

Proposals to address Highways Safety Concerns of 10th August, 2020

Visibility Splays

The access has been repositioned and the plan amended accordingly, ref. drawing CP_001B 20/8/2020.

Visibility splay 2.0m x 43m can be achieved to the east of the access with the relocation of the Electric pole and trimming of the tree.

The west visibility splay is 2.0m x 36m. Although this falls short of the recommended 43m as per the manual for streets there is clear visibility of 43m to the centre of the road, and with the road only being 4m in width any vehicle coming around the bend would be clearly seen.

To review the position further, due to the nature of the road and close proximity of the junction to the west, the commissioning of a 7 day Automatic Traffic Count (ATC) is proposed to record the volume, direction and more importantly the speed of vehicles travelling past the replacement site access to demonstrate that vehicle speeds to the west of the location are below the prescribed 30mph speed limit.

This should prove a visibility splay of 36m with clear visibility of 43m to the centre of the road would be acceptable for a new access in accordance with the manual for streets. At the very least calculations would confirm that the closing of the existing entrance and the forming of a new entrance would improve highway safety.

Pedestrian access

Blazegate is an unclassified road covering approximately 2.25km which serves 16 residential properties and links the roads Kingsgate to Marriotts Gate.

It is a local access road which does not have any pavements; there are no schools, shops, public houses, garages or places to go to. In the local vicinity there are other roads with pavements which link the local amenities and hamlet.

On quiet roads/lanes where traffic speeds are inherently low due to physical constraints, it is usually appropriate for pedestrians, cyclists and equestrians to walk/ride along the carriageway on an informal shared use basis. This is the case on Blazegate with only minor pedestrian, cyclists and equestrian activity.

From initial research, there do not appear to have been any accidents involving vehicles and vulnerable road users along the entire extent of Blazegate for over 20 years. This is despite there not being any footway provision on any length of the road and a 60mph speed limit to the east of the site.

In 1995 when the White Acres residential development of four houses to the west of the site was granted permission, the Planning Committee at South Holland District Council concluded that a paved area would not look right in a small village setting, and consequently a pavement across the development was not installed.

Subsequently should a pavement be installed across the frontage of this application site it would not have any pavement to join to on either side. It would therefore not only impact on the setting of the small village location, but may result in new highway safety issues. The revised access proposal includes a grass verge which could be used in an emergency if necessary by pedestrians.

A pedestrian access to and from the application site could be installed, as per the attached plan; it is envisaged that usage would be minimal, similar to that of other residents on Blazegate.

The existing vehicular access is currently used on a daily basis and there has never been an accident or incident even with large delivery vehicles at the application site. The new proposed usage should change the mix of vehicles using the site, but not substantially increase the usage of the entrance.