

ROAD SAFETY AUDIT RESPONSE

Job Name: Land East of Barwell
Job No: 332610546
Note No: TN003
Date: March 2024
Prepared By: Ellen Few
Subject: Stage 1 RSA Response: Proposed Access Arrangements

Introduction:

This Stage 1 Road Safety Audit (RSA) Response accords with guidance outlined in DMRB GG119 – Road Safety Audit and provides details of the designer's response to an RSA undertaken by Acorns Project Limited during January 2024 'The Common Barwell, Leicestershire, Proposed Site Access Arrangements, Second Revised Scheme Stage 1 Road Safety Audit'.

Project Details	
Report title:	Stage 1 RSA Response: Proposed Access Arrangements
Date:	March 2024
Document reference and revision:	TN003
Prepared by:	Stantec UK Limited
On behalf of:	Harrow Estates, a Division of Redrow Homes Ltd.

Authorisation Sheet	
Project:	Land East of Barwell
Report title:	Stage 1 RSA Response: Proposed Access Arrangements
Prepared by:	
Name:	Ellen Few
Position:	Principal Transport Planner
Signed:	E. Few
Organisation:	Stantec UK Limited
Date:	February 2024

ROAD SAFETY AUDIT RESPONSE

Key Personnel	
Overseeing Organisation:	Highways Development Management Leicestershire County Council County Hall Glenfield Leicester LE3 8RA
RSA Team:	Adriano B. Cappella (Audit Team Leader) Lisa Allen (Audit Team Member) Acorns Project Limited Redwood House 3 Eaton Park Eaton Bray Bedfordshire LU6 2SP Email: abc@acornsprojects.com Tel: 01525 222359 Mob: 07860 629328
Design Organisation:	Ellen Few Stantec Caversham Bridge House Waterman Place Reading RG1 8DN Email: ellen.few@stantec.com Tel: 0118 950 071

ROAD SAFETY AUDIT RESPONSE

Road Safety Audit Decision Log				
RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation response	Agreed RSA action
Local Alignment Problems				
No problems were identified in this category in this Stage 1 Road Safety Audit				
RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA action
General Problems				
No problems were identified in this category in this Stage 1 Road Safety Audit				
RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA action
Junction Problems				
Location 1 - The new priority T-junction on the eastern side of The Common (Drawing Nos. 332610545/5501-001 Rev P03 & 332610545/5501-002 Rev P02). Summary - The swept path requirements of large vehicles turning, entering and exiting the proposed new priority T-junction requires the vehicles' bodies to encroach into the opposing vehicular traffic lanes. This situation could result in a potential increased	It is Recommended that junction geometry improvements and access road carriageway width improvements should be undertaken, such that the potential collision scenarios are reduced or mitigated.	The junction has been designed in accordance with MfS and the Leicestershire Highway Design Guide, Table DG1 and DG5. This provides a 5.5m wide access road with 6m radii and 2m footway on one side and 3m footway/ cycleway on the other side. This access is an appropriate design for all expected travel modes and vehicle movements, and risks of conflict are minimal.		

ROAD SAFETY AUDIT RESPONSE

risk of offside to offside vehicular collisions occurring and head-on type vehicular collisions occurring, whereby vehicle occupants could sustain personal injury. Detail - The scheme drawings include swept path analysis exercises for refuse vehicles turning, entering and exiting the new priority T-junction. It is evident from the swept path analysis drawings that in everyday operational terms, encroachment of the opposing vehicular traffic lanes will take place, to a fairly significant level. This is also likely to be the case for other types of large vehicles. Concern arises that the swept path requirements of refuse vehicles and other types of large vehicles turning, entering and exiting the new priority T-junction could result in a potential increased risk of offside to offside vehicular collisions occurring and head-on type vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.		The above design guides recognise and demonstrate that larger vehicles will encroach into both carriageways, but greater priority is afforded to reducing crossing widths for pedestrians. Development accesses of similar dimensions have been accepted by LCC elsewhere in the county to serve a similar level of residential dwellings with comparable flows through the junction (Including: 21/00656/OUT, 20/00143/FUL, and 23/00061/OUT). It is relevant to note that as part of application 23/00061/OUT, a similar issue was raised within the RSA regarding larger vehicle encroachment. However, this was agreed by LCC as not having an unacceptable impact on highway safety. The most likely need for large vehicles to undertake these manoeuvres is that of weekly refuse collection. Even if this were to occur during the peak hours, it is expected the access would be used by approx. one car every minute, hence the risk of conflict is low. The Common is also a		
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ROAD SAFETY AUDIT RESPONSE

