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ROAD SAFETY AUDIT – STAGE 2

S278 AGREEMENT

114 – 116 HIGH STREET

BARWELL

LEICESTERSHIRE

Marble Homes Limited
27-35 Sussex Street
Leicester
LE5 3BF

Status: For S278 Approval

First issue/ 25.02.2013

Stewart Morris Partnership Limited Registered Office: 193 Charles Street, Leicester, LE1 1LA Registered in England No: 03275573
Managing Director: Stewart Morris B.Sc. (Hons.), C. Eng., M.I.Struct. E.; Company Secretary: Wendy Morris

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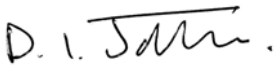
REVISIONS

DATE	DESCRIPTION	COMMENTS
25.02.13	First issue	For S278 Approval

QUALITY AUDIT

Revision	Date		Prepared by	Checked by
First issue	**25.02.13**	**Name:**	**Stewart Morris**	**D I Jackson**
		Title:	**Director**	**Senior Engineer**
		Signed:		

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INTRODUCTION

1. This Safety Audit is a Stage 2 assessment in accordance with Approved Document Volume 5 Section 2 Part 2 HD 19/03.

2. This Safety Audit only considers road safety matters.

3. Structural safety is not considered.

4. This Safety Audit is not a technical check to verify that the design conforms to Standards.

5. Site Photographs P1 to P4 taken 8.2.13 in ***Appendix 1*** refer.

6. A Topographical survey of the existing site entrance is shown in Sketch SK/01 in ***Appendix 2***.

7. The proposed remodelled site entrance is shown in Sketch SK/02 in ***Appendix 3***.

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LIST B1 – GENERAL

Ref	Description	Detailed Design Assessment	Additional Action required
1.1	**Departures from Approved Documents**		
	Departures from Standards?	No departures from approved standards	None
	Departures from Relaxations?	No relaxations currently agreed	None
1.2	**Drainage**		
	Gully spacing	Satisfactory	None
	Flat spots	None	None
	Crossfall	Existing carriageway falls preserved	None
	Ditches	NA	None
	Gully position – cycle routes	None	None
	Gully position – pedestrian routes	New gullies located in pedestrian crossing area. Gullies to ne set flush with road surfacing.	None
	Gully position – equestrian routes	NA	None
	Manholes – Motorcycle/ cyclist stability	No new manholes required.	None
1.3	**Climatic Conditions**		
	Fog	Visual splay improvement to an existing village road junction. No additional measures required.	None
	Wind	Sheltered location. No additional measures required	
	Sun glare	Visual splay improvement to an existing village road junction. No additional measures required.	
	Snow	No material change to junction, which would give rise to drift snow conditions.	
	Icing	No material change to junction, which would give rise to increased risk of icing.	
1.4	**Landscaping**		
	Does existing planting conflict with sight lines?	No existing planting	None
	Does proposed planting conflict with sight lines?	No new planting proposed	None

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LIST B1 – GENERAL (CONT'D)

Ref	Description	Detailed Design Assessment	Additional Action required
1.4	**Landscaping (Cont'd.)**		
	Will existing/ proposed planting obscure signage/ slight lines during windy weather?	No existing/ proposed planting	None
	Will existing/ proposed planting when mature obscure signage/ slight lines during windy weather?	No existing/ proposed planting	None
	Will existing/ proposed earthworks/ mounding obscure signs or visibility?	No existing/ proposed earthworks/ mounding	None
	Will existing / new trees when mature be a hazard to vehicles leaving the carriageway?	No existing/ proposed trees	None
	Will existing/ proposed planting affect lighting or shed leaves on the carriageway?	No existing/ proposed trees	None
	Can maintenance vehicles stop clear of traffic lanes?	Yes - where parking is available on side of the main road or on estate roads off the main road.	None
1.5	**Public Utilities/ Services Apparatus**		
	Can maintenance vehicles stop clear of traffic lanes?	Yes - where parking is available on side of the main road or on estate roads off the main road.	None
	Will maintenance vehicles obscure signage and sight lines?	Yes – potentially, if maintenance vehicles are not properly and considerately parked.	None
	Sight line obstructions & safety – Boxes, pillars, posts and cabinets	No new boxes, pillars, posts or cabinets.	None
	New Overhead Cables - clearance	No new overhead cables	None
	Existing Overhead Cables - clearance	No alterations to existing overhead cables	None
	Provision & safety of special accesses?	None	None
	Provision & safety of parking?	None	None

