
1 INTRODUCTION

1.1 Preamble

1.1.1 Prime Transport Planning (Prime) prepared a Transport Assessment and Travel Plan in support of an outline application, with all matters reserved except for access, for up to 140 dwellings on land north of Hill Top Farm, Leicester Road, Earl Shilton. The application has been validated by Hinckley and Bosworth Borough Council (HBBC) and given the reference 20/00239/OUT.

1.1.2 This is the second application by Gladman on the site, with the first being 20/00239/OUT for up to 190 dwellings, which was refused planning permission but not on highways grounds.

1.1.3 In a consultation response to the current application (20/00239/OUT) dated 22nd March 2021 by Leicestershire County Council (LCC), the local highway authority concluded:

'...the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 109 of the National Planning Policy Framework (2019), subject to the conditions and/or planning obligations outlined in this report.'

1.1.4 LCC did however advise HBBC that both Gladman and Midland Heart (MH), the developers behind planning application 20/00916/FUL for 50 dwellings on land to the south, have not considered their accesses to Leicester Road cumulatively and suggested that:

'...in a scenario where both application sites are permitted, junction spacing between both accesses could be unacceptable and may not be in accordance with Part 3, Table DG3 of the LHDG. This could result in visibility being severely restricted from both access points in one direction in the event drivers are exiting both sites at the same time to the detriment of highway safety. Off-site works to enable the site access, such as the ghost right turn lane put forward as part of this application, may also not be compatible with any works put forward as part of application reference 20/00916/FUL, which again could result in the site access being unsafe and undeliverable.'

1.2 Updated Drawing

1.2.1 On behalf of Gladman, Prime Transport Planning (Prime) have investigated the possibility safe access to both sites being achieved from Leicester Road. At the time of writing, we understand that MH are

yet to demonstrate that safe access can be achieved to their site from Leicester Road as, according to LCC, inappropriate visibility splays have been used. LCC have also highlighted the limited visibility to the south. This is a matter for Midland Heart and their highways consultant to address.

1.2.2 We have reviewed MH's proposed access arrangement shown in drawing number 10015653-ARC-XX-XX-SK-C-0002 revision P01. The access is shown located around 25m south of the northern boundary of the site, which is where it bounds the Gladman site. Access in this location allows a bungalow to be accommodated between the access and the northern boundary of the site. The majority of the proposed dwelling are located to the south of this access. In our opinion, given the limited visibility to the south, we assume that MH are likely to either keep the access in the proposed position and provide further evidence to justify its appropriateness or move it slightly further north, closer to the boundary at the expense of the bungalow.

1.2.3 We therefore overlaid MH's access drawing on our proposed access arrangement and found that by moving the Gladman access slightly further north than previously proposed, an appropriate level of intervisibility between the two accesses can be achieved in line with Figures DG2a and DG3 from the Leicestershire Highway Design Guide. A revised access arrangement shown in Drawing P21008-100-2A was sent to LCC via email on 18th May 2021. A copy of this email which includes further details of the design is provided in Appendix I of this document. The revised location of the Gladman access also allows for some movement of the MH access further north should the applicant decide to relocate the access.

1.2.4 LCC responded to the email in June 2021 and, as well identifying a small error on the drawing, recommended that a new Stage 1 Road Safety Audit with site visit was undertaken given the change to the proposals, a recent change in speed limit (national speed limit replaced with 50mph) and the length of time since the auditors had undertaken the original site visit.

1.3 Purpose of Report

1.3.1 This report therefore provides a Designers' Response to a new Stage 1 Road Safety Audit (RSA) commissioned to consider the latest access proposals associated with both the Gladman and the MH schemes taking access from Leicester Road, hereon referred to as the 'cumulative access arrangement'.

1.3.2 The remainder of this Designers' Response is structured as follows:

- **Section 2** provides details of the commission of the Road Safety Audit;
- **Section 3** provides the Designers' Response to the Road Safety Audit; and
- **Section 4** concludes this report.

2 STAGE 1 ROAD SAFETY AUDIT

2.1 Details of Commission

- 2.1.1 The independent and specialist consultant six:TEN Highways & Traffic Ltd was instructed to carry out a Stage 1 Road Safety Audit (RSA) on the latest proposed cumulative access arrangement as part the development proposals. Six:TEN Highways & Traffic Ltd were familiar with the site, having undertaken the RSA prepared to consider the arrangement as part of the original Gladman application.
- 2.1.2 The RSA was completed by two Society of Road Safety Auditors qualified professionals who undertook a site visit on 7th July 2021 and the audit was carried out in accordance with *Design Manual for Roads and Bridges (DMRB) GG119 – Road Safety Audit*.
- 2.1.3 A revised access Drawing P21008-100-2B was provided to the auditors along with a copy of the Transport Assessment. The only revision to the drawing following revision 2A provided to LCC in May 2021 was the relocation of a traffic island.
- 2.1.4 In addition to the above, the auditors sourced 5.5 years (up to June 2020) of Personal Collision Data from crashmap.co.uk for Leicester Road in the vicinity of the site.

2.2 Receipt of RSA

- 2.2.1 The Stage 1 Safety Audit (doc. Ref. 610/2021/139/01) was provided to Prime in July 2021.
- 2.2.2 Seven items were raised by the auditors. These items are detailed in the following section along with a Designers' Response provided to each of them.
- 2.2.3 A copy of the Stage 1 RSA is provided in Appendix II of this report.

3 DESIGNERS' RESPONSE

3.1 Introduction

- 3.1.1 A Designers' Response to each item raised by the safety auditors is provided in turn below. A revised access drawing with minor changes is provided in Appendix III of this report.

3.2 Response to Items Raised

RSA Comment 5.1

Location: Leicester Road adjacent to proposed access

Summary: Lack of street lighting for new junction arrangement

It was observed on site that the proposed junction is located outside the limits of the existing street lighting system on Leicester Road. A lack of street lighting at the proposed junction where increased vehicle turning manoeuvres will occur may increase the risk of vehicular and vehicular/pedestrian or cyclist collisions during the hours of darkness.

