

LESLIE E LAMMAS

B.Sc., M.Sc., F.I.C.E., F.C.I.H.T.

**TRANSPORTATION
HIGHWAYS AND
TRAFFIC PLANNING CONSULTANT****14 Chevet Grove
Sandal
Wakefield
West Yorkshire
WF2 6JB**

My Ref

789

Your Ref

Date

3 April, 2010

**Proposed Construction of 2 Nos. Detached 2 storey dwellings
Sledgates, Fylingthorpe.****Supporting Highways Statement.**

NYMNPA

12 APR 2010

Introduction.

1. This planning application takes into account the decisions and comments of the Inspector who determined the Appeal by Written Representations of Application 20070146/FL to North Yorkshire Moors National Park Authority. It also has the benefit of a Speed survey taken on 1st October 2009 at the proposed access.
2. The Inspector decided that Sledgates is a street to which the highway standards set out in the 'Manual for Streets' (Mfs) apply.

The Speed Survey.

3. On Thursday 1st October 2009 I undertook a survey of the speed of vehicles approaching the site from both east (uphill) and west (downhill) between 1200 and 1415 hours. The weather was fine and the road surface was dry.
4. I parked in the existing field access and – using a radar speed gun - recorded the speeds of uphill cars as they rounded the bend (i.e. about 40m before the proposed access) and of downhill cars when they were about 50m from the proposed access. Only the speeds of 'free-running' cars were recorded. Full details are given in the Appendix.
5. The survey found that the 85th percentile wet-weather speed of cars (calculated in accordance with the recommendations of TA22/81: 'Vehicle Speed Measurement on All Purpose Roads' was:

Vehicles travelling Uphill: 45.8 kph

Downhill: 47.3 kph

Visibility Requirements.

6. The Manual for Streets gives the stopping distance for cars and recommends that 2.4m is added to this distance to allow for the length of a car bonnet. It also shows how the

gradient of the road should be taken into account (i.e. requiring longer stopping distances when travelling downhill and shorter distances when travelling uphill.

7. The required stopping distance (including the 2.4m length of bonnet) without any adjustment for gradient is:

For vehicles travelling Uphill: 39.8m Downhill: 41.7m

8. However, the gradient of Sledgates (for the 40-50m before the proposed access) is:

For vehicles travelling Uphill: 7.6% Downhill: 8.1%

9. Therefore, **the required stopping distance, taking into account the gradient, is:**

For vehicles travelling Uphill: 37.2m Downhill: 46.0m

10. The Manual for Streets recommends that visibility be provided from an 'x' distance of 2.4m over the full stopping distance of approaching traffic. However, on very lightly trafficked roads the 'x' distance can be reduced to 2.0m. (para. 7.7.7).

Vehicle Flow.

11. A count was made of all vehicles using Sledgates during the duration of the Speed Survey. This found:

Uphill		Downhill	2-way
1200-1300	52 vehs	71 vehs	123 vehs.
1300-1400	58 vehs	68 vehs	126 vehs

There was 1 motor cycle, 2 lorries and 5 buses within the total of 249 vehs.

12. The number of vehicles recorded would indicate that Sledgates is a lightly trafficked road and therefore, for an access serving two dwellings, an 'x' distance of 2.0m would be appropriate.

13. Following the speed survey I went to Robin Hood's Bay and found the small car park to be full, and a considerable number of cars parked in the main car park. This suggests that the traffic flows recorded on Thursday 1st October 2009 were typical of a 'fine' autumn weekday.

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Available Visibility.

14. The application plan shows the centre-line of the proposed access to be some 26.3m from the west site boundary. The following visibility can be provided:

Towards vehicles travelling Uphill:	2.4m x 38.6m (measured to nearside kerb). It should be noted that the distance measured along the kerb is 39.1m.
Towards vehicles travelling Downhill:	2.4m x 46.0m (measured to nearside kerb).

15. The available visibility in both directions from the proposed access and the visibility required as set out in the 'Manual for Streets' is shown below.

Towards vehicles travelling	Uphill	Downhill
Available Visibility	39.1m	46.0m
MfS standard	37.2	46.0m

16. The above visibility distances are achieved from an 'x' distance of 2.4m.

Conclusions.

17. It is concluded that the proposed access would have the visibility required by the 'Manual for Streets'.
18. Therefore it is concluded that there are no reasons for the planning application to be refused on highway issues.

L E Lammas



Appendix.

Details of the Speed Survey undertaken on Thursday 1st October 2009.

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Speed Survey Sledgates, Fylingthorpe Meter at Field Gate Road: Dry. Thursday 1 October 2009 12.00 to 14.10

Speed (mph)	To West (leaving bend)		To East (50m before field gate)			
	Towards sA171	n1	n2	Towards Robin Hood's Bay		
10						
11		0	0			
12		0	0			
13		0	0			
14		0	0			
15		0	0	1		
16		0	0	0		
17	1	17	269	0		
18	0	0	0	0		
19	3	57	1083	1		
20	1	20	400	1		
21	9	189	3969	8		
22	10	220	4840	7		
23	8	184	4232	7		
24	6	144	3456	10		
25	7	175	4375	5		
26	9	234	6084	3		
27	6	162	4374	10		
28	8	224	6272	13		
29	6	174	5046	8		
30	3	90	2700	2		
31	8	248	7688	6		
32	4	128	4096	4		
33	3	99	3267	3		
34	2	68	2312	1		
35	2	70	2450	4		
36	1	36	1296	2		
37	3	111	4107	1		
38		0	0	1		
39		0	0	1		
40		0	0	0		
41		0	0	1		
42		0	0	0		
43		0	0	0		
44		0	0	0		
	100	2650	72336 2111	100	2720	76320 2336
Mean speed	26.5	mph		27.2	mph	
St.dev.	4.6	mph		4.9	mph	
85percentile Calc	31.1	mph	49.8	32.1	mph	51.3
85% Dry						
85% Wet	28.6	mph	45.8	29.6	mph	47.3

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