

Project Name:	Low Gate, Gosberton				
Client:	Gleeson Homes				
Subject:	Footpath Link Review				
BGH Reference:	23-134-002.02				
Date:	27 th September 2023				
Prepared by:	Phoebe Pitcher	Checked by:	Martin Crabtree	Overview by:	Adam Bradley

Introduction

1. This Transport Note has been prepared by Bryan G Hall (BGH) on behalf of Gleeson Homes, to review the provision of a potential footpath link associated with the proposed York Gardens residential development in Gosberton.
2. The Transport Note firstly considers if such a footpath is required as a consequence of the development, and secondly, whether it could be delivered.
3. In order to consider the first issue, whether such a footpath is required the Transport Note sets out the walking distances to key local amenities from the site both with and without the potential footpath link. It assesses the walking distances and provision of the site against national guidance to determine whether the link is needed for the development to be aligned to guidance.
4. The Transport Note then set out the visibility and land constraints of providing a new footpath on Low Gate and an associated footpath link into the new development site.
5. The contents of this Transport Note have been prepared as part of a desk-top study, with measurements for walking distances being made using Google Maps and as such the distances noted are approximations. The measurements for the visibility and land constraints review were taken from Ordinance Survey data.

Planning

6. The site was granted outline planning consent by South Holland District Council in February 2018 (planning reference H08-115-16). The outline permission comprised a total of 80 dwellings.
7. Gleeson Homes submitted a detailed planning application (reference H08-1256-21) in September 2021 as the original outline permission had lapsed. The proposal comprises 96 dwellings with vehicle access via an extension of York Gardens, which currently serves 3 dwellings.
8. As part of Schematic Site Layout shown at **Appendix BGH1** there was a footway link shown at the eastern end of the site connecting to Low Gate.

9. The Lincolnshire County Council's (the Local Highway Authority) first consultation response dated 16 February 2022 stated:

"The inclusion of a footpath at the eastern end of the site, to provide a pedestrian route to the medical centre on Low Gate, is very much welcomed, however, there does need to be a reciprocal arrangement on the medical centre side of Low Gate to allow pedestrian access into the medical centre without having to walk along the carriageway. The point where the illustrated footpath meets Low Gate is just beyond a blind bend where pedestrians would be unsighted from the perspective of a driver coming around that bend".

10. There was a further response from Lincolnshire County Council in which they included the following suggested condition:

Notwithstanding the details shown on the submitted layout drawing, provision shall be made on Low Gate for residents of the permitted development to cross safely and walk other than along the carriageway to access the village medical centre on foot. The details of these works shall be submitted to, and approved in writing by, the Local Planning Authority prior to the construction of and dwelling hereby permitted and completed prior to the occupation of any dwelling hereby permitted.

11. It is this suggested condition and the potential provision of the footpath link to Low Gate that is the subject of this Transport Note.

Site Location

12. Gosberton village is located approximately 9.5 kilometres to the north of Spalding in South Holland, Lincolnshire. The proposed York Gardens site is an agricultural field located to the north east of Gosberton and is bounded by existing residential dwellings to the south and west, and Low Gate to the east.
13. The proposed access is via an extension of York Gardens which has footways on either side of the carriageway and is accessed from Welby Drive, which forms the main access route into the cul-de-sac. Welby Drive has footways and street lighting on both sides of the carriageway, providing a route to the A152 High Street to the southwest.
14. The A152 has footways and street lighting on both sides of the carriageway and forms the main access route into and through the middle of Gosberton.
15. Along the majority of its length, Low Gate, between the A152 and the Medical Centre has footways provided on both sides of the carriageway. There are short sections on the north side where the footway gives way to grass verges, however, there is a continuous route on the south side.
16. Existing footways surrounding the proposed site appear to be well maintained with streetlighting, and for the most part, have a width of greater than 2 metres – which is in line with guidance set out in the Manual for Streets (DfT, 2007).

Guidance for Walking Distances

17. With regard to pedestrian provision at new developments, guidance is set out within the Chartered Institution of Highways and Transportation (CIHT) document 'Planning for Walking' (March 2015). The document describes how approximately 80% of all journeys shorter than 1 mile (1.6 kilometres) are made wholly on foot. Walking is also regarded as an essential part of public transport travel, as bus stops are usually accessed on foot.
18. The 'Guidelines for Providing for Journeys on Foot' (Chartered Institute of Highways and Transport, 2000) sets out the suggested acceptable walking distances for pedestrians without any mobility impairment.
19. The recommended desirable, acceptable and preferred maximum walking distances for various trip purposes have all been provided in Table 1, below.

