



Edwards & Edwards Consultancy Ltd

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LE67 4DF

**Variation of condition to include
revised block plan and allow public
access to the site**

**Poplar Cottage, Little Shaw Lane,
Markfield**

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

For Mr Proud

December 2023

DOCUMENT CONTROL

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CONTENTS

1	INTRODUCTION	3
2	DESIGNER RESPONSE TO MATTERS ARISING FROM STAGE 1 ROAD SAFETY AUDIT.....	4
3	ADDITIONAL CONSIDERATIONS.....	9
4	SUMMARY	10
	APPENDIX A. STAGE 1 ROAD SAFETY AUDIT.....	11

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 November 2023. The Audit Report, Midland Road Safety Ltd, reference 23-1586-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 and also raised an additional consideration 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: Little Shaw Lane – at the site access.

Summary: Accelerating eastbound vehicles risk collisions with emerging traffic.

Whilst on site it was observed that vehicles exiting the roundabout to the west accelerate quickly towards the site access, which is located on the increase from a 40mph speed limit at the junction to a 50mph limit. As such, gaps in traffic, whilst frequent, can be difficult to judge, especially due to a lack of conspicuity of the access (see Problem 2). There is a concern that this will result in collisions between eastbound traffic and emerging vehicles.



Recommendation:

It is recommended that the start of the 50mph speed limit is relocated to the east of the access.

Designer Response

The site access has visibility splays well in excess of those required, not only will drivers of vehicles exiting the site be able to see approaching traffic as they negotiate the roundabout, drivers of the vehicles approaching on the A511 will be able to see vehicles leaving the access as they leave the roundabout approximately 160 metres away. The following photograph shows the excellent visibility out of the access to see vehicles approaching the access:-



As a result of the traffic lights at the roundabout, it is considered that the traffic tends to approach in 'convoys' lasting around 30 seconds, followed by little or no traffic for around 20 seconds. So within the cycle of traffic light changes, there will be plenty of opportunity for vehicles leaving the access to do so safely when little or no traffic is approaching.

The site was given permission in 2019 for use of the land for horticultural purposes, and therefore the access has been in regular use by vehicles associated with the horticultural traffic for a number of years and has not resulted in any highway safety problem. Leicestershire CC's own accident records show that there has not been a recorded personal injury accident at the access in the latest 5 years of data. It is

therefore considered that this demonstrates that the excellent 'inter-visibility' between drivers approaching and leaving the access, means that vehicles can turn out of the access safely.

Little Shaw Lane is a dual carriageway, and so should a vehicle pull out of the access, an approaching vehicle would be able to pull out into the outside lane to pass safely.

It is therefore felt that as a result of the excellent visibility splays well in excess of normal standards and given the frequent large gaps in traffic flow that relocating the speed limit signs to the eastern side of the access is not necessary. However if this is considered an issue by the Local Highway Authority, then the applicant would be prepared to pay to have the speed limit signs relocated to the eastern side of this access.

In terms of making the access more conspicuous for vehicles approaching the applicant is prepared to make the access more conspicuous, and this is covered in relation to problem 2.

2.2 Problem 2

Location: Little Shaw Lane – at the site access.

Summary: Lack of site awareness may lead to hesitancy and shunt type collisions.

The site access is currently inconspicuous. The change to allow public access will result in some drivers who are unfamiliar with the site visiting. The lack of awareness of the site may result in hesitation and / or late braking, risking shunt type collisions on Little Shaw Lane.

Recommendation:

It is recommended that additional measures are provided to alert drivers to the site location. This could be either within the highway or at the site frontage / access.

Designer Response

Problem accepted.

Recommendation accepted. The applicant would be happy to cut back the vegetation on the site frontage, and to relocate his existing sign to the western side of the access.

This will make the access more conspicuous for drivers as they leave the roundabout. The following photograph shows the existing sign which is currently located on the eastern side of the roundabout, which will be relocated to the western side of the access, which will mean that the access will become more visible to vehicles approaching the access as they leave the roundabout:-



The reason why a Road Safety Audit is necessary in relation to this application is because the applicant is proposing to carry out alterations to the access to increase the entry and exit radii at the access. By improving the radii, this will mean that vehicles will be able to turn into and out of the access more easily and safely. The increased radii will mean that vehicles will not have to slow down quite as much as they would if the entry radius was not improved and will therefore help reduce the risk of shunt type collisions.

3 Additional Considerations

3.1 Additional Consideration 1

Due to the likelihood of drivers who are unfamiliar with the area visiting the site, it is recommended that, as part of the detailed design, signage directing traffic to exit eastbound (left) from the site should be considered.



Designer Response

Additional Consideration accepted. The applicant would be happy to either provide signage within his site to advise vehicles to turn left out of the access, or if deemed appropriate pay for a road sign to be placed in the central reserve advising traffic to turn left out of the site access.

4 SUMMARY

- 4.1 The recommendations made within the Road Safety Audit Stage 1 Report have been reviewed.
- 4.2 For the reasons given in Chapter 2 above, it is considered that whilst relocating the speed limit is not necessary, the applicant is prepared to pay the costs of relocating the speed limits signs to the eastern side of his access.
- 4.3 The proposal which will result in increased entry and exit radii, will make is easier and safer for vehicles to turn into and out of the access, which will help reduce the risk of shunt type collisions.
- 4.4 The applicant is prepared to carry out works to make the access more conspicuous and to provide signage to ensure drivers leaving the site turn left on to Little Shaw Lane.
- 4.5 It is therefore considered that the potential highway safety issues raised in the Road Safety Audit Stage 1 have been considered. Suitable solutions are proposed to address the issues around conspicuity of the access and the concern regarding ensuring vehicles turn left out of the access.
- 4.6 It is considered that the provision of the increased junction radii will result in a safe and suitable access that is capable of catering for the increased traffic likely as a result of allowing public access to the site.

