

Technical Note

Project Number: T24516

Floor 1B
4 Temple Row
Birmingham
B2 5HG

Project: Newbold Verdon Ph2

Title: Access Arrangement

Date: 08 September 2025

Prepared By: GM

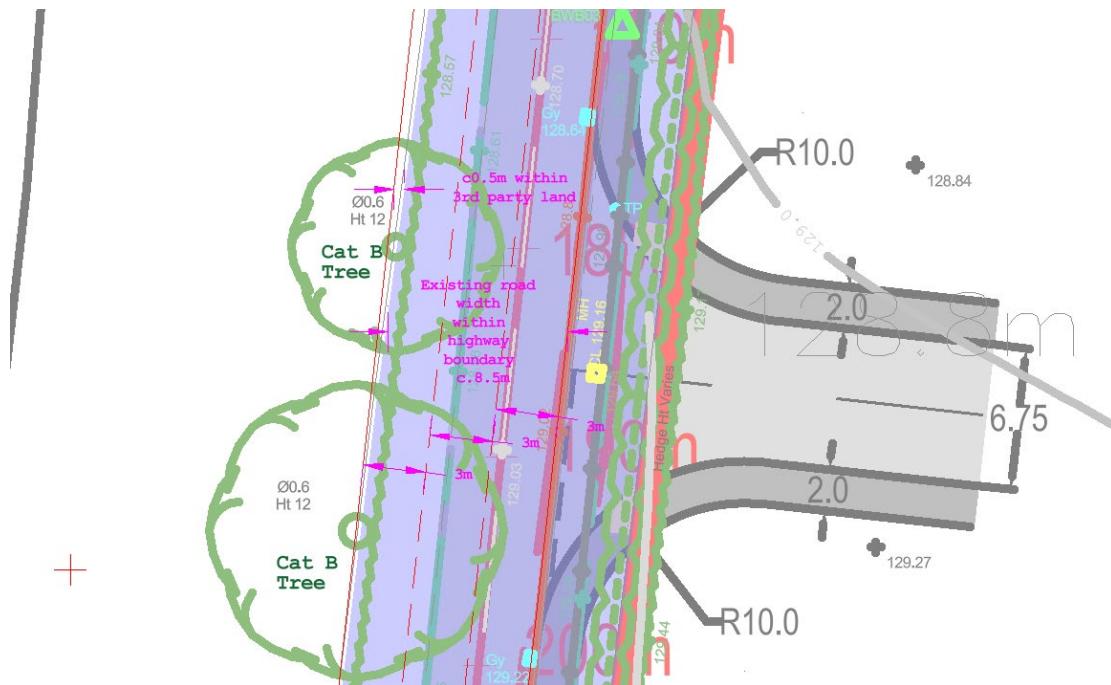
Distribution List: Richborough, LCC

Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Richborough to provide transport advice to support the development of up to 135 dwellings in Phase 2 of the development known as land off Brascote Lane, Newbold Verdon. The access to Brascote Lane will be shared with Phase 1 which has permission for up to 239 dwellings.
- 1.2 The submitted access proposal remains the same as for Phase 1, a simple priority junction. That junction has been shown to operate efficiently in terms of capacity. Nevertheless, Leicestershire County Council (LCC) has now requested that the junction is designed as a ghost island junction or that some form of speed/traffic calming measures are introduced along Brascote Lane.

Ghost Island Layout

- 1.3 The excerpt included below indicates the width required for a ghost island with 3 x 3m lanes at the site access (no width has currently been applied to white lines).



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- 1.4 The overlay represents the adopted highway extents, and we can see that the absolute maximum width available within these extents is 8.5m. The width available within highway extents is not sufficient to support a ghost island design.
- 1.5 Furthermore, even if a sub-standard design could be introduced here it would almost certainly impact the trees opposite the site access.

Right Turns

- 1.6 Phase 2 development is forecast to generate only a relatively modest level of right turns during peak periods. In the AM peak hour, the right turns to the site are forecast as 2 movements, and in the PM peak hour 12 movements: at most an additional one vehicle movement every five minutes.
- 1.7 The Phase 1 right turns to the site were forecast as 13 in the AM peak and 52 in the PM peak. Therefore, the total right turns to the site are forecast at 15 in the AM peak hour and 64 in the PM peak hour.
- 1.8 The minimal increase in this traffic movement associated with Phase 1 will not have a material impact on traffic flows at the junction and, with right turns to site at a maximum of just over one traffic movement per minute, the right turns will only have a minimal impact on the capacity of the site access junction.
- 1.9 As previously indicated, the modelling presented in the TAs submitted with the planning application demonstrates that the proposed site access will operate efficiently as a simple priority layout. The layout includes a generous access road width and radii to allow ease of turns to and from the development.
- 1.10 However, we do consider it appropriate to look into the provision of measures to reduce speeds on Brascote Lane in the vicinity of the site access.