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LIST B1 – GENERAL(CONT'D)

Ref	Description	Detailed Design Assessment	Additional Action required
1.6	**Lay-bys**		
	Have lay-bys been positioned safely	Not applicable	None
	Sight lines – parked vehicles in lay-bys	NA	None
	Are lay-bys adequately signed?	NA	None
	Are picnic areas properly segregated from vehicular traffic?	NA	None
	Are lay-bys adequately sized?	NA	None
1.7	**Access**		
	Safe entry/ egress to all access points?	Yes	None
	Are the accesses of adequate length to ensure all vehicles clear the main carriageway?	NA - sightline improvement to existing junction	None
	Do all accesses appear safe for the intended use?	Yes	None
1.8	**Skid Resistance**		
	Are there locations where a high skid resistance surfacing (such as on approaches to junctions and crossings) would be beneficial?	No – existing surfaces retained	None
	Do surface changes occur at locations where they could adversely affect motorcycle stability?	NA – existing surfaces retained	None
1.9	**Agriculture**		
	Agricultural vehicles – room to stop between carriageway and gate?	NA	None
	Agricultural vehicles – facilities for turning of carriageway?	NA	None
	Agricultural vehicles – safety of facilities and adequacy of signage?	NA	None

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LIST B1 – GENERAL (CONT'D)

Ref	Description	Detailed Design Assessment	Additional Action required
1.10	**Fences and Road Restraint Systems**		
	Requirements for road restraint systems to protect road users from: signs, gantries, abutments, steep embankments or water hazards	NA	None
	Road Restraint Systems – provision of adequate protection?	NA	None
	Road Restraint Systems – height, length and position	NA	None
	Safety Fences – Are fences required for noise/ debris abatement?	NA	None
	Safety Fences – height, length and Position?	NA	None
1.11	**Adjacent Developments & Roads**		
	Has screening been provided to avoid headlamp glare or any distraction to road users?	NA	None
	Are there any safety issues relating to the provision of environmental barriers or screens	NA	None

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LIST B2 – LOCAL ALIGNMENT

Ref	Description	Detailed Design Assessment	Additional Action required
2.1	**Visibility**		
	Obstruction of sight lines by:		
	Safety fences	None	None
	Boundary fences	None	None
	Street furniture	No new street furniture proposed	None
	Parking facilities	No new parking facilities proposed	None
	Signs	No new adoptable street signage proposed	None
	Landscaping	None	None
	Structures	None	None
	Environmental barriers	None	None
	Crests	None	None
	Features – Buildings, plant & materials outside of the highway boundary	None	None
	Is the forward visibility of at grade crossings sufficient to ensure that they are conspicuous?	Yes	None
2.2	**New/ Existing Road Interface**		
	Does the transition of the new/ improved junction give rise to potential hazards?	No	None
	Have road environment changes been made clear by signing and road markings i.e. urban to rural, restricted to unrestricted etc.?	Yes	None

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LIST B3 – JUNCTIONS

Ref	Description	Detailed Design Assessment	Additional Action required
3.1	**Layout**		
	Are junctions and accesses adequate for all vehicular movements	Yes, with reliance on Church Lane for large vehicles.	None
	Are there any unusual features, which may have an adverse effect on road safety?	The remodeling of the access with respect to the existing features will improve road safety by slowing down vehicle speeds.	None
	Have guard rails/ safety fences been provided where appropriate?	NA	None
	Do any roadside features e.g. guard rails, safety fences, signs and traffic signals intrude into the drivers line of sight?	No new signage/ road side features proposed.	None
	Are splitter islands and bollards required on minor arms to assist pedestrians or formalize road users' movements to/ from the junction?	NA	None
	Are parking or stopping zones for buses, taxis and public utilities vehicles situated within the junction area?	A bus stop is located on the northern rim of the Church Lane opposite. The stopping area is not defined but is clear of the proposed remodeling of the existing junction	None
	Are parking or stopping zones for buses, taxis and public utilities vehicles located outside visibility splays?	Yes	None
	Provision for turning right vehicles required?	No – Number of vehicles turning into un adopted road is not significant	None
	Acceleration/ deceleration lanes required?	Not required – 30 mph speed limit	None
	Splitter lanes required?	NA	None
	Will large vehicles overrun pedestrian or cycle facilities?	No	None
	Conflicts between turning and parked vehicles?	None	None
	Junctions sited on a crest?	None	None

