



Midlands Road Safety Ltd

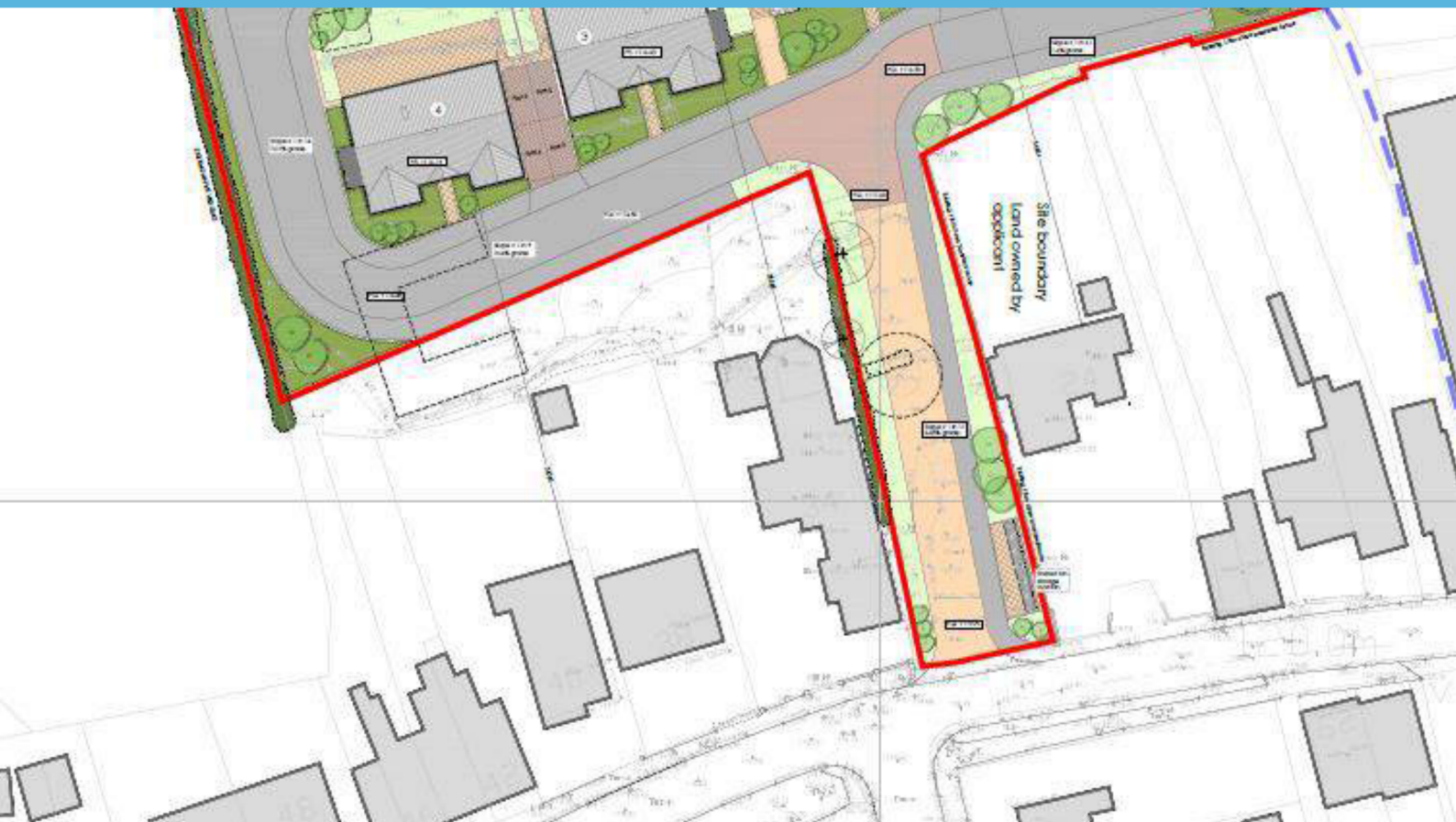
RESIDENTIAL DEVELOPMENT ACCESS

KEATS LANE, EARL SHILTON

STAGE 1 – ROAD SAFETY AUDIT

DECEMBER 2023

REPORT REF: 23-1599-RSA1



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REPORT REF: 23-1599-RSA1

CLIENT: Edwards & Edwards Consultancy Ltd

ENGINEER: Midlands Road Safety Ltd

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1. INTRODUCTION

1.1 This report comprises a Stage 1 Road Safety Audit (RSA) on a proposed new residential access junction to the north of Keats Lane in Earl Shilton, Leicestershire. The works include the creation of a private driveway access junction, including a footway into the development on the eastern side of the access, and are intended to provide access to a residential development of 10 dwellings. The report was requested by Edwards & Edwards Consultancy Ltd on behalf of HSSP Architects. The Overseeing Organisation is Leicestershire County Council

1.2 The Audit Team Membership was as follows:

Audit Team Leader

Chris Berry, MSc Transport Planning, MSoRSA, NH RSA Certificate of Competency

Audit Team Member

Chris Van Lottum, MEng (Hons), MCIHT, MSoRSA, NH RSA Certificate of Competency

1.3 A site inspection was carried out by the Audit Team together on Tuesday 5th December 2023 between the hours of 11:30 and 12:00. During the site visit the weather conditions were overcast and the road surface was damp. Traffic flows were observed as being light, with occasional pedestrians and no cycle movements being observed.

1.4 The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. A list of these can be found in Appendix A. The auditors have not been made aware of any departures from design standards.

1.5 The audit has been carried out in accordance with the principals of the National Highways document GG 119 'Road Safety Audit'. A formal Road Safety Audit Brief was not provided to the Audit Team. However, information regarding the site was provided via email alongside the relevant scheme documents and drawings. This was considered by the Audit Team to provide sufficient detail to undertake the appropriate stage of audit.

1.6 The Audit Team have examined and reported solely on the road safety implications of the scheme as presented and not examined or verified the compliance to any alternate criteria.

