



Edwards & Edwards Consultancy Ltd

4 Ascot Drive

Coalville

Leicestershire

LE67 4DF

Proposed Residential Development

**Land off Keats Lane,
Earl Shilton**

**Designer Response to
Stage 1 Road Safety Audit**

For Mr Batson

December 2023

DOCUMENT CONTROL

Author	DEC	13 December 2023
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1 Introduction

- 1.1 This report provides the Designer Response to the problem and recommendation provided in the Stage 1 Road Safety Audit conducted by Midlands Road Safety Ltd dated December 2023. The Audit Report, Midland Road Safety Ltd, reference 23-1599-RSA1 and this Designer Response has been discussed with the client. A copy of the Road Safety Audit has been attached as **Appendix A** for information.
- 1.2 The Stage 1 Road Safety Audit raised 2 potential road safety problems with the proposed access arrangement and this Designer Response considers those issues and whether any action is required to overcome these potential problems.
- 1.3 This report is set out in the same format as the Road Safety Audit Stage 1 report, the Road Safety Problem and Recommendation followed by the Designer Response.

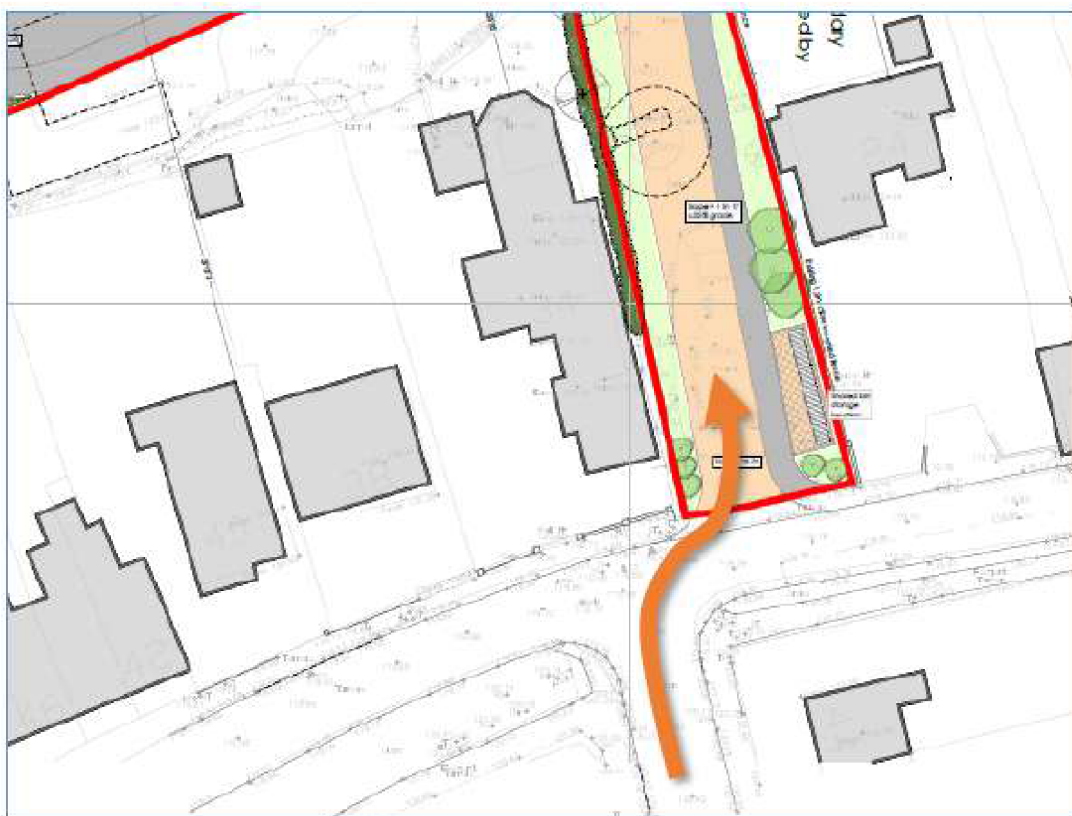
2 Designer Response to Matters Arising from Stage 1 Road Safety Audit

2.1 Problem 1

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

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

The location of the site access 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.

Designer Response

Problem accepted.

Recommendation accepted. The applicant will pay for the provision of Give Way markings at the junction with West Street.

The number of such movements is likely to be relatively low, with a total of only 28 vehicles expected to enter the site every day (between 7am and 7pm) and not all of those would be likely to approach from West Street. Therefore the risk of such incidents is likely to be low, however the applicant has agreed to pay for the provision of junction markings to try to ensure that vehicles stay on the correct side of the road.

2.2 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 and 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 potential 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 proposed development.

Designer Response

Problem accepted.

Recommendation accepted. The applicant will pay for the shortening of the parking bay, to remove the potential of parked cars being an obstruction to vehicles turning into the site.

The swept-path analysis that was carried out shows a fire appliance turning into the site access, as that is the largest vehicle likely to require entry to the site. However the need for a fire appliance requiring access to the site is likely to be extremely rare and therefore this potential issue is unlikely to arise.