Recommendation: It is recommended that the existing street lighting system on Leicester Road be extended to include the proposed junction and the approaches to it.

Designers' Response to Comment 5.1

- 3.2.1 An appropriate street lighting design incorporating the proposed junction arrangement will be provided at the reserved matters stage.

RSA Comment 5.2

Location: Proposed access on Leicester Road

Summary: Risk of rear-end shunt collisions when vehicles are turning left into the proposed access from Leicester Road

The drawings provided for audit show that the proposed radii at the junction is 6.0m. The audit team is concerned that this radius may result in excessive vehicle speed reduction when turning left into the access road from Leicester Road. Whilst it is understood that tighter kerbed radii at junctions reduces vehicle speeds, the proposed radii may result in an increased risk of rear-end shunt collisions on Leicester Road, especially when the existing 85thile vehicle speeds are taken into consideration.

Recommendation

It is recommended that the proposed junction arrangement be amended to ensure vehicles can turn left into the access road without excessive speed reduction, however, the junction layout should also

ensure adequate speed reduction is achieved for turning vehicles. The recommendation at 5.3 below if implemented may alleviate this problem.

Designers' Response to 5.2

- 3.2.2 This was raised as part of the original RSA. The development will act as an extension of the built environment of Earl Shilton, which will likely see a natural reduction in vehicle speeds along Leicester Road, particularly as a shared cycleway and footway will be provided. We also feel that increasing the radii or providing a left turn lane at the access would actually encourage higher speeds past the site which would be counterintuitive. See also response to 5.3.

RSA Comment 5.3

Location: Proposed access and footways/cycleway on Leicester Road

Summary: Urban junction located outside of 30mph speed limit and unsegregated footway/cycleway adjacent to carriageway subject to a 50mph speed limit

The proposed urban junction is located outside of the existing 30mph speed limit for the built-up area. Whilst it is noted that the proposed junction inter-visibility splays are based on actual vehicle speeds, there is a risk that the higher speed limit and associated higher vehicle speeds may increase the severity of any collisions that may occur at the junction where increased turning manoeuvres will take place.

Additionally, the proposed footway/cycleway on Leicester Road does not have any segregation from the adjacent carriageway by way of a grass verge as per the existing arrangement. The provision of an unsegregated footway/cycleway adjacent to a carriageway subject to a 50mph speed limit may increase the risk of pedestrians or cyclists entering the carriageway resulting in these users being in collision with passing motorised vehicles.

Recommendation

It is recommended that the existing 30mph terminal speed limit should be relocated to the north of the proposed access to tie in with the street lighting extension referred to in 5.1 above.

Designers' Response to 5.3

- 3.2.3 This was raised as part of the original RSA. The applicant offered to fund an extension of the 30mph speed limit as part of the original application but LCC expressed a reluctance from an enforcement perspective. However, should LCC change their stance, the applicant is willing to fund the Traffic Regulation Order (TRO) which would be required to extend the speed limit.

- 3.2.4 On the second point, locating the shared cycleway adjacent to the carriageway can have stronger traffic calming benefits than if it were separated by a verge, nonetheless, a verge could be provided and this matter can be considered further at the reserved matters and/or detailed design stage.

RSA Comment 5.4

Location: Interface of footways with proposed shared footway/cycleway

Summary: Lack of corduroy hazard warning paving may increase the risk of cyclist/pedestrian collisions

The drawing provided for audit does not show any proposed corduroy hazard warning paving at the interfaces of the footway with the proposed shared footway/cycleway. The audit team would note that other types of warning paving such as blister tactile paving is shown on the drawing. A lack of corduroy type hazard warning paving at the interfaces of the footways with the proposed shared footway/cycleway to warn visually impaired pedestrians they are entering a shared surface may result in an increased risk of cyclist/pedestrian collisions.

Recommendation

It is recommended that corduroy type hazard warning paving is provided at the interfaces of the footways with the proposed shared footway/cycleway.

Designers' Response to 5.4

- 3.2.5 This matter can be best addressed at the detailed design stage which will fully consider the tactile paving layout.

RSA Comment 5.5

Location: Proposed uncontrolled pedestrian/cyclist crossings on Shilton Road

Summary: Existing vegetation may obscure pedestrian/cyclist and driver intervisibility

The intervisibility between pedestrians/cyclists crossing Shilton Road at the proposed uncontrolled crossings and drivers approaching from the west may be obscured by existing vegetation. It is noted that vegetation removal at other locations is shown in the drawing. A reduction of intervisibility may increase the risk of collisions between pedestrians/cyclists and approaching vehicles, as those crossing the carriageway may fail to sufficiently appreciate approaching traffic and vice versa.

Recommendation

It is recommended that the intervisibility between pedestrians/cyclists crossing the carriageway and approaching drivers should be investigated and any obstructions found within the intervisibility splays should be removed.

Designers' Response to 5.5

- 3.2.6 The existing vegetation can be removed or cut-back to maintain clear intervisibility.

RSA Comment 5.6

Location: Proposed uncontrolled pedestrian/cyclist crossing on the western side of Leicester Road

Summary: Gully cover may be located within the limits of the uncontrolled pedestrian crossing

There is an existing gully located in close proximity to the proposed uncontrolled pedestrian crossing on the western side of Leicester Road which may be within the limits of the uncontrolled pedestrian crossing. The location of the gully may result in a trip hazard for pedestrians who may get their shoe caught in the gully cover or may create manoeuvrability issues for those with pushchairs/wheelchairs, who may get their wheels caught in the gully cover, increasing the risk of collisions with passing vehicles.

Recommendation

It is recommended that the proposed location of the uncontrolled pedestrian/cyclist crossing is amended if it is found that the existing gully is located within the limits of the crossing.