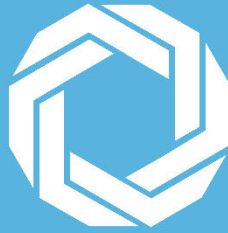
Duncan Clarke

Edwards & Edwards Consultancy Ltd

Project No. 12220

Date December 2023

Appendix A. Stage 1 Road Safety Audit



Midlands Road Safety Ltd

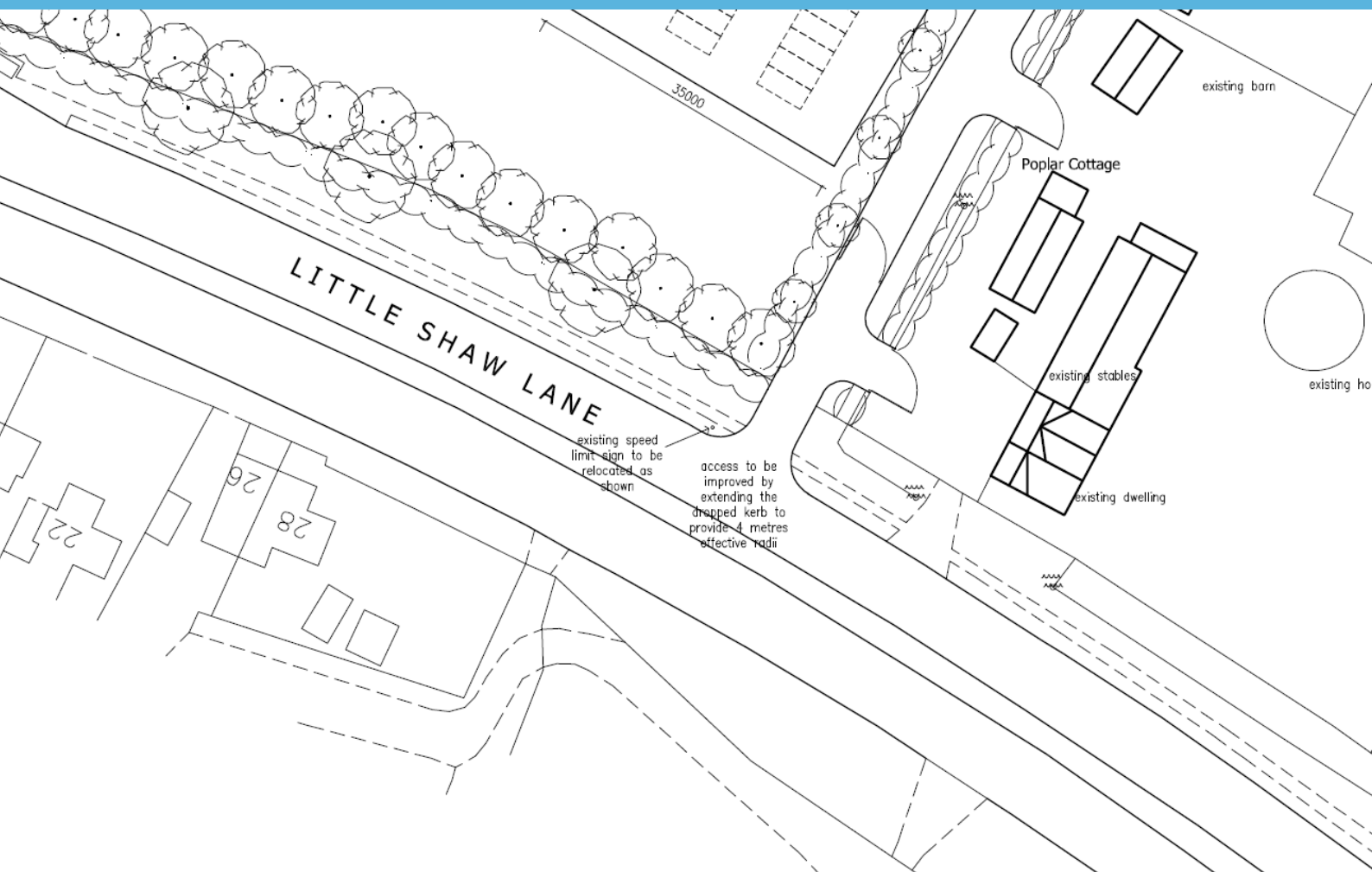
PROPOSED ACCESS AMENDMENTS

A50 LITTLE SHAW LANE, MARKFIELD

STAGE 1 – ROAD SAFETY AUDIT

NOVEMBER 2023

REPORT REF: 23-1586-RSA1



PROPOSED ACCESS AMENDMENTS

A50 LITTLE SHAW LANE, MARKFIELD

STAGE 1 ROAD SAFETY AUDIT

NOVEMBER 2023

REPORT REF: 23-1586-RSA1

CLIENT: Edwards & Edwards Consultancy Ltd

ENGINEER: Midlands Road Safety Ltd

TEL: [REDACTED]

EMAIL: [REDACTED]

Revision	Date of Issue	Author	Checked
First Issue	30.11.2023	CB	SC
Draft (Internal)	28.11.2023	CB	SC

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CONTENTS		Page Number
1.	INTRODUCTION	2
2.	SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS	3
3.	SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT	4
4.	ADDITIONAL CONSIDERATIONS	5
5.	AUDIT STATEMENT	6

APPENDICES

- A. DRAWINGS AND DOCUMENTS REVIEWED
- B. SITE LOCATION AND PROBLEM IDENTIFICATION PLANS

1. INTRODUCTION

- 1.1 This report comprises a Stage 1 Road Safety Audit (RSA) on the proposed amendments to the existing access to Poplar Nursery, to the north of the A50 Little Shaw Lane in Markfield, Leicestershire. The works include extending the existing dropped kerb for the access to provide a 4.0m wide effective radii to each side, with the existing 50mph terminal speed limit sign being relocated as a result of the amendments to the western side. The works are arising from a proposed change to the existing plant nursery site, allowing for public access which is currently not available. According to the information provided, it is anticipated that this will arise in an additional five vehicle trips per hour in the low season and 13 vehicles per hour in the high season.
- 1.2 The report was requested by Edwards & Edwards Consultancy Ltd on behalf of Garden Creation Services Ltd. The Overseeing Organisation is Leicestershire County Council.
- 1.3 The Audit Team Membership was as follows:
- Audit Team Leader
Chris Berry, MSc Transport Planning, MSoRSA, NH RSA Certificate of Competency
- Audit Team Member
Sarah Cooke, BA (Hons)
- 1.4 A site inspection was carried out by the Audit Team together on Monday 27th November 2023 between the hours of 12:45 and 13:15. During the site visit the weather conditions were raining and the road surface was wet. Traffic flows were observed as being moderate to light, with no pedestrians and no cycle movements being observed.
- 1.5 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.
- 1.6 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.

- 1.7 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.
- 1.8 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 to assist in the design and safety audit process.
- 1.9 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: Little Shaw Lane – at the site access.

Summary: Accelerating eastbound vehicles risk collisions with emerging traffic.

Whilst on site it was observed that vehicles exiting the roundabout to the west accelerate quickly towards the site access, which is located on the increase from a 40mph speed limit at the junction to a 50mph limit. As such, gaps in traffic, whilst frequent, can be difficult to judge, especially due to a lack of conspicuity of the access (see Problem 2). There is a concern that this will result in collisions between eastbound traffic and emerging vehicles.



