

Midlands Road Safety Ltd

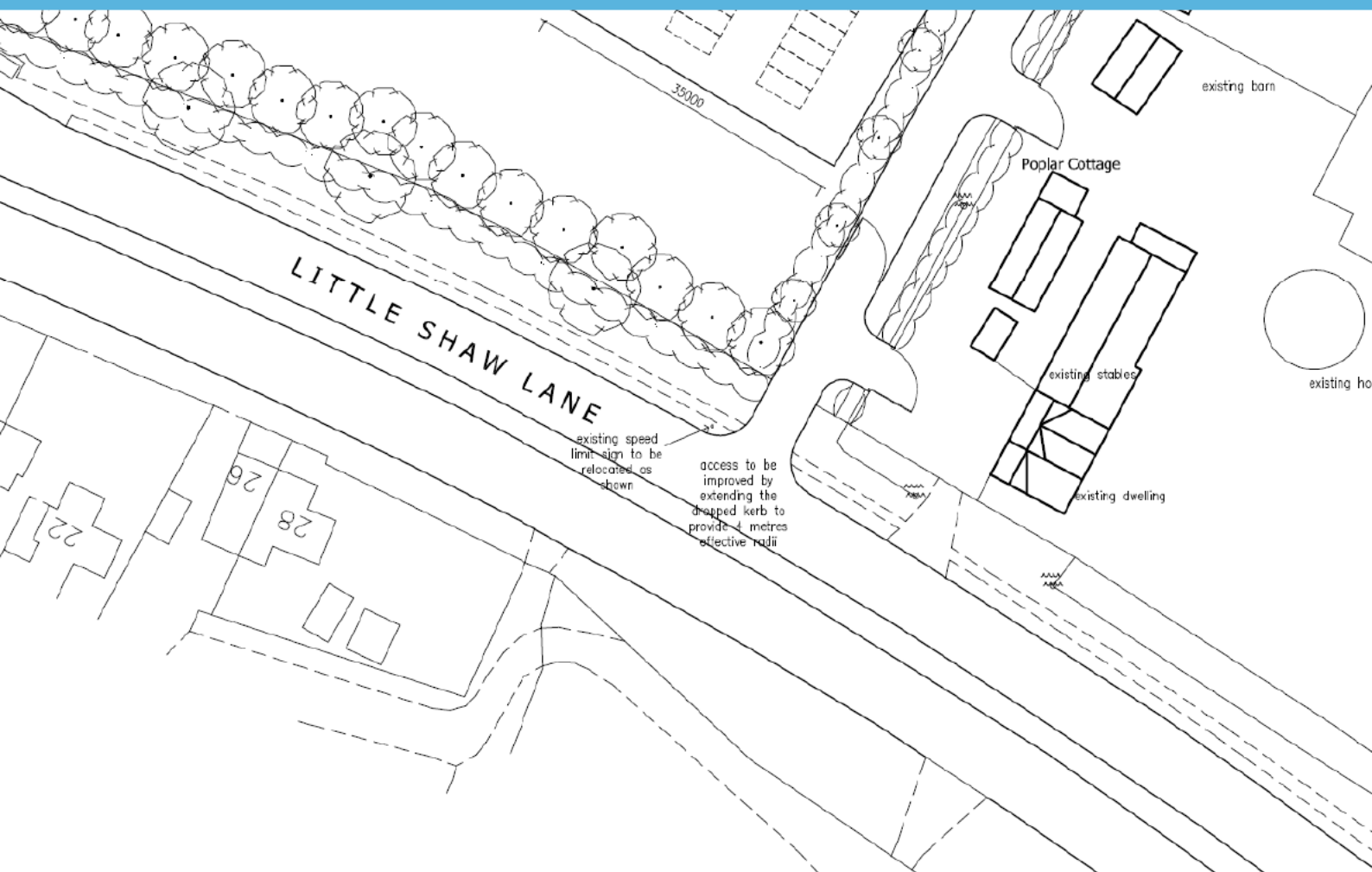
PROPOSED ACCESS AMENDMENTS

A50 LITTLE SHAW LANE, MARKFIELD

STAGE 1 – ROAD SAFETY AUDIT

NOVEMBER 2023

REPORT REF: 23-1586-RSA1



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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 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

