



Dynamic Transport Planning Ltd
The Riverside
Chester-Le-Street
County Durham
DH3 3QR
Company Number: 11024719

Leicestershire County Council (LCC)
Highways Department
Our reference: DTP-3706525-L01
By Email

10/06/2025

RETROSPECTIVE ACCESS JUNCTION APPLICATION, B4116 ATHERSTONE ROAD, PINWALL, ATHERSTONE.

To whom it may concern,

Dynamic Transport Planning Ltd is instructed by Mr S Chaudry in relation to the application at the above site. The application is currently live and has received consultation comments from LCC as the Local Highway Authority (LHA).

It is noted that LCC's key concern is with regard to the safety and suitability of the access, in particular to the visibility that can be afforded, which LCC note has not been satisfactorily demonstrated. LCC state that a speed survey should be undertaken at the site, with the appropriate visibility splays from the Leicestershire Highways Design Guide applied.

However, it is noted that as part of the submission a visibility splay assessment has already been submitted. The submitted drawings show that both MfS and DMRB requirements can be met, for the signposted speed of the road. DTP consider that the location of the site is within a MfS environment, given that the road speed is not above 40mph and that the road serves as an access for a number of dwellings and other buildings. Notwithstanding this, the robust visibility splays that would be required in accordance with DMRB standards have been shown, which can be comfortably accommodated as a minimum.

In order for a higher visibility requirement at the site as per LCC's guidance, an 85th percentile speed of over 45mph would need to be recorded. The submitted assessment has assumed a design speed of 40mph (as per the signposted speed of the road), which is an industry-standard and robust approach.

Do LCC hold data that suggest there is a pre-existing issue with speeding vehicles in this area? We would note that our submitted assessment included a review of the road safety, which did not highlight any patterns or trend of incidents.

As such, DTP consider that the required visibility splays should be in accordance with MfS in this location (66m). Nonetheless, in order to provide a robust assessment, it has been shown that a minimum of 120m visibility can be achieved in either direction. Indeed, a greater visibility splay can be afforded at the junction. It is therefore not considered that any further surveys or assessments are required, and that the already submitted information is suitably robust.

Yours Sincerely,

Jordan Bell

Dr Jordan Bell
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Dynamic Transport Planning Ltd.