Recommendation:

It is recommended that the start of the 50mph speed limit is relocated to the east of the access.

3.3. Problem 2

Location: Little Shaw Lane – at the site access.

Summary: Lack of site awareness may lead to hesitancy and shunt type collisions.

The site access is currently inconspicuous. The change to allow public access will result in some drivers who are unfamiliar with the site visiting. The lack of awareness of the site may result in hesitation and / or late braking, risking shunt type collisions on Little Shaw Lane.

Recommendation:

It is recommended that additional measures are provided to alert drivers to the site location. This could be either within the highway or at the site frontage / access.

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

4. ADDITIONAL CONSIDERATIONS

4.1. Additional Consideration 1

Due to the likelihood of drivers who are unfamiliar with the area visiting the site, it is recommended that, as part of the detailed design, signage directing traffic to exit eastbound (left) from the site should be considered.

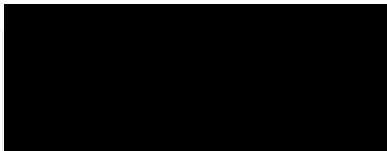


5. AUDIT STATEMENT

- 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:**

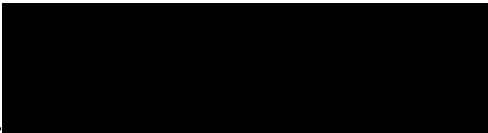
Chris Berry – MSc, MSoRSA, NH RSA Certificate of Competency
Director
Midlands Road Safety Ltd

Signed: 

Date: 30.11.2023

5.3. **AUDIT TEAM MEMBER:**

Sarah Cooke, BA (Hons)
Road Safety Consultant working on behalf of Midlands Road Safety Ltd

Signed: 