Designers' Response to 5.6

- 3.2.7 This is noted and as such the crossing is proposed to be relocated very slightly further north to avoid the gully as well as the BT chamber on the opposite side as shown on Drawing P21008-100-2C in Appendix III.

RSA Comment 5.7

Location: Proposed uncontrolled pedestrian/cyclist crossings on Leicester Road

Summary: Existing traffic sign and highway vertical alignment may obscure pedestrian//cyclist and driver intervisibility

The intervisibility between pedestrians/cyclists crossing Leicester Road at the proposed uncontrolled crossing and drivers approaching from the north and south may be obscured by the existing traffic signs to the north and the highway vertical alignment to the south. A reduction of intervisibility may increase the risk of collisions between pedestrians/cyclists and approaching vehicles, as those crossing the carriageway may fail to sufficiently appreciate approaching traffic and vice versa.

Recommendation

It is recommended that the intervisibility between pedestrians/cyclists crossing the carriageway and approaching drivers should be investigated and any obstructions found within the intervisibility splays

should be removed. Additionally, if it is found the highway vertical alignment obscures visibility then the proposed uncontrolled crossing should be relocated.

Designers' Response to 5.7

- 3.2.8 Whilst the location of the crossing is now proposed to be slightly relocated to avoid the gully this does not change the comment. We are however confident that this is a safe and appropriate location for the crossing with a good level of visibility. We believe that this is the optimum location for the crossing with consideration of the Church Street junction. Should the signage be considered to interfere with the visibility, it can be rationalised and fully considered during the detailed design process. If LCC were to allow the extension of the 30mph speed limit, the signage would be relocated further away from the crossing point.

4 SUMMARY AND CONCLUSION

4.1 Summary

- 4.1.1 A Stage 1 Road Safety Audit has been prepared to consider the safety implications of taking access from Leicester Road to the proposed Gladman site for up to 140 dwellings in Earl Shilton, in the event that a proposed development by Midland Heart to the south also achieves planning permission. A qualified and independent audit team were commissioned who undertook that audit in accordance with national design standards.
- 4.1.2 The points raised by the independent auditors in the Stage 1 Road Safety Audit have been considered and a Designers' Response provided above. The issues raised relate to street lighting, corner radii, speed limits, tactile paving and overhanging vegetation, as well as the intervisibility to and siting of a pedestrian crossing point.
- 4.1.3 The issues raised by the Stage 1 Road Safety Audit have been noted and the majority can be best addressed at the reserved matters and/or detailed design stage. One issue that has been addressed through an updated drawing included in Appendix III, is the proposed pedestrian crossing in between the Gladman site access and Church Street, which has been relocated very slightly further north to avoid a gully. Gladman are also willing to fund the TRO to extend the 30mph speed limit to a location further north on Leicester Road should LCC deem this to be beneficial.
- 4.1.4 **No issues have been raised regarding the spacing of the proposed Gladman access and the proposed Midland Heart access.**

4.2 Conclusion

- 4.2.1 It can be concluded that the access proposals for the Gladman site, with or without the Midland Heart site coming forward, are safe and appropriate.

APPENDIX I

EMAIL TO LCC 18TH MAY 2021

David Stoddart

From: David Stoddart
Sent: 18 May 2021 11:14
To: Ben T Dutton
Cc: Rhiannon.Hill@hinckley-bosworth.gov.uk; Stuart Carvel; Neil Williams; Joel Patton; Andrew Collis
Subject: 21/00135/OUT - Leicester Road, Earl Shilton - Cumulative Development Access Option
Attachments: P21008-100-2A.pdf

Ben,

Further to your consultation response dated 22nd March 2021 regarding the above application, I am pleased to see that LCC have raised no objection, but I note your concerns regarding the proposed access arrangement in cumulation with the proposed development to the south on Hill Top Farm by Midland Hart under planning application reference 20/00916/FUL.

Whilst it would appear that the applicant to the south is yet to demonstrate an access arrangement that is acceptable to LCC, Gladman not wish to restrict said development in any way, and as such have asked us to consider an alternative access arrangement.

I am familiar with Figure DG2a from the Leicestershire Highway Design Guide which suggests that a 1.0m off-set to visibility splay 'y' distances is acceptable and with Figure DG3 which suggests that at adjacent junctions, the lead vehicle waiting at a give-way line should not interfere with the visibility splay from a second vehicle waiting behind a lead vehicle at an adjacent junction.

With the above two design aspects in mind, please find attached a second option (Drawing P21008-100-2A) for your consideration should the proposed development to the south be recommended for approval. By moving our access approximately 20m north, aided by the existing bend in Leicester Road, we can achieve an appropriate junction spacing where the visibility splays are not restricted by waiting vehicles at each junction, as shown in the lower window on the drawing. The design also allows for some flexibility should, for instance, Midland Hart decide to move their access closer to their northern boundary.

A further amendment shown is an increase in the access width to 6.75m as the applicant is willing to facilitate an internal vehicular link to the site to the south, should the respective developer prefer to utilise the Gladman access.

I would be grateful for your thoughts regarding this second option. I believe it should be acceptable with or without the proposals to the south (20/00916/FUL).

Kind regards

Dave

David Stoddart
Associate Director

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APPENDIX II

STAGE 1 ROAD SAFETY AUDIT



six:TEN Highways & Traffic Ltd

LEICESTER ROAD, EARL SHILTON PROPOSED ACCESS STRATEGY

STAGE 1 ROAD SAFETY AUDIT

610/2021/139/01

14th July 2021

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Rev:	Issue Status:	Prepared by/Date:	Checked by/Date:	Approved by/Date:
0	DRAFT	Jon Preston 12 July 2021	Tristan Brooks 12 July 2021	
1	FINAL	Jon Preston 14 July 2021	Tristan Brooks 14 July 2021	Jon Preston 14 July 2021

Report Title:	Leicester Road, Earl Shilton Proposed Access Strategy Stage 1 Road Safety Audit
Date:	14 July 2021
Document Reference & Revision:	610/2021/139/01 Rev 1
Prepared by:	Six Ten Highways & Traffic Ltd
On behalf of:	Prime

Disclaimer note

The client has confirmed that it is entering into the agreement under which this report is being prepared on its own behalf and not on behalf of, or for the benefit of any other party and has agreed that in any event of any claim arising out of or in connection with that agreement and/or the report itself it shall be entitled to recover from six:TEN Highways & Traffic Limited only the losses, if any, it has itself suffered.