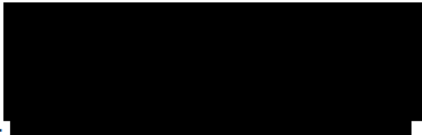
Signed: 

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

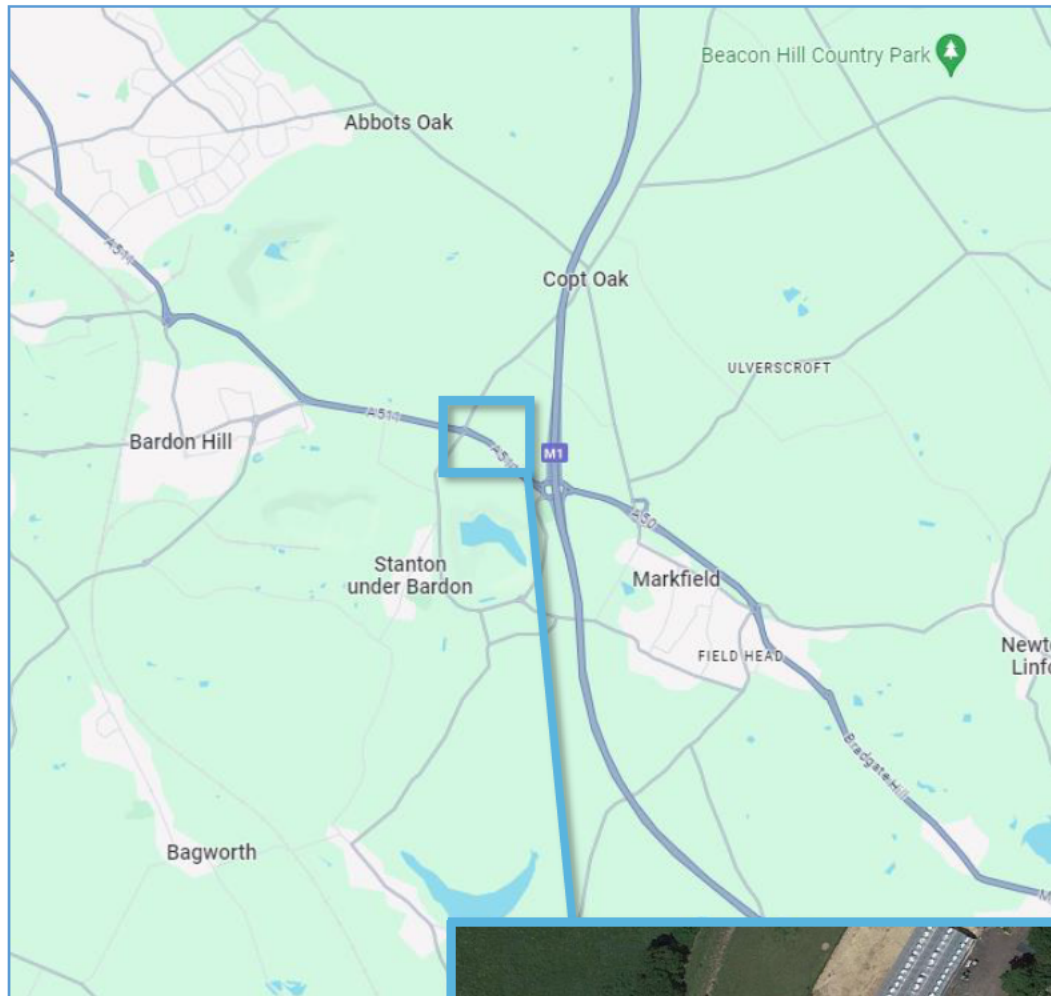
Documents

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.

