



Travis Baker have been requested by Bellway Homes East Midlands to provide a Technical Note in response to Leicestershire County Councils – Local Highway Authority's comments, dated 22/08/25.

See below the Local Highway Authority Comments and Travis Bakers responses:

Comment 1 - PSV

The 68 PSV surfacing meets and exceeds the requirements of Table 1.1 of the LCC Carriageway Skidding Resistance Procedure document. The 50m extents of surfacing proposed would be appropriate for 85th percentile vehicle speeds of up to 30mph as per Table 2 of the document. The applicant should confirm what the 85th percentile vehicle speeds are at the site. Confirmation of vehicle speeds has previously been requested by the LHA. Vehicle speeds should be based on an automatic speed survey (not handheld radar) in the vicinity of the proposed crossing location. The Applicant should be advised that a permit is required to carry out any traffic count/speed survey on the public highway within Leicestershire. A permit can be obtained by contacting ndi@leics.gov.uk. Alternatively, Leicestershire County Council offer a data collection service including a large traffic count database and may hold up to date speed surveys on record.

Travis Baker Response to comment 1 –

For information, the Transport Assessment we have on record shows 85th percentile speeds of 35.1mph NB and 36.7mph SB. However, this is no longer applicable as it was under the national speed limit restrictions. We cannot provide the 85th percentile speeds accurately until after works are completed, as the carriageway is being realigned and the speed limit dropping to 30 mph instead of national speed limit.

Comment 2 – Double yellow lines request

Whilst acknowledged that this was not requested previously, the LHA would now require the installation of double yellow lines for an appropriate length either side of the crossing. This will need to be picked up at detailed design if the Applicant does not provide details on a revised drawing. This would help to prevent inappropriate parking immediately either side of the zig zag markings given the location of the site.

Travis Baker Response to comment 2 –

We will add this at detail design phase.



Comment 3 – Visibility to Signal Heads

As previously requested by the LHA, the applicant is requested to confirm that visibility to the signal heads is in accordance with TSM Chapter 6. This will need to be based on recorded vehicle speeds. Table 15-1 is provided below.

Table 15-1 Recommended visibility distances for pedestrian crossings

85th percentile speed (mph)	20	25	30	35	40
Recommended Stopping Sight Distance (m)	22	31	40	51	80

Travis Baker Response to comment 3 –

As mentioned in the previous comment, due to the speed limit changes and road alignments changes, the old 85th percentile speeds are no longer applicable. Please refer to TP2560083_TS03 Visibility Distances produced by Via showing the visibility to the signals over the values in table 15-1. The highway extents run to the hedge line on the plan, so long as the hedges/grass verge are maintained the visibility would be greater than what's shown on TP2560083_TS03 Visibility Distances plan.