This report therefore is for the private and confidential use of the client for whom it was prepared solely for the purposes requested by the client. It should not be reproduced in whole or in part or relied upon by any third party for any use whatsoever without the express written authority of six:TEN Highways & Traffic Limited.

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1.0 INTRODUCTION

- 1.1 This report is a preliminary design Stage 1 Road Safety Audit (RSA) carried out on the proposed access strategy for a new residential development at Leicester Road, Earl Shilton, at the request of Prime Transport Planning, who are the Design Organisation and supplied the audit brief, which was accepted by the audit team. The local highway authority is Leicestershire County Council who have approved the audit team to carry out road safety audits on their highway network.
- 1.2 The RSA team, staff members from six:TEN Highways & Traffic Ltd, present at the RSA were:
- Jon Preston MCIHT MSoRSA
Audit Team Leader
- Tristan Brooks Bsc (Hons), MBA, CMILT, MCIHT, MSoRSA, HE RSA Cert of Comp
Audit Team Member
- 1.3 We confirm that no member of the Audit Team has been involved with the design process.
- 1.4 A site visit was carried out on the 7th July 2021 between 18:40hrs and 19:10hrs. The weather during the site visit was heavy rain and the carriageway surface was wet.
- 1.5 Leicester Road in the vicinity of the proposed highway works are subject to a 50mph speed and has no street lighting at its northern extent and transitions to a 30mph speed limit and is street lit approximately 20 metres to the north of its junction with Church Street.
- 1.6 The RSA brief issued to the team comprised various elements listed at Appendix Two.
- 1.7 The terms of reference of the RSA are as described in the Design Manual for Roads and Bridges GG119 – Road Safety Audit. The RSA team has examined and reported only the road safety issues of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.
- 1.8 A plan showing the location of the road safety problems raised in this report is included at Appendix Three.

2.0 PROPOSALS

The proposed highway works are associated with the construction of a new residential development which in summary includes:

- The provision of a ghost-island right-turn priority controlled T-junction on Leicester Road, to provide access to a proposed development;
- Widening of Leicester Road to facilitate the proposed junction;
- Widening of the footway on the west of Leicester Road to 3.0m to provide a shared footway/cycleway between Shilton Road and Church Street; and
- Provision of an uncontrolled pedestrian/cycle crossing on Leicester Road to the north of Church Street.

3.0 PERSONAL INJURY COLLISION DATA

- 3.1 Personal injury collision data for the five-year period up to June 2020 was obtained from crashmap.co.uk and the location plan is shown in Appendix Five.
- 3.2 There has been one recorded personal injury collision on Leicester Road in the vicinity of the proposed access during the five-year period.
- 3.3 The collision was classed as slight in severity and occurred at the junction of Leicester Road and Shilton Road, involved two vehicles and resulted in injuries to two casualties.

4.0 TRAFFIC FLOW AND SPEED DATA

- 4.1 Forecast traffic flow data was provided to the audit team and the 2026 With Development flows are shown in Appendix Six.
- 4.2 The drawing provided to the audit team shows that the 85%ile speeds on Leicester Road is between 41mph and 44mph.
- 4.1 During the site visit traffic flow was considered to be moderate and traffic speeds were considered to be moderate to high.
- 4.2 No pedestrians or cyclists were observed in the vicinity of the proposed highway works during the site visit.

5.0 ITEMS RAISED AT THIS (STAGE 1) ROAD SAFETY AUDIT

5.1 Location: Leicester Road adjacent to proposed access

Problem

Summary: Lack of street lighting for new junction arrangement

It was observed on site that the proposed junction is located outside the limits of the existing street lighting system on Leicester Road. A lack of street lighting at the proposed junction where increased vehicle turning manoeuvres will occur may increase the risk of vehicular and vehicular/pedestrian or cyclist collisions during the hours of darkness. (Photo 10.2)

Recommendation

It is recommended that the existing street lighting system on Leicester Road be extended to include the proposed junction and the approaches to it.

5.2 Location: Proposed access on Leicester Road

Problem

Summary: Risk of rear-end shunt collisions when vehicles are turning left into the proposed access from Leicester Road

The drawings provided for audit show that the proposed radii at the junction is 6.0m. The audit team is concerned that this radius may result in excessive vehicle speed reduction when turning left into the access road from Leicester Road. Whilst it is understood that tighter kerbed radii at junctions reduces vehicle speeds, the proposed radii may result in an increased risk of rear-end shunt collisions on Leicester Road, especially when the existing 85thile vehicle speeds are taken into consideration.

Recommendation

It is recommended that the proposed junction arrangement be amended to ensure vehicles can turn left into the access road without excessive speed reduction, however, the junction layout should also ensure adequate speed reduction is achieved for turning vehicles. The recommendation at 5.3 below if implemented may alleviate this problem.

5.3 Location: Proposed access and footways/cycleway on Leicester Road

Problem

Summary: Urban junction located outside of 30mph speed limit and unsegregated footway/cycleway adjacent to carriageway subject to a 50mph speed limit

The proposed urban junction is located outside of the existing 30mph speed limit for the built-up area. Whilst it is noted that the proposed junction inter-visibility splays are based on actual vehicle speeds, there is a risk that the higher speed limit and associated higher vehicle speeds may increase the severity of any collisions that may occur at the junction where increased turning manoeuvres will take place.

