



Transport Statement

**Proposed Residential Development
Land East of Leicester Road
Earl Shilton**

Revision 0: May 2024

Report Reference: 923-TS-01-0

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Revision Record

Revision	Date	Description	Written	Approved
0	22.04.24	Draft Issue	ZS/AN	MJA
0	14.05.24	Planning Issue	AN	MJA

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PRE-APPLICATION DETAILS:

District Reference Number: 23/10226/PREMAJ

Highway Reference Number: 2023/5566/04/HEN

Location: Land East Of Leicester Road Earl Shilton Leicestershire

Proposal:

Enquiry. Proposed 35 dwellings.

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: via Hinckley and Bosworth Borough Council

Parish: Earl Shilton

Road Classification: Class C

Please note that the contents of this report including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter.

The following comments are based on a desktop exercise; no site visit is undertaken for pre-application advice.

The Local Highway Authority (LHA) is in receipt of a pre-application enquiry for the construction of 35 dwellings at Land East of Leicester Road, Earl Shilton, Leicestershire. The LHA understand that currently the land is used as grazing land with a collection of related store and stable buildings located in the northeast and southwest corners.

The LHA provide the following advice in relation to the following supporting documents:

- Design Concept Document, dated November 2023;
- Insitu Design's, 'Site Location Plan – 01', Drawing No. SLP-01 Rev. 1;
- Insitu Design's, 'Concept Masterplan – 01', Drawing No. CMP-01 Rev. 3; and
- Martin Andrews Consulting Ltd, 'Access and Attenuation Requirements', Drawing No. 923-E10.

Site Access

Access to the site is proposed via an unnamed road subject to the national speed limit. Any subsequent application should demonstrate that the shared access has been designed in accordance with Part 3 of the Leicestershire Highway Design Guide (LHDG) and should be accompanied by an independent Stage 1 Road Safety Audit (RSA1), along with a Designer's Response to any problems raised and (if necessary) a revised site access drawing.

The LHA advise that the access should have a 5.5m minimum effective width along with a 6m kerbed radii and 2m wide pedestrian footways on either side of the site access road.

Visibility splays at the site access should be demonstrated and based on Part 3, Table DG4 of the LHDG. The Applicant is strongly advised to undertake an automatic speed survey (not handheld radar) as part of any proposals and demonstrate that appropriate viability in line with the 85th percentile speeds of passing traffic can be achieved fully within land under the Applicants control or the public highway.

Details of how to construct visibility splays can be found in Part 3, Figure DG2 of the LHDG. The Applicant should be advised that a permit is required to carry out any traffic count/speed survey on the public highway within Leicestershire. A permit can be obtained by contacting ndi@leics.gov.uk. Alternatively, Leicestershire County Council (LCC) offer a data collection service including a large traffic count database. For details of the services available please contact ndi@leics.gov.uk.

Vehicle tracking of a refuse collection vehicle to Hinckley & Bosworth Borough Council dimensions (Phoenix 2 Series - Smooth Body RCV, EURO 5i - WIDE TRACK refuse collection vehicle) arriving and departing from the site access in all directions should also be provided.

Trip Generation

The LHA require the Applicant to demonstrate the level of traffic which could be generated by the development. Trip generation should be based on trip rates from the TRICS database for comparable sites or a survey of other similar sites.

Capacity assessments of at least the site access and the junctions of the unnamed road with Leicester Road would be required if the proposals generated approximately 30 two way trips (e.g. 15 arrivals and 15 departures) during peak usage times. A trip distribution exercise using 2011 Census data would also be required. Potentially, capacity assessments and trip distribution analysis to establish any impact on junctions further afield may also be required.

The impact of nearby major committed developments should be considered in the capacity assessments, notably:

- 14/01279/OUT – Westfield Farm, Keats Lane, Earl Shilton (350 dwellings & 0.6 ha employment units)
- 20/00916/FUL – Ashby House, Hill Top Farm, Earl Shilton (50 dwellings)
- 21/00135/OUT - Land north of Hill Top Farm, Earl Shilton (140 dwellings)
- 20/01225/FUL – Land West of Clickers Way, Earl Shilton (81 dwellings)

In addition, the following developments would need to be considered as part of a sensitivity test if they have not been determined by the Local Planning Authority:

- 20/01225/FUL – Land West of Clickers Way, Earl Shilton (81 dwellings)
- 21/01511/OUT and 23/00330/OUT (Earl Shilton Sustainable Urban Extension)
- 22/007272/OUT - Land South of Leicester Road, Earl Shilton (Outline Planning Application for the development of 14 x B2 employment units and 10 x traveller pitches with access from the Leicester Road, with landscaping, parking and associated works.)

Highway Safety

The Applicant will need to consider the Personal Injury Collisions (PICs) which have occurred within an identified study area surrounding the site for the most recent five years. PIC data can be obtained from LCC if necessary via ndi@leics.gov.uk.

Internal Layout

The acceptability of an adopted road layout is subject to a Section 38 agreement in accordance with the Highways Act (1980). In order for the site to be suitable for adoption, the internal layout must be designed fully in accordance with the LHDG.

Regardless of whether the internal roads are intended to be adopted or remain private refuse vehicle tracking of the site should be provided.

Parking provision should be provided on the basis of a minimum of two spaces for a dwelling of up to three beds and three spaces for a dwelling with four or more beds. The LHA request that parking for four bed plots is not provided in a tandem arrangement as this could lead to an increase in on-street parking in the event the vehicle to the rear was required.

Spaces should measure a minimum of 2.4m by 5.5m with an additional 0.5m strip for each side bound by a wall/ hedge/ fence etc. Garages should be designed in line with Part 3, Paragraph 3.199 - 3.200 of the LHDG in order to count as a parking space.

1m by 1m pedestrian visibility splays should also be detailed where private drives/ shared private drives meet a pedestrian footway.

(The LHDG is available at <https://resources.leicestershire.gov.uk/lhdg>).

Off-site Implications

The LHA advise the following points will need consideration by the Applicant:

Neighbouring Developments and Pedestrian Footway Links

The LHA is aware that applications 20/00916/FUL and 21/00135/OUT could result in the layout of Leicester Road changing considerably in the future. Both applications have been granted planning permission.

Currently, this proposed development could be considered remote from Earl Shilton and pedestrian connectivity would be via a narrow, unlit footway alongside Leicester Road which is of concern to the LHA. The Applicant will need to give full consideration to the changes the two nearby developments could implement on Leicester Road and how these may impact their own proposals. Given works have not yet started on-site for those developments, the applicant should demonstrate how pedestrian links between the site and Earl Shilton for example would be provided/ improved both with and without the neighbouring developments in place.

The LHA would also suggest that a PV2 assessment is undertaken to demonstrate whether an uncontrolled crossing would be the most appropriate type of pedestrian crossing to serve the development as Leicester Road is one of the main routes into Earl Shilton. It would need to be

demonstrated that the proposed crossing point could be achieved both with and without works to Leicester Road as part of the neighbouring developments. An RSA1 and designers' response would also need to cover any proposed off-site works.

While a pedestrian link with Leicester Road situated towards the centre of the site is welcomed, it should be noted that the LHA do not typically adopt footways in isolation, and this should be considered as part of the internal layout design. The LHA would also advise that typically, a footway link between the site access and existing footway provisions would also be required.

Parking on the Un-named Road

The LHA is aware the unnamed road is well used for parking at present. The LHA would suggest a parking survey is undertaken of the unnamed road to demonstrate the level of parking which typically occurs along the road and what (if any) likely impact the proposed site access could have on displacing parking in the area. It should be noted if Traffic Regulation Orders (TRO) are required to control parking, these would be at the full expense of the Applicant. The LHA may have concerns however in requiring TROs as these require separate public consultation and it cannot be guaranteed that the implementation of any new restrictions would be successful.

Public Right of Way

As demonstrated within the Design Concept Document, Public Bridleway U25 After a review of the Definitive Map (see map on following page) the LHA has the following comments / advice for the applicant to consider:

The lane of Spring Gardens is also a private vehicle access to four domestic properties. In its public role as Bridleway U25 the lane is an alternative route from the unnamed road and the application site for pedestrians, cyclists and horse riders to avoid walking or riding beside the vehicle traffic on Leicester Road climbing up Shilton Hill. However, the current surface of Spring Gardens is understood to be only crushed stone and prone to weeds.

Within the National Planning Policy Framework, as well as para 104 already mentioned above, other paragraphs emphasise the need to offer a genuine choice of transport modes (para 74); limit future car use (para 124c); and provide attractive and well-designed routes for walking and cycling (paras 104c; 106d) that also support health and well-being (para 92c). The County Council's Local Transport Plan also reflects these emphases.

Therefore, in the interests of encouraging sustainable travel to and from the application site the LHA would look to request funding to allow installation of an all-weather bound bituminous surface on some or all of the route of Spring Gardens / Bridleway U25, subject to the agreement of the domestic properties about the section they use as a private access. It is advised that this is investigated by the Applicant and confirmation provided as to whether neighbouring properties would agree to this.

