISION

Car			Driver		
NE	NW	Turning right	Female	25	-
Car			Driver		
SW	NE	Going ahead other	Female	50	-

Casualty
Female 50 Driver or rider Slight

18/01/05 00445 Tue 0745 Daylight: street lights present
A444 060 Dry 435260
297090
Slight A444 ATHERSTONE ROAD WITHERLEY JW OLD FORGE ROAD
V1 TRAV S ON A444 STARTS TO RURN RIGHT TWDS OLD FORGE ROAD.
V2 TRAV S STARTS TO OVERTAKE V1 AS IT TURNS CAUSING COLLISION.

Car			Driver		
N	W	Turning right	Male	27	>

Casualty
Male 27 Driver or rider Slight

Car			Driver		
N	S	Overtaking moving vehicle on its offside	Male	40	>

29/05/05 03934 Sun 1721 Daylight: no street lighting
A444 060 Dry 435260
297090
Slight A444 ATHERSTONE ROAD WITHERLEY JW OLD FORGE ROAD.
V1 TURNS RIGHT FROM A444 TWDS FENNY DRAYTON AND COLLS V2 TRAV N
TWDS BURTON.

Car			Driver		
N	E	Turning right	Female	59	^

Casualty
Female 59 Driver or rider Slight
Female 79 Vehicle or pillion passenger
Slight

Car			Driver		
S	N	Going ahead other	Male	62	-

Casualty
Female 58 Vehicle or pillion passenger
Slight

05/10/06 07143 Thu 1248 Daylight: no street lighting
A444 060 Dry 435265
297090
Slight A444 WITHERLEY JW OLD FORGE ROAD.
V2 TRAV SW COLLS REAR V1 WAITING TO TURN RIGHT TWDS OLD FORGE ROAD.
STATS NOT RECEIVED.

Car Driver

NE NW Waiting to turn right Female 65 -
Casualty
Female 65 Driver or rider Slight

Car Driver
NE SW Going ahead other Female 31 -
Casualty
Female 63 Vehicle or pillion passenger
Slight

27/10/03 08238 Mon 1720 Darkness: no street lighting
A444 060 Wet / Damp435270
297110
Slight A444 WITHERLEY J/W FENN LANES
V1-V4 TRAV NE ON A444 V1 STOPS FOR VEH IN FRONT V2 COLLS REAR V1 V3
COLLS REAR V2 V4 COLLS REAR V3 V5 TRAV SW TURNS R TWDS OLD FORGE RD

Car Driver
SW NE Waiting to go ahead but held up Male 52 x

Goods vehicle 3.5 tonnes mgw and under Driver
NE NW Turning right Male 30 x

Car Driver
SW NE Going ahead other Female 50 x
Casualty
Female 50 Driver or rider Slight

Car Driver
SW NE Going ahead other Male 23 x

Car Driver
SW NE Going ahead other Male 27 x

17/01/05 00404 Mon 1215 Daylight: no street lighting
A444 060 Wet / Damp435270
297110
Slight A444 ATHERSTONE ROAD WITHERLEY JW FENN LANES
V1 TRAV N FROM A5 WAITS TO TURN RIGHT TWDS FENN LANES.
V2 TRAV N BEHIND V1 COLLS REAR V1 WHICH LEAVES C/WAY OS

Car Driver
S E Waiting to turn right Male 55 x
Casualty
Male 55 Driver or rider Slight