Additionally, the proposed footway/cycleway on Leicester Road does not have any segregation from the adjacent carriageway by way of a grass verge as per the existing arrangement. The provision of an unsegregated footway/cycleway adjacent to a carriageway subject to a 50mph speed limit may increase the risk of pedestrians or cyclists entering the carriageway resulting in these users being in collision with passing motorised vehicles.

Recommendation

It is recommended that the existing 30mph terminal speed limit should be relocated to the north of the proposed access to tie in with the street lighting extension referred to in 5.1 above.

5.4 Location: Interface of footways with proposed shared footway/cycleway

Problem

Summary: Lack of corduroy hazard warning paving may increase the risk of cyclist/pedestrian collisions

The drawing provided for audit does not show any proposed corduroy hazard warning paving at the interfaces of the footway with the proposed shared footway/cycleway. The audit team would note that other types of warning paving such as blister tactile paving is shown on the drawing. A lack of corduroy type hazard warning paving at the interfaces of the footways with the proposed shared footway/cycleway to warn visually impaired pedestrians they are entering a shared surface may result in an increased risk of cyclist/pedestrian collisions.

Recommendation

It is recommended that corduroy type hazard warning paving is provided at the interfaces of the footways with the proposed shared footway/cycleway.

5.5 Location: Proposed uncontrolled pedestrian/cyclist crossings on Shilton Road

Problem

Summary: Existing vegetation may obscure pedestrian//cyclist and driver intervisibility

The intervisibility between pedestrians/cyclists crossing Shilton Road at the proposed uncontrolled crossings and drivers approaching from the west may be obscured by existing vegetation. It is noted that vegetation removal at other locations is shown in the drawing. A reduction of intervisibility may increase the risk of collisions between pedestrians/cyclists and approaching vehicles, as those crossing the carriageway may fail to sufficiently appreciate approaching traffic and vice versa.

Recommendation

It is recommended that the intervisibility between pedestrians/cyclists crossing the carriageway and approaching drivers should be investigated and any obstructions found within the intervisibility splays should be removed.

5.6 Location: Proposed uncontrolled pedestrian/cyclist crossing on the western side of Leicester Road

Problem

Summary: Gully cover may be located within the limits of the uncontrolled pedestrian crossing

There is an existing gully located in close proximity to the proposed uncontrolled pedestrian crossing on the western side of Leicester Road which may be within the limits of the uncontrolled pedestrian crossing. The location of the gully may result in a trip hazard for pedestrians who may get their shoe caught in the gully cover or may create manoeuvrability issues for those with pushchairs/wheelchairs, who may get their wheels caught in the gully cover, increasing the risk of collisions with passing vehicles.

Recommendation

It is recommended that the proposed location of the uncontrolled pedestrian/cyclist crossing is amended if it is found that the existing gully is located within the limits of the crossing.

5.7 Location: Proposed uncontrolled pedestrian/cyclist crossings on Leicester Road**Problem**

Summary: Existing traffic sign and highway vertical alignment may obscure pedestrian//cyclist and driver intervisibility

The intervisibility between pedestrians/cyclists crossing Leicester Road at the proposed uncontrolled crossing and drivers approaching from the north and south may be obscured by the existing traffic signs to the north and the highway vertical alignment to the south. A reduction of intervisibility may increase the risk of collisions between pedestrians/cyclists and approaching vehicles, as those crossing the carriageway may fail to sufficiently appreciate approaching traffic and vice versa.

Recommendation

It is recommended that the intervisibility between pedestrians/cyclists crossing the carriageway and approaching drivers should be investigated and any obstructions found within the intervisibility splays should be removed. Additionally, if it is found the highway vertical alignment obscures visibility then the proposed uncontrolled crossing should be relocated.

APPENDIX ONE**6.0 ROAD SAFETY AUDIT TEAM STATEMENT**

We certify that the audit has been carried out in accordance with the requirements set out in DMRB GG119.

AUDIT TEAM LEADER

Jon Preston MCIHT MSoRSA

Director

six:TEN Highways & Traffic Ltd

Signed:



Date: 14 July 2021

AUDIT TEAM MEMBER

Tristan Brooks Bsc (Hons), MBA, CMILT, MCIHT, MSoRSA, HE RSA Cert of Comp

Traffic & Road Safety Engineer

six:TEN Highways & Traffic Ltd

Signed:



