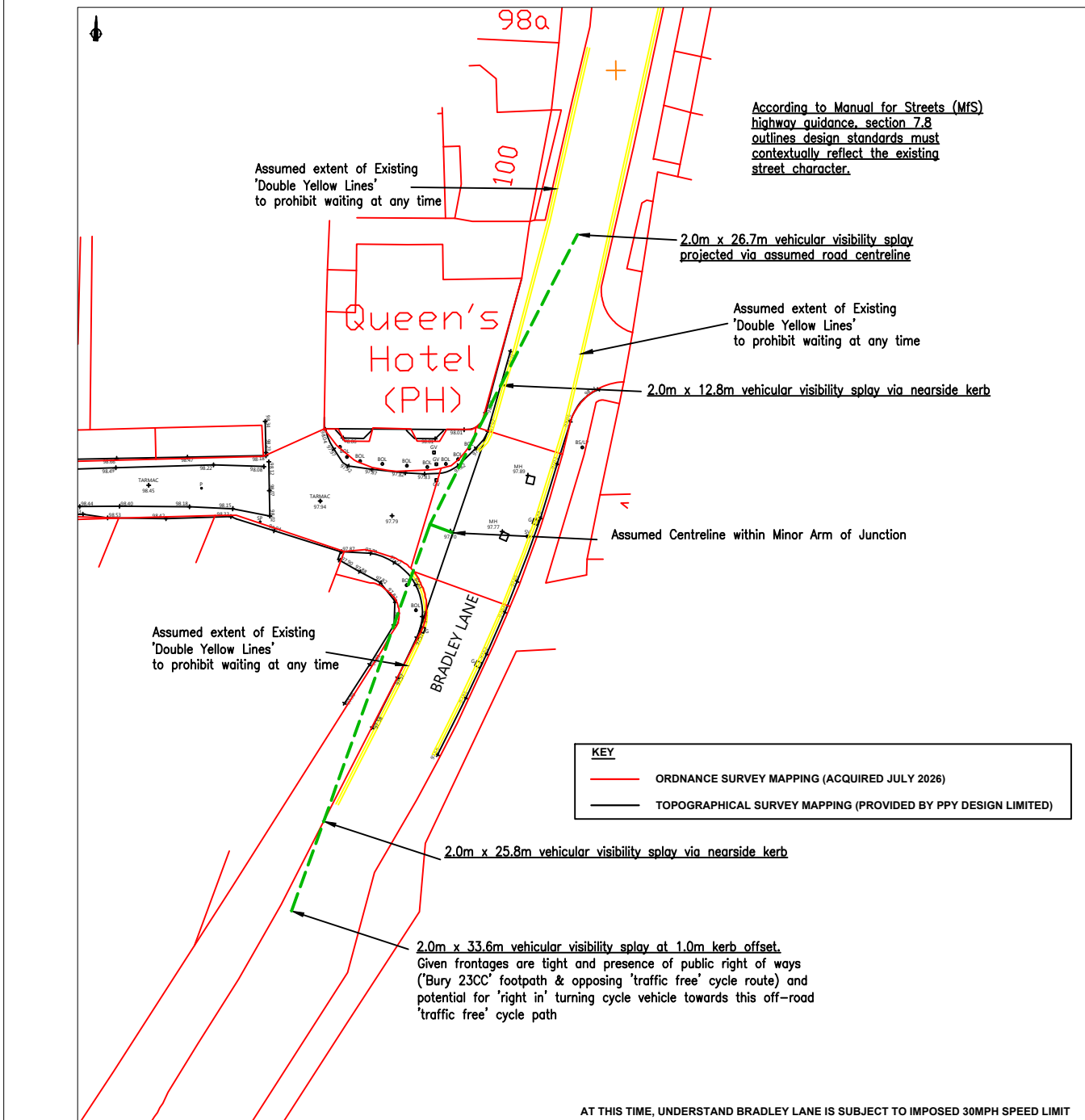


2.0 METRE SETBACK VEHICULAR VISIBILITY SPLAYS ALONG BRADLEY LANE AT ITS JUNCTION VIA MINOR ROAD ARM SERVING THE SITE (VIA OVERLAID & ALIGNED 'TOPOGRAPHICAL SURVEY & ORDNANCE SURVEY' BASE MAPPING)



OS BASE MAPPING OBTAINED VIA EMAPSITE © CROWN COPYRIGHT AND DATABASE RIGHTS [2026] ORDNANCE SURVEY AC00008081227 & OVERLAID BY BTP

DFT 'MANUAL FOR STREETS' HIGHWAY GUIDANCE (2007)

Table 7.1 Derived SSDs for streets (figures rounded).

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length. See 7.6.4		11	14	17	18	23	25	33	39	43	45	59

Additional features will be needed to achieve low speeds

7.7.7 A minimum figure of 2 m may be considered in some very lightly-trafficked and slow-speed situations, but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm. The ability of drivers and cyclists to see this overhang from a reasonable distance, and to manoeuvre around it without undue difficulty, should be considered.

up to 26.7metres to north equates between 22–23mph
up to 33.6metres to south equates between 26mph

SITE VISIT PHOTO (JULY 2026)



Exiting Vehicle via Minor Arm (supports principle that some exiting vehicles are seen to protrude into junction to improve 'major road' sightlines). Unclear whether this is of choice or due to drivers improving the existing setback vehicular visibility splays, however does support comment raised above in paragraph '7.7.7'. Given that this junction lies on the inside of the bend adjacent to prominent public house building does promote 'major road' passing vehicles to travel on approach with caution of any protruding vehicles. Added to this, is the premise of existing double yellow markings surrounding the junction to prevent on-street parking near the junction to promote clearances on either side of the junction for preserving existing splays but also bollards to protect vulnerable pedestrians, guide traffic flow and physically prevent vehicles from encroaching onto pavements.