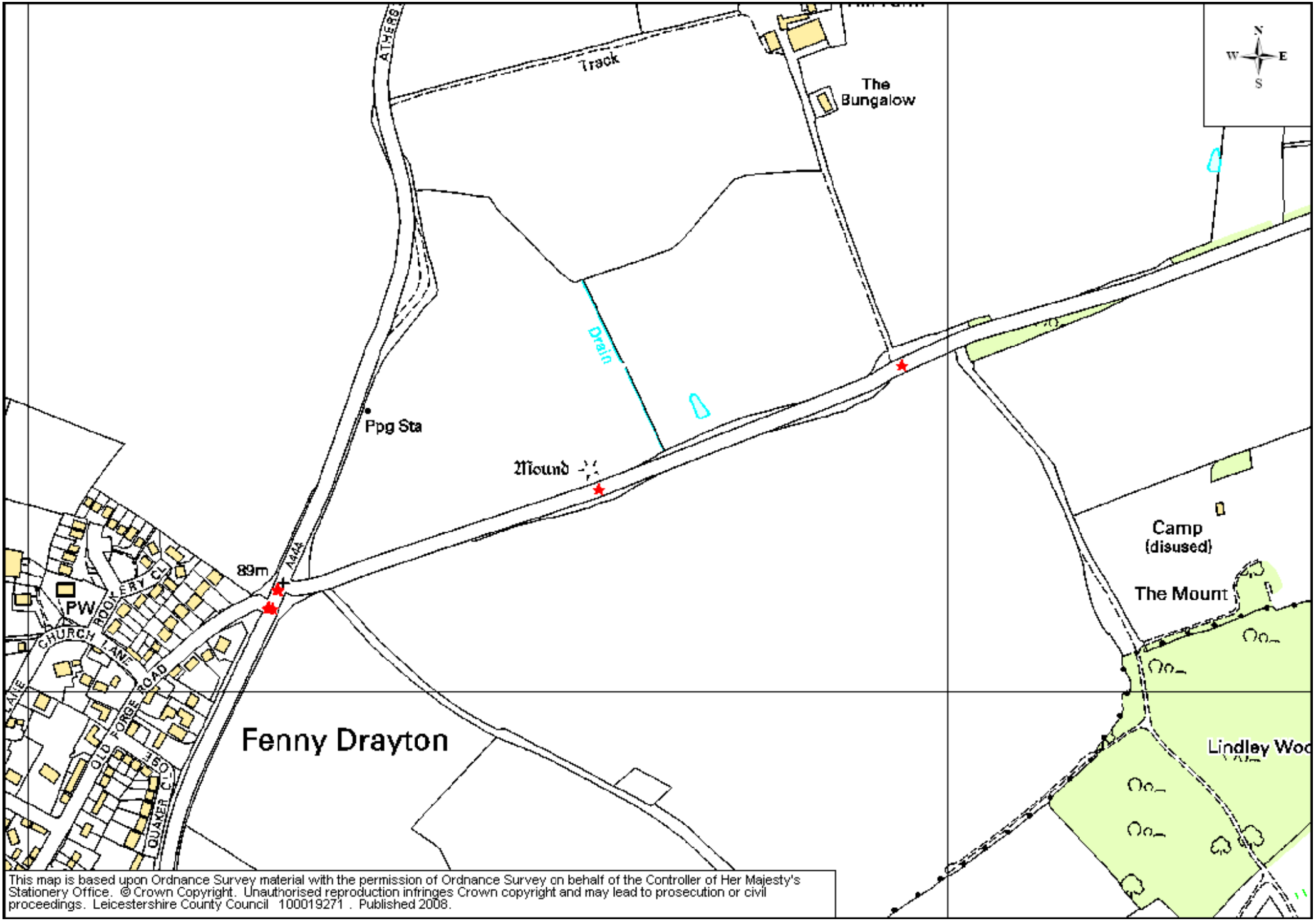
Car Driver
S N Going ahead other Male 23 x
Casualty
Male 23 Driver or rider Slight

13/11/06 08229 Mon 1830 Darkness: no street lighting
A444 060 Wet / Damp435270
297110
Slight A444 ATHERSTONE ROAD WITHERLEY (FENNY DRAYTON) JW FENN LANE.
V3 TURNS LEFT FROM OLD FORGE ROAD THEN STOPS TO TURN RIGHT TWDS
FENN LN. V1 (M/CYCLE) TRAV N ON A444 COLLS REAR V3 WHICH SPINS INTO V2.