Contributions

In order to encourage sustainable travel to/ from the site, it is likely the Applicant would be required to provide 2 x 6 month bus passes (currently up to £490 each for an Arriva service) and the Applicant is also advised that a contribution will be sought for the provision of a Travel Pack for each dwelling (currently £52.85 per dwelling if supplied through LCC). Improvements such as

raised/ dropped kerbs and timetable cases (if necessary) at the nearest two bus stops from the site would also need to be considered. Other contributions may be deemed necessary by the LHA at the time of application.

Date Received
28 November 2023

Case Officer
Harry McNicholas

Reviewer
BD

Date issued
12 January 2024

Appendix O

Designer's Response
MAC report ref 923-TN-01-0

1.0 Introduction

- 1.1 Road Safety Consulting Ltd were commissioned to undertake two separate Stage 1 Road Safety Audits (RSAs), for two different access strategies prepared for a site known as 'Land East of Leicester Road, Earl Shilton'. The proposed residential development is for up to 33 dwellings, and this document sets out the designer's response to the issues raised within the RSAs.
- 1.2 Along the site's western boundary, the proposed development is situated directly adjacent to Leicester Road. Immediately west of Leicester Road are neighbouring land parcels for two approved planning applications. When brought forward, the approved application sites will result in the widening of Leicester Road to accommodate a proposed ghost island right turn access. The existing footway located on the western side of Leicester Road will also be reconstructed as a 3m wide cyclist/ pedestrian provision.
- 1.3 Although consent has been granted, construction of the new site accesses has not started, and an intended completion date is not yet known. Therefore, the Local Highway Authority (LHA) have pointed out that consideration should be given to the proposed development at 'Land East of Leicester Road, Earl Shilton'; regarding access implications with or without the approved developments coming forward. Hence, Road Safety Consulting Ltd have prepared two separate RSAs to cover a 'with' and 'without' scenario.
- 1.3.1 Copies of the 'with' and 'without' RSAs are enclosed in **Appendix A** and **Appendix B** respectively. Copies of the corresponding site access strategies for the 'with' and 'without' scenarios are enclosed in **Appendix C** and **Appendix D** respectively.

2.0 Problems (RSA 'with approved development')

2.1 Problem 3.1

Location: Main site access

Summary: Restricted side road visibility may lead to junction pull-out type collisions

- 2.2 It is acknowledged that visibility splays of 2.4m x 43m have been shown on the drawing in accordance with MfS requirements. However, there are bushes and trees overhanging the existing verge area and there are existing parking bays present on both sides of the carriageway. If visibility is restricted for and of drivers emerging from the site access it may lead to pull-out type collisions or sudden braking type collisions involving vehicles travelling along the unnamed road.

Recommendation

It is recommended that the visibility splay should be kept free of obstructions. This may require the removal of the vegetation and the parking bays within the visibility splay envelope. It may be necessary to implement parking restrictions over the length of the required visibility splays.

Designer's Response

The recommendation of removing vegetation as required to ensure the correct visibility is achievable without obstruction is agreed. This will be reviewed further at the detailed design stage.

The presence of existing parking bays along the site's northern boundary is noted. A Parking Beat Survey was commissioned as part of the Transport Statement that was prepared for the proposed development. The aim of the Parking Beat Survey was to identify how often the available parking along the northern boundary is used, so that it could be determined whether the proposed development would have a severe impact.

Section 3.6 of the Transport Statement prepared for 'Land East of Leicester Road, Earl Shilton' provides commentary on the Parking Beat Survey results. The Survey was split into Zone 'A' and Zone 'B', where Zone 'A' was located along the northern boundary and Zone 'B' was located on the opposite side of the road.

The length of Zone 'A' can provide parking capacity for 19 cars or 6 HGVs. On the other hand, the length of Zone 'B' can provide parking capacity for 7 cars or 2 HGVs. The results of the parking survey confirm that a maximum of 3 cars were recorded simultaneously within Zone 'A' and no vehicles were surveyed within Zone 'B'.

Due to the limited usage of the parking bays along the northern site boundary, we don't believe there is a significant concern with regards to parked vehicles obstructing visibility at the main site access junction. As alluded to by the RSA recommendation, there is potential to implement parking restrictions to help safeguard the visibility envelope from being obstructed. However, this would form part of a Traffic Regulation Order (TRO), so would need to be considered separately from the planning application.

2.3 Problem 3.2

Location: Main site access

Summary: Insufficient turning area at junction may lead to vehicle to vehicle collisions

- 2.4 No vehicle swept path/ tracking analysis has been provided to show that anticipated vehicle types can turn into the access junction whilst another vehicle is waiting to turn out. If there is insufficient space it may lead to vehicle to vehicle collisions or vehicles over riding the kerbs/verge area.

Recommendation

It is recommended that vehicle swept path and tracking analysis is checked to ensure that anticipated vehicles can turn in when another vehicle is waiting to turn out.

Designer's Response

The current site access proposal has been put together to support an outline planning application. At this stage of the planning process, the access has been designed with adopted standard geometry, which is appropriate for the scale of development being proposed. See drawing 923-TA10B enclosed in **Appendix C** for further details. If considered necessary by the LHA, vehicle tracking can be provided on request.

2.5 Problem 3.3

Location: Main site access

Summary: Risk of overshoot type collisions

- 2.6 There is a level difference the site and the unnamed road. This could result in a steep downhill gradient towards the junction for drivers emerging from the development which may lead to loss of control or overshoot type collisions, particularly during wet or icy conditions.

Recommendation

It is recommended that the gradient of the access should not exceed 4% over a distance of at least 15 metres from its interface with the unnamed road to provide a relatively flat section on the approach to the give-way.

Designer's Response

Accepted. Minimum gradients will be used over the first 15m, measured from behind the give-way line, to ensure a flat section on the approach to the give-way position. This design parameter will be reviewed further at the detailed design stage with the Local Highway Authority to ensure approval.

2.7 Problem 3.4

Location: Main site access and northern footways

Summary: Restricted inter-visibility may lead to vehicle to pedestrian collisions

- 2.8 The available inter-visibility between pedestrians emerging from the proposed northern footway onto the development access road, which the Audit Team understand is to be a shared surfaced, may be restricted by vegetation. This may result in pedestrians inadvertently stepping out into a path of a vehicle turning into the development, which may lead to injury.

Recommendation

It is recommended that appropriate inter-visibility splay is provided and kept free of obstruction.

Designer's Response

Accepted. Vegetation to be cut back as required to ensure the full extent of required visibility is achievable.

2.9 Problem 3.5

Location: Footway joining Spring Gardens

Summary: Restricted inter-visibility may lead to vehicle to pedestrian collisions

- 2.10 The available inter-visibility between users of the Spring Gardens and pedestrians emerging from the proposed route from the development may be restricted by the hedge line running along the site boundary. This may result in pedestrians inadvertently stepping out into a path of a vehicle, cyclists or a horse rider, which may lead to injury.

Recommendation

It is recommended that appropriate inter-visibility splay is provided at the back of the footway. It may be appropriate to relocate a single footway to the top of the development site so pedestrians join after the last property driveway thereby limiting conflict.

Designer's Response

Intervisibility will be reviewed at technical approval stage and adequate visibility splays provided as necessary.

2.11 Problem 3.6

Location: Footways joining Spring Gardens

Summary: Steep footway gradients may lead to hazards for mobility impaired users, including those using wheelchairs

- 2.12 The development land is notable higher than Spring Gardens and this may lead to steep footway gradients from the development site to/from Spring Gardens. Steep gradients can be difficult for some vulnerable users to negotiate and may result in trips or falls for users, with consequent risk of injury.

Recommendation

It is recommended that footway gradients are suitable for all vulnerable user groups to be able to safely negotiate (reference DfT 'Inclusive Mobility').

Designer's Response

Accepted. The footways shown on drawing 923-TA10B have taken account of the existing contour profile of the undeveloped site, to help ensure minimum longitudinal gradient along proposed routes. See **Appendix C** for further details.

2.13 Problem 3.7

Location: Uncontrolled crossing on Leicester Road

Summary: Restricted visibility increases risk of pedestrian and vehicle collisions at pedestrian crossing

- 2.14 The pedestrian crossing point is located on the section of Leicester Road which is subject to a 50mph speed limit. Visibility for and of persons crossing from the eastern side of Leicester Road may be restricted by the curvature of the road and vegetation in the verge. Insufficient visibility could result in pedestrians inadvertently stepping out into a path of a vehicle being hit and injured.

Recommendation

It is recommended that appropriate visibility splays are provided to and at the crossing consistent with measured free flow 85th percentile vehicle speeds. If adequate visibility cannot be provided measures should be implemented to reduce driver/rider speeds to match the available visibility splay and to provide adequate warning of the potential for pedestrians to be crossing the carriageway ahead.

Designer's Response

MAC drawing number 923-TA10B included in **Appendix C**, has been amended to show the 1m x 160m stopping sight distance visibility splay at the proposed crossing location.

2.15 Problem 3.8

Location: Uncontrolled pedestrian crossing on Leicester Road

Summary: Increased risk of vehicle to pedestrian collisions during the hours of darkness

- 2.16 The pedestrian crossing point is located on an unlit section of Leicester Road. During the hours of darkness any pedestrian crossing or waiting to cross will not be visible to approaching vehicles. This may lead to a pedestrian being hit and injured.

Recommendation

It is recommended that the existing street lighting is extended to cover the proposed pedestrian crossing so that a person or cyclists waiting to cross are effectively illuminated during the hours of darkness.

Designer's Response

Accepted.

2.17 Problem 3.9

Location: Uncontrolled crossing on Leicester Road
Summary: Narrow crossing facility may lead to rider injury

- 2.18 The proposed refuge island is narrow for cyclists to use safely. Cyclists may be susceptible to being struck by passing vehicles as they are likely to need to overhang into the carriageway when waiting on the island.

Recommendation

It is recommended that the refuge island width should be increased to a minimum of 3m.

Designer's Response

Accepted. The proposed refuge island has been relocated slightly to the north, where a 3m deep facility can be provided within the ghost island hatching. See MAC drawing 923-TA10B included in **Appendix C**, for further details.

2.19 Problem 3.10

Location: Uncontrolled crossing on Leicester Road
Summary: Hazard for blind and partial sighted pedestrians

- 2.20 The layout of the tactile paving at the uncontrolled crossing on the western side is not in accordance with the DfT Guidance on the use of Tactile Paving Surfacing. For uncontrolled crossings the tactile paving should not have a stem. The use of 'L shaped tactile paving may confuse sight impaired pedestrians who may think it is a controlled crossing.

Recommendation

It is recommended that the correct tactile paving layout arrangement should be used, refer to the DfT 'Guidance on the use of Tactile Paving Surfaces'.

Designer's Response

Accepted. The proposed tactile crossing arrangement has been amended to remove the L shaped crossing previously illustrated. See MAC drawing 923-TA10B included in **Appendix C**, for further details.

2.21 Problem 3.11

Location: Uncontrolled crossing on Leicester Road

Summary: Drivers striking kerb lines of traffic island may lead to loss of control type collisions

- 2.22 On the approach sides of the pedestrian refuge island, the hatched road markings, when projected forward, appear to line up with the kerbs. In poor weather, some drivers may take their alignment from the offside line markings. This may lead to kerb strikes and loss of control type collisions.

Recommendation

It is recommended that road markings should be offset from the kerb lines to ensure drivers are guided away from the pedestrian refuge island. Ref: Traffic Signs Manual Chapter 5 para 2.8.2.

Designer's Response

Accepted. The proposed refuge island has been relocated slightly to the north, so that it is fully accommodated within the hatched road markings, with an offset to the kerb lines. See MAC drawing 923-TA10B included in **Appendix C**, for further details.

3.0 Problems (RSA 'without approved development')

- 3.1 The problems labelled 3.1 to 3.7 above, as identified within the RSA 'with approved development' are the exactly the same as those labelled 3.1 to 3.7 for the RSA 'without approved development'. As a result, all of the recommendations are the same and the Designer's Responses will also remain.

3.2 Problem 3.8

Location: Uncontrolled crossing on Leicester Road

Summary: Potential for pedestrians to be hit by passing vehicles

- 3.3 Pedestrians such as those with mobility issues, and unaccompanied children may find it difficult to cross Leicester Road in one stage particularly during busy periods. This may result in them waiting within the narrow central hatching strip or alternatively attempt to cross following an extended wait when the conditions to do so safely have not been met. This may increase the risk of a pedestrian being hit by a passing vehicle.

Recommendation

It is recommended that a two-stage crossing option is provided.

Designer's Response

The existing Leicester Road carriageway is approximately 7.2m wide, therefore, without proposed widening, it is not wide enough to accommodate a central refuge island whilst ensuring the lane widths remain suitable for larger vehicles. Within the supporting Transport Assessment, the maximum number of pedestrian movements being generated by the development during a worst-case peak hour is 2. The level of pedestrian activity is not considered large enough to warrant localised road widening of Leicester Road in addition to the provision of a refuge island.

As a result of the above, if the approved developments to the west do not come forward, the site proposal will simply extend the proposed footway further south on the development side of the carriageway, until it connects to the footway on the northern side of Church Street. From here, pedestrians will be able to cross the Church Street which is within the 30mph zone.

Traffic Flow Diagram 8 which was produced for the 'Gladman Developments' planning application 21/00135/OUT, illustrates the forecasted flow along Church Street during the peak hour for the future 2036 scenario to be 288 two-way vehicle movements. This equates to approximately 1 vehicle every 12.5 seconds. Based on this, we believe there will be a sufficient gap between vehicles to allow pedestrians to cross Church Street safely in one stage, without the need for any central refuge island. See MAC drawing 923-TA11AB included in **Appendix D**, for further details.

3.4 Problem 3.9

Location: Uncontrolled crossing on Leicester Road

Summary: Increased risk of vehicle to pedestrian collisions during the hours of darkness

- 3.5 The pedestrian crossing point is located on an unlit section of Leicester Road. During the hours of darkness any pedestrian crossing or waiting to cross will not be visible to approaching vehicles. This may lead to a pedestrian being hit and injured.

Recommendation

It is recommended that the existing street lighting is extended to cover the proposed pedestrian crossing so that any person waiting to cross are effectively illuminated during the hours of darkness.

Designer's Response

Accepted.

Appendix A

Stage 1 Road Safety Audit (with approved developments)

Stage 1 Road Safety Audit

Land East of Leicester Road, Earl Shilton

**Proposed Site Accesses and Pedestrian Facilities
(approved development)**

Date: 30/04/2024

Report produced for: Manor Oak Homes

Report requested by: MAC Pre-planning Engineering

On behalf of: Leicestershire County Council

Report prepared by: Elaine Bingham, Road Safety Consulting Ltd

Reference: RSC/EB/SP/23139

Document Control Sheet

Project Title Land East of Leicester Road, Earl Shilton

Proposed Site Accesses and Pedestrian Facilities (approved development)

Report Title Stage 1 Road Safety Audit
Reference: RSC/EB/SP/23139

Revision -

Status Final

Control Date 30/04/2024

Record of Issue

Issue	Author	Date	Check	Date	Authorised	Date
Final	EB	30/04/24	SP	30/04/24	EB	30/04/24

Distribution

Organisation	Contact	Copies
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1. Introduction

- 1.1. This report results from a Stage 1 Road Safety Audit carried out on the proposed site accesses onto Leicester Road in Earl Shilton, associated with a residential development on land east of Leicester Road. The Audit was carried out during April 2024.
- 1.2. This Road Safety Audit was produced for (client): Manor Oak Homes, requested by (design organisation): MAC Pre-planning Engineering, on behalf of (overseeing organisation): Leicestershire County Council.
- 1.3. The Audit Team membership was as follows:

Audit Team Leader
Elaine Bingham
B Eng (Hons), MCIHT, MSoRSA
National Highways Certificate of Competence (Road Safety Audit)
Road Safety Consulting Ltd.

Audit Team Member
Simon Prescott
MIHE
National Highways Certificate of Competence (Road Safety Audit)
Consultant working on behalf of Road Safety Consulting Ltd

Audit Team Observer
Priya Thompson
Consultant working on behalf of Road Safety Consulting Ltd
- 1.4. The audit took place at the offices of Road Safety Consulting Ltd between the 29th and 30th April 2024. The audit was undertaken in accordance with the email instruction from MAC. The report has been prepared with reference to the Design Manual for Roads and Bridges (DMRB) GG 119.
- 1.5. The Audit Team visited the site together on the 29th April 2024 between 1.00pm and 1.30 pm. Weather conditions at the time of the audit was overcast. The road surface was dry. Traffic flows were low on Leicester Road and negligible on the unnamed road. No pedestrians or cyclists were observed.
- 1.6. The audit comprised an examination of the information provided by the Design Organisation and listed in Appendix A.
- 1.7. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

-
- 1.8. The Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Non-Motorised User (NMTU) Audits) prior to Road Safety Audit.
 - 1.9. All comments and recommendations are referenced to the design drawing and the locations have been indicated on plans in Appendix B .

2. Items Considered

2.1. Scheme Proposals

- 2.1.1. The proposed residential development is for up to 35 dwellings on land to the east of Leicester Road in Earl Shilton.
- 2.1.2. Two vehicular accesses are proposed on the northern boundary of the site onto an unnamed road. The westernmost access will facilitate the maintenance of an onsite foul water pumping station. This will utilise the existing but slightly modified direct access. The easternmost access in the form of a simple priority junction, will be the primary vehicle entry point to the site.
- 2.1.3. Two 3m wide pedestrian accesses are proposed to connect the site to a bridleway that runs parallel to the eastern boundary. An uncontrolled pedestrian crossing with a pedestrian refuge island and associated footway is proposed across Leicester Road to provide a pedestrian link into the site from the western side.
- 2.1.4. The proposals are shown on drawing 923-TA10 Rev A.

2.2. Information Provided to the Audit Team

- 2.2.1. Information that has been provided to the Audit Team, for the purpose of this audit, is as outlined within Appendix A of this report.

2.3. Departures from Standards (Design)

- 2.3.1. The Audit Team has not been advised of any design departures from standards.

2.4. Departures from Standards (Road Safety Audit)

- 2.4.1. This Road Safety Audit has been produced, with reference to DMRB – GG 119 – Road Safety Audit with the following exceptions.
 - A formal Road Safety Audit brief approved by Leicestershire County Council has not been provided to the Audit Team, however the Audit Team received a supporting email with relevant background data and information and therefore did not consider that the lack of a formal brief would compromise the production of a Road Safety Audit for these proposals.
 - Section 4 of this report provides additional Observations, that are outside of the scope of GG119 (which specifically excludes the provision of additional comments within Road Safety Audit report). These comments, whilst considered outside the scope of the audit, have been produced to assist the designer in providing a safe design where any safety comment may be conditional on receiving more detailed information.

2.5. Items Raised at Previous Road Safety Audits

- 2.5.1. The Road Safety Audit Team is not aware of any previous road safety audits being carried out on this scheme.

3. Items Raised by this Stage 1 Road Safety Audit

3.1. Problem

Location: Main site access

Summary: Restricted side road
visibility may lead to
junction pull-out type
collisions



It is acknowledged that visibility splays of 2.4m x 43m have been shown on the drawing in accordance with MfS requirements. However, there are bushes and trees overhanging the existing verge area and there are existing parking bays present on both sides of the carriageway. If visibility is restricted for and of drivers emerging from the site access it may lead to pull-out type collisions or sudden braking type collisions involving vehicles travelling along the unnamed road.

Recommendation:

It is recommended that the visibility splay should be kept free of obstructions. This may require the removal of the vegetation and the parking bays within the visibility splay envelope. It may be necessary to implement parking restrictions over the length of the required visibility splays.

3.2. Problem

Location: Main site access

Summary: Insufficient turning area at junction may lead to vehicle to vehicle collisions

No vehicle swept path/ tracking analysis has been provided to show that anticipated vehicle types can turn into the access junction whilst another vehicle is waiting to turn out. If there is insufficient space it may lead to vehicle to vehicle collisions or vehicles over riding the kerbs/verge area.

Recommendation:

It is recommended that vehicle swept path and tracking analysis is checked to ensure that anticipated vehicles can turn in when another vehicle is waiting to turn out.

3.3. Problem

Location: Main site access

Summary: Risk of overshoot type collisions

There is a level difference the site and the unnamed road. This could result in a steep downhill gradient towards the junction for drivers emerging from the development which may lead to loss of control or overshoot type collisions, particularly during wet or icy conditions.

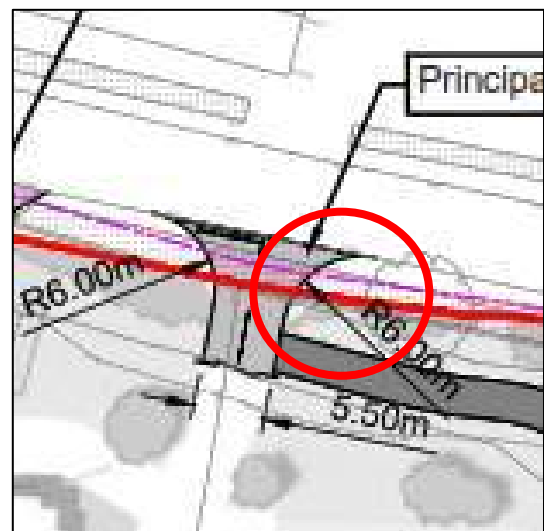
Recommendation:

It is recommended that the gradient of the access should not exceed 4% over a distance of at least 15 metres from its interface with the unnamed road to provide a relatively flat section on the approach to the give-way.

3.4. Problem

Location: Main site access and northern footways

Summary: Restricted inter-visibility may lead to vehicle to pedestrian collisions



The available inter-visibility between pedestrians emerging from the proposed northern footway onto the development access road, which the Audit Team understand is to be a shared surfaced, may be restricted by vegetation. This may result in pedestrians inadvertently stepping out into a path of a vehicle turning into the development, which may lead to injury.

Recommendation:

It is recommended that appropriate inter-visibility splay is provided and kept free of obstruction.

3.5. Problem

Location: Footway joining Spring Gardens

Summary: Restricted inter-visibility may lead to vehicle to pedestrian collisions



The available inter-visibility between users of the Spring Gardens and pedestrians emerging from the proposed route from the development may be restricted by the hedge line running along the site boundary. This may result in pedestrians inadvertently stepping out into a path of a vehicle, cyclists or a horse rider, which may lead to injury.

Recommendation:

It is recommended that appropriate inter-visibility splay is provided at the back of the footway. It may be appropriate to relocate a single footway to the top of the development site so pedestrians join after the last property driveway thereby limiting conflict

3.6. Problem

Location: Footways joining Spring Gardens

Summary: Steep footway gradients may lead to hazards for mobility impaired users, including those using wheelchairs

The development land is notable higher than Spring Gardens and this may lead to steep footway gradients from the development site to/from Spring Gardens. Steep gradients can be difficult for some vulnerable users to negotiate and may result in trips or falls for users, with consequent risk of injury.

Recommendation:

It is recommended that footway gradients are suitable for all vulnerable user groups to be able to safely negotiate (reference DfT 'Inclusive Mobility').

3.7. Problem

Location: Uncontrolled crossing on
Leicester Road

Summary: Restricted visibility increases risk
of pedestrian and vehicle
collisions at pedestrian crossing

The pedestrian crossing point is located on the section of Leicester Road which is subject to a 50mph speed limit. Visibility for and of persons crossing from the eastern side of Leicester Road may be restricted by the curvature of the road and vegetation in the verge. Insufficient visibility could result in pedestrians inadvertently stepping out into a path of a vehicle being hit and injured.

Recommendation:

It is recommended that appropriate visibility splays are provided to and at the crossing consistent with measured free flow 85th percentile vehicle speeds. If adequate visibility cannot be provided measures should be implemented to reduce driver/rider speeds to match the available visibility splay and to provide adequate warning of the potential for pedestrians to be crossing the carriageway ahead.

3.8. Problem

Location: Uncontrolled pedestrian crossing
on Leicester Road

Summary: Increased risk of vehicle to
pedestrian collisions during the
hours of darkness.

The pedestrian crossing point is located on an unlit section of Leicester Road. During the hours of darkness any pedestrian crossing or waiting to cross will not be visible to approaching vehicles. This may lead to a pedestrian being hit and injured.

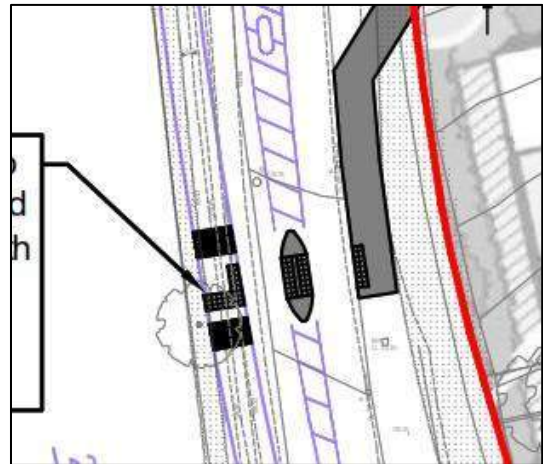
Recommendation:

It is recommended that the existing street lighting is extended to cover the proposed pedestrian crossing so that a person or cyclists waiting to cross are effectively illuminated during the hours of darkness.

3.9. Problem

Location: Uncontrolled crossing on Leicester Road

Summary: Narrow crossing facility may lead to rider injury



The proposed refuge island is narrow for cyclists to use safely. Cyclists may be susceptible to being struck by passing vehicles as they are likely to need to overhang into the carriageway when waiting on the island.

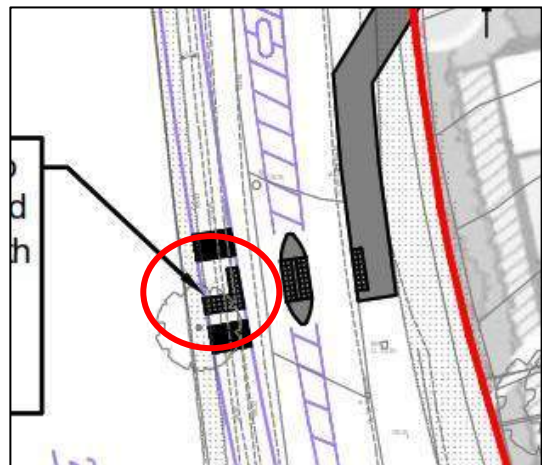
Recommendation:

It is recommended that the refuge island width should be increased to a minimum of 3m.

3.10. Problem

Location: Uncontrolled crossing on Leicester Road

Summary: Hazard for blind and partial sighted pedestrians.



The layout of the tactile paving at the uncontrolled crossing on the western side is not in accordance with the DfT Guidance on the use of Tactile Paving Surfacing. For uncontrolled crossings the tactile paving should not have a stem. The use of 'L shaped tactile paving may confuse sight impaired pedestrians who may think it is a controlled crossing.

Recommendation:

It is recommended that the correct tactile paving layout arrangement should be used, refer to the DfT' Guidance on the use of Tactile Paving Surfaces'.

3.11. Problem

Location: Uncontrolled crossing on
Leicester Road

Summary: Drivers striking kerb lines of
traffic island may lead to loss of
control type collisions

On the approach sides of the pedestrian refuge island, the hatched road markings, when projected forward, appear to line up with the kerbs. In poor weather, some drivers may take their alignment from the offside line markings. This may lead to kerb strikes and loss of control type collisions.

Recommendation:

It is recommended that road markings should be offset from the kerb lines to ensure drivers are guided away from the pedestrian refuge island. Ref: Traffic Signs Manual Chapter 5 para 2.8.2

End of Safety Comments

4. Items Raised by this Stage 1 Road Safety Audit

4.1. ISSUE

Location: Unnamed Road junction with Leicester Road

Reason considered to be outside the Terms of Reference: Existing Issue

The development traffic will need to join Leicester Road to the west of the development. Currently, the existing visibility at and to the junction is restricted by the hedge and curvature of the road to the north. If visibility is restricted for and to drivers emerging from the unnamed road onto Leicester Road, it may increase the risk of pull-out type collisions for drivers emerging from the unnamed road or sudden braking type collisions involving vehicles travelling along Leicester Road.



Recommendation:

It is recommended that appropriate visibility splays are provided to and at the junction consistent with measured free flow 85th percentile speeds.

4.2. ISSUE

Location: Existing footpath along Spring Gardens

Reason considered to be outside the Terms of Reference: Existing Accessibility Issue

It is noted that the existing footway provision is narrow, less than 1m due to encroachment of the vegetation either side. The current width is insufficient to enable a wheelchair user/parent with pram/mobility scooter user and a walker to pass each other. This may pose as an obstruction for pedestrians particularly wheelchair users, mobility scooter users.



Recommendation:

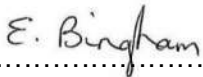
It is recommended that as part of the scheme the footway is widened to a minimum of 1.5m in accordance with current guidance (reference DfT Inclusive Mobility).

5. Audit Team Statement

We certify that this Stage 1 Road Safety Audit has been carried with reference to GG 119.

Audit Team Leader

Elaine Bingham
B Eng (Hons), MCIHT, MSoRSA
National Highways Certificate of Competence (Road Safety Audit)
Road Safety Consulting Ltd.

Signed:  Dated 30th April 2024

Director of Road Safety Consulting Ltd

Audit Team Member

Simon Prescott
MIHE
National Highways Certificate of Competence (Road Safety Audit)

Signed:  Dated 30th April 2024

Consultant working on behalf of Road Safety Consulting Ltd

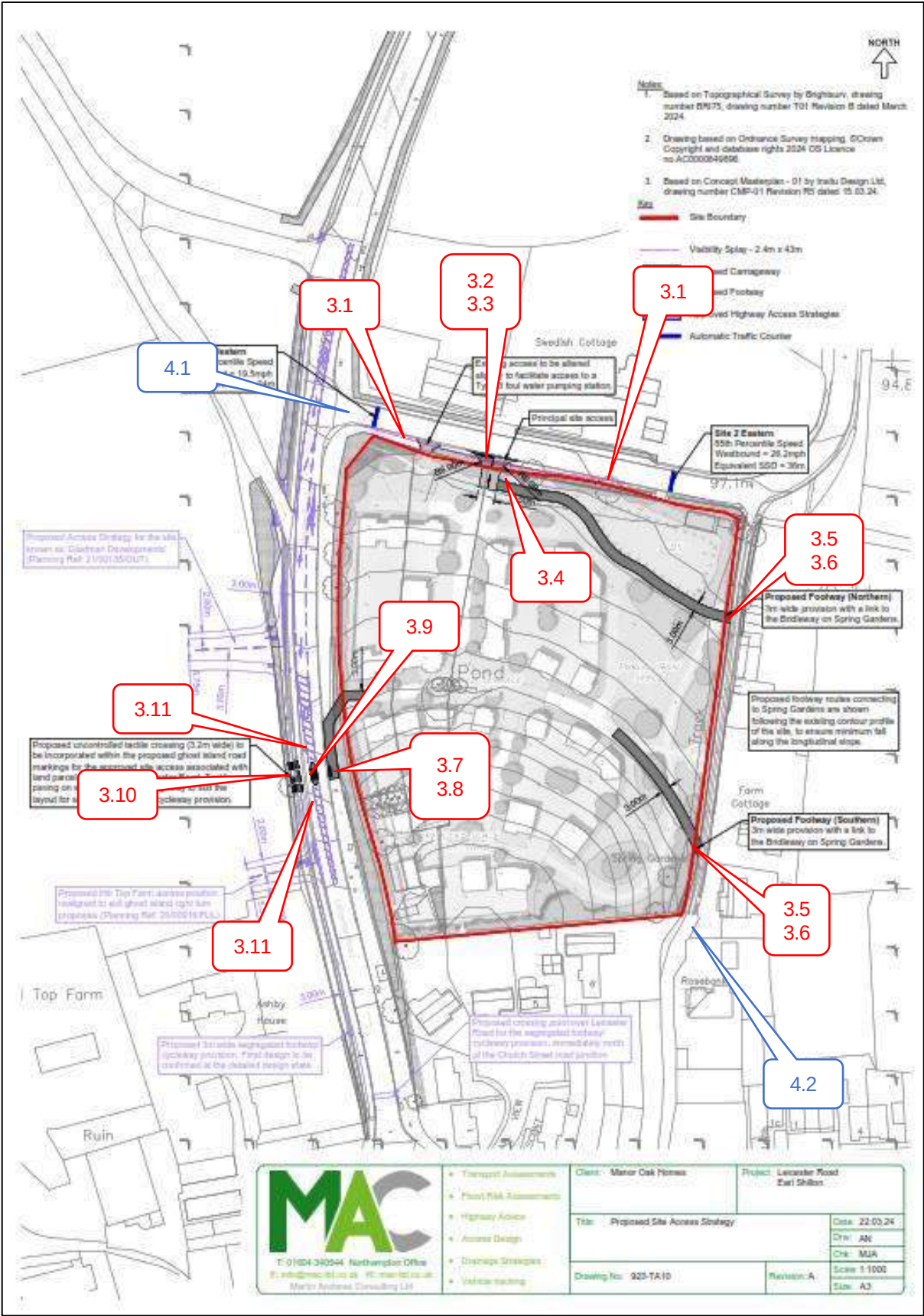
Road Safety Consulting Ltd
4 Paramore Close
Whetstone
Leicestershire
LE8 6EY

APPENDIX A: Information Provided

List of Information Provided

Drawing Reference Number	Revision	Title
923-TA11	-	Proposed Site Access Strategy without approved site to west
Document Reference Number	Revision	Title
923-TS-01	0	Transport Statement
P21008		Transport Assessment for Gladman Development Dated February 2021

APPENDIX B: Drawing Showing Problem Locations



Appendix B

Stage 1 Road Safety Audit (without approved developments)

Stage 1 Road Safety Audit

Land East of Leicester Road, Earl Shilton

**Proposed Site Accesses and Pedestrian Facilities
(without approved development)**

Date: 30/04/2024

Report produced for: Manor Oak Homes

Report requested by: MAC Pre-planning Engineering

On behalf of: Leicestershire County Council

Report prepared by: Elaine Bingham, Road Safety Consulting Ltd

Reference: RSC/EB/SP/23138

Document Control Sheet

Project Title Land East of Leicester Road, Earl Shilton

Proposed Site Accesses and Pedestrian Facilities (without approved development)

Report Title Stage 1 Road Safety Audit
Reference: RSC/EB/SP/23138

Revision -

Status Final

Control Date 30/04/2024

Record of Issue

Issue	Author	Date	Check	Date	Authorised	Date
Final	EB	30/04/24	SP	30/04/24	EB	30/04/24

Distribution

Organisation	Contact	Copies
MAC Pre-planning Engineering	Alexander Nelson	ecopy

Road Safety Consulting Ltd
4 Paramore Close
Whetstone
Leicestershire
LE8 6EY
Registered in England and Wales
Company Number 5225549

1. Introduction

- 1.1. This report results from a Stage 1 Road Safety Audit carried out on the proposed site accesses onto Leicester Road in Earl Shilton, associated with a residential development on land east of Leicester Road. The Audit was carried out during April 2024.
- 1.2. This Road Safety Audit was produced for (client): Manor Oak Homes, requested by (design organisation): MAC Pre-planning Engineering, on behalf of (overseeing organisation): Leicestershire County Council.
- 1.3. The Audit Team membership was as follows:

Audit Team Leader
Elaine Bingham
B Eng (Hons), MCIHT, MSoRSA
National Highways Certificate of Competence (Road Safety Audit)
Road Safety Consulting Ltd.

Audit Team Member
Simon Prescott
MIHE
National Highways Certificate of Competence (Road Safety Audit)
Consultant working on behalf of Road Safety Consulting Ltd

Audit Team Observer
Priya Thompson
Consultant working on behalf of Road Safety Consulting Ltd
- 1.4. The audit took place at the offices of Road Safety Consulting Ltd between the 29th and 30th April 2024. The audit was undertaken in accordance with the email instruction from MAC. The report has been prepared with reference to the Design Manual for Roads and Bridges (DMRB) GG 119.
- 1.5. The Audit Team visited the site together on the 29th April 2024 between 1.00pm and 1.30 pm. Weather conditions at the time of the audit was overcast. The road surface was dry. Traffic flows were low on Leicester Road and negligible on the unnamed road. No pedestrians or cyclists were observed.
- 1.6. The audit comprised an examination of the information provided by the Design Organisation and listed in Appendix A.
- 1.7. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

-
- 1.8. The Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Non-Motorised User (NMTU) Audits) prior to Road Safety Audit.
 - 1.9. All comments and recommendations are referenced to the design drawing and the locations have been indicated on plans in Appendix B .

2. Items Considered

2.1. Scheme Proposals

- 2.1.1. The proposed residential development is for up to 35 dwellings on land to the east of Leicester Road in Earl Shilton.
- 2.1.2. Two vehicular accesses are proposed on the northern boundary of the site onto an unnamed road. The westernmost access will facilitate the maintenance of an onsite foul water pumping station. This will utilise the existing but slightly modified direct access. The easternmost access in the form of a simple priority junction will be the primary vehicle entry point to the site.
- 2.1.3. Two 3m wide pedestrian accesses are proposed to connect the site to a bridleway that runs parallel to the eastern boundary. An uncontrolled pedestrian crossing with an associated footway is proposed across Leicester Road to provide a pedestrian link into the site from the western side.
- 2.1.4. The proposals are shown on drawing 923-TA11.

2.2. Information Provided to the Audit Team

- 2.2.1. Information that has been provided to the Audit Team, for the purpose of this audit, is as outlined within Appendix A of this report.

2.3. Departures from Standards (Design)

- 2.3.1. The Audit Team has not been advised of any design departures from standards.

2.4. Departures from Standards (Road Safety Audit)

- 2.4.1. This Road Safety Audit has been produced, with reference to DMRB – GG 119 – Road Safety Audit with the following exceptions.
 - A formal Road Safety Audit brief approved by Leicestershire County Council has not been provided to the Audit Team, however the Audit Team received a supporting email with relevant background data and information and therefore did not consider that the lack of a formal brief would compromise the production of a Road Safety Audit for these proposals.
 - Section 4 of this report provides additional Observations, that are outside of the scope of GG119 (which specifically excludes the provision of additional comments within Road Safety Audit report). These comments, whilst considered outside the scope of the audit, have been produced to assist the designer in providing a safe design where any safety comment may be conditional on receiving more detailed information.

2.5. Items Raised at Previous Road Safety Audits

- 2.5.1. The Road Safety Audit Team is not aware of any previous road safety audits being carried out on this scheme.

3. Items Raised by this Stage 1 Road Safety Audit

3.1. Problem

Location: Main site access

Summary: Restricted side road
visibility may lead to
junction pull-out type
collisions



It is acknowledged that visibility splays of 2.4m x 43m have been shown on the drawing in accordance with MfS requirements. However, there are bushes and trees overhanging the existing verge area and there are existing parking bays present on both sides of the carriageway. If visibility is restricted for and of drivers emerging from the site access it may lead to pull-out type collisions or sudden braking type collisions involving vehicles travelling along the unnamed road.

Recommendation:

It is recommended that the visibility splay should be kept free of obstructions. This may require the removal of the vegetation and the parking bays within the visibility splay envelope. It may be necessary to implement parking restrictions over the length of the required visibility splays.

3.2. Problem

Location: Main site access

Summary: Insufficient turning area at junction may lead to vehicle to vehicle collisions

No vehicle swept path or tracking analysis has been provided to show that anticipated vehicle types can turn into the access junction whilst another vehicle is waiting to turn out. If there is insufficient space it may lead to vehicle to vehicle collisions or vehicles over riding the kerbs/verge area.

Recommendation:

It is recommended that vehicle swept path and tracking analysis is checked to ensure that anticipated vehicles can turn in when another vehicle is waiting to turn out.

3.3. Problem

Location: Main site access

Summary: Risk of overshoot type collisions

There is a level difference between the site and the unnamed road. This could result in a steep downhill gradient towards the junction for drivers emerging from the development which may lead to loss of control or overshoot type collisions, particularly during wet or icy conditions.

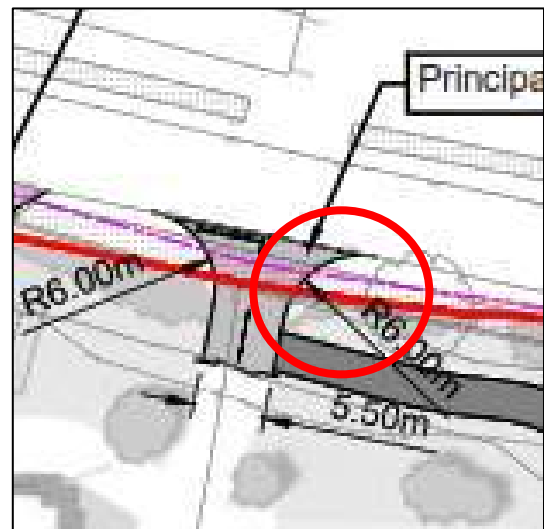
Recommendation:

It is recommended that the gradient of the access should not exceed 4% over a distance of at least 15 metres from its interface with the unnamed road, to provide a relatively flat section on the approach to the give-way.

3.4. Problem

Location: Main site access and northern footways

Summary: Restricted inter-visibility may lead to vehicle to pedestrian collisions



The available inter-visibility between pedestrians emerging from the proposed northern footway onto the development access road, which the Audit Team understand is to be a shared surfaced, may be restricted by vegetation. This may result in pedestrians inadvertently stepping out into a path of a vehicle turning into the development, which may lead to injury.

Recommendation:

It is recommended that appropriate inter-visibility splay is provided and kept free of obstruction.

3.5. Problem

Location: Footways joining Spring Gardens

Summary: Restricted inter-visibility may lead to vehicle to pedestrian collisions



The available inter-visibility between users of the Spring Gardens and pedestrians emerging from the proposed footways may be restricted by the high hedge line running along the site boundary. This may result in pedestrians inadvertently stepping out into a path of a vehicle, cyclists or a horse rider, which may lead to injury.

Recommendation:

It is recommended that appropriate inter-visibility splay is provided at the back of the footway. It may be appropriate to relocate a single footway to the top of the development site so that pedestrians join after the last property driveway thereby limiting conflict.

3.6. Problem

Location: Footways joining Spring Gardens

Summary: Steep footway gradients may lead to hazards for mobility impaired users, including those using wheelchairs

The development land is notably higher than Spring Gardens and this may lead to steep footway gradients from the development site down to/from Spring Gardens. Steep gradients can be difficult for some vulnerable users to negotiate and may result in trips or falls for users, with consequent risk of injury.

Recommendation:

It is recommended that footway gradients are suitable for all vulnerable user groups to be able to safely negotiate (reference DfT 'Inclusive Mobility').

3.7. Problem

Location: Uncontrolled pedestrian crossing on Leicester Road

Summary: Restricted visibility increases risk of pedestrian and vehicle collisions at crossing



The pedestrian crossing point is located on the section of Leicester Road which is subject to a 50mph speed limit. Visibility for and of persons crossing from the eastern side of Leicester Road may be restricted by the curvature of the road and vegetation in the verge. Insufficient visibility could result in pedestrians inadvertently stepping out into a path of a vehicle being hit and injured.

Recommendation:

It is recommended that appropriate visibility splays are provided to and at the crossing consistent with measured free flow 85th percentile vehicle speeds. If adequate visibility cannot be provided, then measures should be implemented to reduce driver/rider speeds to match the available visibility splay and to provide adequate warning of the crossing ahead.

3.8. Problem

Location: Uncontrolled crossing on Leicester Road

Summary: Potential for pedestrians to be hit by passing vehicles

Pedestrians such as those with mobility issues, and unaccompanied children may find it difficult to cross Leicester Road in one stage particularly during busy periods. This may result in them waiting within the narrow central hatching strip or alternatively attempt to cross following an extended wait when the conditions to do so safely have not been met. This may increase the risk of a pedestrian being hit by a passing vehicle.

Recommendation:

It is recommended that a two-stage crossing option is provided.

3.9. Problem

Location: Uncontrolled crossing on
Leicester Road

Summary: Increased risk of vehicle to
pedestrian collisions during the
hours of darkness.

The pedestrian crossing point is located on an unlit section of Leicester Road. During the hours of darkness any pedestrian crossing or waiting to cross will not be visible to approaching vehicles. This may lead to a pedestrian being hit and injured.

Recommendation:

It is recommended that the existing street lighting is extended to cover the proposed pedestrian crossing so that any person waiting to cross are effectively illuminated during the hours of darkness.

End of Safety Comments

4. Items Raised by this Stage 1 Road Safety Audit

4.1. ISSUE

Location: Unnamed Road junction with Leicester Road

Reason considered to be outside the Terms of Reference: Existing Issue

The development traffic will need to join Leicester Road to the west of the development. Currently, the existing visibility at and to the junction is restricted by the hedge and curvature of the road to the north. If visibility is restricted for and to drivers emerging from the unnamed road onto Leicester Road, it may increase the risk of pull-out type collisions for drivers emerging from the unnamed road or sudden braking type collisions involving vehicles travelling along Leicester Road.



Recommendation:

It is recommended that appropriate visibility splays are provided to and at the junction consistent with measured free flow 85th percentile speeds.

4.2. ISSUE

Location: Existing footway provision along Leicester Road

Reason considered to be outside the Terms of Reference: Existing Accessibility Issue

It is noted that the existing footway provision from the footway link from the site is narrow, less than 1m in possibly due to encroachment of the verge at the front of the footway and vegetation at the back of the footway. The residential development is likely to increase the footfall along this footway to/from Earl Shilton. The current width is insufficient to enable a wheelchair user/parent with pram/mobility scooter user and a walker to pass each other. This may lead to users having to walk in the carriageway with the risk of being hit by passing vehicles leading to pedestrian injury.



Recommendation:

It is recommended that as part of the scheme the footway is widened to a minimum of 1.5m in accordance with current guidance (reference DfT Inclusive Mobility).

4.3. ISSUE

Location: Existing footpath along Spring Gardens

Reason considered to be outside the Terms of Reference: Existing Accessibility Issue

It is noted that the existing footway provision is narrow less than 1m due to encroachment of the vegetation either side. The current width is insufficient to enable a wheelchair user/parent with pram/mobility scooter user and a walker to pass each other. This may pose as an obstruction for pedestrians particularly wheelchair users, mobility scooter users.



Recommendation:

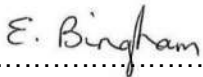
It is recommended that as part of the scheme the footway is widened to a minimum of 1.5m in accordance with current guidance (reference DfT Inclusive Mobility).

5. Audit Team Statement

We certify that this Stage 1 Road Safety Audit has been carried with reference to GG 119.

Audit Team Leader

Elaine Bingham
B Eng (Hons), MCIHT, MSoRSA
National Highways Certificate of Competence (Road Safety Audit)
Road Safety Consulting Ltd.

Signed:  Dated 30th April 2024

Director of Road Safety Consulting Ltd

Audit Team Member

Simon Prescott
MIHE
National Highways Certificate of Competence (Road Safety Audit)

Signed:  Dated 30th April 2024

Consultant working on behalf of Road Safety Consulting Ltd

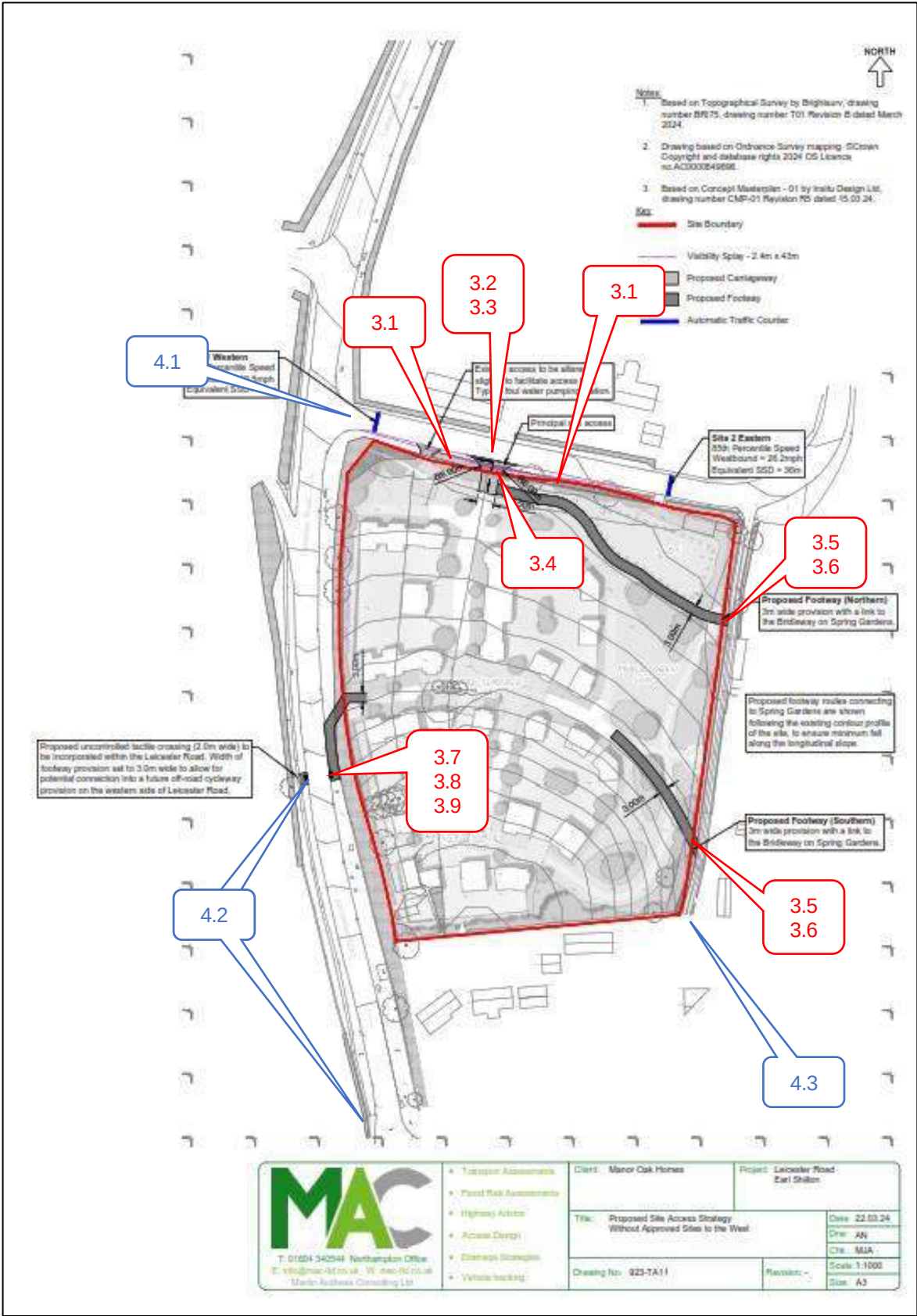
Road Safety Consulting Ltd
4 Paramore Close
Whetstone
Leicestershire
LE8 6EY