Table 1: Recommended Walking Distances

	Trip Purpose	
	Commuting/School	Other Journeys (Retail/Shopping)
Desirable	500 metres	400 metres
Acceptable	1,000 metres	800 metres
Preferred Maximum	2,000 metres	1,200 metres

20. Table 1 shows that the preferred maximum walking distance for 'commuting / school' journeys is 2,000 metres and the preferred maximum walking distance for other journeys is 1,200 metres.
21. With regard to public transport provision at new developments, the Chartered Institute of Highways and Transport publication "Buses in Urban Developments" (January 2018) refers to a maximum walking distance to bus stops of 400 metres, this is a historic recommended distance which has been applied for many years. The aforementioned "Planning for Walking" also states that 400 metres has traditionally been regarded as a cut off point for walking distance to bus stops.

Accessibility to Local Services

22. As part of any planning application it is necessary to determine what local services are within a convenient walking distance from the site.
23. The proposed planning condition makes reference to access to the Medical Centre, however, there are other services in Gosberton that future residents of the site will walk

to. Clearly, there are numerous services in Gosberton, however, the following is a summary of the key amenities:

- Gosberton Medical Centre
- Gosberton Academy (Primary School)
- Gosberton House Academy (Primary School)
- Lincolnshire Co-op (Food Store)
- St Peter & St Paul's Parish Church (Church)
- Gosberton Public Hall (Public Hall)
- Bus Stops adjacent to The Bell Public House (Bus Stops)

24. A comparison will be made in regard to the walking distances to key local amenities in Gosberton from the development via York Gardens and via the potential Low Gate pedestrian link. The table below, provides each key service and then the distances to the various amenities via the potential Low Gate pedestrian link and the walking distances to the same amenities via the York Gardens access.

25. It should be noted that all measurements have been made from the centre of the proposed development.

Table 2: Walking Distances to Amenities

	Trip Purpose	
	Distance from Development (via potential Low Gate pedestrian link)	Distance from Development (via York Gardens access)
Gosberton Medical Centre	200 metres	725 metres
Gosberton Academy (Primary School)	1,000 metres	950 metres
Gosberton House Academy (Primary School)	1,550 metres	1,500 metres
Lincolnshire Co-op (Food Store)	600 metres	450 metres
St Peter & St Paul's Parish Church (Church)	670 metres	500 metres
Gosberton Public Hall (Public Hall)	775 metres	600 metres
Bus Stops adjacent to The Bell Public House (Bus Stops)	550 metres	375 metres

26. Table 2 indicates that the walking distances to each of the key amenities are shorter via the York Gardens access when compared to the potential footpath link onto Low Gate, apart from to the Medical Centre.
27. All of the journey distances, via the York Garden access are within either the acceptable or preferred maximum distances set out in Chartered Institute of Highways and Transport guidance (shown in Table 1). Also, the walking distance to the bus stops are within the guidance set out in paragraph 18.
28. Additionally, it shows that while walking distances to the Medical Centre are reduced by the proposed pedestrian link, it does not shorten the walking distances to other key amenities in Gosberton - in fact in each case it is a longer walking distance. It should be noted that even without the pedestrian link, the walking distance from the proposed development to the Medical Centre (via York Gardens) is still regarded as 'acceptable' in line with CHIT guidance for "Other Journeys".

Route Comparison

29. The route to all facilities when using the York Gardens access will be via the footways either side of York Gardens (likely southern side), then along the footways on Welby Drive, then along A152 High Street. To access the Medical Centre residents would then need to cross Low Gate and then walk along the continuous footway to the Medical Centre.
30. The route to all facilities when using the potential footpath onto Low Gate would be to cross Low Gate in the vicinity of the site then access the Medical Centre, or after crossing Low Gate walk along the continuous footway to the A152 High Street.
31. At the junction of Low Gate with High Street the journeys to each of the key facilities are the same but as noted earlier shorter via the York Gardens access.

Design Limitations

32. To provide a 1.5m wide footway on the development side of Low Gate (western), that the designer has currently deemed as absolute minimum width likely to be acceptable to the local highway authority within land that is available to the client, would result in the requirement for an uncontrolled pedestrian crossing point in the location shown on Drawing Number 23/137/SKH/001 at **Appendix BGH2**.
33. The pedestrian crossing point at this location would only have a forward visibility to oncoming vehicles from the west side of Low Gate of 13.5m to the nearside kerbline. Local Highway Guidance also suggests an appropriate setback from the kerbline for pedestrians when crossing ('x' distance) should be utilised which would reduce this visibility distance further.
34. The forward visibility distance is also likely to present a highway safety concern (as part of a Road Safety Audit) as this would not provide the sufficient stopping distance for an oncoming vehicle to a pedestrian using the crossing point. It should also be noted that due

to the 60mph speed limit immediately adjacent to the uncontrolled crossing point, the required sight stopping distance cannot be provided.