Motorcycle over 500cc Driver
S N Going ahead other Male 41 -
Casualty

```
        Male       41        Driver or rider     Slight

        Taxi / Private hire car                                Driver
        E    S   Waiting to turn left                          Female    31   -

        Taxi / Private hire car                                Driver
        S    E   Waiting to turn right                         Male      45   -
_____________________________________________________________________________
13/03/07 01824 Tue 0802  Daylight: no street lighting
                                              A444  060   Dry       435270
297110
Slight  A444 ATHERSTONE ROAD WITHERLEY JW FENN LANE.
        V2 TRAV N FROM A5 COLLS REAR V1 WAITING TO TURN RIGHT TWDS FENN LANE.
        V1 IS PUSHED INTO PATH V3 TRAV S.

        Car                                                    Driver
        S    E   Waiting to turn right                         Female    47   ^
        Casualty
        Female     47        Driver or rider     Slight

        Car                                                    Driver
        S    N   Going ahead other                             Female    30   ^
        Casualty
        Female     30        Driver or rider     Slight

        Car                                                    Driver
        N    S   Going ahead other                             Male      36   -
_____________________________________________________________________________
31/12/07 70918 Mon 2310  Darkness: no street lighting
                                              C6113 060   Wet / Damp435620
297220
Serious C6113 FENN LANE FENNY DRAYTON EXACT LOCATION NOT GIVEN.
        V1 TRAV W TWDS FENNY DRAYTON LOSES CONTROL LEAVES C/WAY OS &
        COLLS WITH TREE.

        Car                                                    Driver
        NE   W   Going ahead right hand bend                   Male      71   ^
        Casualty
        Male       71        Driver or rider     Serious
_____________________________________________________________________________
18/05/07 03355 Fri 1036  Daylight: no street lighting
                                              C6113 060   Dry       435950
297355
Slight  C6113 FENN LANES WITHERLEY OUTSIDE HILL FARM.
        V2 TRAV W WHEN DRIVER HEARS MOBILE PHONE RINGING & LOOKS
        DOWN. V2 COLLS REAR V1 WAITING TO TURN RIGHT TWDS ENTRANCE.

        Car                                                    Driver
        E    N   Waiting to turn right                         Male      21   -
        Casualty
        Male       21        Driver or rider     Slight

        Car                                                    Driver
        E    W   Going ahead other                             Female    39   -
        Casualty
        Female     39        Driver or rider     Slight


Driver      k = knows area     s = stranger
Breath test + = positive       - = negative       * = refused
```

x = not requested > = not contacted ^ = Not provided (medical reasons)



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APPENDIX 2
SPEED SURVEY DATA

Calculation of 85th%ile Dry and Wet Weather Speeds
Location Fenn Lane Fenny Drayton
Date: 18-Jun-08 **Southwest bound**
Weather Dull & dry

Speed (mph	Frequency	
x	f	f*x
7	0	0
8	0	0
9	0	0
10	0	0
11	0	0
12	0	0
13	0	0
14	0	0
15	0	0
16	0	0
17	0	0
18	0	0
19	0	0
20	0	0
21	0	0
22	0	0
23	0	0
24	0	0
25	0	0
26	0	0
27	0	0
28	0	0
29	0	0
30	0	0
31	0	0
32	0	0
33	1	33
34	0	0
35	1	35
36	0	0
37	1	37
38	3	114
39	0	0
40	2	80
41	2	82
42	4	168
43	4	172
44	5	220
45	7	315
46	9	414
47	7	329
48	4	192
49	10	490
50	6	300
51	6	306
52	2	104
53	3	159
54	3	162
55	2	110

