

ALLITHWAITE ROAD

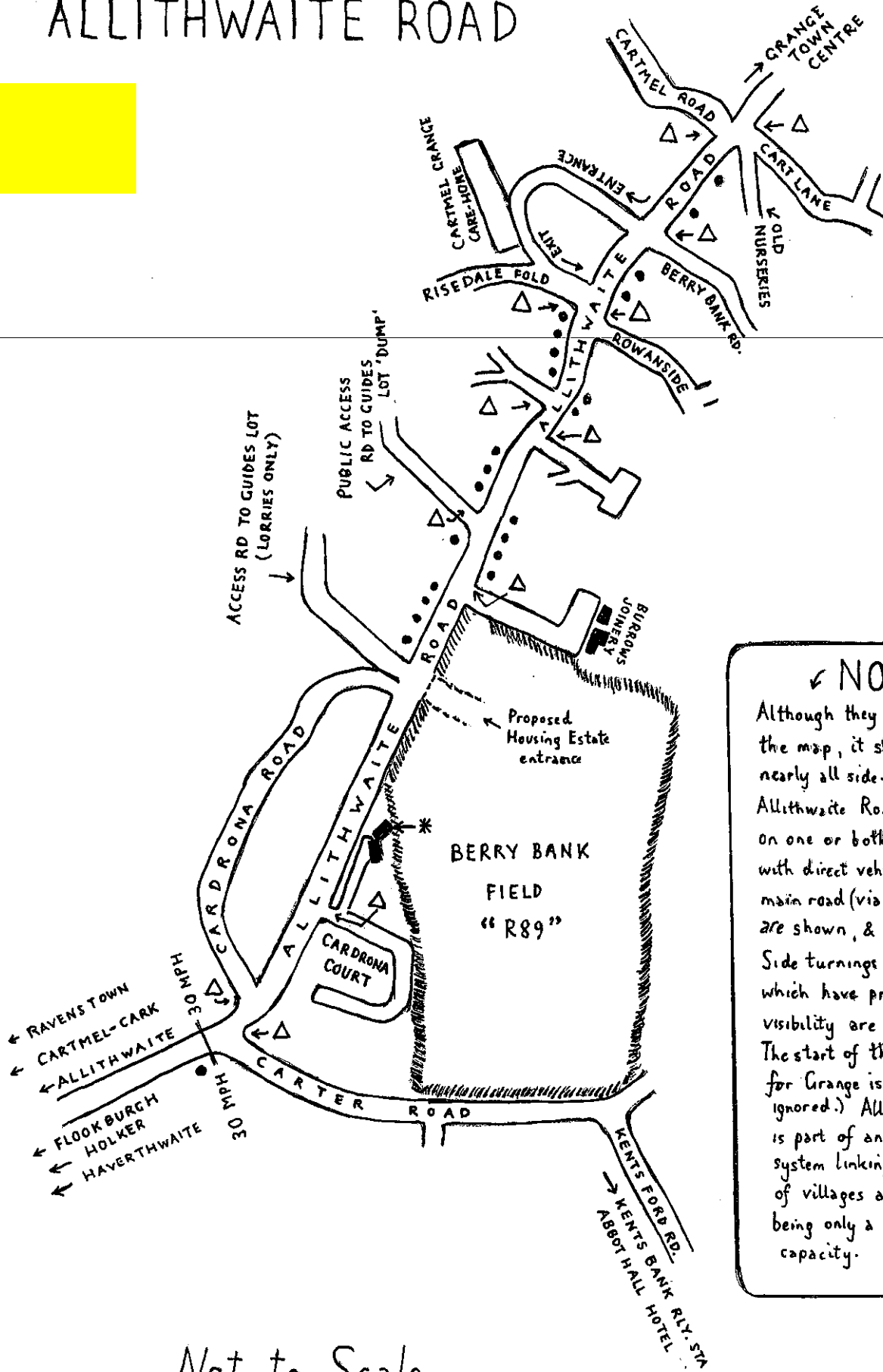
B5277 from Carter Rd. to Cart Lane

A small local survey



*For submission to the Inspector, regarding the
removal of Berry Bank Field "R89" from the
SLDC's Land Allocation Development Plan.*

ALLITHWAITE ROAD



↙ NOTE! ↘
 Although they are not indicated on the map, it should be assumed that nearly all side-turnings into the main Allithwaite Road will have properties on one or both sides. Properties with direct vehicular access to the main road (via drives, garages, etc.) are shown, & indicated thus "●". Side turnings into Allithwaite Road which have problems of limited visibility are indicated thus "→△". The start of the 30 mph speed limit for Grange is shown. (It is often ignored.) Allithwaite Road B5277 is part of an important country road system linking Grange to a number of villages and communities. But, being only a B-road, has limited capacity.

Not to Scale

G.J.D. LITTLE
May 2013

ALLITHWAITE ROAD

Grange over Sands

(Section from Carter Rd. to Cart Lane)

In February of 2013, together with many other local residents, my wife & I attended a "Public Consultation Event for a proposed residential development" (sic), at which we were all presented with fully detailed plans of a housing estate that Russell Armer Homes had the obvious intention of erecting on Berry Bank field (a green space to which, incidentally, our bungalow, marked * on the accompanying sketch-map, is the closest property).

Our immediate reaction was to wonder a) what effect the on-going construction of 43 houses would have on our section of Allithwaite Road (B5277) and b) what the inevitable resultant increase in traffic would mean to a section of the B-class road which is one of Grange over Sands' principal connexions with, (so to speak), the 'outside world'. At the present time, for several hours of the day, the B5277 is extremely busy with a large & diverse volume of traffic, much of which pays little attention to the 30mph speed limit. Subsequently to the "consultation", we learned of the likelihood of light-industry units being erected on the area (at present green) between the village of Allithwaite and Grange.

Like many of our neighbours we were alarmed at the prospect of the Allithwaite Road being unable safely to cope with a further increase in the number of vehicles of all descriptions & sizes, including large lorries involved in delivering "mobile homes" or transporting 'skips' to & from the local amenity-tip ("Guides' Lot"). The local Action Group's Submission to the Inspector is extremely detailed & well-illustrated, as may be seen; I was inspired by this to undertake a small survey of my own in the form of a sketch-map. From this, one can see that within the space of a few hundred yards, there are 12 side-turnings in Allithwaite Road. Three of these are barely one car in width, and eleven have definite problems with limited visibility. Over a score of properties have immediate access to the main road, which can be hazardous.

Doubtless, similar sketch-maps could be made of the road layouts in Allithwaite and the next village, Flookburgh - where a very narrow bridge, used regularly by the notorious heavy lorries carrying the ludicrously-misnamed "mobile homes", crosses over the main railway line to Barrow (& Sellafield!). As with my map, they would clearly show that even an accident not involving heavy vehicles could cause considerable & lengthy traffic difficulties on a road which although an important rural highway was never designed to cope with present-day conditions, would be no easy task to modernize, & has now reached its saturation point.

And now, as a result of "consultation", it is proposed to exacerbate the situation by proceeding with the erection of a large housing-estate, whose construction & subsequent occupation will bring yet more vehicles onto local roads. This self-evident fact, alas, seems to have escaped the comprehension of, or to have been ignored by, the local district council.

G.J.D. LITTLE

May 2013