35. Further safety concerns may be raised due to the presence of the Gosberton Medical Centre access on the opposite side of the road and the need for the pedestrian crossing point to be located on the access radius. This crossing location is in close proximity to the Medical Centre access and coupled with the increase in turning movements trying to accommodate a crossing point in this location without encroaching on third party land would be difficult.
36. Another option is to provide a new 1.5m wide footway on the opposite side of Low Gate (eastern), that could be accepted by LCC as relaxation to the standard 2.0m wide footway, although not likely. A sub-standard 1.5m wide footway, that is deemed as the absolute minimum width is indicated on Drawing Number 23/137/SKH/002 at **Appendix BGH3**.
37. For this option the verge on the eastern side has been utilised to reduce any potential impact on the existing drainage ditch. This results in the need to widen within the carriageway and move the carriageway towards the development site.
38. Providing a minimum 500mm separation margin to the development site boundary, whilst maintaining a 3.0m carriageway and a new 1.5m footway, would result in a vehicular forward visibility of approximately 25m. This would be below the distance of 43m required for a 30mph road based on Manual for Streets guidance. It is expected that the uncontrolled pedestrian crossing point could be cited further north outside of the forward visibility envelope however, this would then be within the 60mph zone.
39. The installation of an off-side footway would also require the installation of positive drainage. This is due to the current scenario where the carriageway has been presumed to drain into the existing drainage ditch would no longer be possible. The solution is likely to be in the form of combined kerb/drainage units that would discharge into the existing ditch, subject to agreement with the LCC.
40. Alternatively, a significant impact on the opposing drainage ditch and associated drainage provision would be required in order to provide an adoptable standard footway, whilst mitigating the potential impact on forward visibility. The ability to undertake any works on or adjacent to the drainage ditch would be subject to further surveys, detailed design works and is highly dependent on the ability to deliver within available land under client/council control and unlikely.

Summary and Conclusion

41. This Transport Note has been prepared by Bryan G Hall on behalf of Gleeson Homes, to review the provision of a potential pedestrian link associated with the proposed York Gardens residential development in Gosberton.
42. The Transport Note firstly considers if such a footpath is required as a consequence of the development, and secondly, whether it could be delivered.

43. The Transport Note sets out the walking distances to key local amenities from the site both with and without the potential pedestrian link.
44. It has been demonstrated that the walking distances to each of the key amenities are shorter via the York Gardens access when compared to the potential footpath link onto Low Gate, apart from to the Medical Centre.
45. All of the journey distances, via the York Garden access are within either the acceptable or preferred maximum distances set out in Chartered Institute of Highways and Transport. Also, the walking distance to the bus stops are within the guidance also set out by the Chartered Institute of Highways and Transport.
46. Whilst the walking distances to the Medical Centre are reduced by the proposed pedestrian link, it does not shorten the walking distances to other key amenities in Gosberton in fact in each case it is a longer walking distance. Furthermore even without the pedestrian link, the average walking distance from the proposed development to the Medical Centre (via York Gardens) is still regarded as 'acceptable' in line with CHIT guidance for "Other Journeys".
47. The route to the Medical Centre using the York Gardens access would be via footways either side of York Gardens, Welby Drive, then along A152 High Street following which residents would then need to cross Low Gate and then walk along the continuous footway to the Medical Centre.
48. The Transport Note then set out the visibility and land constraints of providing a new footpath on Low Gate and an associated footpath link into the new development site.
49. Both footway options for the 'site-side' and 'opposite-side' proposals and footpath links present concerns which would likely be deemed as a negative impacts on highway safety. This is particularly due to the existing speed limit change, narrow nature of the existing vehicular route, existing vegetation and the limitations of available highway adopted and maintained land. As a result the required visibility splays for pedestrians and forward visibility splays would not be achievable based on the speed limit of the road.
50. Furthermore a reduction in footway width would be required given the available land.
51. The alternative would be to encroach on the opposing drainage ditch which may provide an adoptable standard footway, whilst mitigating the potential impact on forward visibility although this is likely to have a significant impact. The ability to undertake any works on or adjacent to the drainage ditch would be subject to further surveys, detailed design works and is highly dependent on the ability to deliver within available land under client/council control.
52. As a result of the above analysis it is not considered that the proposed Low Gate pedestrian link is essential in order to provide an acceptable level of accessibility by foot to amenities in Gosberton. Furthermore, whilst it provides a shorter journey to the Medical Centre it is

not considered that providing this route is necessary to make the development sustainable nor is it considered essential to provide access to the Medical Centre as an alternative route exists which allows trips to the Medical Centre on foot.