Speed mph	Frequency	Class Mark	x - mean	
	f	x	e	e*f
6.5-9.5	0	8	618.52	0.00
9.5-12.5	0	11	478.30	0.00
12.5-15.5	0	14	356.08	0.00
15.5-18.5	2	17	251.86	503.71
18.5-21.5	0	20	165.64	0.00
21.5-24.5	34	23	97.42	3312.17
24.5-27.5	0	26	47.20	0.00
27.5-30.5	20	29	14.98	299.54
30.5-33.5	1	32	0.76	0.76
33.5-36.5	1	35	4.54	4.54
36.5-39.5	4	38	26.32	105.27
39.5-42.5	8	41	66.10	528.78
42.5-45.5	16	44	123.88	1982.03
45.5-48.5	20	47	199.66	3993.14
48.5-51.5	22	50	293.44	6455.61
51.5-54.5	8	53	405.22	3241.74
54.5-57.5	5	56	535.00	2674.98
57.5-60.5	13	59	682.78	8876.10
60.5-63.5	1	62	848.56	848.56
63.5-66.5	1	65	1032.34	1032.34
66.5-69.5	0	68	1234.12	0.00
69.5-72.5	0	71	1453.90	0.00
72.5-75.5	0	74	1691.68	0.00
75.5-78.5	0	77	1947.46	0.00
Total	156			33859.26

Table 2

56	2	112
57	1	57
58	3	174
59	3	177
60	7	420
61	0	0
62	1	62
63	0	0
64	1	64
65	0	0
66	0	0
67	0	0
68	0	0
69	0	0
70	0	0
71	0	0
72	0	0
73	0	0
74	0	0
75	0	0
76	0	0
77	0	0
78	0	0
Total	100	3287

Table 1

Mean Speed = sum (f*x)/x

Therefore: 32.87 mph

SD = SQRT(sum(e*f))/sum(f)

SD = 14.780 mph

85th%ile = Mean Speed + Standard Deviation

85th%ile Dry Weather

47.65 mph
or
76.67 kph

85th%ile Wet Weather - 4 kph or 2.49 mph

45.16 mph
or
72.66 kph

Calculation of 85th%ile Dry and Wet Weather Speeds
Location: FENN LANE FENNY DRAYTON
Date: 18-Jun-08 **NORTH-EASTBOUND**
Weather: Dull & Dry

Speed (mph)	Frequency	
x	f	f*x
7	0	0
8	0	0
9	0	0
10	0	0
11	0	0
12	0	0
13	0	0
14	0	0
15	0	0
16	0	0
17	0	0
18	0	0
19	0	0
20	0	0
21	0	0
22	0	0
23	0	0
24	0	0
25	0	0
26	0	0
27	0	0
28	0	0
29	0	0
30	0	0
31	0	0
32	0	0
33	0	0
34	0	0
35	0	0
36	3	108
37	2	74
38	1	38
39	5	195
40	4	160
41	3	123
42	5	210
43	5	215
44	8	352
45	4	180
46	7	322
47	3	141
48	8	384
49	6	294
50	4	200
51	7	357
52	3	156
53	3	159
54	2	108
55	4	220

Speed mph	Frequency	Class Mark	x - mean	
	f	x	e	e*f
6.5-9.5	0	8	651.78	0.00
9.5-12.5	0	11	507.60	0.00
12.5-15.5	0	14	381.42	0.00
15.5-18.5	2	17	273.24	546.48
18.5-21.5	0	20	183.06	0.00
21.5-24.5	34	23	110.88	3769.95
24.5-27.5	0	26	56.70	0.00
27.5-30.5	20	29	20.52	410.42
30.5-33.5	0	32	2.34	0.00
33.5-36.5	3	35	2.16	6.48
36.5-39.5	8	38	19.98	159.85
39.5-42.5	12	41	55.80	669.61
42.5-45.5	17	44	109.62	1863.56
45.5-48.5	18	47	181.44	3265.94
48.5-51.5	17	50	271.26	4611.44
51.5-54.5	8	53	379.08	3032.65
54.5-57.5	9	56	504.90	4544.11
57.5-60.5	4	59	648.72	2594.88
60.5-63.5	3	62	810.54	2431.62
63.5-66.5	1	65	990.36	990.36
66.5-69.5	0	68	1188.18	0.00
69.5-72.5	0	71	1404.00	0.00
72.5-75.5	0	74	1637.82	0.00
75.5-78.5	0	77	1889.64	0.00
Total	156			28897.34