- 1.7 All comments and recommendations in this report are referenced to the Audit Brief where provided, and detailed drawings supplied. Where appropriate a list of “Additional Considerations” will follow from any safety problems raised. These are not identified safety problems but generalised comments that may highlight potential safety problems that may arise at future stages of the safety audit process.
- 1.8 Midlands Road Safety Ltd has ensured that this report has been carried out independently with no member of the Audit Team membership directly linked to the scheme design.

2. SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

- 2.1. It is understood that no previous Road Safety Audits have been undertaken for the proposals subject to this report.

3. SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT

3.1. The Audit Team has identified two safety problems to be addressed.

3.2. **Problem 1**

Location: Keats Lane – at the junction with West Street.

Summary: Alignment of vehicles accessing the site via West Street risks right vs left turn collisions.

The location of the site is close to the junction with West Street, to the south of Keats Lane. There is a concern that drivers approaching from West Street will align themselves centrally within the junction, risking collisions with left turning vehicles entering West Street from Keats Lane.



Recommendation:

It is recommended that Give Way and centre line markings are provided within West Street so as to encourage drivers to align themselves to the nearside kerb at the junction with Keats Lane.

3.3. Problem 2

Location: Keats Lane – to the east of the proposed access.

Summary: Parking bays on the southern side of Keats Lane may obstruct entry / exit from the site, risking kerb overruns.

There is a long parking bay on the southern side of Keats Lane, to the east of the junction with West Street. Upon reviewing the swept path analysis, there is a risk that a parked vehicle may obstruct the movements of vehicles turning into / out of the site, resulting in kerb overrunning and damage to the footway, risking pedestrian trip type incidents or potentially damage to tyres and suspension resulting in loss of control incidents.



Recommendation:

It is recommended that the parking bay is shortened to prevent obstruction of turning movements into and out of the development.

End of the 'Safety Problems' in this Section of the Report

4. ADDITIONAL CONSIDERATIONS

- 4.1. No Additional Considerations have been raised at this stage in the audit process.

5. AUDIT STATEMENT

- 5.1. We certify that the terms of reference of the audit are as described in GG 119 and that no member of the Audit Team was directly linked to the scheme design.

5.2. **AUDIT TEAM LEADER:**

Chris Berry – MSc, MSoRSA, NH RSA Certificate of Competency
Director
Midlands Road Safety Ltd

Signed: 

Date: 08.12.2023

5.3. **AUDIT TEAM MEMBER:**

Chris Van Lottum, MEng (Hons), MCIHT, MSoRSA, NH RSA Certificate of Competency
Road Safety Consultant working on behalf of Midlands Road Safety Ltd

Signed: 

Date: 08.12.2023

APPENDIX A

The following documents and drawings were provided for the purposes of this road safety audit.

Drawings

Number	Title	Rev
8883-03-03	Site Plan	B
12265-002	Swept Path Analysis	A

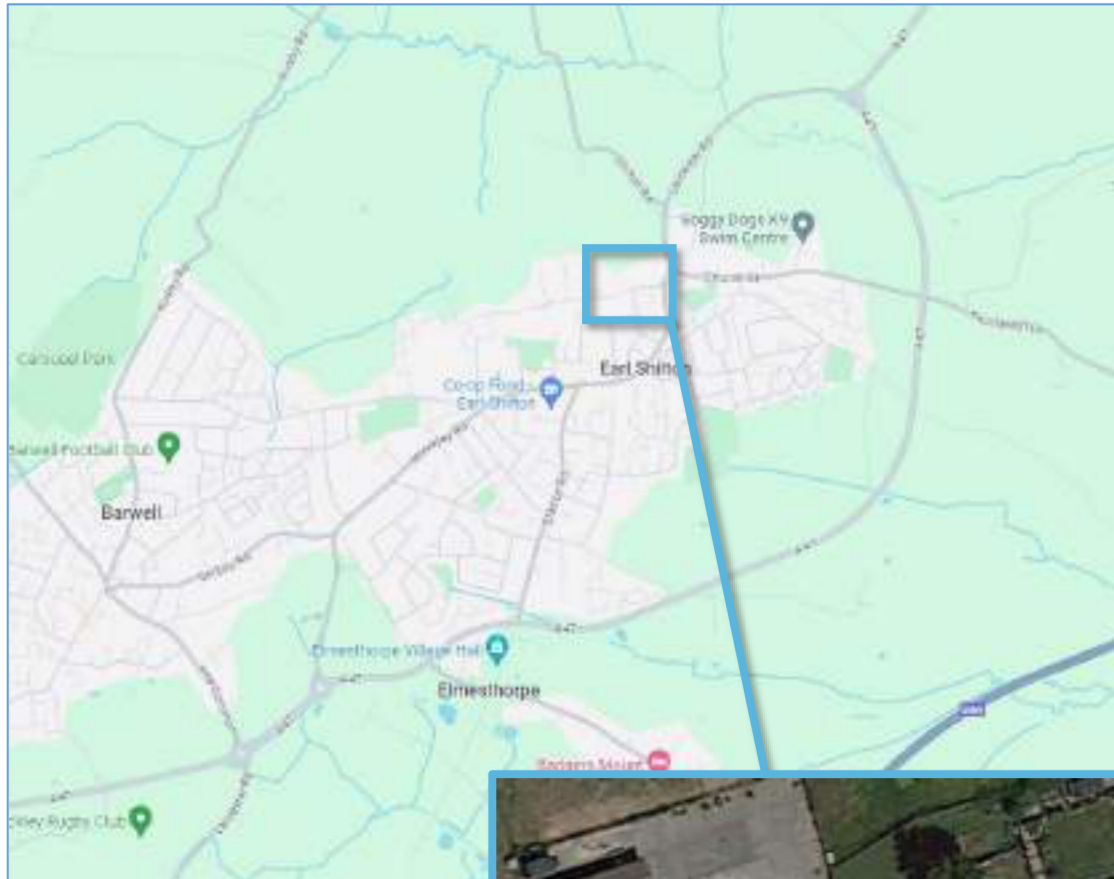
Documents

Author	Title	Rev	Date
Edwards & Edwards Consultancy Ltd	Road Safety Audit Brief (by email)	-	01.12.2023
Crashmap.co.uk	Accident Details (2018-2022)	-	06.12.2023

APPENDIX B

The location of any problems/observations that have been identified in Section 3 of this report can be seen on the extracts of the drawings supplied to the Audit Team, as listed in Appendix A.

Figure 1 – Site Location



[Mapping source; Google Maps]



Figure 2 – Problem Location Plan





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