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LIST B3 – JUNCTIONS (CONT'D)

Ref	Description	Detailed Design Assessment	Additional Action required
3.2	**Visibility**		
	Are sight lines adequate at and through the junctions and from minor roads?	Yes	None
	Are visibility splays clear of obstruction?	Yes	None
3.3	**Signing**		
	Is the junction signing adequate and easily understood?	No new signage is proposed.	None
	Have appropriate warning signs been provided?	No new signage is proposed.	None
	Are signs appropriately located and of the appropriate size for approach speeds?	No new signage is proposed.	None
	Are sign posts protected by safety barriers where appropriate?	NA – no new signage is proposed	None
3.4	**Road Markings**		
	Do the carriageway markings clearly define routes and priorities?	No new routes or priorities proposed. Realignment of the road centerline is minor. Proposed carriageway markings for the existing minor road accessing the main road added to reinforce existing 'give way' priority. No markings currently exist.	None
	Are the dimensions of the markings appropriate for the speed limit of the road?	Yes	None
	Have old road markings and road studs been adequately removed.	Old centerline markings to be burned off and reset as shown on the Drawings. No existing studs.	None
3.5	**T, X, Y - Junctions**		
	Have ghost islands and refuges been provided where required?	NA	None
	Do junctions have adequate stacking space for turning movements?	Yes	None
	Can staggered crossroads accommodate all vehicle types and movements?	Yes	None

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LIST B3 – JUNCTIONS (CONT'D)

Ref	Description	Detailed Design Assessment	Additional Action required
3.5	**All Roundabouts**		
	Are the deflection angles of approach roads adequate for the likely approach speed	NA – no roundabouts proposed	None
	Are splitter islands necessary?	NA – no roundabouts proposed	None
	Is visibility on approach adequate to ensure drivers can perceive the correct path through the junction?	NA – no roundabouts proposed	None
	Is there a need for chevron signs?	NA – no roundabouts proposed	None
	Are dedicated approach lanes required?	NA – no roundabouts proposed	None
	Where dedicated approach lanes have been provided will the road markings and signs be clear to all users?	NA – no roundabouts proposed	None
3.6	**Mini Roundabouts**		
	Are the approach speeds for each arm likely to be appropriate for a mini roundabout?	NA – no roundabouts proposed	None
	Is the centre island visible from all approaches?	NA – no roundabouts proposed	None
3.7	**Traffic Signals**		
	Will speed discrimination equipment be required?	NA – no traffic signaling proposed	None
	Is the advance signing adequate?	NA – no traffic signaling proposed	None
	Are signs clearly visible in relation to the likely approach speeds?	NA – no traffic signaling proposed	None
	Is "see through" likely to be a problem?	NA – no traffic signaling proposed	None
	Would lantern filters assist?	NA – no traffic signaling proposed	None
	Is the visibility of signals likely to be affected by sunrise/ sunset?	NA – no traffic signaling proposed	None
	Would high intensity signals and/ or backing boards improve visibility?	NA – no traffic signaling proposed	None

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LIST B3 – JUNCTIONS (CONT'D)

Ref	Description	Detailed Design Assessment	Additional Action required
3.7	**Traffic Signals (Cont'd.)**		
	Would high level signal units be of value?	NA – no traffic signaling proposed	None
	Are the markings for right turning vehicles adequate?	NA – no traffic signaling proposed	None
	Is there a need for box junction markings?	NA – no traffic signaling proposed	None
	Is the phasing appropriate?	NA – no traffic signaling proposed	None
	Will pedestrian/ cyclist phases be needed?	NA – no traffic signaling proposed	None
	Does the number of exit lanes equal the number of approach lanes, if not is the taper length adequate?	NA – no traffic signaling proposed	None
	Is the required junction indivisibility provided?	NA – no traffic signaling proposed	None

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LIST B4 – NON MOTORIZED USER PROVISION