		relatively lightly trafficked road, even in peak hours (c.700–800 two-way peak hour vehicle movements with development traffic added).		
		It is not proposed to alter the geometry.		
RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA action
Walking, Cycling and Horse Riding Problems				
Locations 2 & 3 - The shared pedestrian/pedal cycle facility on the eastern side of The Common and the southern side of the development site access road (Drawing No. 332610545/5501-001 Rev P03). Summary - Lack of corduroy tactile paving where pedestrians cross the carriageways and join the shared pedestrian/pedal cycle facility could lead to a potential increased risk of blind or visually impaired pedestrian collisions occurring with pedal cyclists, whereby blind or visually impaired pedestrians could sustain personal injury. The scheme drawing indicates the provision of a short length of shared space pedestrian/pedal cycle facility	It is Recommended that corduroy tactile paving and shared space pedestrian/pedal cycle facility signing should be provided, in order to help ensure that blind or visually impaired pedestrians will be aware of the potential presence of pedal cyclists within the shared facility.	This is agreed. Corduroy paving has been provided to help blind or visually impaired pedestrians be aware of cyclists within the shared facility. Signage has also been provided. This is illustrated on the updated drawing 332610546_5501_001_P04.		

ROAD SAFETY AUDIT RESPONSE

on the eastern side of The Common and the southern side of the development site access road. Any blind or visually impaired pedestrians entering the shared pedestrian/pedal cycle facility on the eastern side of The Common and the southern side of the development site access road via the uncontrolled pedestrian crossings may not be aware of the potential presence of pedal cyclists within the shared facility. As a result, concern arises that this could lead to a potential increased risk of blind or visually impaired pedestrians/pedal cyclist conflicts and subsequent blind or visually impaired pedestrians/pedal cyclist collisions occurring, whereby personal injury may be sustained by blind or visually impaired pedestrians.				
RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA action
Traffic Signs, Carriageway Marking and Lighting Problems				
No problems were identified in this category in this Stage 1 Road Safety Audit				

ROAD SAFETY AUDIT RESPONSE

Design Organisation Statement	
On behalf of the design organisation I certify that: 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	
Signed:	
Position:	
Organisation:	
Date:	
Design standards applied to the scheme design: Manual for Streets (MfS)	

Overseeing Organisation Statement	
On behalf of the Overseeing Organisation I certify that: 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and 2) the agreed RSA actions will be progressed.	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

ROAD SAFETY AUDIT RESPONSE

Appendix A – Stage 1 Road Safety Audit



**ACORNS
PROJECTS
LIMITED**



**The Common, Barwell, Leicestershire
Proposed Site Access Arrangements
Second Revised Scheme Stage 1 Road Safety Audit**

For Stantec UK Limited

Prepared by Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants

JANUARY 2024

Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants
Redwood House
3 Eaton Park
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Version No: 1.0

Document Location

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C:\Acorns\Clients\StantecUKLimited\TheCommonBarwellLeicestershire\Reports\TheCommonBarwellLeicestershireSecondRevisedSchemeStage1RSAV1.0.doc

Revision History

This document has the following history:

Version No.	Version Date	Summary of Changes	Changes marked
1.0	21/01/2024	N/A	N/A

Approvals

This document requires the following approvals:

Name	Title
Adriano B. Cappella	Audit Team Leader
Lisa Allen	Audit Team Member

Distribution

This document has also been distributed to:

Name	Title & Organisation
Ellen Few	Principal Transport Planner - Stantec UK Limited
Max Law	Senior Transport Planner - Stantec UK Limited
Ben Dutton	Transport Planner - Highway Development Management - Leicestershire County Council

