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Sent: Friday, March 24, 2023 2:53 PM

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Subject: FW: HA3 - Land North of Barkby Road (LPA Ref: P/21/2639/2)

Without Prejudice

Hi Simon,

Please see our comments below which refer to the attached improvement scheme for the **Goodes Lane/Melton Road** junction.

- It doesn't really seem to comply with any standard. It's not really a ghost right hand turn lane as you don't turn off the through lane to get into a turn lane, actually the natural through lane becomes the turn lane and through traffic has to get out of the turn lane to bypass round.
- It looks like a hybrid between a ghost right hand turn and a passing bay (see screenshot of figure 6.25N2 from CD123 below), but not really hitting criteria for either of them.
- We have checked dimensions against table 6.25N2 (shown below) Geometric parameters for a passing bay for car and HGV and it is not compliant, it would be ok for car and car.
- CD123 - 6.8: At ghost island junctions on roads other than WS2+1 roads, the through lane widths in each direction shall be a minimum of 3.0 metres and a maximum of 3.65 metres wide, exclusive of hard strips. (Looks like through lanes are under 3.0m)
- CD123 -6.10: The minimum widths of right turning lanes (excluding those on WS2+1 roads), shall satisfy one of the following: 1) 3.5 metres; or, 2) 3.0 metres for new junctions; or, 3) 2.5 metres for improvements to existing junctions (Perhaps is on the minimum 2.5m)
- TSM chapter 5 para 5.3.5 states that:. "On narrow urban roads it might not be possible to provide full width right-turning lanes. It might still be worth offsetting the main road centre line towards the minor road and using hatched markings to diagram 1040, even if the hatched width is less than 2.5 m. This can create space to help ahead traffic pass right-turning vehicles and make the junction more conspicuous. However, this technique is not appropriate where the speed limit is more than 30 mph, or the carriageway is less than 7.3 m wide. No through lane should be narrower than 3 m." Note the last sentence regarding through lane widths – still need to be 3.0m minimum. Also, no hatching is used to develop the turn lane, so I would suggest this is not relevant.
- Tapers are measuring around 1 in 4, so nowhere near compliant with a ghost turn lane – but as above, it isn't one.

- No deacceleration lane, for the right turn lane, which may be a concern – as this is the natural through lane. Its not a standard layout, so question is, will drivers know what they are meant to do and slow down appropriately or will they be going too fast?

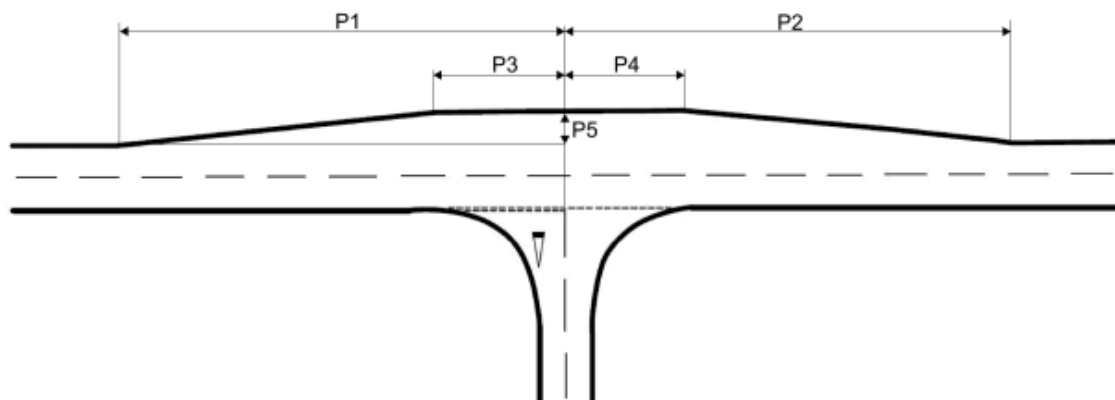
In summary:

- At first glance doesn't seem to comply with standards for a ghost right hand turn lane, or a passing bay.
- We would ask what has actually been designed here and what standards have been applied, what is the thinking behind the scheme?
- A scheme should be subject to a RSA and would need tracking thoroughly, with appropriate vehicles for the road.

Table 6.25N2 Geometric parameters for a passing bay

Expected vehicles	Dimensions (metres)				
	P1	P2	P3	P4	P5
Car and car	18.8	13.0	10.9	5.0	0.8
Car and HGV	28.7	18.5	15.2	5.0	1.35
HGV and HGV	30.5	33.2	15.2	5.0	2.8

Figure 6.25N2 Passing bay dimensions



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Existing Junction



Proposed Junction

Without Prejudice

Based upon the ORDNANCE SURVEY MAPS with the permission of THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE
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REV	DESCRIPTION	DRAWN	INITIALS	DATE

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