

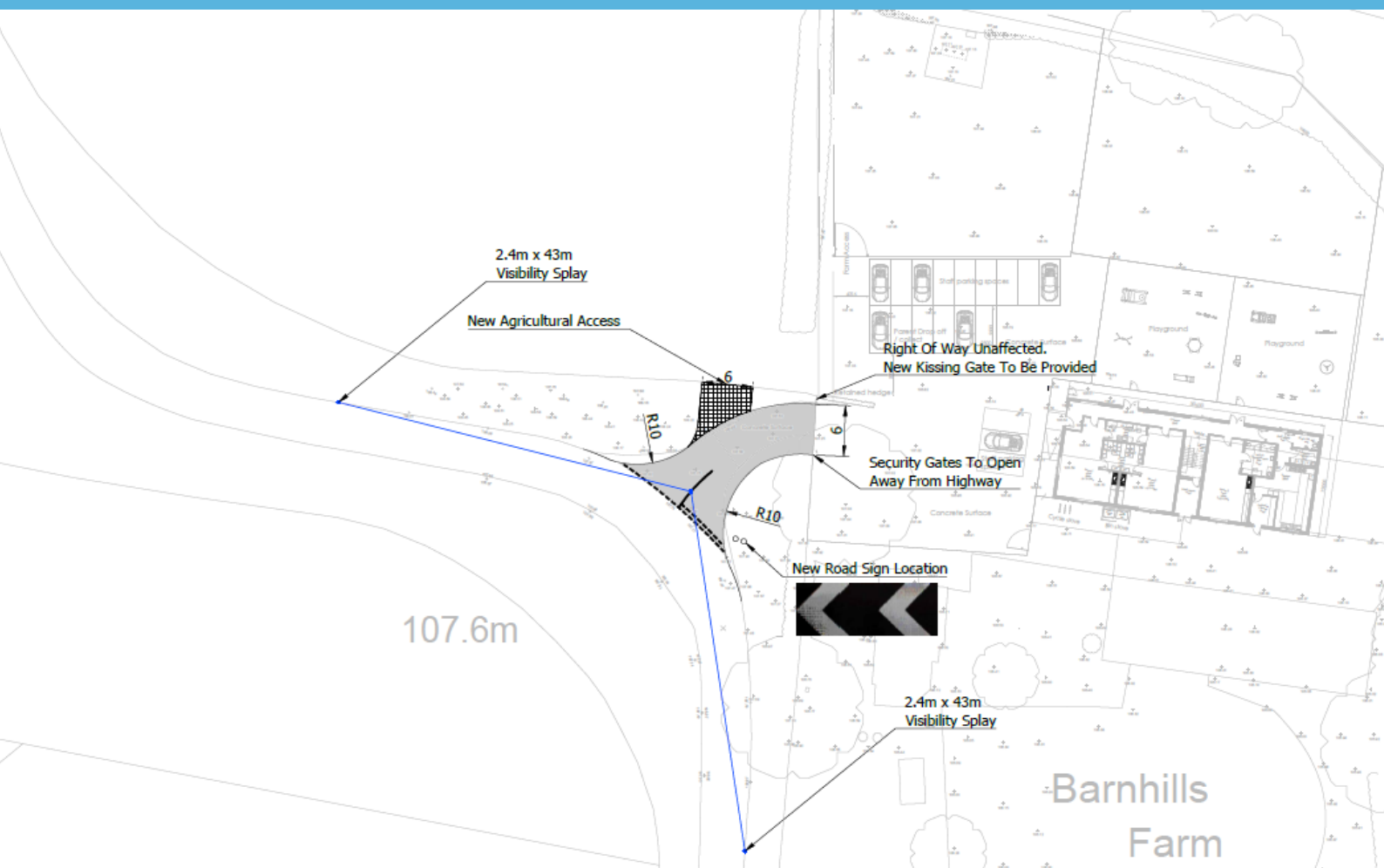
Midlands Road Safety Ltd

PROPOSED DAYCARE CENTRE ACCESS MERRYLEES ROAD, THORNTON

STAGE 1 – ROAD SAFETY AUDIT

OCTOBER 2024

REPORT REF: 24-1795-RSA1



PROPOSED DAYCARE CENTRE ACCESS

MERRYLEES ROAD, THORNTON

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REPORT REF: 24-1795-RSA1

CLIENT: Roberts Highway Consulting

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 junction amendments to the existing access for Barnhills Farm on Merrylees Road, Thornton in Leicestershire. The works include the creation of a 10m radius bell-mouth junction leading to a 6.0m access, with a new agricultural access created to the north of the access road. Through the proposals a bound surface will be provided for the access road, in place of the existing loose stone access. It is also proposed to relocate the existing chevron sign, currently situated to the north of the site access, to the south of the amended access.
- 1.2 The works are arising from a proposed daycare centre for 72 children and 14 staff. The report was requested by Roberts Highway Consulting on behalf of their client Markfield Day Nursery. The Overseeing Organisation is Leicestershire County Council.
- 1.3 The Audit Team Membership was as follows:
- Audit Team Leader
Chris Berry, MSc Transport Planning, MCIHT, 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 Thursday 9th October 2024 between the hours of 13:15 and 13:40. During the site visit the weather conditions were overcast and the road surface was damp. Traffic flows were observed as being 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 principles of the National Highways document GG 119 'Road Safety Audit' (version 2). 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 Observations” will follow from any safety problems raised. These are not identified safety problems but generalised observations, outside of the scope of the relevant stage of audit, that may highlight potential safety problems that could arise at future stages of the 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