Traffic Speeds and Safety

- 1.11 The existing speed limit at the site access is the national speed limit; 60mph for cars. This limit reduces to 30mph just to the north of the allotments which are just to the north of the site.
- 1.12 Speed observations presented in the initial TA (pre-PRTM modelling results) indicate 85th percentile dry weather speeds on Brascote Lane of 48mph northbound and 49mph southbound.
- 1.13 Existing accident records indicate no safety issues along Brascote Lane at the current speed limit. Furthermore, the urbanising effect of the development is expected to naturally reduce vehicle speeds.

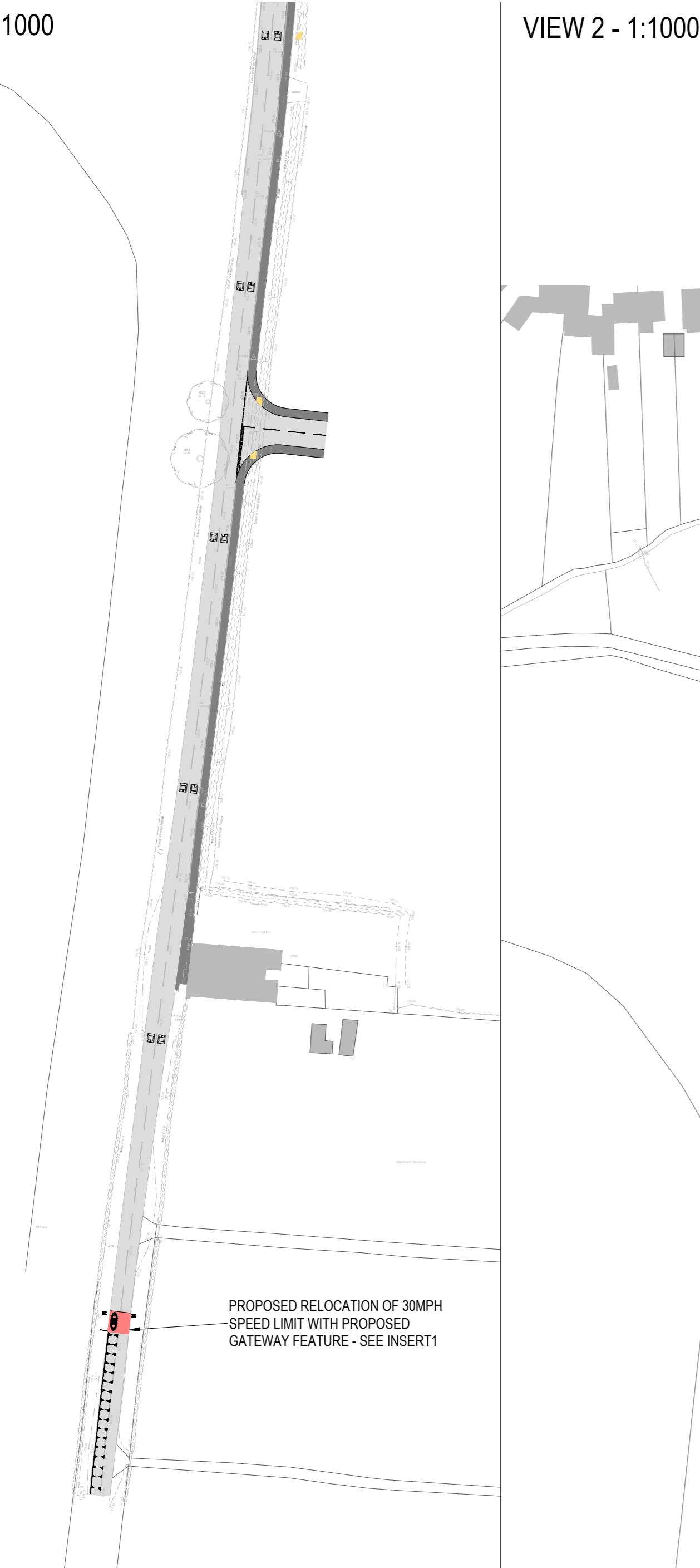
Speed Reduction Measures

- 1.14 Richborough is committed to implementing realistic and effective measures to address any potential safety concerns.
- 1.15 Following discussions between the Applicant and LCC it is now agreed that the appropriate way forward is to provide appropriate speed calming measures along Brascote Lane in combination with extending the 30mph speed limit further to the south. The Applicant wants to work with the LHA on the preferred approach.
- 1.16 In order to progress this matter and promote further discussions with the LHA, we have indicated a package of speed reduction measures on **Drawing T24516.001**, which is attached to this note.