Table 2

northeastbound

56	4	224
57	1	57
58	0	0
59	1	59
60	3	180
61	0	0
62	2	124
63	1	63
64	0	0
65	0	0
66	1	66
67	0	0
68	0	0
69	0	0
70	0	0
71	0	0
72	0	0
73	0	0
74	0	0
75	0	0
76	0	0
77	0	0
78	0	0
Total	100	3353

Table 1

Mean Speed = sum (f*x)/x

Therefore: 33.53 mph

SD = SQRT(sum(e*f))/sum(f)

SD = 13.654 mph

85th%ile = Mean Speed + Standard Deviation

85th%ile Dry Weather

47.18 mph
or
75.92 kph

85th%ile Wet Weather - 4 kph or 2.49 mph

44.69 mph
or
71.91 kph

data	Westbound
33	36
35	36
37	36
38	37
38	37
38	38
40	39
40	39
41	39
41	39
42	39
42	40
42	40
42	40
43	40
43	41
43	41
43	41
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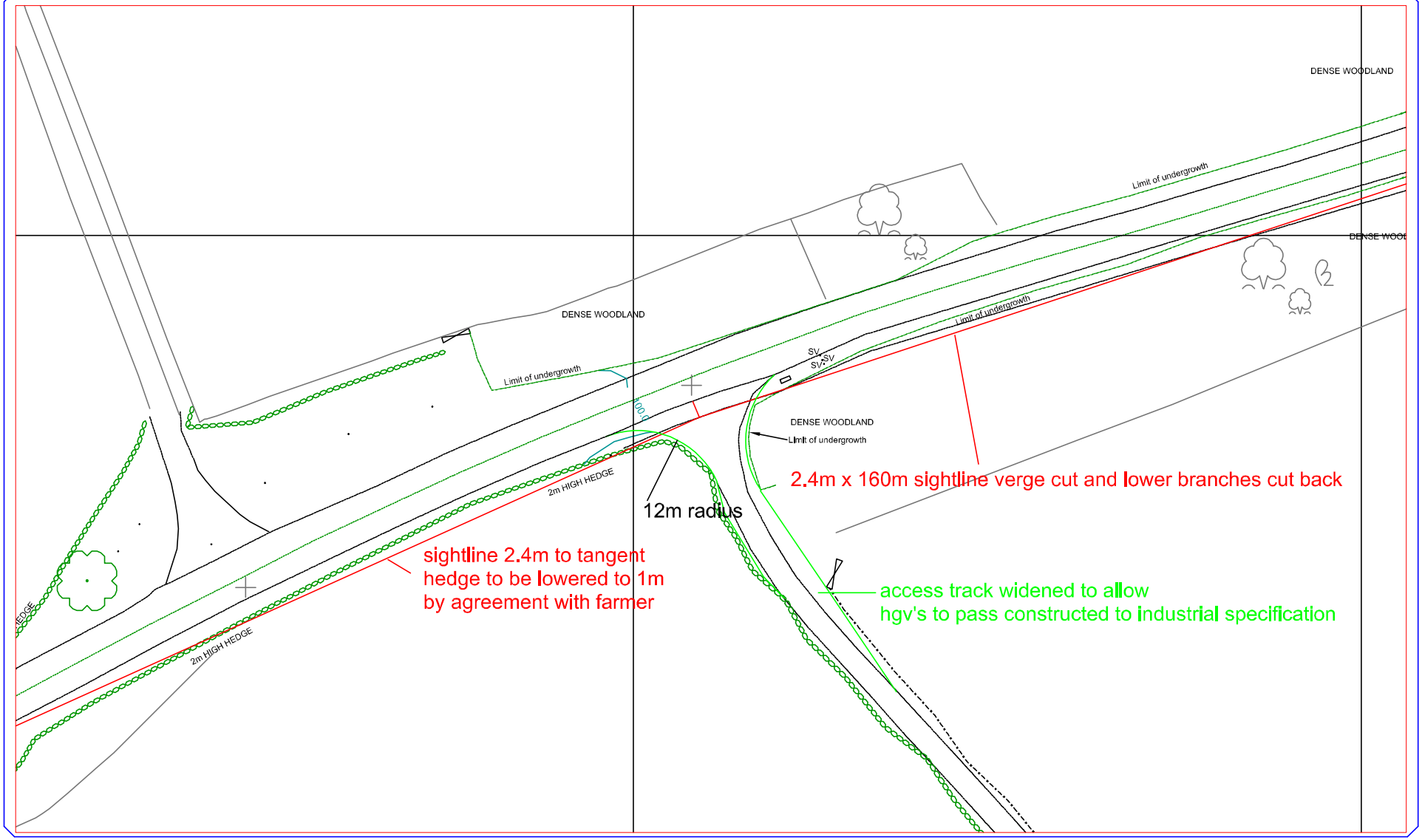
60	60
60	62
62	62
64	63
79	66

APPENDIX 3
SITE ACCESS PLAN



Armstrong Highway Consultancy Ltd

Dwg No.
AHC/08/FD/01A

Unit 20 Fall Bank Estate, Dodworth, Barnsley S75 3LS
tel.& fax 01226 245069, email ahcltd@aol.com

DATE :November 2008

SITE ACCESS PLAN - FENN LANE

SCALE : 1/500

34 Lady Croft Lane
Hemingfield
Barnsley
South Yorkshire
S73 0QQ
Tel.&fax 01226 751379
Email: ahcltd@aol.com

Armstrong Highway Consultancy Ltd

SUPPLEMENTARY
HIGHWAYS STATEMENT
JUNE 2009
FENNY DRAYTON
COMPOSTING FACILITY
FENN LANE
FENNY DRAYTON
NUNEATON

Prepared on behalf of:- Silkstone Environmental Ltd
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A number of highway issues/concerns have been raised by formal consultees and members of the public. This supplementary report will address these issues.

1.0 Local Resident concerns

1. *Increased traffic flows at the A444/Fenn Lane junction.*

   The proposals involve 50 trips by HGV's in a typical 12 hour day. That is 25 in and 25 out movements, which will not be significant compared to the observed flow of traffic on the A444. The distribution of the traffic will be split at this junction and some will be turning north and some turning south towards the A5. It is highly unlikely that any of these vehicles will rat run through the village. However an agreed traffic route can be agreed with the operator and this can be a condition of any planning consent. Local farmers, using tractors and trailers, will collect the compost material from the site. It is expected that the majority of these trips will not use the A444 junction but are more than likely to turn right out of the site access onto Fenn Lane

2. *Noise from HGV's, particularly when empty turning into Fenn Lane.*

   I assume this is at the site access; the existing access track is to be widened and resurfaced for approximately 30m. This will provide a good running surface which will minimise road noise.

2.0 Hinckley and Bosworth BC

Concern over the adequacy of the access track and highway network to accommodate the 50 vehicle movements.

The access track currently serves a number of farms and properties and previously served a former RAF facility on the application site. The access track is predominantly constructed of concrete which has been overlaid in a number of places by well compacted stone which provides an excellent surface of suitable construction for the type and number of vehicles envisaged. There are at least 5 informal passing places along the length of the track. The Highway authority has not raised any issue with regard to the ability of the track or the highway network to accommodate the level of traffic envisaged.

2.0 Highway Authority Initial Response

1. *The Highway Authority's 'Access to road network' policy suggests that new accesses or the increased use of existing accesses will usually be resisted on 'C' class roads where there is no street lighting. It is noted that there is no street lighting in the vicinity.*

Although we accept that there is no street lighting, the proposal involves only a modest increase in traffic movements and the applicant is offering significant improvements to an existing access in terms of the geometry, signage, resurfacing and visibility improvements which will benefit existing users of the access and improve highway safety. The majority of the traffic movements will be during the hours of daylight.
There have been no recorded accidents at the junction.

Concern that other drivers would not anticipate turning traffic at this location

Forward visibility at the access is excellent so drivers will have ample advanced warning of a vehicle waiting to turn right. The applicant is also prepared to offer advanced signing to warn approaching drivers of turning HGV traffic. Traffic speeds are generally lower (< 50 mph) than the speed limit.