Ref	Description	Detailed Design Assessment	Additional Action required
4.1	**Adjacent Land**		
	Are access to and from adjacent land/ properties safe to use?	No adverse effects foreseen	None
	Has adjacent land been suitably fenced?	No fencing considered necessary	None
4.2	**Pedestrians**		
	Are facilities required for NMUs at:		None
	Junctions?	Yes – dropped kerbs and tactile paving to be provided crossing minor road. No new crossing points to be provided on main road.	None
	Pelican/ zebra crossings?	No Pelican or Zebra crossings proposed.	None
	Refuges?	No Refuges proposed.	None
	Other locations?	NA	None
	Are crossing facilities placed and designed to attract maximum use?	Existing pedestrian crossing facility upgraded	None
	Are guard rails/ fencing present/ required to deter pedestrians from crossing the road at unsafe locations?	NA	None
	For each type of crossing (bridges, subways, at grade) have the following been fully considered?		
	Visibility both by and of pedestrians	Yes	None
	Use by mobility and visually impaired	Yes – dropped kerbs and tactile paving at crossing point provided	None
	Use by Elderly	Yes – dropped kerbs and tactile paving at crossing point provided	None
	Use by children/ schools	Yes – dropped kerbs and tactile paving at crossing point provided	None
	Need for guard rails in verges/ central reserve	None required	None
	Signs	Existing signage for School, Community Centre and Library retained	None
	Width & gradient	Road width <= 4.8 m, gradients very nominal.	None

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LIST B4 – NON MOTORIZED USER PROVISION (CONT'D)

Ref	Description	Detailed Design Assessment	Additional Action required
4.2	**Pedestrians (Cont'd.)**		
	Surfacing	Yes – tactile paving provided at crossing point	None
	Provision of dropped kerbs	Yes – dropped kerbs provided	None
	Avoidance of channels and gullies	No channels detailed in pedestrian crossing area. Adoptable gully detailed to side of north & south crossing points at request of LCC.	None
	Need for deterrent kerbing	Not required	None
	Need for lighting	Existing lighting column maintained	None
4.3	**Cyclists**		
	Have the needs of cyclists been considered especially at junctions and roundabouts?	No material change to the junction layout. No special requirements for the safety of cyclists deemed necessary.	None
	Are cycle lanes or segregated cycle tracks required?	No provision currently exists for cycle lanes or segregated cycle tracks on the main road	None
	Does the signing make clear the intended use of such facilities?	NA	None
	Are the cycle crossings adequately signed?	NA	None
	Do guard rails need to be provided to make cyclists slow down or dismount at junctions/ crossings?	NA	None
	Has lighting been provided on cycle routes?	NA	None
4.4	**Equestrians**		
	Are bridleways or shared facilities required?	No	None
	Does the signing make clear the intended use of such paths and is sufficient local signing provided to attract users?	Not applicable	None
	Have suitable parapets/ rails been provided where necessary?	Not applicable	None

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LIST B5 – ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

Ref	Description	Detailed Design Assessment	Additional Action required
5.1	**ADS and Local traffic Signs**		
	Do destinations shown accord with signing policy?	Not applicable – No new signage proposed to existing junction	None
	Are signs easy to understand?	Not applicable	None
	Are the signs located behind safety fencing and out of the way of pedestrians and cyclists?	Not applicable	None
	Is there a need for overhead signs?	No	None
	Where overhead signs are necessary, is there sufficient headroom to enable designated NMU usage?	Not applicable	None
	Do signs need reflectorisations where the road is unlit and is the facing material appropriate for the location?	Not applicable	None
5.2	**Variable message Signs**		
	Are the legends relevant and easily understood?	Not applicable	None
	Are signs located behind safety fencing?	Not applicable	None
5.3	**Lighting**		
	Has lighting been considered at new junctions and where adjoining existing road?	Existing lighting column retained.	None
	Is there a need for lighting, including lighting of signs and bollards?	No	
	Are lighting columns located in the best position e.g. behind safety fences and not obstructing NMU routes?	Existing lighting column retained.	None
5.4	**Road Markings**		
	Are the road markings appropriate to location?		
	Centre lines	Yes – existing main road centre line to be relocated.	None
	Edge lines	Not required. Yellow no parking lining restrictions retained.	None

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LIST B5 – ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING (CONT'D)

Ref	Description	Detailed Design Assessment	Additional Action required
5.4	**Road Markings**		
	Hatching	Not required	None
	Text/ Destinations	Not required	None
	Approved and/ or confirm to the regulations	Line marking dimensions confirm to recommended sizes/ spacings	None
5.5	**Poles/ Columns**		
	Are poles and columns protected by safety fencing where appropriate?	No new or existing telegraph poles/ columns	None

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APPENDIX 1

SITE PHOTOGRAPHS P1 TO P4

(TAKEN 8.2.13)

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Photograph P1: View looking east towards Church Lane



