

Barwell Medical Centre

Stage 1 Road Safety Audit: Designers Response

Partners of Barwell Medical Centre

26 May 2021

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REPORT DETAILS

Issued by	Apex Transport Planning Ltd 23-24 Park Place Cardiff CF10 3BA	Tel: 02920 619 361 info@apextp.co.uk www.apextp.co.uk	
Client	Partners of Barwell Medical Centre		
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ISSUE HISTORY

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1	Final	26/05/2021	DC	First Version

NOTICE

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The material presented in this report is confidential. This report has been prepared and is intended solely for Partners of Barwell Medical Centre for use in relation to the Barwell Medical Centre project.

1. INTRODUCTION

- 1.1.1 This Designers Response has been provided in relation to an independent Stage 1 Road Safety Audit (RSA1) undertaken by The Safety Forum (Report No. KS-EB-21-3432-RSA1) in May 2021. This relates to the proposed access arrangements into the site.
- 1.1.2 This sets out the Apex response in the order of the 'problems' raised and 'recommendations' provided by The Safety Forum. A summary table has been set out in relation to the access option. This also includes columns for the overseeing organisation (Leicestershire County Council (LCC)) response and agreed RSA1 actions.

Summary of Issues and Recommendations

Number, Location and Summary	Recommendation	Accepted	Apex Response	Overseeing Organisation Response	Agreed RSA Action
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.		
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