1.0 INTRODUCTION

1.1 This report results from a Second Revised Scheme Stage 1 Road Safety Audit carried out on The Common, Barwell, Leicestershire, Proposed Site Access Arrangements Project, at the request of the Overseeing Organisation, i.e. the Local Highway Authority, Leicestershire County Council, County Hall, Glenfield, Leicester, Leicestershire, LE3 8RA. The Design Organisation is Stantec UK Limited, Caversham Bridge House, Waterman Place, Reading, Berkshire, RG1 8DN. The Third Party Organisation is Harrow Estates, Redrow House, 6400 Cinnabar Court, Daresbury, Warrington, Cheshire, WA4 4GE.

1.2 The scheme proposals comprise the construction of a new priority T-junction in The Common, Barwell, Leicestershire, in order to provide access to and egress from a proposed residential development comprising 95 new residential dwellings. The proposals retain the existing carriageway width on The Common and, the new priority T-junction will be served by 6 metre kerblines. The development site access road will be 5.5 metres wide.

The existing 30 mph speed limit on The Common will be extended to the south, to a point just north of the A47/Leicester Road roundabout. The existing dragon's teeth markings will be removed and two sets of speed cushions will be installed, thus providing additional traffic calming measures on the approach to the new priority T-junction from both the north and the south.

A 2 metre wide footway will be provided on the northern side of the access road which connects to the existing footway on The Common to the north of the site. An uncontrolled pedestrian crossing facility is proposed, to be located north of the access road, in order to provide a connection between the site and the existing footway/cycleway on the western side of The Common, heading towards Barwell Village Centre.

On the southern side of the access road, a shared 3.0 metre wide pedestrian and cycle facility will be provided with a crossing located to the south of the access. This will provide a connection to the western side of the carriageway and will join with the existing pedestrian/cycle facility.

1.3 The Road Safety Audit Team Membership was as follows:

Adriano B. Cappella IEng, FIHE, MCIHT, MSoRSA, HA RSA Certificate of Competency
(Audit Team Leader) Director, Acorns Projects Limited

Lisa Allen MSc, BEng (Hons), MCIHT, MSoRSA, HA RSA Certificate of Competency
(Audit Team Member) Associate Consultant, Acorns Projects Limited

- 1.4** The Audit took place at the Eaton Bray office of Acorns Projects Limited during January and February 2024. The Audit was undertaken in accordance with the Road Safety Audit Brief contained within the Design Organisation E-Mail to Acorns Projects Limited dated the 9th January 2024. The Audit comprised an examination of the drawings and documents provided by the Design Organisation and, are listed in Appendix A.
- 1.5** The drawings and documents consisted of a copy of the proposed site access design, swept path analysis for a large refuse vehicle, the December 2023 Stantec UK Limited Stage 1 Road Safety Audit Brief, the December 2022 Acorns Projects Limited Revised Scheme Stage 1 Road Safety Audit Report, the October 2022 Stantec UK Limited Updated Site Access Arrangements Stage 1 Road Safety Audit Brief, the December 2021 Stantec UK Limited Stage 1 RSA Response, the December 2021 Acorns Projects Limited Stage 1 Road Safety Audit Report and, the October 2021 Stantec UK Limited Stage 1 Road Safety Audit Brief. Copies of the drawings at both A3 and A4 size were provided for the Audit Team's use. Road traffic collision data, vehicular traffic flow information and pedestrian and pedal cycle information is contained within the December 2023 Stantec UK Limited Stage 1 Road Safety Audit Brief document. Public transport information has not been provided for the purposes of this Second Revised Scheme Stage 1 Road Safety Audit.
- 1.6** A visit to the site was undertaken between 11.15 am and 11.55 am during the morning of the 17th January 2024 by both Audit Team Members together. During the morning site visit, the weather was cold, sunny and bright and the existing carriageway surface was damp. Vehicular traffic conditions at the time of the morning site visit were observed to be moderate. Three pedestrians but no pedal cyclists were observed during the morning site visit.
- 1.7** The terms of reference of the Audit are as described in DMRB GG 119 Road Safety Audit. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and, has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation made to resolve the identified problem, the Audit Team may, on occasion, have referred to a Design Standard without touching on technical audit.
- 1.8** No Departures from Design Standards have been reported by the Design Organisation.
- 1.9** All Problems and Recommendations are referenced to the design drawing and the locations have been indicated on the A4 plan supplied for use by the Audit Team in Appendix B.

