



COTSWOLD  
TRANSPORT  
PLANNING

Mrs D Robins  
Clerk  
Bletsoe Parish Council  
5 Grays Grove  
Little Staughton  
Bedfordshire  
MK44 2BT

Date: 28 March 2019

Our ref: CTP-19-270

Your ref:

Dear Mrs Robins

**Bletsoe Neighbourhood Plan- Land North of The Old Rectory, The Avenue, Bletsoe (Site 685)**

I write to set out details of the proposed access arrangement to the above potential development site for a development of up to 3 new residential dwellings. In my considered professional view this access, which is shown on the enclosed drawing (no. SK01) would provide safe and suitable access for a development of this scale.

The proposed access arrangement is based on the creation of a new private driveway from The Avenue. Using only land that is identified as being in your control or part of the adopted highway network, it is possible to provide an access with an initial width of 4.8m, narrowing to 4.1m within the site to provide access to the proposed dwellings.

Based on both Department for Transport and Bedford Borough Council (BBC) design guidance, this access would be adequate to serve up to 5 dwellings as a private drive as it allows two cars to pass. I would also note that it is possible to provide a wider access should this be required, again using land that is entirely within your control or the existing adopted highway.

I have also considered the achievable visibility splay at the proposed access. A visibility splay of 2m x 43m is achievable to the south within the existing adopted highway. This is sufficient for vehicles travelling at the posted speed limit on The Avenue to the south of the access of 30mph. I would note that it is possible to provide further visibility to the south over and above this 43m should this be required.

To the north, a visibility splay of 2.4m x 127m is achievable within the existing adopted highway. This is sufficient for vehicles travelling at 43mph. The existing 30mph speed limit on The Avenue ends to the north of the proposed access, with speeds to the north being derestricted and therefore the notional speed limit is 60mph.

Whilst measured vehicle speeds have not been obtained at this stage, I consider that vehicle speeds will be significantly below 60mph and closer to 40mph based on a number of factors.

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Firstly, The Avenue is a rural road or somewhat limited width in places. Secondly, there are a number of bends in the road which both limit forward visibility for drivers and mean that southbound vehicles cannot travel at excessive speed without crossing the centreline. Both of these factors will mean that vehicles will not be able to travel at high speeds. In addition, vehicles will also be slowing as they approach the start of the village 30mph speed limit.

I have driven this route on a number of occasions and undertaken site observations which indicate that vehicle speeds are likely to be between 30mph and 40mph on this section of The Avenue.

I am therefore of the view that vehicles on this section of The Avenue are unlikely to be travelling at speeds in excess of 43mph and therefore the achievable visibility splay is sufficient to ensure that the vehicles exiting the access will have sufficient visibility of vehicle on The Avenue Road. Vehicle speeds and therefore visibility spays, would be confirmed in due course should the site be allocated within the Neighbourhood Plan and a planning application made to BBC.

The proposed access conforms to all relevant design guidance and standards including Manual for Streets (published by the Department for Transport) and Bedford Borough Council's own design standards.

This section of The Avenue is lightly trafficked and therefore there is no reason why an access as shown would not operate satisfactorily. In due course, the internal layout of the site would also be developed further to provide sufficient space for the parking and turning of vehicles to meet BBC Parking Standards.

In terms of vehicle movements, a development of 3 residential dwellings is estimated to generate a maximum of 3-5 vehicle movements in total (arrivals and departures) in any one hourly period. This represents less than one additional vehicle movement every 10 minutes, a level of additional vehicle movements that I consider would be imperceptible to existing road users.

I am therefore of the view that the allocation of the site for up to 3 residential dwellings is entirely appropriate, that safe and suitable access can be provided for vehicles and that the additional dwellings would not have a detrimental impact on the operation of the local highway network.

I am aware that in response to the recent consultation on the draft Neighbourhood Plan, BBC officers have requested it is necessary to determine that suitable access and adequate visibility can be achieved before this land can be allocated in the Neighbourhood Plan. Following my more detailed consideration as set out above and shown on the attached, a safe and suitable access can be provided within land under the control of the owner of site 685.

