
**BARWELL MEDICAL CENTRE
HIGH STREET, BARWELL,
LEICESTERSHIRE**

PROPOSED HIGHWAY ACCESS

STAGE 2

ROAD SAFETY AUDIT REPORT

REQUESTED BY:

G F TOMLINSON & SONS LTD

JUNE 2023



RKS
Associates

Project: Barwell Medical Centre High Street, Barwell, Leicestershire
Proposed Highway Access

Client: G F Tomlinson & Sons Limited

Document: Stage 2 Road Safety Audit

RKS Associates Ref: VRP1582- RSA 2

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1 INTRODUCTION

- 1.1 This report results from a Stage 2 Road Safety Audit carried out on the highway access associated with the proposed Barwell Medical Centre, High Street, Barwell in Leicestershire. The development proposals seek to demolish the existing light industrial use and construct a purpose built medical centre with associate parking and landscaping.
- 1.2 The highway works include amendments to an existing dropped kerb vehicular access to provide a simple priority controlled junction facilitating all movements into and out of the development. The highway works also include the provision of an uncontrolled pedestrian crossing facility incorporating dropped kerbs and tactile paving across the development access.
- 1.3 High Street is a single two-way road aligned in a southwest to northeast direction. The carriageway is lit and it is subject to a 20mph speed limit. Continuous pedestrian footways are located along both sides of the carriageway and there are parking restrictions in the form of single and double yellow lines along both side of the High Street with parking bays permitting free parking up to one hour are provided along the eastern side of the High Street.
- 1.4 G F Tomlinson & Sons Limited has supplied the following information upon which this Stage 2 RSA is based:
- Transport Assessment prepared by Apex Transport Planning Reference: C21029/TA01 (April 2021);
 - Stage 1 Road Safety Audit undertaken by The Safety Forum (May 2021);
 - Designers Response to Stage 1 RSA and additional correspondence from the Local Highway Authority and Transport Consultant;
 - Expedite Drawing Numbers:
 - ES19.125 - 00.03 Revision P1 - S278 Site Location Plan;
 - ES19.125 - 02.00 Revision P4 - Site Levels & Surfacing Plan – Overall;
 - ES19.125 - 12.00 Revision P2 - S278 Agreement Plan – Overall;
 - ES19.125 - 30.01 Revision P2 - Highway Construction Details (Sheet 1);
 - ES19.125 - SK02.10 Revision P9 - Highway Access Plan - Access Visibility & Dimensions;
 - ES19.125 - SK07.10 Revision P4 - Vehicle Tracking Plan - Access & Turning - Fire Appliance (DB32);
 - ES19.125 - SK07.20 Revision P6 - Vehicle Tracking Plan - Access & Turning - Large Car (2006);
 - ES19.125 - SK07.30 Revision P2 - Vehicle Tracking Plan - Access & Turning - Large Panel Van; and
 - ES19.125 - SK07.30 Revision P2 - Vehicle Tracking Plan - Access & Turning – Private Car.

- 1.5 The main parties to the Audit of this Road Safety Audit include the following:

Road Safety Audit Team Leader	Vimal Patel BEng (Hons), GMICE, FIHE, HE Cert Comp, Reg RSA (IHE)
Road Safety Audit Team Member	Mike Fuller BSc (Hons) IEng, MCIHT, MSoRSA, HE Cert Comp
Overseeing Organisation	Leicestershire County Council
Design Organisation	Expedite Engineering Ltd



- 1.6** The Audit was undertaken following examination of the submitted documents, and a site visit on Thursday 1st June 2023, between the hours of 10am and 11am. The weather was sunny, and the road surface was dry. Traffic flows were low, with a low number of pedestrians and cyclists observed travelling along High Street. On-street car parking was prevalent within the designated parking bays.

Terms of Reference

- 1.7** The Audit Team is independent of the project design team and has no other involvement with the project. This Stage 2 RSA has been undertaken in accordance with the relevant sections of GG-119, part of the Design Manual for Roads and Bridges (DMRB).

- 1.8** The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. The Audit Team has not been made aware of any Departures from Standard. All of the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users. The location of the problems identified in this Safety Audit is shown in **Appendix A** where the reference numbers relate to the problems identified in this report.

- 1.9** The recommendations in this report are aimed at addressing the identified road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities. The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.