Date: 14 July 2021

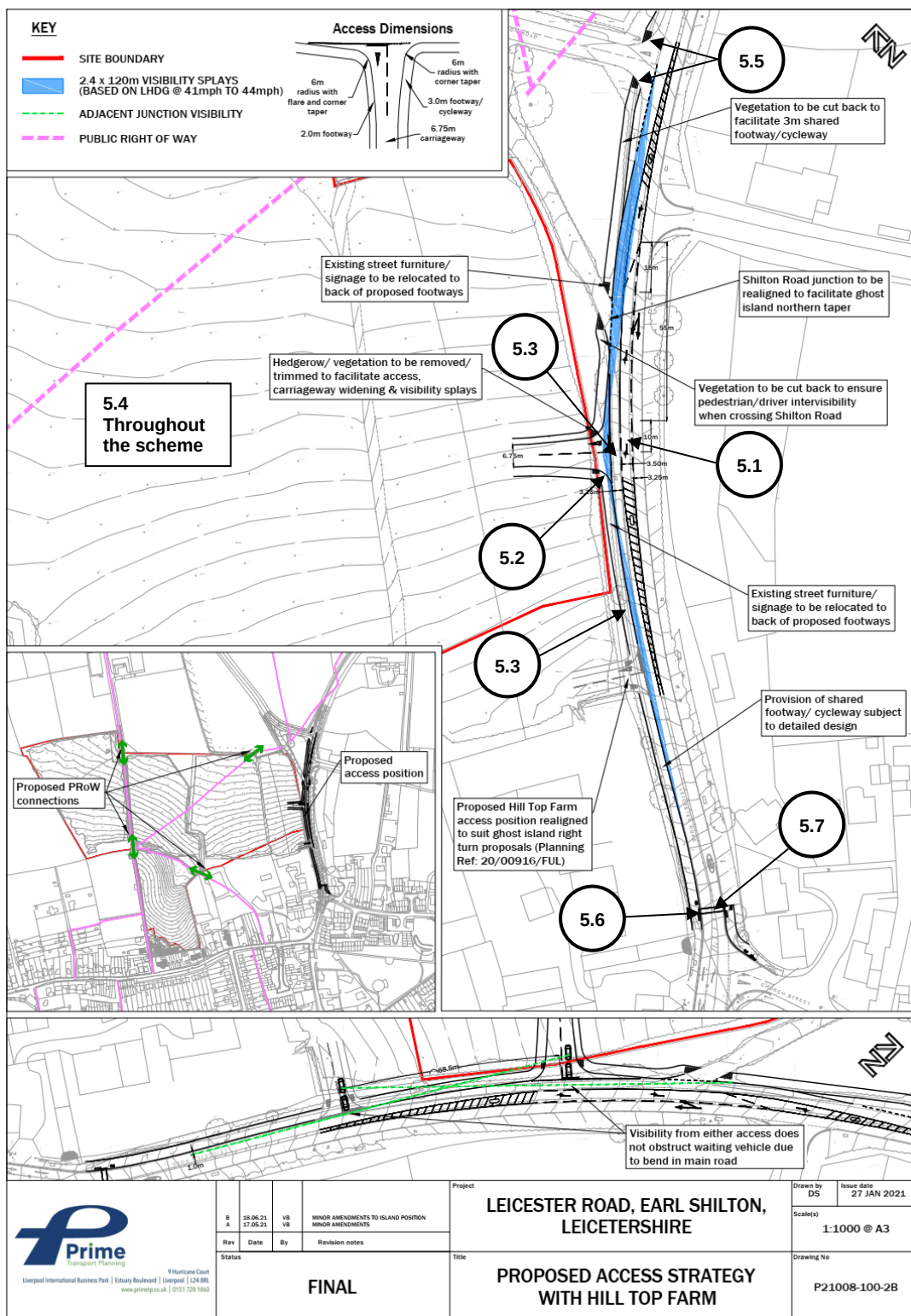
APPENDIX TWO

7.0 LIST OF DRAWINGS AND DOCUMENTS PROVIDED WITH THE AUDIT BRIEF

- P21008-100-2B Proposed Access Strategy
- P21008-TA Transport Assessment
- 5 year (up to June 2020) Personal Collision Data from crashmap.co.uk

APPENDIX THREE

8.0 PROBLEM LOCATION PLAN



APPENDIX FOUR

9.0 PHOTOGRAPHS



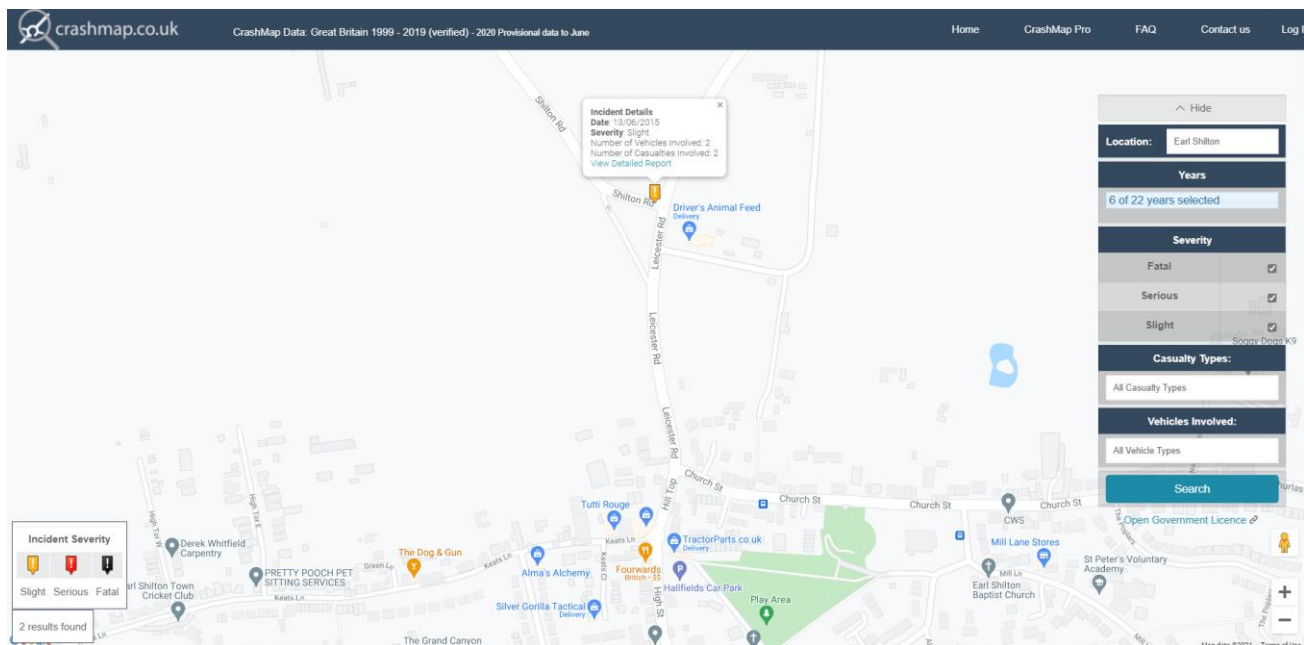
9.1 Leicester Road – General view looking north from proposed access