APPENDIX A: Information Provided

List of Information Provided

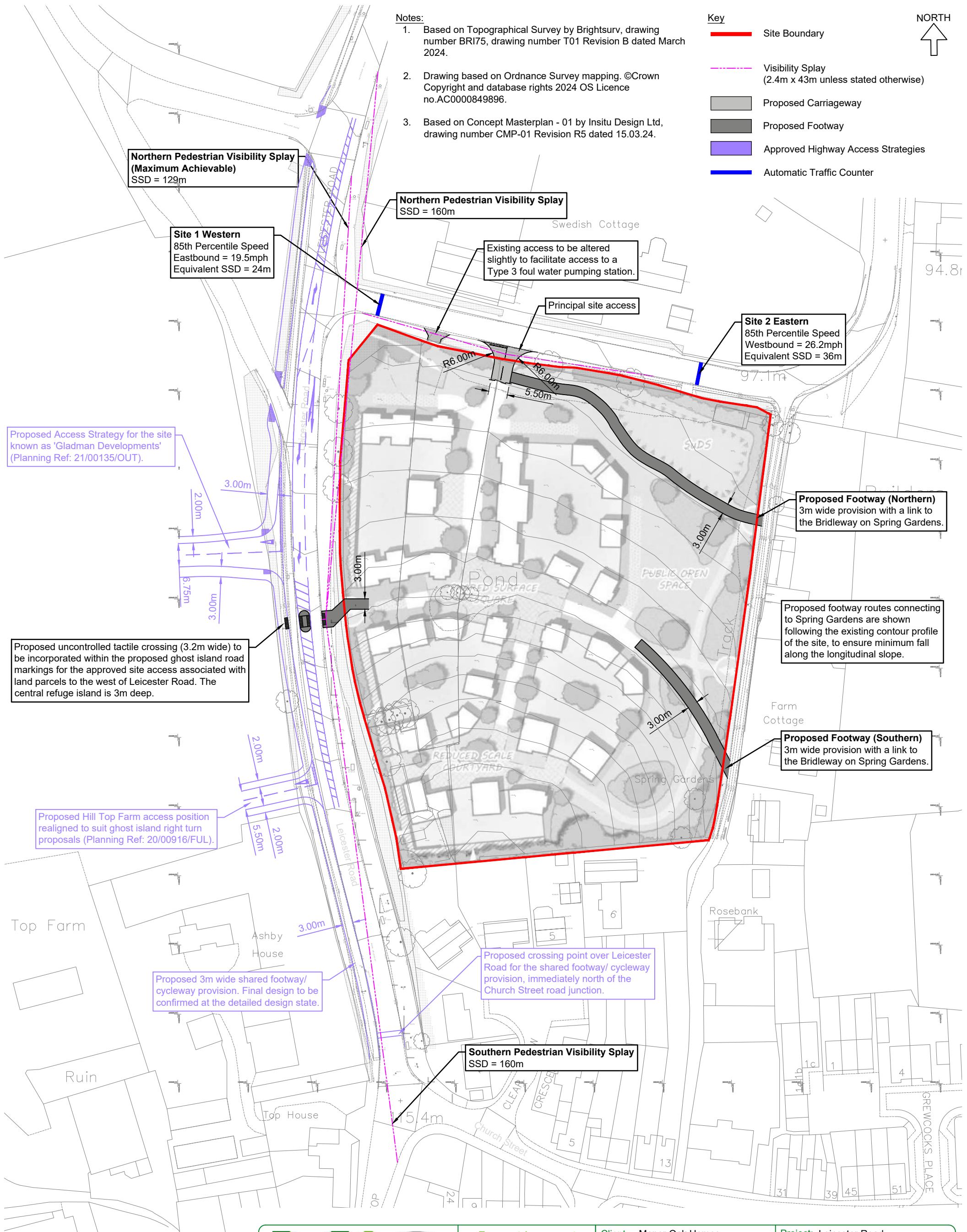
Drawing Reference Number	Revision	Title
923-TA11	-	Proposed Site Access Strategy without approved site to west
Document Reference Number	Revision	Title
923-TS-01	0	Transport Statement

APPENDIX B: Drawing Showing Problem Locations



Appendix C

Proposed Access Strategy
MAC drawing number 923-TA10B



- Notes:
- Based on Topographical Survey by Brightsurv, drawing number BRI75, drawing number T01 Revision B dated March 2024.
 - Drawing based on Ordnance Survey mapping. ©Crown Copyright and database rights 2024 OS Licence no.AC0000849896.
 - Based on Concept Masterplan - 01 by Insitu Design Ltd, drawing number CMP-01 Revision R5 dated 15.03.24.

- Key
- Site Boundary
 - Visibility Splay (2.4m x 43m unless stated otherwise)
 - Proposed Carriageway
 - Proposed Footway
 - Approved Highway Access Strategies
 - Automatic Traffic Counter



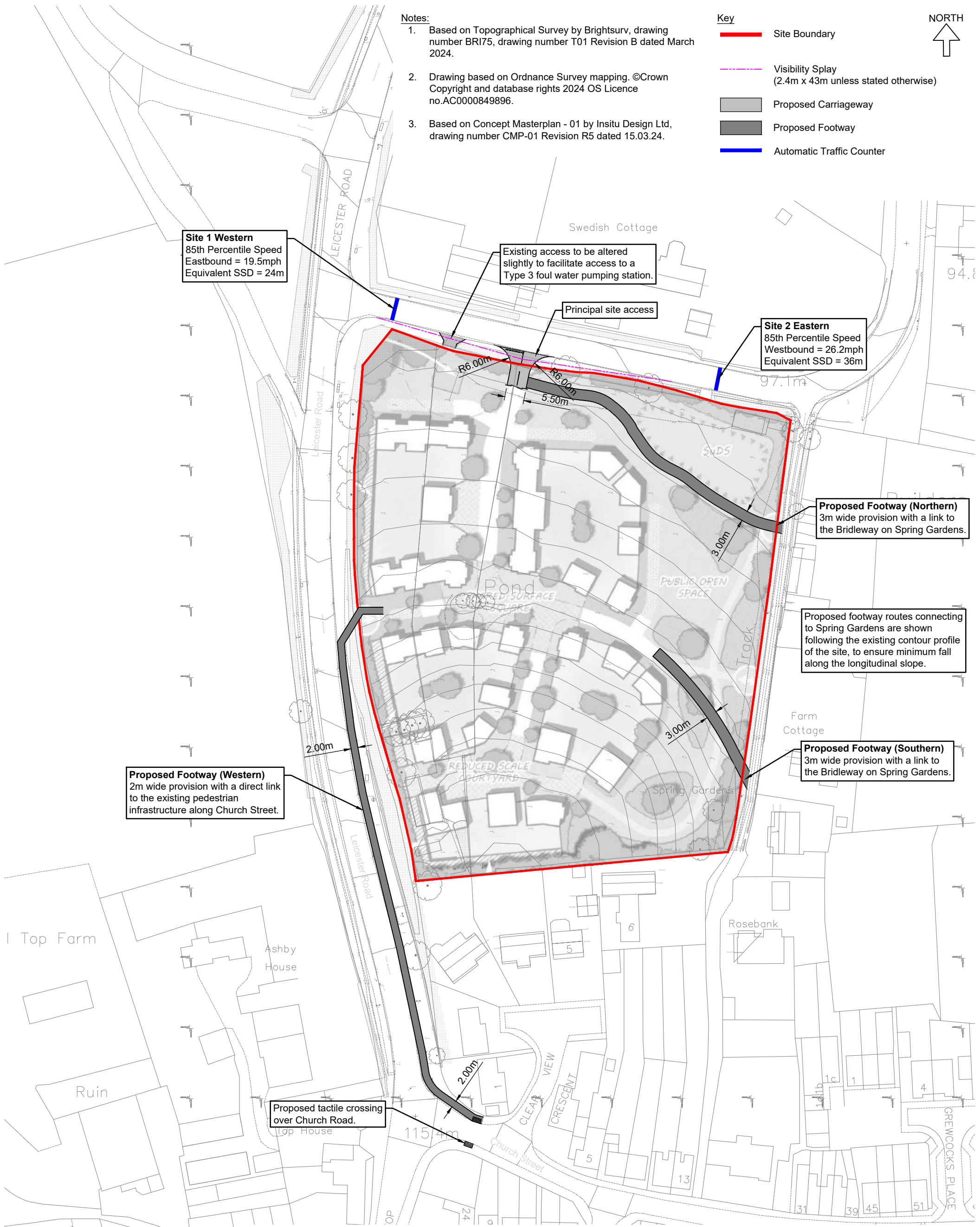
T: 01604 340544 Northampton Office
E: info@mac-ltd.co.uk W: mac-ltd.co.uk
Martin Andrews Consulting Ltd

- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes		Project: Leicester Road Earl Shilton	
Title: Proposed Site Access Strategy		Date: 08.05.24	
		Drw: AN	
Drawing No: 923-TA10		Chk: MJA	
		Scale: 1:1000	
		Revision: B	
		Size: A3	

Appendix D

Proposed Access Strategy, Without Approved Sites to the West
MAC drawing number 923-TA11A



- Notes:
1. Based on Topographical Survey by Brightsurv, drawing number BRI75, drawing number T01 Revision B dated March 2024.
 2. Drawing based on Ordnance Survey mapping. ©Crown Copyright and database rights 2024 OS Licence no.AC0000849896.
 3. Based on Concept Masterplan - 01 by Insitu Design Ltd, drawing number CMP-01 Revision R5 dated 15.03.24.

Key

Site Boundary

Visibility Splay
(2.4m x 43m unless stated otherwise)

Proposed Carriageway

Proposed Footway

Automatic Traffic Counter

NORTH

MAC

T: 01604 340544 Northampton Office
E: info@mac-ltd.co.uk W: mac-ltd.co.uk
Martin Andrews Consulting Ltd

• Transport Assessments

• Flood Risk Assessments

• Highway Advice

• Access Design

• Drainage Strategies

• Vehicle tracking

Client: Manor Oak Homes

Project: Leicester Road
Earl Shilton

Title: Proposed Site Access Strategy
Without Approved Sites to the West

Date: 08.05.24

Drw: AN

Chk: MJA

Scale: 1:1000

Size: A3

Drawing No: 923-TA11

Revision: A