53. It is considered that it is not possible to provide a footway on Low Gate, Gosberton, and an associated footpath link into the new development site that is fully in accordance with required guidance, unless a relaxation to the guidance/requirement were permitted or third party land was obtained.
54. In conclusion, it is considered that the potential footpath link associated with the proposed York Gardens residential development in Gosberton is not necessary as a consequence of the development nor that it is deliverable.

Appendices

Appendix BGH1 – 3378-1-001 P Schematic Site Layout - Amendment 3

Appendix BGH2 – Drawing Number 23/137/SKH/001

Appendix BGH3 – Drawing Number 23/137/SKH/002

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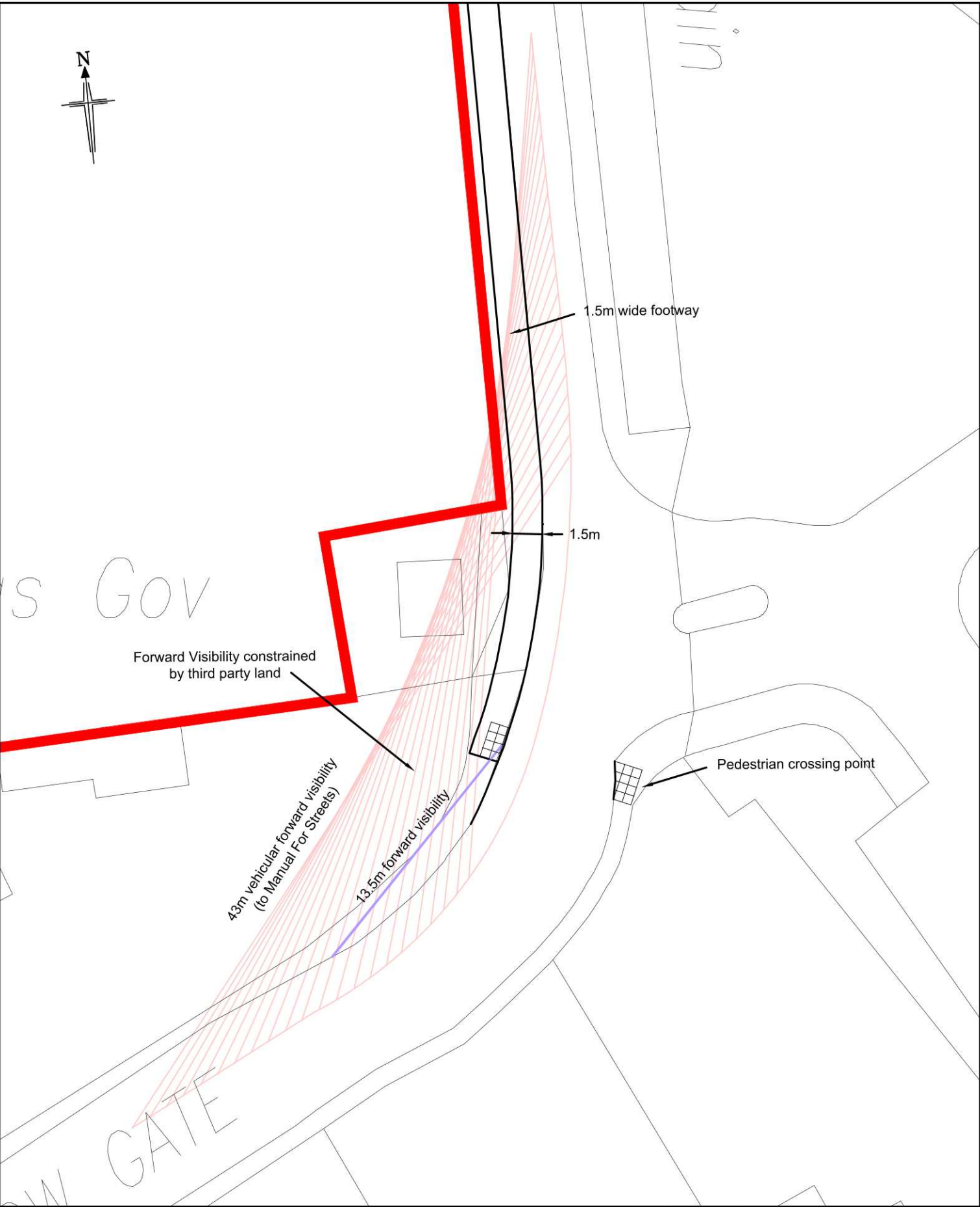
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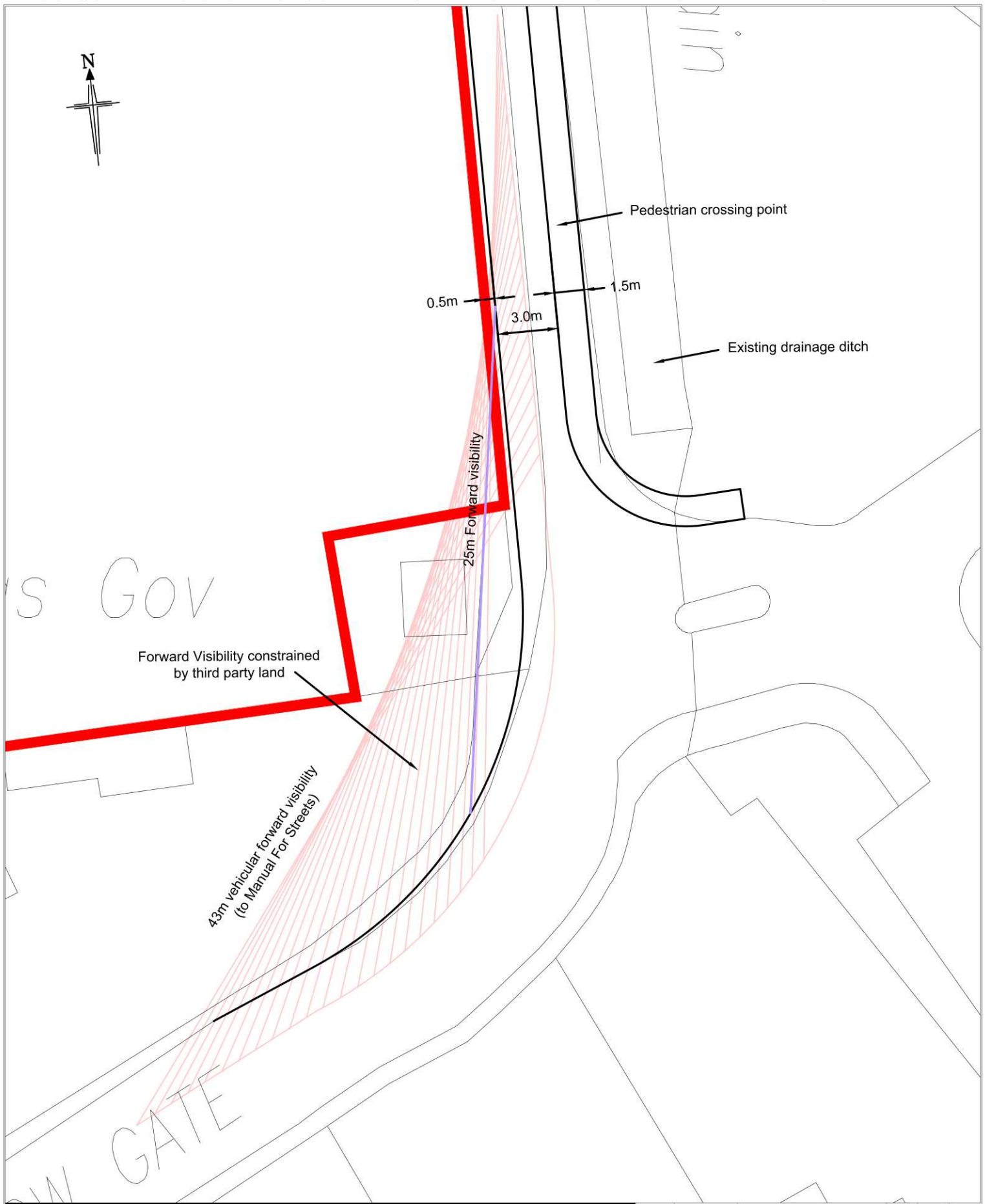
APPENDIX BGH 1

APPENDIX BGH 2



Rev:	Date:	Amendment:	DRN:	CHK:	APR:
Client: GLEESONS					
Project: LOW GATE, GOSBERTON SPALDING					
Drawing No: 23/134/SKH/001			Revision:		
Job No: 23-134			Date: 18.08.23		

APPENDIX BGH 3



Rev:	Date:	Amendment:	DRN:	CHK:	APR: