

Traffic Statement

Proposed new Dwelling.

Wicks Lane, Forward Green

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Date: 18<sup>th</sup> February 2021

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## **1 Introduction**

- 1.1 This traffic statement supports a full planning application for a new dwelling at the end of Wicks Lane in Forward Green.
- 1.2 The applicant has already submitted an outline planning permission for a previous scheme and this report looks to address points raised by Suffolk County Council's Development Management Team in relation to highway matters.
- 1.3 The proposed site plan for the new dwelling is shown in Appendix 1 and the access arrangement has not changed from the original proposal.

## **2 Highway comments received from Suffolk County Council**

- 2.1 The following comments were raised by the Development Management Engineer in a letter to the Local Planning Authority dated 29th June 2020:
  - Visibility Splays at the Wicks Lane / A1120 junction
  - Passing opportunities for vehicles related to the construction phase and the operation of dwellings post occupation.
  - Increased width of driveway / access to alleviate concerns of conflict with users of the Public Right of Way
- 2.2 These comments will be addressed in the following paragraphs.

## **3 Visibility Splays at the Wicks Lane / A1120 Junction**

- 3.1 It is proposed to access the new dwelling from the northern end of Wicks Lane through an existing opening between properties.
- 3.2 Wicks Lane joins the A1120 to the south of the development and this section of the A1120 has a 30-mph speed limit. The actual visibility achievable at the junction with the A1120 was measured on site. These distances were measured as follows:
  - Looking west from a 2.0m setback – 66m
  - Looking east from a 2.4m setback – 90m plus
- 3.3 According to Suffolk County Council standard details, the visibility distances shown on Drawing Number GL VA3 Rev 1 for a road with a 30-mph speed limit indicate visibility distances of 90m.
- 3.4 As can be seen from the actual measurements on site covered in paragraph 3.2, the visibility achievable for the proposed access location exceeds the requirement looking east from the junction but is marginally less looking west. In Manual for Streets departures from standards are permitted if speeds are 30mph or less and this provides for a 43m visibility splay.
- 3.5 The speeds in this area appear to be reasonable and a departure from standards is deemed to be acceptable. The 66m currently measured exceeds the distance in Manual for Streets.

- 3.6 To support this assumption and departure from standards the Crashmap UK web site was interrogated for injury accidents in Wicks Lane and at the junction of Wicks Lane and the A1120.
- 3.7 Since 2010 there have been no injury accidents recorded in Wicks Lane or at the A1120/Wicks Lane junction. This demonstrates that there are no highway safety concerns relating to this proposal.
- 3.8 The minor intensification of use due to 1 new dwelling will not have an adverse impact on highway safety for all user types in the area.

#### **4 Construction traffic during the construction phase and post construction**

- 4.1 Wicks Lane is a short cul-de-sac with excellent forward visibility from one end to the other. The road is approximately 4.5m wide with occasional verges along the length on both sides.
- 4.2 During the construction phase the Principal Contractor will be instructed to use delivery vehicles which are more suitable to the location and available road width. Normally this will form part of the Construction Management Plan conditioned as part of the Planning Approval process.
- 4.3 The road is quite narrow, and this is not uncommon in Suffolk and local companies are used to working in this sort of environment.
- 4.4 It may be necessary for warning signs to be erected along Wicks Lane to ensure all site visitors are aware of the nature of the lane with several driveways along its length. It may be possible to identify a passing location at a convenient position along the lane.
- 4.5 After construction of the new dwelling and post occupation I do not see any issues with large vehicles entering the lane as they do now and have done so for many years for the existing residents.

#### **5 Increased width of driveway / conflict with users of the Public Right of Way**

- 5.1 There is an existing access through the proposed driveway which links to the Public Right of Way and is used by pedestrians.
- 5.2 The proposed driveway will extend across the whole width of the existing passage between Far End Cottage and Farm Gate Cottage. There will be no restriction of width and the driveway will not interrupt access to the public right of way north of the development site.
- 5.3 All existing signage for the public right of way will remain and if additional signage is required this will be provided as part of the construction process.
- 5.4 There is no scope to widen the existing opening into the site but as part of the works any overgrown vegetation that impedes visibility for all users will be cut back and maintained to ensure visibility is maximised.

- 5.5 The forward visibility from the end of Wicks Lane through the driveway opening is more than 30m. This distance equates to a vehicle speed of 23 mph when applying criteria from Manual for Streets. In reality, vehicles will be travelling very slowly, probably less than 10 mph, and for this scenario the forward sight stopping distance is 11m.
- 5.6 The geometry of the new driveway exceeds these requirements for visibility.

## **6 Summary and Conclusions**

- 6.1 This report demonstrates that the existing junction at Wicks Lane / A1120 is suitable for some intensification of use with no adverse impact on highway safety.
- 6.2 This junction has been used in its current form for a lot of years with no highway issues, further backed up by the excellent accident record since 2010.
- 6.3 The report demonstrates that there is sufficient inter-visibility between approaching and emerging vehicles at the Wicks Lane / A1120 junction and that there is no additional unacceptable highways risk.
- 6.4 The issues with construction vehicles and the use of Wicks Lane has been discussed and it is believed that through the planning approval process the Principal Contractor can address this matter through the production of a Construction Management Plan. Wicks Lane is quite narrow but is typical of a lot of rural roads in Suffolk where other development has been carried out safely at no detriment to the local environment and residents.
- 6.5 The existing public right of way will not be adversely affected by the completed scheme and during the construction phase additional warning signs will be erected to identify the route and ensure continued safe use of the footpath.
- 6.6 The forward visibility along the new section of the driveway is shown to be acceptable in terms of forward visibility when assessed against vehicle speeds. When the development is complete vehicles using this driveway will be local residents who will want to preserve their local environment and respect the existing features of the locality, particularly the public right of way.
- 6.7 It is considered that this Traffic Statement addresses the points raised by the Development Management Engineer in Section 2 of this report and can be used to support the full planning application for 1 new dwelling at the end of Wicks Lane, Forward Green.

# Appendix 1 – Proposed scheme

