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Sent via email

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POST-APPLICATION TRANSPORT INPUTS FOR PROPOSED BARWELL MEDICAL CENTRE

Dear Ben,

This letter provides further transport inputs in relation to the proposed Barwell Medical Centre (App Ref: 21/00540/FUL). Leicestershire County Council (LCC) provided a consultation response in relation to the planning application, following which Apex produced a Technical Note (C21029/TN01 – 29 July 2021) which provided further information to alleviate the concerns raised.

This letter responds to the outstanding highways matters, which we have been advised by the case officer would result in a recommendation for refusal of the application. In summary these relate to pedestrian visibility splays and vehicle manoeuvring.

As such, we have revisited the access design, vehicle tracking and pedestrian visibility splays. I have attached our revised drawings to this letter.

We have amended the centre line markings at the stop line to provide additional space for vehicles turning left into the site. This provides a 3m width on the entry lane and a 2.4m width on the exit lane, both of which are suitable for accommodating vehicle movements in and out of the site. This allows a car to wait at the stop line and vehicles are able to turn left into the site without conflict. This is demonstrated in the large car swept path drawing (Ref: C21029-ATP-DR-TP-001). The large car is a BMW 5 Series, which is longer than the significant majority of cars which would be using the site. With the adjustment to the centre line, vehicles are still able to turn out of the junction in all directions appropriately.

The radii on each side of the access are in accordance with the principles in Manual for Streets (MfS) (Figure 6.3) for minimising vehicle speeds. It is not considered that 6m radii are required as this encourages faster vehicle speeds for vehicles turning in and out of the site and minimising these speeds will assist in allowing pedestrians to cross the access safely. It will also improve pedestrian visibility to turning vehicles. Pedestrians can also cross as closely as possible to the desire line. In summary, the proposed arrangement assists in prioritising pedestrian movements and maintaining low vehicle speeds.

MfS also suggests that swept path analysis can be used to determine the minimum radii dimensions. As shown within the attached swept path drawings, the geometry is appropriate for accommodating all movements and therefore fully in accordance with the principles of Manual for Streets. A 6m radii is not required.

As shown in our junction modelling analysis in the Technical Note there are low flows both to and from the site and on High Street and as such, the junction would operate well within capacity with minimal queuing. As

such, vehicles turning in and out of the site can do so safely, without conflict and can make such turnings slowly, which assists in prioritising pedestrian movements.

In terms of pedestrian visibility splays, these were not marked correctly on the previously submitted plan. The visibility splays can be achieved at 2m x 2m on the southern side of the junction. This is the key visibility where vehicles would be travelling on the nearside from within the site towards pedestrians crossing.

Visibility is achievable at 1.75m x 1.75m on the northern side of the junction. However, on the northern side of the junction, this visibility would be to the entry lane into the site and therefore nearside vehicles would be travelling away from the crossing point. Visibility to vehicles turning in to the junction from both directions, as well as to vehicles exiting the site in the offside lane would be significantly in excess of 2m.

The pedestrian visibility is in excess of the absolute minimum standards for pedestrian visibility in the DMRB (CD143 Revision 2, Table E/5.2). Splays of 1.5m x 1.5m are accepted within design guidance for numerous authorities throughout England. We can achieve in excess of this visibility on both sides of the access, including a 2m x 2m visibility on the key exit lane side of the junction.

In addition, this is an existing vehicle crossover, with no evidence of any safety issue and there is currently no build out for pedestrians on either side. As such, the proposals offer an improvement for pedestrians over the existing arrangements, although we appreciate there is an increase in vehicle movements relating to the proposals.

The LCC guidance also allows for 1m x 1m pedestrian visibility splays for unadopted driveways for up to 25 dwellings, so a lower standard is accepted elsewhere and considered safe.

Finally and importantly, an independent road safety audit was undertaken at the request of LCC. This did not raise any concerns with pedestrian visibility and some minor amendments were made to the access to tie the radii in with the parking bay, as recommended.

As such, the pedestrian visibility;

- Is in line with national design guidance
- Is in line with LCC guidance for some accesses
- Is consistent with design guidance in other local authorities
- Has been accepted as safe by an independent road safety auditor
- Is an improvement over the existing access arrangements
- Achieves 2m x 2m on the key exit lane

The layout for vehicle manoeuvring and pedestrian visibility are therefore considered safe and appropriate.

I trust that this letter provides the further information that you require to overcome your concerns and allow you to make a positive recommendation on the planning application. If you have any further queries, please feel free to give me a call.

Yours sincerely