Photograph P2: View looking west towards existing site entrance

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Photograph P3: View looking south towards existing site entrance (on RHS)



Photograph P4: View looking north towards existing site entrance (on LHS)

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APPENDIX 2

TOPOGRAPHICAL SURVEY OF EXISTING SITE ENTRANCE

SKETCH SK/01

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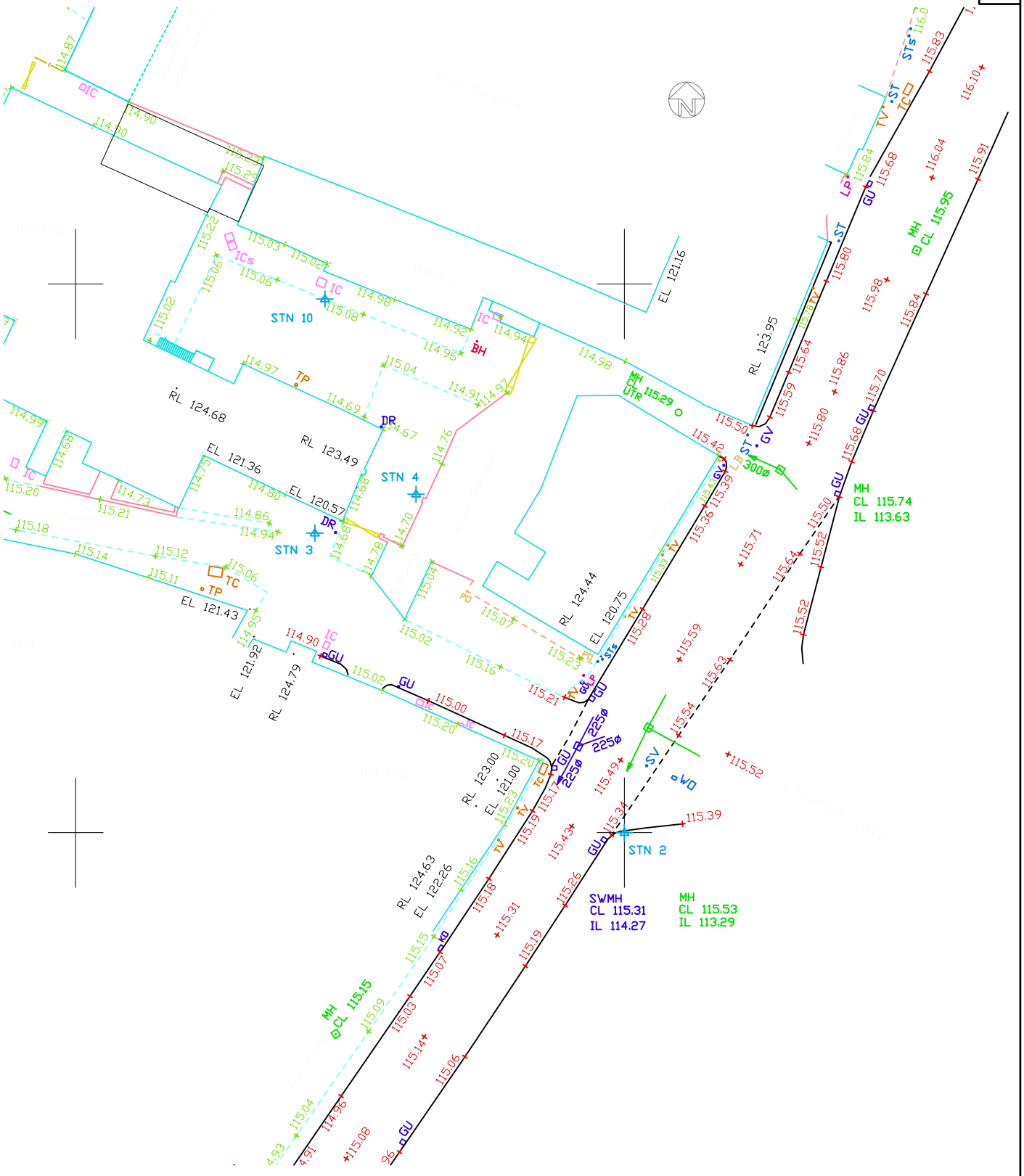
A4



Topographical Survey of Existing Site Entrance

Scale 1:500

FOR S278 APPROVAL

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CLIENT	Marble Homes Limited	DATE	13 Feb 2013
PROJECT	114-116 High Street Barwell, Leicestershire	SCALE	As shown
		REV	-
JOB	5813	No.	SK01