Yours Sincerely

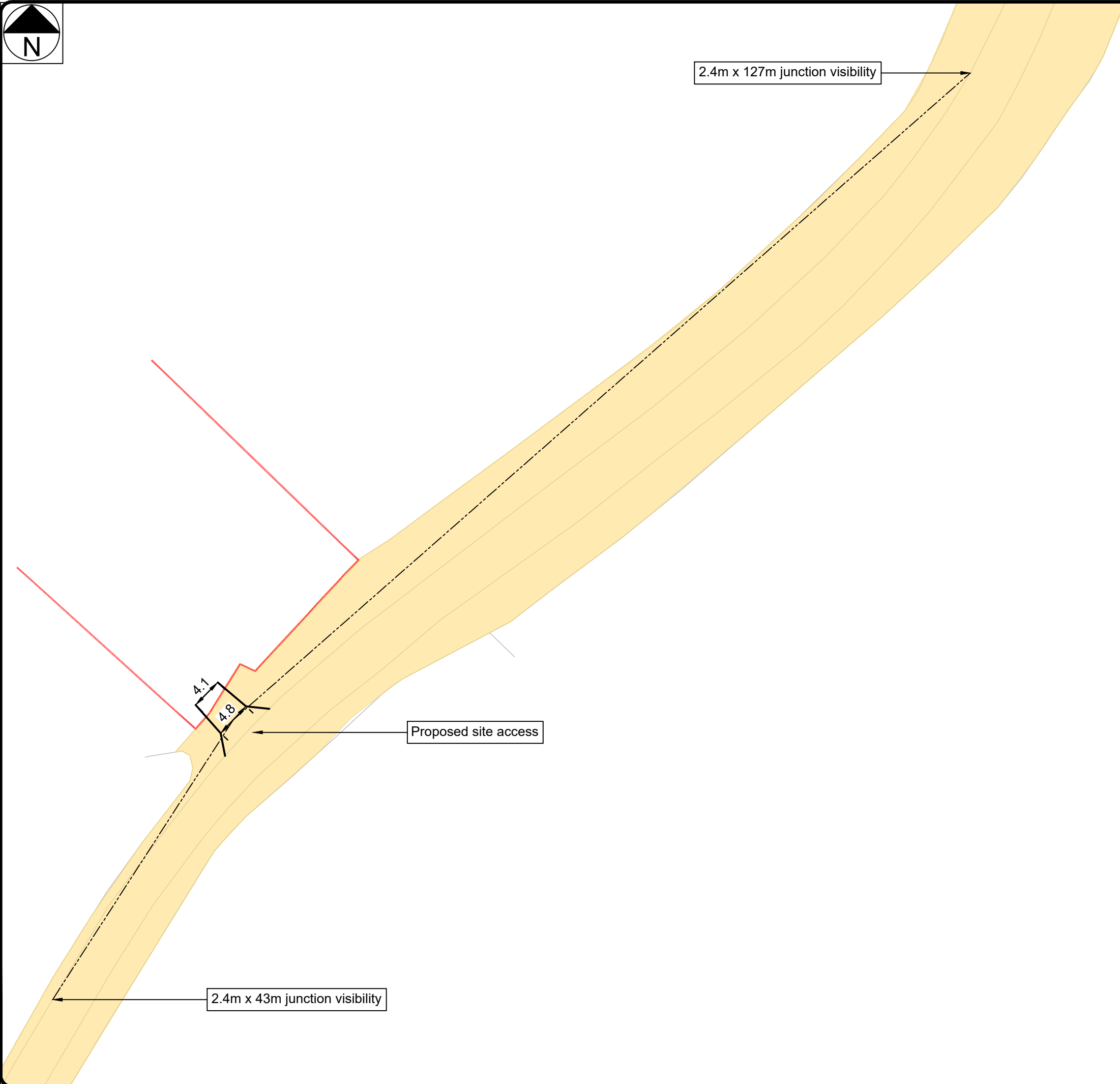
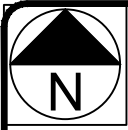
Chris Elliott BSc (Hons) MCIHT

*Associate Director*


**Cotswold** Transport Planning Ltd


cc: Trevor Roff- Regeneration Positive  
Samantha Boyd- Woods Hardwick  
Alison Field-Foster

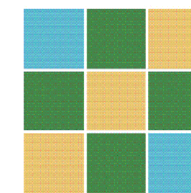
Enc: CTP Drawing CTP-19-270 SK01



Notes:

 Extent of highway maintainable at public expense

 Approximate site boundary



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Drawing Title:  
**Proposed Site Access Visibility**

Client:  
**Alison Field-Foster**

Project:  
**The Avenue, Bletsoe**

Drawing No:  
**SK01**

Revision:

Date Drawn:  
**19.03.19**

Issue Date:  
**19.03.19**

Drawn by:  
**LG**

Checked by:  
**CE**

Project Code:  
**CTP-19-270**

Scale at A3:  
**1:500**

Drawing Status:  
**INFORMATION**