Concerns over where the speed survey was taken and the size of the sample

Although not stated the speeds were measured at a point 160m from the access point in each direction. This was determined following site observations and a snapshot speed gun survey to establish a 'feel' for the general speed of traffic. In terms of the size of the sample, it is accepted that the normal requirements following advice in TA 22/81 is 200 vehicles. However traffic flows were very low and the sample of 100 vehicles is considered reasonable for low flow roads by many authorities. It is not anticipated that a larger sample would have significantly affected the results. The Highway Authority has now accepted the speed survey.

At a site meeting with a representative of the Highway Authority the visibility issue was discussed and measured on site. It is clear that at an 'x' distance of 4.5m the required 'y' distance of 160m is not achievable in either direction. However it was agreed that an 'x' distance of 2.4m would be appropriate in these circumstances due to the low traffic flows and the potential impact on the hedgerows and trees. It was agreed that 2.4m x 160m was achievable in a north easterly direction (looking right out of the access) the most critical direction, subject to maintaining the verge and cutting back some of the lower branches which overhang the highway verge in one or two places. The applicant is prepared to maintain the verges and visibility under licence (Section 142 Highways Act).
Visibility to the left (south east) is achievable by reducing the height of the field boundary hedge. Although HGV drivers being higher can see over the existing hedge, this will be by agreement with the farmer but will be maintained by the applicant.

Forward visibility was measured on site and falls slightly short of the 0.26m from a driver's height of 1.05m. However HGV drivers are at a higher position and therefore for the majority of drivers using the access this would be achievable.

The submitted statement does not demonstrate that the existing access has appropriate radii, geometry and width to satisfactorily cater for the additional daily heavy movements.

Drawing number AHC/08/FD/01 submitted with the Highway statement showed a widening of the access to provide a passing place together with an improved radius for vehicle turning left out of the access. Following the site meeting it is agreed that the access and passing place will be constructed to full industrial specification and a 12m radius will be provided on the south western side of the access. Details are shown on drawing no. AHC/08/FD/01A in Appendix 3.

A routing agreement has not been discussed although it is stated that trips will be coming and going via the west.

The applicant is quite prepared and willing to agree to a routing agreement, which will identify the routes to be used. This will ensure that all traffic turns left out of the access and does not use the village as a rat run to the A5.

The highway authority has also requested that the statement should consider the accident statistics and comment on the impact and safety at the Fenn Lane/A444 junction.

The Accident Statistics for the last 5 years have been obtained from the County Council and are available in Appendix 1.

There have been 10 accidents during this period, one of which was serious and 9 slight. Two accidents including the serious accident were on Fenn Lane, neither was at the site access.

Of the 8 accidents which occurred either at or near the A444/Fenn Lane junction, all were slight and only one accident involved a heavy goods vehicle and this vehicle was in a 5 vehicle shunt accident.

It is considered that the additional 80 movements per day (maximum) over a 12 hour day will not have any material effect on the accident record.

It was pointed out at the site meeting that the left radius from Fenn Lane into the A444 is quite small and there is evidence that larger vehicles have been over running the grass verge. The applicant is prepared to provide a 15m radius to alleviate this problem.

Other queries

5.1.1 The road surface on the access track will be improved.

The first 30m or so from Fenn Lane will be reconstructed and widened to allow a passing place. This section will be constructed to industrial road specification

to the satisfaction of the Highway Authority. Along the length of the track, the track, where there are natural passing places, the track can be widened if deemed necessary by the planning authority. There are at least 5 places where this could be achieved, however due to the low frequency of vehicles it is considered that the important passing place is at the entrance to Fenn Lane.
Highway Statement Appendix 2 contains calculations of the 85th percentile dry and wet weather speeds. The north east- bound calculation is based on data gathered at a survey, which was undertaken in High Street, Skellingthorpe in 2005.

The data is correct for this site, a previous survey was used as a template but unfortunately the heading was not amended. This has now been corrected and is available in Appendix 2 of this document.