

From: Alex Jelley
Sent: 21 August 2023 09:05
To: Planning Folder New
Subject: 23/00432/out - Land North Of A47 Normandy Way And East Of Stoke Road Hinckley

From: [REDACTED]
Sent: Monday, July 31, 2023 4:47 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: 2023/0432/04/H - Land North Of A47 Normandy Way And East Of Stoke Road Hinckley

Good Afternoon James,

We have considered the access and mitigation proposals associated with Stoke Road application and would comment as below.

Dwg No T19595-001 Rev C Proposed Site Access Layout Stoke Road

Additional information is required to be added to the drawing to indicate design layout dimensions, and these are required to enable comments on the acceptability of the roundabout design. Also refer to comments made regarding the swept path analysis which would require amendment to the roundabout layout design based on the SPA's shown.

It is noted from the TA that 85th %ile Southbound speeds were recorded as 49.35 mph for which the 160m forward visibility splay would be acceptable.

No information has been shown for a proposed highway boundary, and land currently within private ownership will need to be taken for the new highway layout (including requirements for visibility splays, earthworks, drainage, traffic signs, lighting etc..). This will need to be transferred into ownership of the Local Highway Authority.

It is proposed to extend the existing stepped cycleway/footway provision to continue to the new roundabout. A width of 3.5m has been shown for this, and this would need to be reviewed for compliance with the requirements of LTN1/20 for cycleways. No additional information nor revised drawing provided for this, and although an overall width of 3.5m is shown, it is unclear as to how this would comply with LTN1/20 requirements for aspects such as buffer zone width, cycle lane and footway widths.

It is proposed to extend the existing stepped cycleway/footway provision to continue to the new roundabout. A width of 3.5m has been shown for this, and this would need to be reviewed for compliance with the requirements of LTN1/20 for cycleways. No additional information nor revised drawing provided for this, and although an overall width of 3.5m is shown, it is unclear as to how this would comply with LTN1/20 requirements for aspects such as buffer zone width, cycle lane and footway widths.

Dwg No T19595-010 Proposed Site Access Layout Stoke Road Swept Path Analysis

The LHA has concerns that the swept path for the articulated vehicle would conflict with a vehicle in the adjacent lane as they both manoeuvre through the circulatory carriageway. CD116 requires vehicle swept paths to be assessed using the largest design vehicle that is anticipated to use each lane, and that swept paths for multi lane entries to be assessed to ensure sufficient width is provided for each entry lane. This concern would require amendments to the layout design to cater for multi lane manoeuvres involving the largest design vehicle shown.

The tracking for the articulated vehicle has used the FTA Design Articulated vehicle and this should be updated for the current Maximum Legal Length (UK) Articulated Vehicle. The tracking should be undertaken for a minimum vehicle speed of 15kph and provide a 0.5m clearance. The vehicle tracking analysis should be revisited to take into account the above requirements, and the geometry for the roundabout amended where required.

Dwg No T19595-002 Rev D Stoke Road/A47 Proposed Junction Improvements Roundabout

On the A47 exits from the roundabout, it is proposed to widen the exits to enable a two-lane exit, with traffic then required to merge after exiting the roundabout. Sufficient distance will need to be provided to enable the merge to take place in a safe and efficient manner. No information has been shown regarding the distances provided and more details will need to be provided for review. Also refer to comment below regarding the vehicle tracking for this.

It is proposed to provide a toucan crossing located approximately 100m to the east of the existing roundabout, and justification for the proposed controlled crossing would need to be reviewed by LCC. This does not appear to have been provided, and a PV2 analysis would normally be required in support of this. It should be noted that provision of a signalised junction would attract a commuted sum payment to cover the additional maintenance liability.

The existing cycleway/footway to the north-east of the roundabout will be extended along the A47 eastwards to the proposed toucan crossing located approximately 100m from the roundabout. No widths have been shown, and again these would need to comply with the LTN1/20 guidance for cycleways.

No information has been shown for existing and proposed highway boundaries. It would appear that the widening on the exits would require land currently within private ownership to be transferred into ownership of the Local Highway Authority. Additional land would also be required for the new cycleway/footway provision, earthworks/drainage, and relocated signage and lighting provision.

Dwg No T19595-011 Stoke Road/A47 Proposed Junction Improvements Swept Path Analysis

Vehicle tracking has been shown to take account of multi lane entries manoeuvring around the circulatory carriageway. However, this has been only done for a large car in the central and right-hand lanes adjacent to the HGV articulated vehicle in the left lane. CD116 requires vehicle swept paths to be assessed using the largest design vehicle that is anticipated to use each lane. The vehicle tracking should therefore be updated to take account of other likely scenarios where HGVs are also using the adjacent lanes.