- 1.10** Issues identified, and observations made during this Second Revised Scheme Stage 1 Road Safety Audit and site inspection which the Terms of Reference exclude from this report, but which the Audit Team wishes to draw to the attention of the Overseeing Organisation, i.e. the Local Highway Authority, Leicestershire County Council, will be set out in a separate letter. These issues could include maintenance items and operational issues. The Audit Team has not identified any issues during this Second Revised Scheme Stage 1 Road Safety Audit and site inspection that are considered to be outside the Terms of Reference.

2.0 ITEMS RAISED AT TWO PREVIOUS STAGE 1 ROAD SAFETY AUDITS

- 2.1** The safety aspects of The Common, Barwell, Leicestershire, Proposed Site Access Arrangements Project, were the subject of comment in the December 2021 Stage 1 Road Safety Audit undertaken by Acorns Projects Limited.
- 2.2** The Design Organisation, Stantec UK Limited responded to the Stage 1 Road Safety Audit Report in December 2021, whereby the safety aspects raised were discussed and mitigating measures proposed.
- 2.3** The December 2021 Stantec UK Limited Road Safety Audit Response Report was incomplete in that columns 4 and 5 of the Table F4 Road Safety Audit Decision Log had not been populated by the Overseeing Organisation, i.e. the Local Highway Authority, Leicestershire County Council.
- 2.4** As a result, Item 2.3.1 remained a concern and was raised again in the December 2022 Revised Scheme Stage 1 Road Safety Audit Report as Item 3.3.1.
- 2.5** The two remaining issues raised in the December 2021 Stage 1 Road Safety Audit undertaken by Acorns Projects Limited were resolved via design changes.
- 2.6** The safety aspects of The Common, Barwell, Leicestershire, Proposed Site Access Arrangements Project, were the subject of comment in the December 2022 Revised Scheme Stage 1 Road Safety Audit undertaken by Acorns Projects Limited.
- 2.7** A Road Safety Audit Response Report to the December 2022 Revised Scheme Stage 1 Road Safety Audit undertaken by Acorns Projects Limited has not been provided to the Audit Team. However, the three Problems raised in the December 2022 Revised Scheme Stage 1 Road Safety Audit have been resolved in this Second Revised Scheme Stage 1 Road Safety Audit via design changes.

3.0 ITEMS RAISED AT THIS SECOND REVISED SCHEME STAGE 1 ROAD SAFETY AUDIT

3.1 LOCAL ALIGNMENT

3.1.1 No Problems identified in this category at this Second Revised Scheme Stage 1 Road Safety Audit.

3.2 GENERAL

3.2.1 No Problems identified in this category at this Second Revised Scheme Stage 1 Road Safety Audit.

3.3 JUNCTIONS

3.3.1 PROBLEM

Location 1 - The new priority T-junction on the eastern side of The Common (Drawing Nos. 332610545/5501-001 Rev P03 & 332610545/5501-002 Rev P02).

Summary - The swept path requirements of large vehicles turning, entering and exiting the proposed new priority T-junction requires the vehicles' bodies to encroach into the opposing vehicular traffic lanes. This situation could result in a potential increased risk of offside to offside vehicular collisions occurring and head-on type vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.

Detail - The scheme drawings include swept path analysis exercises for refuse vehicles turning, entering and exiting the new priority T-junction. It is evident from the swept path analysis drawings that in everyday operational terms, encroachment of the opposing vehicular traffic lanes will take place, to a fairly significant level. This is also likely to be the case for other types of large vehicles.

Concern arises that the swept path requirements of refuse vehicles and other types of large vehicles turning, entering and exiting the new priority T-junction could result in a potential increased risk of offside to offside vehicular collisions occurring and head-on type vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.