Date: 30.11.2023

APPENDIX A

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

Drawings

Number	Title	Rev
18.3588.04	Planning Proposals	D

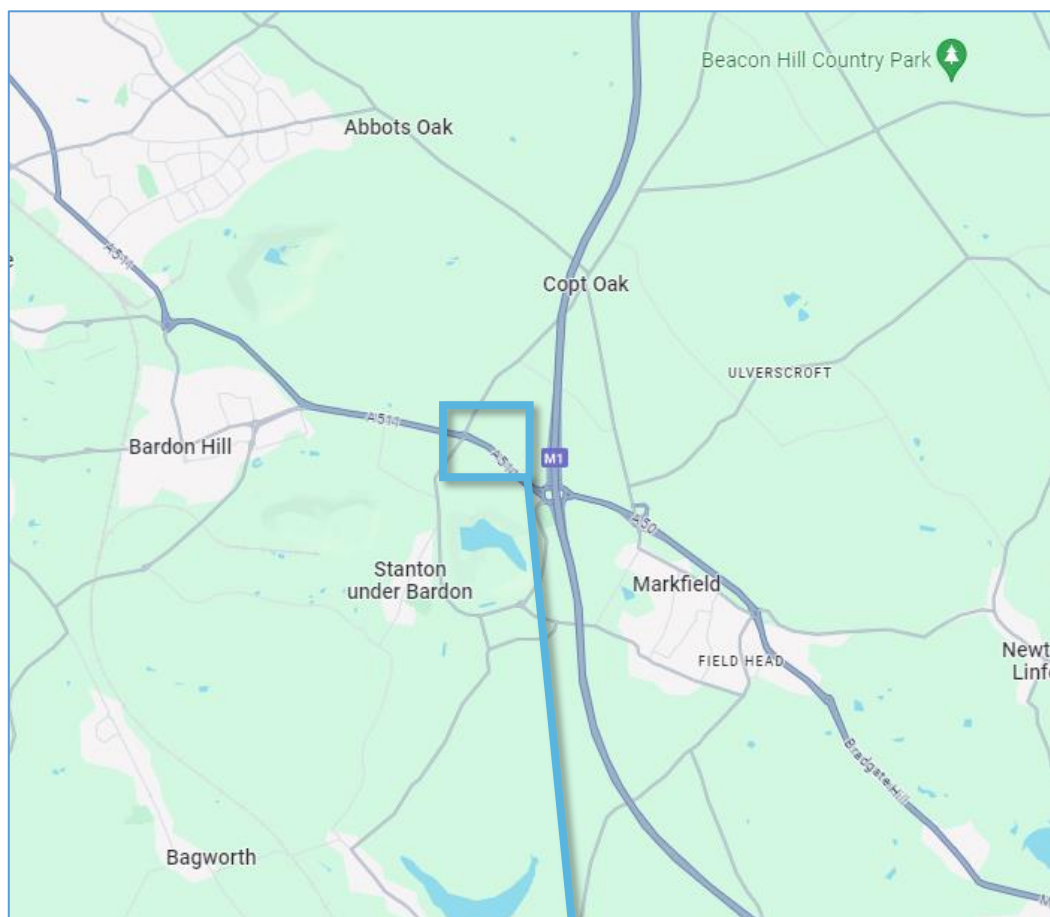
Documents

Author	Title	Rev	Date
Edwards & Edwards	Road Safety Audit Brief (by email)	-	21.11.2023
Road Data Services Ltd	ATC Survey Results	-	17-23.06.2023

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.

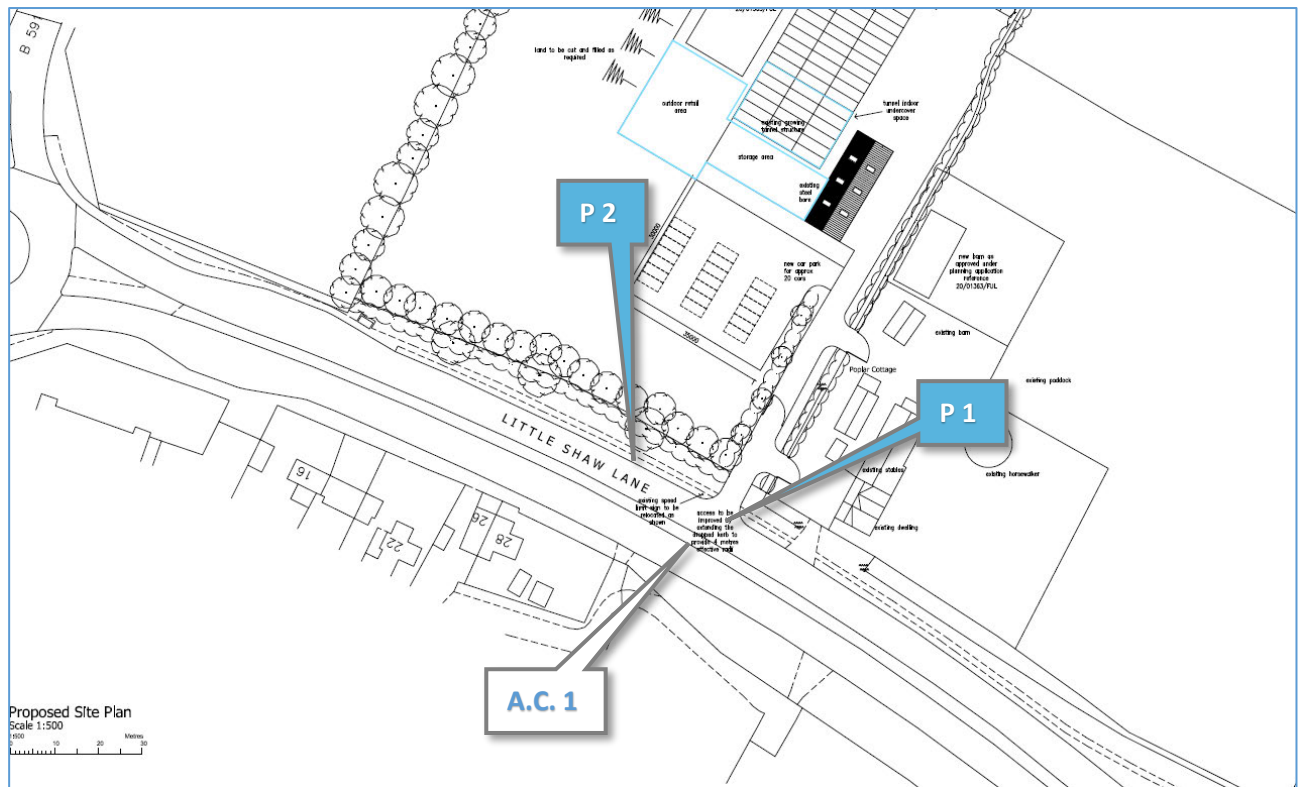
Figure 1 – Site Location

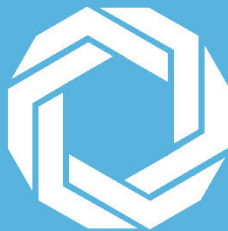


[Mapping source; Google Maps]



Figure 2 – Problem Location Plan





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