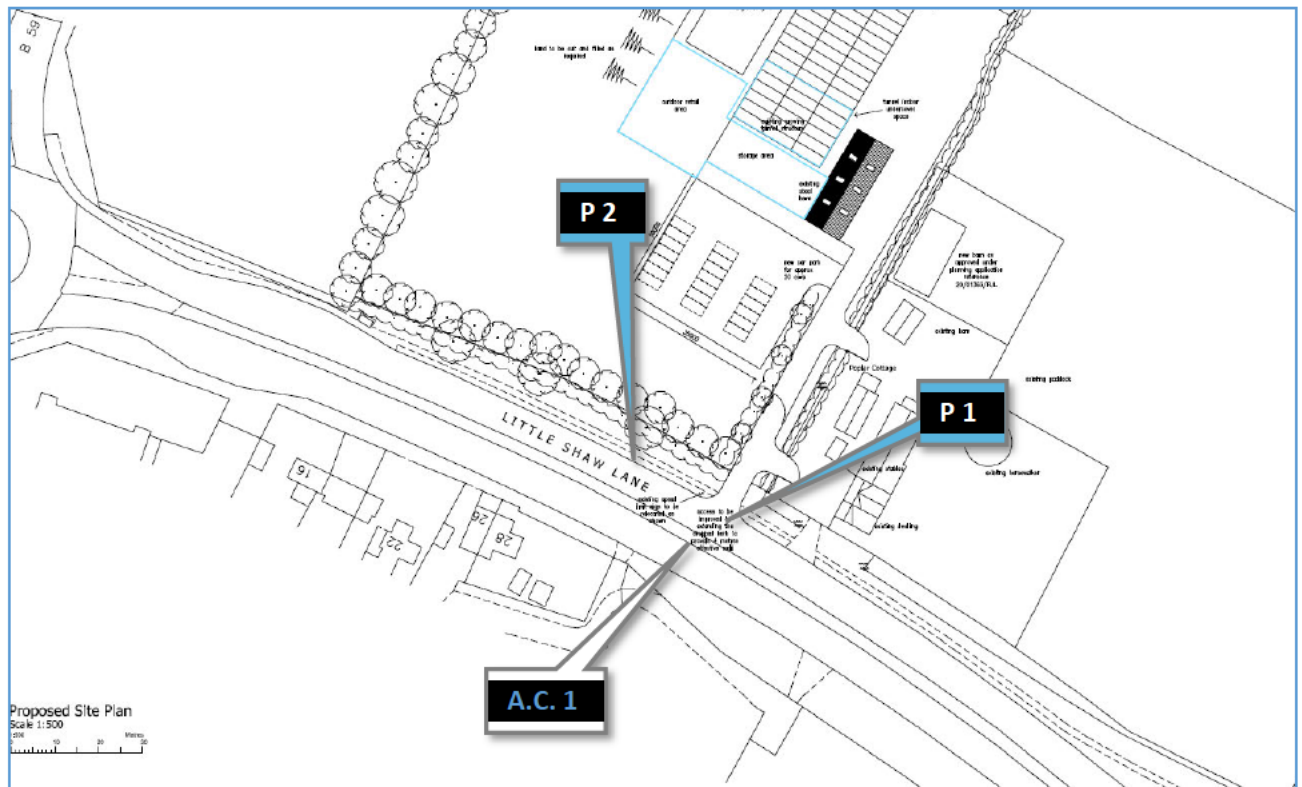
Figure 1 – Site Location

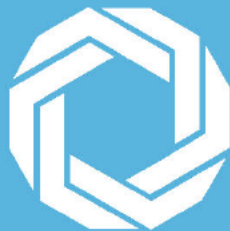


[Mapping source; Google Maps]



Figure 2 – Problem Location Plan





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