RECOMMENDATION

It is Recommended that junction geometry improvements and access road carriageway width improvements should be undertaken, such that the potential collision scenarios are reduced or mitigated.

3.4 WALKING, CYCLING AND HORSE RIDING

3.4.1 PROBLEM

Locations 2 & 3 - The shared pedestrian/pedal cycle facility on the eastern side of The Common and the southern side of the development site access road (Drawing No. 332610545/5501-001 Rev P03).

Summary - Lack of corduroy tactile paving where pedestrians cross the carriageways and join the shared pedestrian/pedal cycle facility could lead to a potential increased risk of blind or visually impaired pedestrian collisions occurring with pedal cyclists, whereby blind or visually impaired pedestrians could sustain personal injury.

The scheme drawing indicates the provision of a short length of shared space pedestrian/pedal cycle facility on the eastern side of The Common and the southern side of the development site access road. Any blind or visually impaired pedestrians entering the shared pedestrian/pedal cycle facility on the eastern side of The Common and the southern side of the development site access road via the uncontrolled pedestrian crossings may not be aware of the potential presence of pedal cyclists within the shared facility.

As a result, concern arises that this could lead to a potential increased risk of blind or visually impaired pedestrians/pedal cyclist conflicts and subsequent blind or visually impaired pedestrians/pedal cyclist collisions occurring, whereby personal injury may be sustained by blind or visually impaired pedestrians.

RECOMMENDATION

It is Recommended that corduroy tactile paving and shared space pedestrian/pedal cycle facility signing should be provided, in order to help ensure that blind or visually impaired pedestrians will be aware of the potential presence of pedal cyclists within the shared facility.

3.5 TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

3.5.1 No Problems identified in this category at this Second Revised Scheme Stage 1 Road Safety Audit.

**END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS OFFERED IN THIS SECOND REVISED SCHEME
STAGE 1 ROAD SAFETY AUDIT**

4.0 ROAD SAFETY AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with DMRB GG 119.

ROAD SAFETY AUDIT TEAM LEADER

Adriano B. Cappella IEng, FIHE, MCIHT, MSoRSA, HA RSA Certificate of Competency



Signed :

Director

Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants

Redwood House

3 Eaton Park

Eaton Bray

Bedfordshire

LU6 2SP

Date : 5th February 2024

ROAD SAFETY AUDIT TEAM MEMBER

Lisa Allen MSc, BEng (Hons), MCIHT, MSoRSA, HA RSA Certificate of Competency



Signed :

Associate Consultant

Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants

Redwood House

3 Eaton Park

Eaton Bray

Bedfordshire

LU6 2SP

Date : 5th February 2024

APPENDIX A

APPENDIX A

THE COMMON, BARWELL, LEICESTERSHIRE

PROPOSED SITE ACCESS ARRANGEMENTS

SECOND REVISED SCHEME STAGE 1 ROAD SAFETY AUDIT

LIST OF STANTEC UK LIMITED DRAWINGS SUBMITTED FOR AUDITING

DRAWING NO.	TITLE
332610545/5501-001 Rev P03	Proposed Site Access Design
332610545/5501-002 Rev P02	Swept Path Analysis

LIST OF DOCUMENTS REVIEWED AT THIS SECOND REVISED SCHEME STAGE 1 ROAD SAFETY AUDIT

Stantec UK Limited - Land East of The Common, Barwell - Stage 1 Road Safety Audit Brief - December 2023
Acorns Projects Limited - The Common, Barwell, Leicestershire - Proposed Site Access Arrangements - Revised Scheme Stage 1 Road Safety Audit - December 2022
Stantec UK Limited - Land East of The Common, Barwell - Stage 1 Road Safety Audit Brief - Updated Site Access Arrangements - October 2022
Stantec UK Limited - Land East of The Common, Barwell - Stage 1 RSA Response - Proposed Access Arrangements - December 2021
Acorns Projects Limited - The Common, Barwell, Leicestershire - Proposed Site Access Arrangements - Stage 1 Road Safety Audit - December 2021
Stantec UK Limited - Land East of The Common, Barwell - Stage 1 Road Safety Audit Brief - October 2021

APPENDIX B

Stanlec UK Limited
READING
Coverham Bridge House, Waterman Place, Reading,
Berks RG1 8DN
Tel: +44 1189 500 761
www.stanlec.com/uk

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Notes

ORIGINATOR'S NOTE: The position is any existing point on private streets, utility apparatus, or plant or apparatus shown on this drawing is believed to be correct, but no warranty to this effect is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, old or accurate may affect operations.