On the widened exits on the A47, the vehicle tracking should be extended to demonstrate that the merge can be safely undertaken, and account should be made for use of the right hand by vehicles larger than a car.

The swept path analysis would need to show a clearance of 0.5m and be undertaken for a minimum vehicle speed of 15kph. The swept path analysis would therefore need to be updated to demonstrate that these requirements have been taken into account.

Dwg No T19595-007 Rev B Ashby Road/A47 Proposed Junction Improvements

For the exit from the junction onto Normandy Way Westbound, two lanes of traffic would be required to merge into one, and the drawing indicates carriageway widening and a tapered tie-in to the existing road width to cater for this. However, no design dimensions have been shown on the drawing for this, and this need to be added to the drawing to enable a review for compliance with CD123 requirements.

For the widening on Ashby Road Northbound, again no design dimensions have been provided for review, and these need to be added to the drawing to demonstrate compliance with CD123.

The existing highway boundary needs to be shown on the drawing to confirm that where widening works are being proposed, these can be accommodated with the existing highway boundary.

There is concern that the proposed modifications to the central islands would not be sufficient to cater for the NMU crossing movements, and designer dimensions need to be added for these.

It is noted that no works are shown to the existing central refuge island on the Normandy Way Eastern Arm. This appears to be quite narrow (1.5m width approx.) and consideration should be given to improving this to provide at least 1.8m wide refuge.

It is noted that no advanced stop lines for cyclists are shown (as is the case for the existing situation), but clarification should be provided from the designer as to whether these would be required to meet LTN 1/20 guidance.

The amendments to the signalised junction would potentially increase the queue lengths, and stopping sight distance to the rear of the queuing traffic would need to be checked.

Although the TA Rev A includes a Stage 1 RSA, this RSA does not include an audit of the proposed improvements to this junction, and an RSA1 should also be carried out for these proposals.

Dwg No T19595-008 and 009 Rev B Ashby Road/A47 Improvements Swept Path Analysis 01 and 02

For two of the left turn manoeuvres (Ashby Road Northbound to Normandy Way, and Normandy Way Eastbound to Ashby Road), the vehicle tracking indicates that the vehicle would encroach into the adjacent lane, and this raises concern regarding side swipe collisions at the junction. The vehicle tracking should be revisited to demonstrate that this would not take place and where required the design layout should be amended.

The tracking for the articulated vehicle has used the FTA Design Articulated vehicle and this should be updated for the current Maximum Legal Length (UK) Articulated Vehicle. The tracking should be undertaken for a minimum vehicle speed of 15kph.

On the widened exits onto Normandy Way Westbound, the vehicle tracking should be extended to demonstrate that the merge can be safely undertaken, and account should be made for use of the right-hand lane by vehicles larger than a car.

Dwg Nos T19595-014, 015, 016 and 017 Proposed Stoke Road Footway Sheets 01, 02, 03 and 04

These drawings indicate the provision of a widened footway within the South-Western verge of Stoke Road, that would improve the pedestrian link between the proposed new roundabout and the St Martins School Academy in Stoke Golding. It is noted that the drawing indicates long lengths of footway of less than 2.0m width, and this should be provided as a 2.0m width to comply with LHDG Table DG9 requirements. Reductions in width to 1.2m would be acceptable where obstacles are present, but this should not exceed lengths of 6m where possible. Where existing constraints mean that a 2.0m width cannot be provided, these need to be justified and advised on the drawing.

Kerbing is currently present to the existing footway to the South-West verge, although there will be locations where kerbing works would be necessary to make it suitable for the new footway surfacing works. It is noted that there are locations where existing dropped kerbs are present to what appears to be disused field accesses, and consideration would need to be given to replacing these with full height HB kerbing.

Sheet 1 indicates that it is proposed to provide a length of new footway to the Eastern verge near to the St Martins Academy, along with an uncontrolled crossing to link with the improved footway on the opposite side. This new footway length would require kerbing works to replace the existing SP kerbs with HB kerbing. Consideration would also need to be given to providing a 2.0m wide footway here.

For the proposed uncontrolled crossing location, the visibility of the crossing for vehicles approaching in the Northbound direction would be potentially obscured by the horizontal bend, the mature tree and existing signage at this location. 85th %ile speed measurements would need to be obtained to check the visibility requirements, and this may require the proposed crossing point to be relocated further North.

Kind Regards,

Suraj Dave

Senior Transport Planner

Highway Development Management

Leicestershire County Council



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