

**Traffic Report - Proposed New Access at Stone Barn**  
**Finborough Road, Great Finborough**

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## **1 Introduction**

- 1.1 This traffic statement supports a planning application for a new vehicular crossing at Stone Barn and Stable Cottage, Great Finborough.
- 1.2 This report looks at the existing road conditions, existing access arrangements, accident records and visibility distances possible for the new access.
- 1.3 The CrashMap UK Accident record site was interrogated for details of injury accidents in the vicinity of the proposed access on the 19<sup>th</sup> May 2021. Since 2010 there has been one injury accident in the vicinity of the existing access to Stone Barn.
- 1.4 This accident occurred on the 25<sup>th</sup> February 2017 and was designated as a Slight Injury accident. This area is considered to have an excellent accident record over the last 11 years.
- 1.5 Highway safety is an integral aspect of any new vehicular access and the excellent accident record over the last 11 years demonstrates that there are no highway safety issues with this existing length of road.

## **2 Proposed access arrangements**

- 2.1 Stone Barn is located along the B1115 Finborough Road in Great Finborough. There is an existing gateway in place which provides access to Stone Barn, stables and Stables Cottage. The applicant owns the access and the track that runs to the cottage and stables and Appendix 1 gives an aerial view of the area.
- 2.2 The intention is to construct a new vehicular access for Stable Cottage and the stables. The existing access into Stone Barn will remain in its current position and the new access will be 36m from the end of the existing access into Stone Barn.
- 2.3 The B1115 at this location is 6.2m wide with verges on both sides. The verge fronting Stone Barn is 3m wide and opposite is 2.7m wide.
- 2.4 The forward visibility along this section is excellent and drivers are able to see over 350m.
- 2.5 The visibility distances for the proposed location of the new access have been measured looking in both directions. The visibility distances were measured from the centre of the proposed access from a 2.4m setback and were measured as follows along the nearside channel:
  - Looking North-east: 215m +
  - Looking South-west: 120m +
- 2.6 The visibility looking south-west has been assessed assuming the hedge which borders the neighbouring golf course has been trimmed. There are odd saplings that have sprouted in the verge which will be removed as part of this proposal. The applicant has an excellent relationship with the Stowmarket Golf Course Management Committee, and they are happy for any hedge trimming to take place.
- 2.7 The verge along this section varies in width but there is sufficient width for the visibility splay to be retained within the highway boundary and does not fall in third party land.

- 2.8 In order to support the application and establish vehicle speeds an automated traffic loop was placed across Finborough Road for one week from the 11th May 2021. The results of the survey are shown in Appendix 2.
- 2.9 The 85-percentile speed of the vehicles recorded was 50.8 mph, which is the equivalent of 82 kph, and much less than the national speed limit in the area. The average speed of vehicles using the area was recorded at only 43.8 mph.
- 2.10 In order to determine the required visibility splay distances for the new vehicular access, the Design Manual for Roads and Bridges is seen as an appropriate method of assessing these type of semi-rural site locations where traffic is travelling beneath the allotted speed limit. This distance relates to the 85-percentile speed recorded on site.
- 2.11 In the Design Manual for Roads Bridges, the table below gives typical sight distances related to vehicle speeds:

Design Speed kph	100	85	70	60	50
Desirable minimum stopping site distance m	215	160	120	90	70
One Step below minimum m	160	120	90	70	50

- 2.12 The above table has been interpolated for a design speed of 82 kph and this equates to a visibility splay distance of 152m. The visibility distances measured on site shown in paragraph 2.5 demonstrate that this distance is achieved looking north-east but is slightly less looking south-west.
- 2.13 Furthermore, relaxation of standards are permitted within the DMRB and are related to the safety aspects and environmental benefits for users of the road. The following factors are considered when assessing a site for relaxation of standards:
- Proximity of other junctions
  - Subject to momentarily visibility impairment only
  - Only affects a small proportion of the traffic
  - On straight forward geometry readily understandable to drivers
  - On a road with no frontage accesses in the area
  - Where traffic speeds would be reduced locally due to adjacent road geometry or speed limits
- 2.14 From the list of factors above several apply to this location and access along Finborough Road and a relaxation of standards related to sight stopping distance is a reasonable assessment of this site. This is further backed up by the excellent accident record at this location.
- 2.15 It is felt that a relaxation is applicable and will not deter from the highway safety at this location. The relaxation of standards would mean a revised distance of 114m would apply in each direction for the new vehicular crossing into Stable Cottage and the stables.
- 2.16 This distance is exceeded in both directions and meets the standard required and appendix 3 shows an extract plan showing the visibility splay looking south-west.

### 3 Summary and Conclusions

- 3.1 The visibility splays that are achievable for the access are in line with the requirements of the Design Manual for Roads and Bridges as demonstrated in the report with a relaxation of standards when looking south-west.

- 3.2 The area is very safe in highway terms and the CrashMap UK Accident Record Site results obtained on the 19<sup>th</sup> May 2021 reinforce this matter as only one injury accident was recorded since 2010 in the vicinity of the existing access.
- 3.3 The accident record is a compelling factor in the overall consideration of whether a vehicle can enter the highway with sufficient visibility. Certainly, from assessment of the proposal and the nature and extent of the site access / egress arrangements the applicant is of the sound opinion that these proposals are acceptable for a new vehicular crossing point.
- 3.4 Traffic flows in this area are low for the type of road and vehicle speeds are also well below the 60-mph speed limit. The proposed new access location will have none or little effect on traffic movements in this location.
- 3.5 In view of the above, my conclusion is that the proposed new vehicular access will have no detrimental effect on road safety for either users of the vehicular access or the public highway at this location. Consequently, I would expect the Highway Authority to support this proposal accordingly.
- 3.6 The report demonstrates that there is sufficient inter-visibility between approaching and emerging vehicles and that there is no additional unacceptable highways risk.
- 3.7 It is considered that this Traffic Report can be used to support the full planning application for a new vehicular crossing at Stone Barn in Great Finborough. The applicant is also aware of the need to apply to Suffolk Highways for the new vehicular crossing point once planning permission has been granted.

**Appendix 1 – Aerial photograph**



Proposed new access location



## Appendix 2: Traffic survey results

Traffic loop placed across the B1115 Finborough Road

Day / Date	Traffic flow	Av speed Mph	85 Percentile Speed mph
Tuesday 11/5/21	4639	44.5	51.2
Wednesday 12/5/21	5308	43.7	50.6
Thursday 13/5/21	5136	42.9	50.1
Friday 14/5/21	5269	43.3	50.3
Saturday 15/5/21	3295	44.7	51.6
Sunday 16/5/21	2766	44.1	51.7
Monday 17/5/21	5103	43.6	50.1
Average for the week		<b>43.8</b>	<b>50.8</b>

Photograph of traffic loop



### Appendix 3 – Visibility splay looking south-west