KEY

— SITE BOUNDARY
— HIGHWAY BOUNDARY

**VISIBILITY DISPLAY - 2.4m x 47m (per Mile)
& LH DG)**

FORWARD VISIBILITY FOR CYCLES -
17m (LTN 1/20)
PROCESSOR CLOAK OF

PROPOSED SIGNAGE

	ML	EF	2023.11.29
03 ACCESS MOVED NORTH			
02 UPDATED VISIBILITY	NH	EF	2023.11.29

Q1 FIRST ISSUE	App	2023.11.27
Issued/Revision	By	YYYYMMDD

	MH	IF	2023.12.06
	Dign.	Chkd.	YYYY.MM.DD

Issue Status

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Client/Project Logo

 HARROW ESTATES

100

HARROW ESTATES

THE COMMON BARWELL

LEICESTERSHIRE, UNITED KINGDOM

No

PROPOSED SITE ACCESS DESIGN

Project No.	Scale
332610546	AS SHOWN @ A1

Revision Drawing No. 332610546/5501/001

PROPOSED SPEED CUSHIONS

TIE IN OF PROPOSED FOOTWAY TO EXISTING OUTSIDE HOUSE NO. 85

PROPOSED UNCONTROLLED PEDESTRIAN CROSSING

PROPOSED UNCONTROLLED PEDESTRIAN CROSSING AND FLUSH KERB FOR CYCLISTS TO JOIN CARRIAGEWAY

PROPOSED END OF CYCLE LANE SIGN DIAGRAM 965

PROPOSED 3m FOOTWAY/CYCLEWAY

PROPOSED UNCONTROLLED PEDESTRIAN CROSSING AND FLUSH KERB FOR CYCLISTS TO JOIN CARRIAGEWAY

RELOCATED END OF CYCLE LANE SIGN DIAGRAM 965

A topographic map of a road intersection. A north arrow is in the top left. Three points are marked with black dots and labeled 1, 2, and 3 in boxes. Point 1 is on a road with a 2.00m width. Point 2 is on a road with a 5.50m width. Point 3 is on a road with a 3.00m width. A green line runs diagonally across the map. A 30m speed limit sign is visible. A scale bar at the bottom right shows 0 to 25 meters.

THE COMMON, BARWELL
SITE ACCESS PLAN

THE COMMON, BARWELL
SITE ACCESS PLAN

7

ROAD SAFETY AUDIT RESPONSE

Appendix B –Stantec Drawings

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The Contractor shall verify and be responsible for all dimensions. DO NOT scale the drawing - any errors or omissions shall be reported to Stantec without delay. The Copyrights to all designs and drawings are the property of Stantec. Reproduction or use for any purpose other than that authorized by Stantec is forbidden.

Notes

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

KEY

-  SITE BOUNDARY
-  HIGHWAY BOUNDARY
-  VISIBILITY SPLAY - 2.4m x 47m (per MfS & LHDG)
-  FORWARD VISIBILITY FOR CYCLES - 17m (LTN 1/20)
-  PROPOSED SIGNAGE



P04 UPADATED AS PER RSA COMMENTS	BS	EF	2024.02.03
P03 ACCESS MOVED NORTH	ML	EF	2023.11.29
P02 UPADATED VISIBILITY	MH	EF	2023.11.29
P01 FIRST ISSUE	MH	EF	2023.11.23
Issued/Revision	By	Appd	YYYY.MM.DD
	MH	EF	2023.12.07
	Pwon	Dsgn	Chkrl
			YYYY.MM.DD

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Title
PROPOSED SITE ACCESS DESIGN

Project No.
332610546

Scale
AS SHOWN @ A1

Revision	Drawing No.
P04	

332610546/5501/001