

DEPARTURES FROM STANDARD - LOUGHBOROUGH INNER RELIEF ROAD

Geometric design developed in accordance with DMRB Volume 6 (Road Geometry) with particular reference to the following design standards:

- TD 9/93 – Highway Link Design
- TD 27/05 – Cross-Sections and Headrooms
- TD 50/04 – Geometric layout of Signalled Controlled Junctions and Signalised Roundabouts
- TD 42/95 - Geometric Design of Major/Minor Priority Junctions

Design Speed - 60kph

Location	Design Element	Desirable Design Standards	Proposed Design / Existing Feature	Departure	Comments
Aumberry Gap – Pinfold Gate.	-Horizontal Radius	255m	116m	√	Restrictions due to existing buildings.
	-SSD (F Visibility)	90m	70m		
Baxter Gate, Lemyngton Street and Relief Road Signal junction.	Signalised Junction Intervisibility Zone	Area within the junction measured from a distance of 2.5m behind the stop-line extending across the full carriageway width for each arm.	Not achieved	√	Restrictions due to existing buildings.
Church Gate (east).	Junction Visibility	90m	35m	√	Restricted visibility due to existing buildings, however an improvement over existing visibility.
Church Gate (west).	Junction Visibility	90m	65m	√	Restricted visibility due to existing buildings, however an improvement over existing visibility.
Lemyngton Street.	-Horizontal Radius	255m	80m & 60m	√	Restricted visibility due to existing buildings.
	-SSD (F Visibility)	90m	40m		
Derby Road/Bridge street Signal Junction.	Signalised Junction Intervisibility Zone	Area within the junction measured from a distance of 2.5m behind the stop-line extending across the full carriageway width for each arm.	Not achieved	√	Restrictions due to existing buildings.

Note – Departures listed are for the all new section of carriageway between Church Gate and A6 Leicester and Derby Road/Bridge Street junction where land is to be acquired.

Approval of Departures.

Client Major Transport Projects

Signature HAR Leatmanly Date 4/9/09