For the day to day use, it is likely that the majority of vehicles entering the site will be cars and vans and therefore the problem with parked vehicles will be much less of an issue and vehicles should be able to turn without having to overrun the footway as the access has been designed with a generous dropped crossing. The dropped crossing will be constructed to Local Highway Authority standards and will therefore be capable of carrying all types of vehicles generated by a residential development.

Nevertheless, the applicant has agreed to pay for the parking bay to be shortened therefore obstructions to vehicles turning into the site should not occur.

3 Additional Considerations

3.1 Additional Consideration 1

No additional considerations were raised.

4 SUMMARY

- 4.1 The recommendations made within the Road Safety Audit Stage 1 Report have been reviewed.
- 4.2 The Road Safety Audit raised two problems, and following discussions with the client, both problems and recommendations have been accepted.
- 4.3 It is therefore considered that the potential highway safety issues raised in the Road Safety Audit Stage 1 have been considered, and a suitable solution has been found that would overcome the issues raised. The proposed solutions should make the proposed access arrangement acceptable to the Local Highway Authority.

Duncan Clarke

Edwards & Edwards Consultancy Ltd

Project No. 12265

Date December 2023

Appendix A. Stage 1 Road Safety Audit



Midlands Road Safety Ltd

RESIDENTIAL DEVELOPMENT ACCESS

KEATS LANE, EARL SHILTON

STAGE 1 – ROAD SAFETY AUDIT

DECEMBER 2023

REPORT REF: 23-1599-RSA1



RESIDENTIAL DEVELOPMENT ACCESS

KEATS LANE, EARL SHILTON

STAGE 1 ROAD SAFETY AUDIT

DECEMBER 2023

REPORT REF: 23-1599-RSA1

CLIENT: Edwards & Edwards Consultancy Ltd

ENGINEER: Midlands Road Safety Ltd

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Revision	Date of Issue	Author	Checked
First Issue	08.12.2023	CB	CVL
Draft (Internal)	06.12.2023	CB	CVL

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B.	SITE LOCATION AND PROBLEM IDENTIFICATION PLANS

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

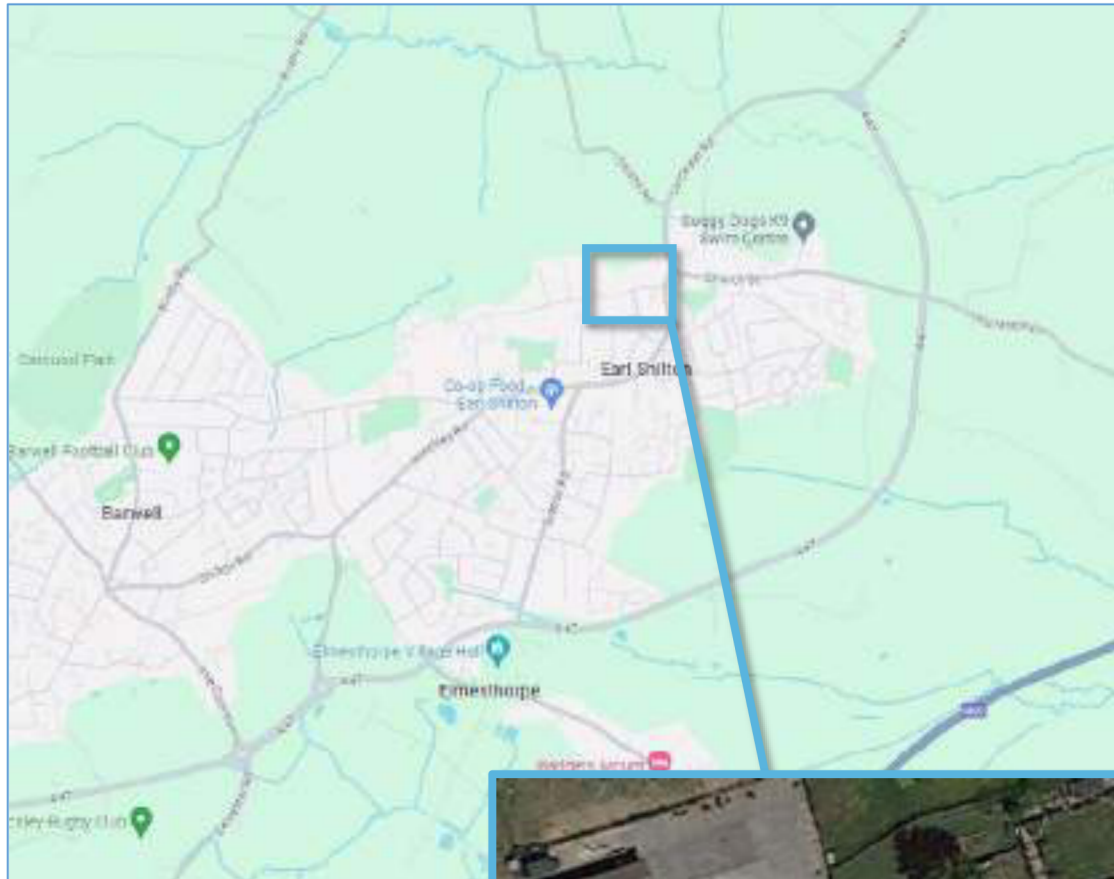
Documents

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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