9.1 Leicester Road – General view looking south from proposed access

APPENDIX FIVE

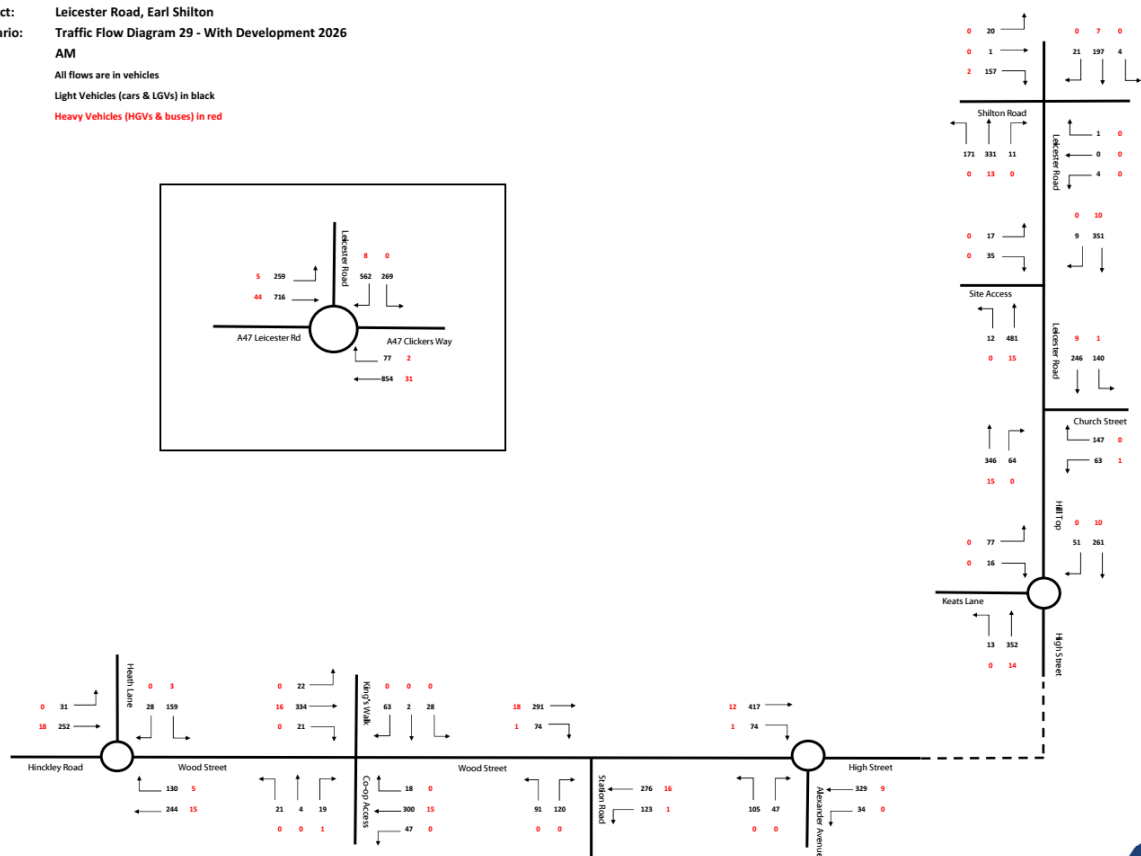
10.0 PERSONAL INJURY COLLISION LOCATION PLAN



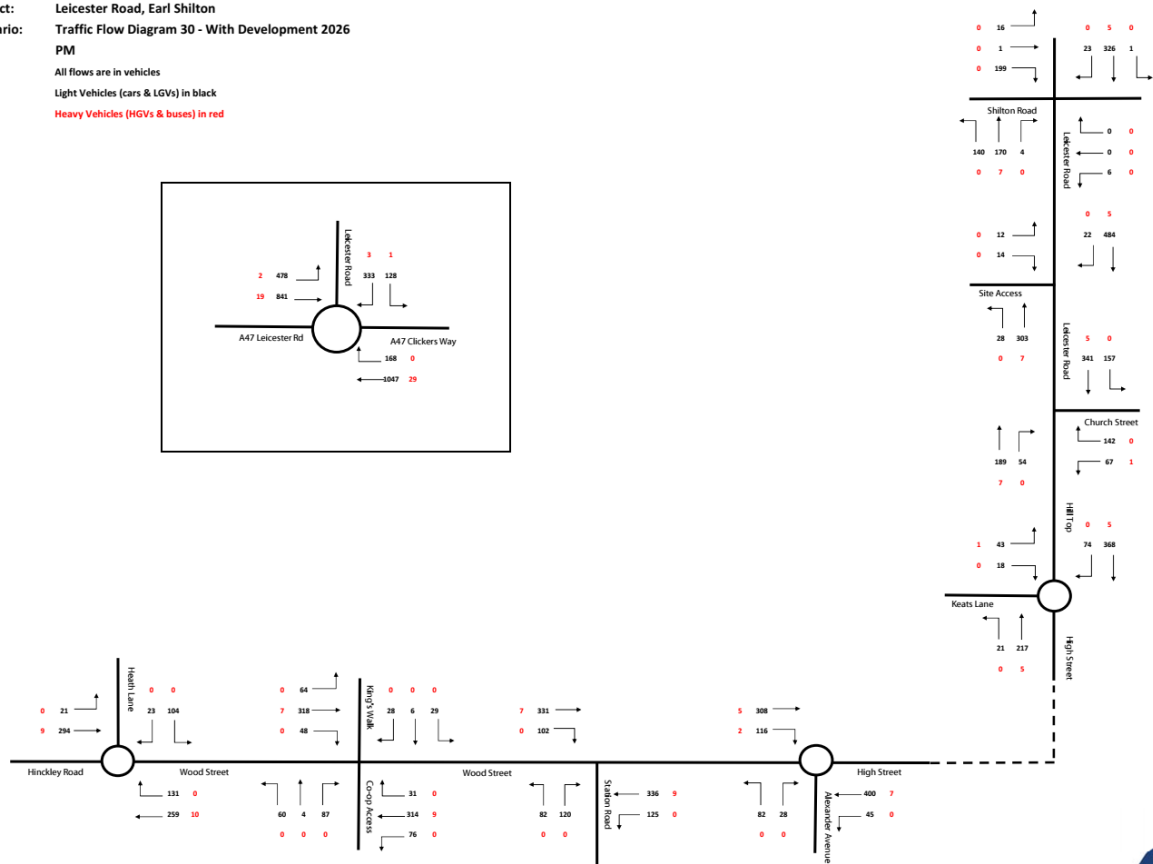
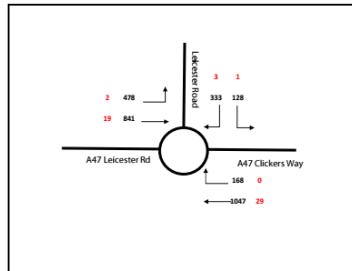
APPENDIX SIX

11.0 FORECAST TRAFFIC FLOW DATA

Project: Leicester Road, Earl Shilton
Scenario: Traffic Flow Diagram 29 - With Development 2026
Peak: AM
Notes: All flows are in vehicles
 Light Vehicles (cars & LGVs) in black
 Heavy Vehicles (HGVs & buses) in red

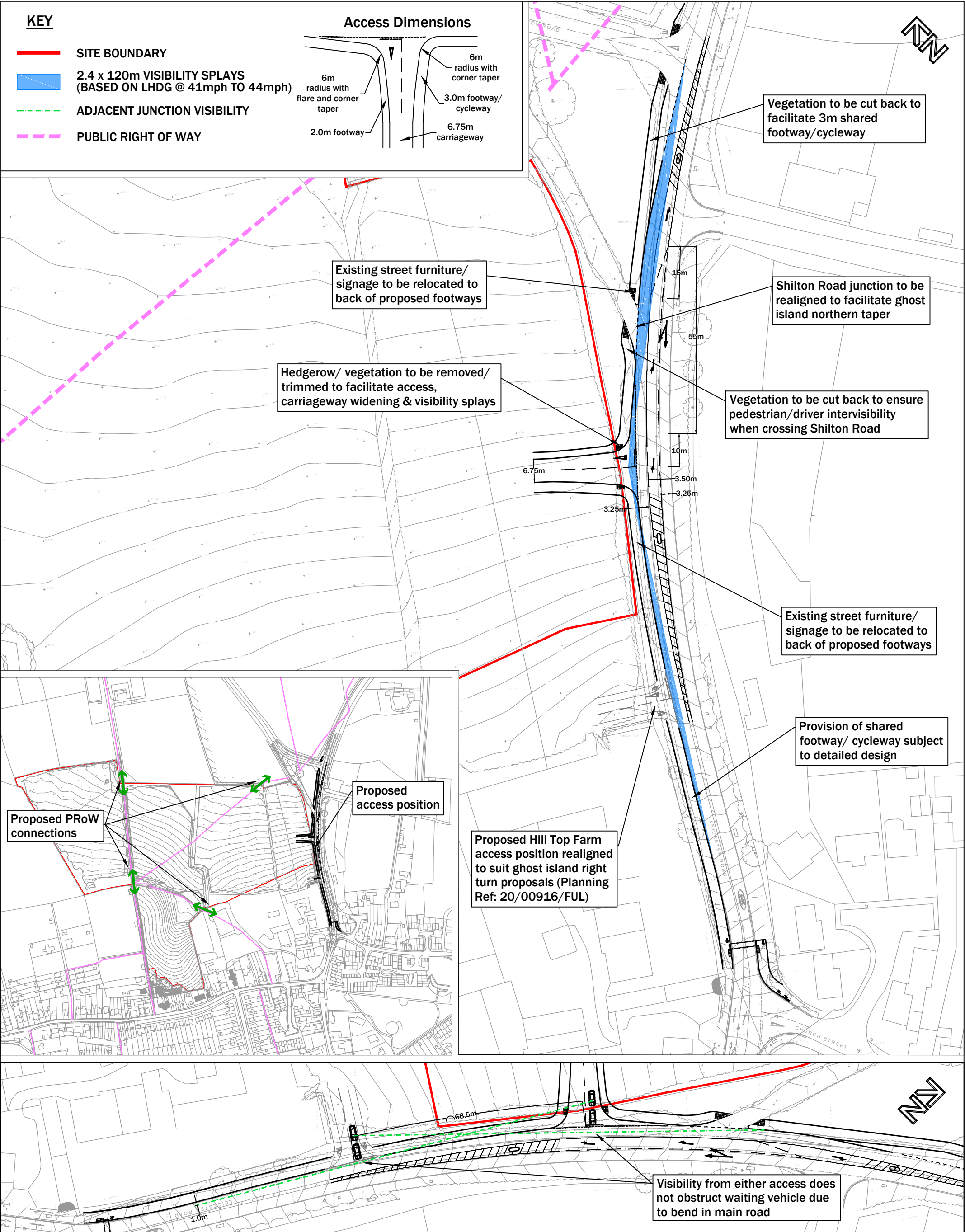


Project: Leicester Road, Earl Shilton
Scenario: Traffic Flow Diagram 30 - With Development 2026
Peak: PM
Notes: All flows are in vehicles
 Light Vehicles (cars & LGVs) in black
 Heavy Vehicles (HGVs & buses) in red



APPENDIX III

PROPOSED ACCESS DRAWING P21008-100-2C



 9 Hurricane Court Liverpool International Business Park Estuary Boulevard Liverpool L24 8RL www.primetp.co.uk 0151 728 1860	C B A 20.07.21 18.06.21 17.05.21 VB VB VB PED CROSSING CHANGES FOLLOWING RSA MINOR AMENDMENTS TO ISLAND POSITION MINOR AMENDMENTS			Project LEICESTER ROAD, EARL SHILTON, LEICESTERSHIRE	Drawn by DS	Issue date 27 JAN 2021
					Scale(s) 1:1000 @ A3	
	Rev Date By Revision notes			Title PROPOSED ACCESS STRATEGY WITH HILL TOP FARM	Drawing No P21008-100-2C	
	Status FINAL					