

As per my written representation, I believe an ASI is required to change the proposed rerouted pedestrian crossing of the B581 in to prevent danger to walkers. The proposal that is of serious concern from a pedestrian safety perspective is the introduction of an uncontrolled (i.e. not zebra or signal) tactile paved crossing on Station Road by the eastern side of Bostock Close. This is part of the proposed rerouting/closure of footpath T89 to use the existing pavement over the B581 road railway bridge as an alternative. Very close examination of the plan "HRF-BWB-LSI-D2-DR-CH-00100 Document 2.4B Highway Plans Sheet 2" shows that this involves a dropped pavement on the south side of Station road opposite Bostock Close, toward the base of the railway bridge. The bend in the B581 at this point prevents a clear view of the road westwards in the Earl Shilton direction. In fact only 100 yards of the road or so can be seen, only allowing less than 5 seconds of visibility assuming that traffic is travelling at the statutory speed limit of 40 mph (very unlikely to be less!). This will result in pedestrians starting to cross Station Road only to find oncoming traffic as they reach the middle of the road. If this crossing were to be moved a little left toward the western side of Bostock Close, then I believe this danger could be avoided. There have already been too many deaths and serious injuries at this point without deliberately introducing more risk. The view in the other direction is similarly dangerous as the hump backed nature of the bridge hides oncoming traffic, and my suggested relocation of the crossing would at least increase the distance to the apex of the bridge. I would recommend that an onsite viewing of this should take place to ensure walker safety!