- 1.10** The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the As Built design pack to be provided and retained by the Local Highway Authority on completion.

Trip Generation Data

- 1.11** The Transport Assessment prepared by Apex Transport Planning indicates that the proposed medical centre would generate 32 and 21 two-way vehicle trips during the AM and PM peak hour period respectively.

Collision Data

- 1.12** Publicly available collision information obtained from the Crashmap website for the three-year period up to December 2021 indicates that one collision has occurred on High Street in the immediate vicinity of the proposed site access. The collision occurred in July 2021 and involved a single vehicle which resulted in one slight injury.



2 ISSUES RAISED AT STAGE 1 ROAD SAFETY AUDIT

2.1 The Safety Forum undertook the Stage 1 Road Safety Audit (RSA) for the proposed scheme in May 2021. The following issues were raised and addressed in the Stage 1 Road Safety Audit together with the designer's response.

Number, Location & Summary,	Recommendation	Accepted	Apex Response
3.1 At development access Proximity of on-street parking bay may lead to vehicle-to vehicle collisions. On the north-east side of the access, the Audit team notes that the existing marked parking bay appears to overlap into the junction area of the development. A parked vehicle will reduce side road visibility to the right from the side road and may also cause larger vehicles turning left into the site to cross the centreline of the side road, which may increase the likelihood of vehicle-to-vehicle collisions.	It is recommended that an adequate side road visibility is provided, free from obstructions, consistent with likely approach speeds. The parking bay should be relocated away from the junction radius.	No	The recommendation has been accepted in relation to the radii of the junction which has been reduced to ensure it does not overlap with the parking bay. However, it is not considered that the parking bay would need to be relocated. As set out in detail in Section 5.3 of the Transport Assessment, the parking bays being within the envelope of visibility would be acceptable on the basis that speeds on High Street are low (given the close proximity to traffic calming and the 20mph speed limit) and vehicles will edge out carefully. This is consistent with guidance within MfS and MfS2. Drivers are also able to see to the rear of the spaces at a distance of at least 43m to the nearside kerb. Vehicles on High Street would have visibility to the access and would see vehicles emerging from the access and can slow down / stop, if necessary. Any minimal protruding of a vehicle from the access would not impede the free flow of traffic as the width of High Street can accommodate passing vehicles appropriately. In addition, this is an existing access point to an industrial use, which could have generated HGV movements. There have been no recorded road safety incidents at this location or any other access onto High Street. Larger vehicles turning left into the site would be an extremely rare and infrequent occurrence and all movements would be at slow speeds, have suitable inter-visibility and vehicles would be able to pass appropriately. As such, the recommendation is not accepted and it is not considered that the parking bay would need to be relocated.



3 ISSUES RAISED AT STAGE 2 ROAD SAFETY AUDIT

3.1 **Problem:**

Summary: Potential risk of collisions associated with ambiguous carriageway markings

Location: *Entry/egress to development*

The proposed carriageway markings on the entry/egress to the development access are ambiguous with two sets of give way and edge of carriageway markings proposed. The layout is confusing and may increase the risk of collisions between road users associated with inadvertent manoeuvres.

Recommendation:

Review and amend the layout to provide a clear layout of the development access.



4 AUDIT TEAM STATEMENT

- 4.1** We certify that this audit has been carried out in accordance with GG-119 of Design Manual for Roads & Bridges Volume 5 Section 2 - Road Safety Audits. Its sole purpose being to identify features of the scheme that could be removed or modified to improve safety. No member of the Audit Team has been involved in the scheme design.

Audit Team Leader

Vimal Patel
BEng (Hons), GMICE, FIHE, RegRSA (IHE), HE Cert Comp

Signed:

Date: 13th June 2023

Audit Team Member

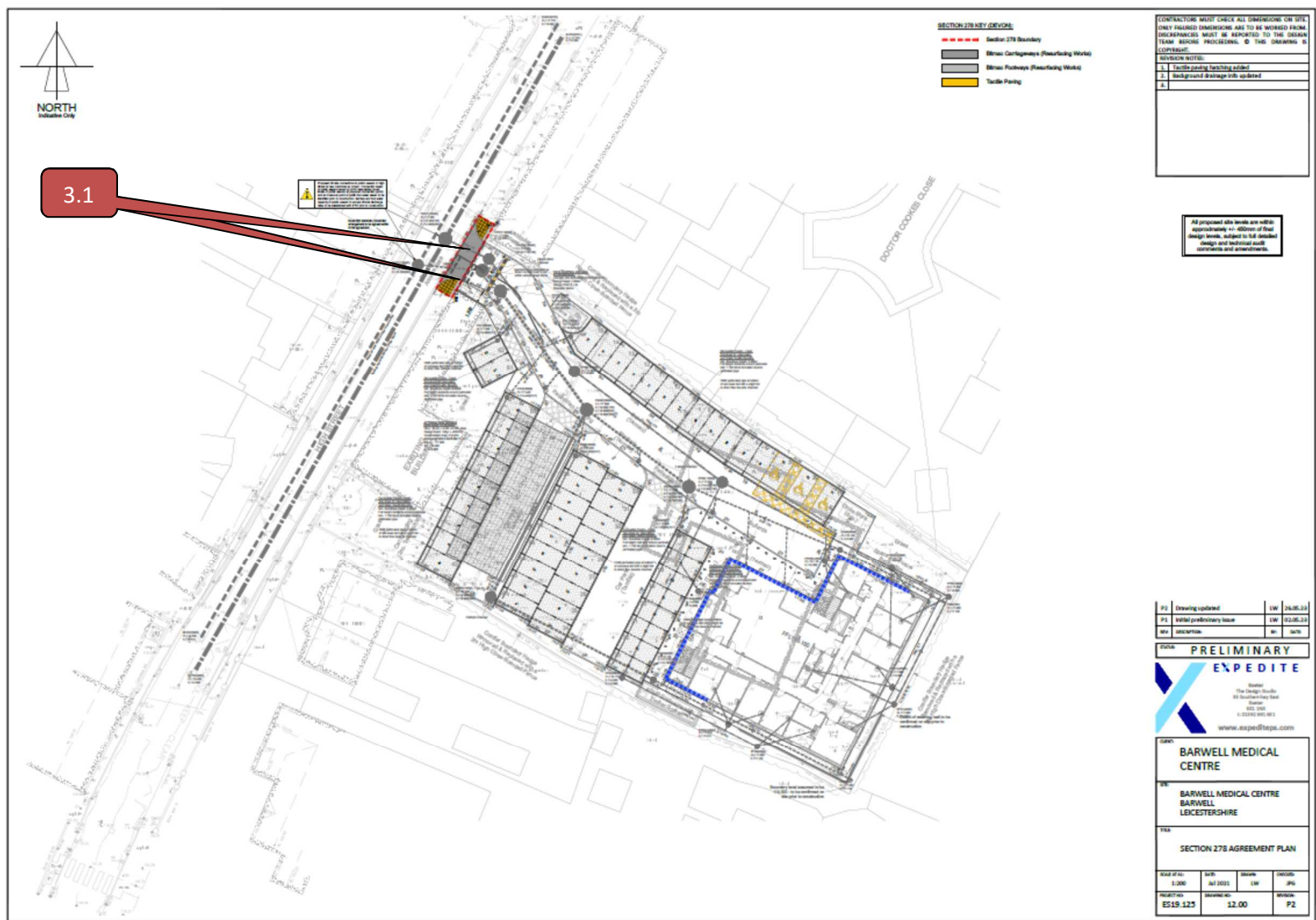
Mike Fuller
BSc (Hons) IEng, MCIHT, MSoRSA, HE Cert Comp

Signed:

Date: 13th June 2023



Appendix A





Appendix B



Item No.	Audit Team Recommendation(s)	Designer's Response
3.1	The proposed carriageway markings on the entry/egress to the development access are ambiguous with two sets of give way and edge of carriageway markings proposed. The layout is confusing and may increase the risk of collisions between road users associated with inadvertent manoeuvres.	Noted. Second set of give way and edge of carriageway markings within the site removed.

Designer's Statement:

I certify that I have considered the items that have arisen in the Stage 2 Road Safety Audit Report and my response to its recommendations are set out above.

Jon Goldsworthy

Date: 14/06/23

Project Sponsor/ Client Organisation Statement:

I accept/do not accept the Designer's Response (please delete as appropriate)

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Date: