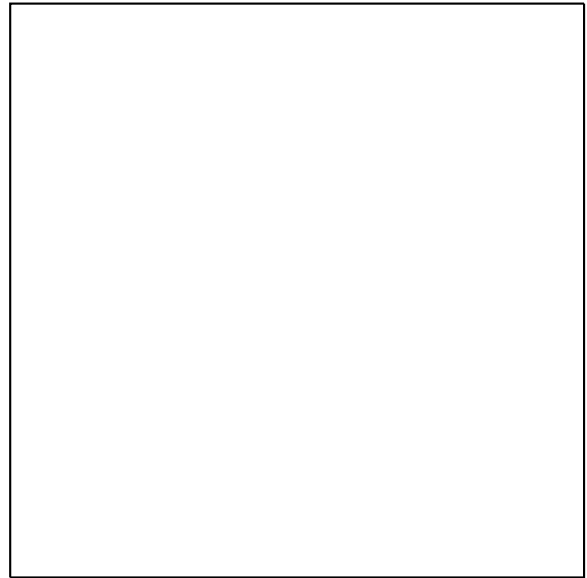




TOWN AND COUNTRY PLANNING ACT

HIGHWAY REPORT ON PROPOSALS FOR DEVELOPMENT

DISTRICT:	Ashfield	Date received	23/08/2022
OFFICER:	Sam Muir		
PROPOSAL:	Outline with reserved matters - Access - Residential development of up to 300 dwellings	D.C. No.	V/2022/0629
LOCATION:	Land at Newark Road, Coxmoor Road, Sutton in Ashfield,		
APPLICANT:			

Re-Consultation

Additional drawings have been submitted by ADC Infrastructure, the applicant's Transport Consultant:

Drawing ref. ADC1580-DR-012 Rev. P10 – Access junction layout
Drawing ref. ADC1580-DR-005 Rev. P10 – Improvements Coxmoor Rd/Hamilton Rd
Drawing ref. ADC1580-DR-006 Rev. P6 – Footway/Cycleway scheme Newark Road
Drawing ref. ADC1580-DR-013 Rev. P8 – Pedestrian/cycle access strategy
Drawing ref. EMS2254-102 Rev. M – Illustrative masterplan

The following comments relate to the above drawings:

Coxmoor Road/Hamilton Road mini-rdbt (drawing ADC1580-DR-005 Rev. P10)

The general principle of the mini-roundabout is unchanged, just with the addition of a formal toucan crossing to the NW of the junction on Coxmoor Road in line with the proposed cycle route improvements which are now to be provided as part of this scheme.

There are minor issues relating to the layout, the most significant one being the width of the crossing which should be 3.6m (9 tactile paving slabs) wide rather than 2.8m (7 slabs) as shown.

The layout and crossing tie up with the aim to connect the cycle path from the MARR route (4m wide shared facility) with the Hamilton Road route through the industrial section of Hamilton Road.

Newark Road/Hamilton Road segregated cycle crossing (drawing ADC1580-DR-006 Rev. P6)

The general principle of a crossing at this location is accepted, along with the proposed 'sparrow' crossing which is now included as part of this scheme.

There will need to be zigzag markings and stoplines on both Newark Road approaches (the drawing only shows those on the east side of the crossing).

The arrangements for the cycles to access the crossing on the south side of Newark Road need attention. The drawing shows the cycle route running parallel to the carriageway, then cyclists wishing to cross Newark Road have to make a very acute turn to access the crossing. Ideally, they should approach the crossing straight on, or as near as can be achieved by effecting a turn similar to that on the north side of Newark Road. This may potentially require a jug-handle type arrangement to turn the cyclists towards the crossing or potentially switching the cycle track and footway over to create more space for cycles to make their turn.

Newark Road/Site access signalised junction (drawing ADC1580-DR-012 Rev. P10)

The tightening up of the junction is welcomed. Vehicle tracking by a refuse vehicle 11.6m in length will need to be carried out for each arm of the junction to ensure turning manoeuvres can be safely completed.

The staging arrangement still shows an internal phase K (which will require an internal stopline) for the movement across the phase J ped phase (across Newark Road NE exit). The drawing doesn't show the internal stopline. The phase should be removed from the staging diagram.

The pedestrian route across the site access is shown as straight and the staging diagram now only shows a single straight phase, however, the drawing layout is ambiguous with the tactile paving on the central island. There is room to stagger the pedestrians, or even have a near straight split pedestrian route if the width of the refuge is large enough to make it clear that the 2 halves run separately (see examples across Maid Marian Way at Friar Lane in Nottingham for an example). Crossing the side road in 2 halves means that pedestrians crossing the site access won't call the all-round pedestrian stage as a matter of course – this will only be called by the phase J pedestrians across the Newark Road NE bound exit. This matter needs addressing.

The staging diagram does not include the cycle crossing over the site access, other than phase G which assume to be pedestrians. This crossing will need to run in a separate stage to all traffic and most pedestrian phases which could cause conflict.

The right turn markings in the centre of the junction for the west to south right turn manoeuvre are not required.

The layout clearly shows the segregated cycle facility on the SE side of Newark Road. This continues across the site access in an uninterrupted straight line. It is suggested that it be kinked slightly into the mouth of the junction to provide a visual break and avoid cyclists straight lining across the side road without paying attention to the signals. Moving the cycle crossing across into the mouth of the side road will also create more room to fit in the required signal equipment and also be able to gain safe maintenance access.

The markings for the exit merge have been shortened as requested, however, the SE kerbing alignment and central lining have not been altered so the physical length of the merge is still too long. The kerb alignment and central lining should be revisited to bring it in more gradually over the length of the merge rather than having a very wide area with no lane markings and then a very sudden merge over the last 40m or so.

It is noted that high friction surfacing is to be provided on all arms of the proposed junction which is welcomed.

Coxmoor Road/Newark Road/Cauldwell Road (Drawing ADC1580-DR-012 Rev. P10)

The drawing now incorporates pedestrian and cycle crossing areas over Coxmoor Road SE approach as previously requested.

It is not clear whether these crossings are intended to be signalised or not – the stage boxes show the very edge of a stage 5, however, the main part of the box falls outside the viewpoint. Could this please be clarified? The drawings do not show cycle stoplines, however, it does include some outline tactile paving layouts for the pedestrian section.

The Highway Authority would wish to be re-consulted once the above matters have been addressed.

Stella Euerby
Principal Development Control Officer

17/06/24

