

Jane Steel

From: duncan forbes <duncan.forbes@eaeconsultancy.com>
Sent: 21 October 2024 15:50
To: Eve Gibson-Field; Planning Folder New; Planning M
Cc: Spatial Planning; transportplanning@dft.gov.uk; Adrian Chadha; Martin Sansom; Jon Imber; Neal Edwards
Subject: RE: Planning Application Re-consultation for National Highways ref 23/01090/OUT

FAO Eve Gibson-Field and Matt Jedruch

Thank you for your observations regarding the capacity assessments and junction modelling for this application.

It should be noted that the M11/J22 model was provided by the Local Highways Authority, Leicestershire County Council, and is their approved model for assessing the motorway junction. Leicestershire County Council have responded (see below) to your specific observations about their model, and whilst they accept that there were some errors, they note that the proposed changes would lead to a greater modelled reserve capacity at the junction and thus a lower impact.

I am pleased to say that Leicestershire County Council Highways Authority are satisfied with the modelling and do not require any additional information or a validation check. Consequently, no additional validation checks were deemed necessary or undertaken.

In light of these facts and to expediate the decision-making process I respectfully suggest that the model is fit for purpose and the proposed model changes will not materially alter the conclusions reached and the development will not have a severe impact on the M1/J22.

LCC Response to the Observations:

Signal Specification: The model has been created by LCC to LCC'S controller specification

Lane Setup: The model supplied lane lengths were initially measured between stop lines on the circulating, where in some instance they should have been measured back to where queueing traffic would then impede another movement. Arm 7 (Lane 1) could be 46m, however Lane 2 can queue back to 75m without blocking another movement. Arm 2 (Lane 1) can be changed to 97m.

Saturation Flow: Saturation flows of 1900 were used for all arms as a lower end realistic SAT flow. When designing improvement schemes it can be beneficial to slightly underestimate future capacity than overestimate. RR67 SAT flows can be a little high when you have wide lanes. I understand using RR67 sat flows makes it more impartial and factual. I have adjusted all SAT flows based on measurements taken from the topographical drawing. This has increased all SAT flows and improved the capacity of the roundabout

Give Way Coefficient: The give-way coefficient was wrong, and the values have been changed to what National Highways have stated. The max flow of 1000 could be higher on the basis that traffic could queue next to each other as it's a very wide single lane. This would again slightly improve the results

Best Regards

Duncan Forbes
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-----Original Message-----

From: Eve Gibson-Field <Eve.Gibson-Field@nationalhighways.co.uk>

Sent: 04 October 2024 15:47

To: planning@hinckley-bosworth.gov.uk; duncan forbes <duncan.forbes@eaeconsultancy.com>

Cc: Spatial Planning <SpatialPlanning@nationalhighways.co.uk>; transportplanning@dft.gov.uk; Adrian Chadha

<Adrian.Chadha@nationalhighways.co.uk>

Subject: RE: Planning Application Re-consultation for National Highways ref 23/01090/OUT

(FAO Matt Jedruch and Duncan Forbes)

Good afternoon

Thank you for consulting National Highways on the LinSig model and further documentation on the planning portal. Please see National Highways response attached.

Kind regards

Evie Gibson-Field

Assistant Spatial Planner and Lead Information Manager National Highways | The Cube | 199 Wharfside Street | Birmingham | B1 1RN GTN & Teams: 0300 470 8319

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-----Original Message-----

From: planning@hinckley-bosworth.gov.uk <planning@hinckley-bosworth.gov.uk>

Sent: Monday, September 30, 2024 3:48 PM

To: Planning M <planningm@nationalhighways.co.uk>

Subject: Planning Application Re-consultation for National Highways ref 23/01090/OUT

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