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- 1.17 The drawing indicates the 30mph speed limit having been extended to a point south of The Windmill public house. Dragon's teeth markings are proposed in advance of the new 30mph speed limit location and a gateway feature is proposed.
- 1.18 A set of speed cushions are shown immediately to the south of the public house with a further two sets of speed cushions located between this point and the proposed site access. Four sets of speed cushions are proposed between the site access and Laburnum Avenue to the north of the proposed access.
- 1.19 The Applicant will, of course, be responsible for the works or costs of any works plus the Traffic Regulation Order(s) necessary to allow the proposed works to come forward. As already indicated, the Applicant wants to work with the LHA on the preferred approach to speed reduction measures along Brascole Lane.

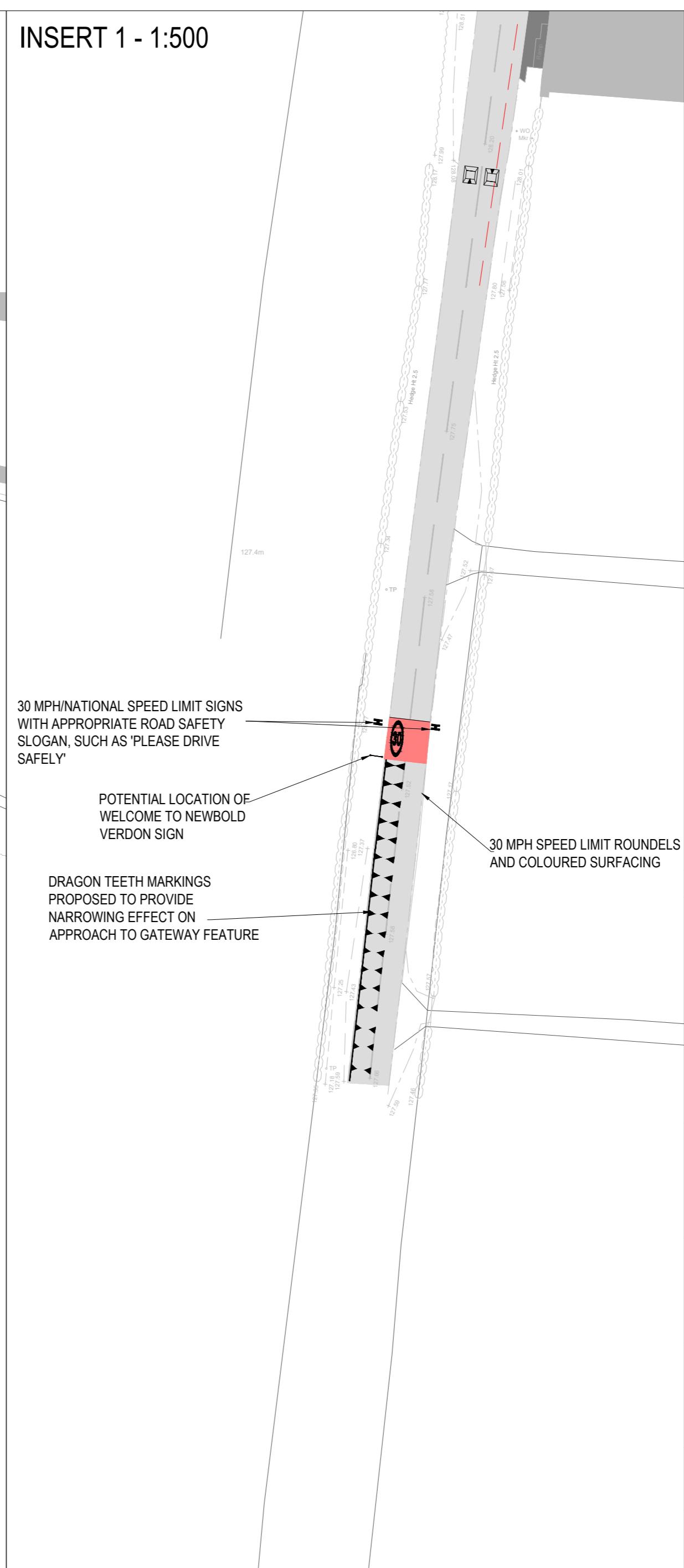
VIEW 1 - 1:1000



VIEW 2 - 1:1000



INSERT 1 - 1:500



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH



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CLIENT
RICHBOROUGH ESTATES

PROJECT
LAND OFF BRASCOTE LANE,
NEWBOLD VERDON

TITLE
PROPOSED BRASCOTE LANE
SPEED REDUCTION SCHEME

DRAWN	AUTHORISED	SCALE	sheet size	DATE
NB	GM	AS SHOWN	A2	04.09.25
PROJECT NO.			DRAWING NO.	
T24516			001	