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APPENDIX 3

PROPOSED SITE ENTRANCE

SKETCH SK/02

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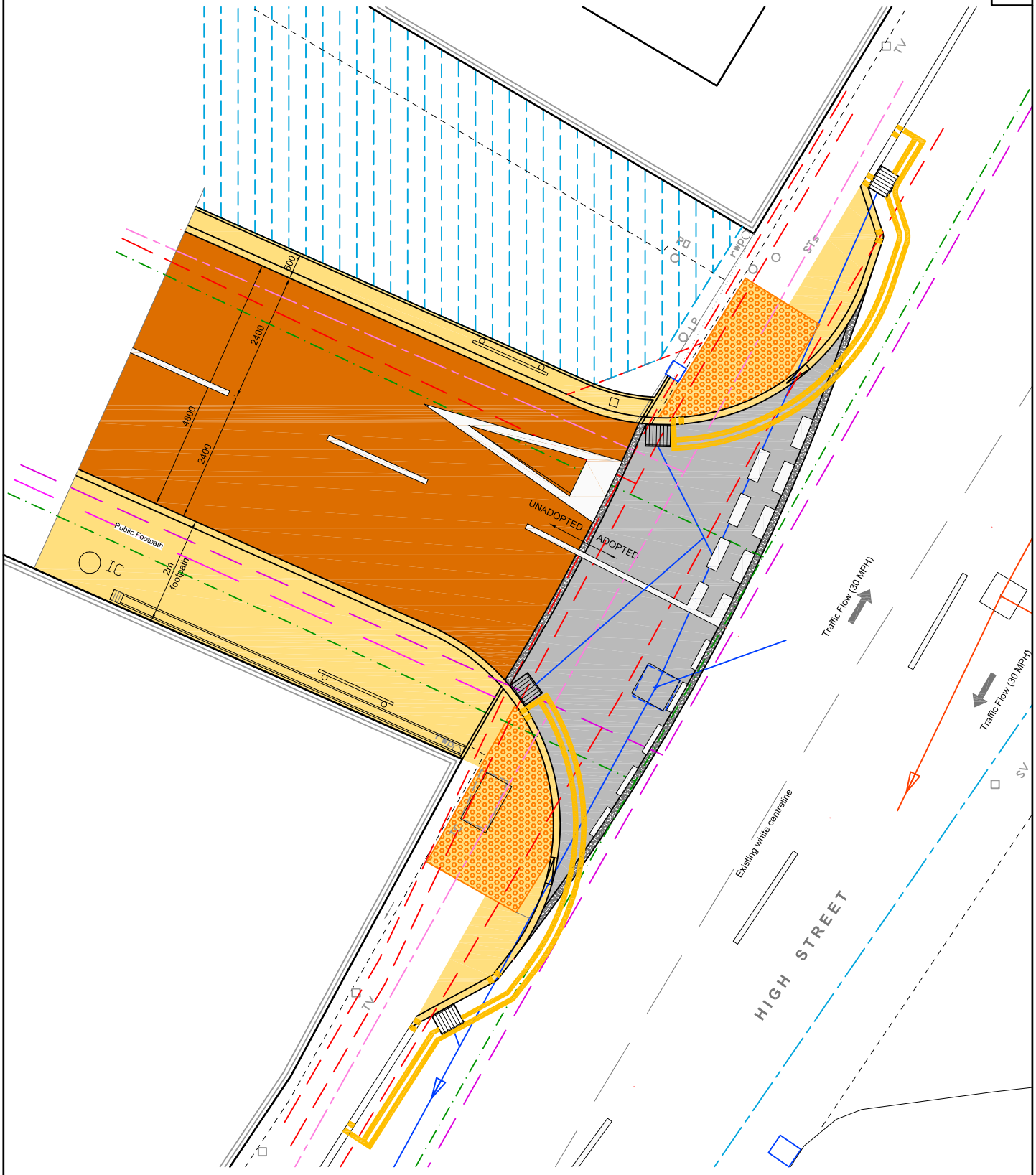
A4



Proposed Site Entrance

Scale 1:100

PRELIMINARY ISSUE

FOR S278 APPROVAL

No.	REVISION	DATE
P1	Road markings revised. Dropped kerb extended. Gullies re-positioned. PC kerb edgings added.	26 Feb 3013

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		REV	P1
		JOB	5813
		No.	SK02