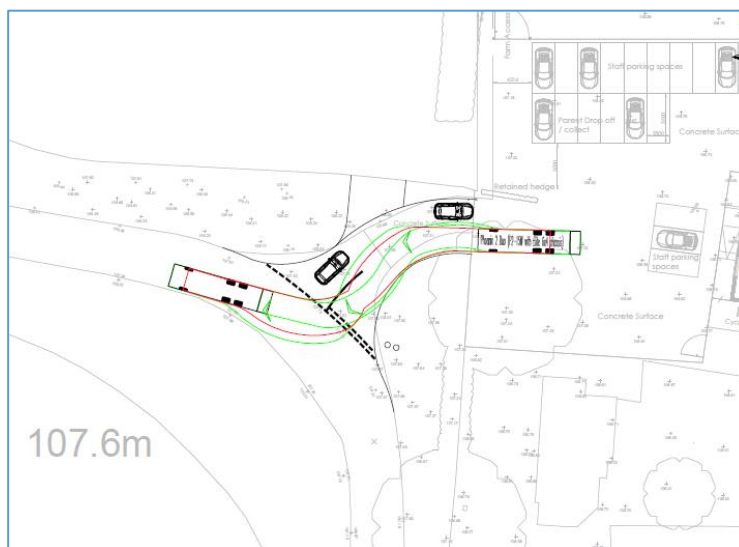
3.1. The Audit Team has identified one safety problem to be addressed.

3.2. Problem 1

Location: Merrylees Road – area around the proposed site access.

Summary: Lack of clear circulation for traffic within the site risks vehicles queuing onto / parking on Merrylees Road.

Whilst the swept path analysis shows that vehicles will be able to enter the site in a safe manner, it was noted that only six parent drop-off / collect bays are to be provided and that these are all to the north of the site access. Given the number of places available to children (72) there is a concern that in peak times, the flow of vehicles into the site will be impeded by the movements of vehicles into and out of the proposed pick up / collect bays, resulting in vehicles queuing back onto Merrylees Road. This in turn may lead to overtaking movements where visibility is limited, risking offside to offside collisions.



Recommendation:

It is recommended that a trip generation exercise is undertaken and that the parking arrangement allows for likely peak drop-off and collection flows. Furthermore, it is recommended that the internal layout is such that drivers are not impeded when clearing Merrylees Road.

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

4. ADDITIONAL OBSERVATIONS

- 4.1. No Additional Observations 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 Transport Planning, MCIHT, NH RSA Certificate of Competency
Director
Midlands Road Safety Ltd

Signed:  _____

Date: 16.10.2024

5.3. **AUDIT TEAM MEMBER:**

Sarah Cooke, BA (Hons)
Associate
Midlands Road Safety Ltd

Signed:  _____

Date: 16.10.2024

APPENDIX A

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

Drawings

Number	Title	Rev
RHC-24-155-01	Access Alterations	-
RHC-24-155-02	Swept Path Analysis (Access)	-
RHC-24-155-03	Swept Path Analysis (Layout)	-
RHC-24-155-04	Swept Path Analysis (Farm Vehicle)	-
5681/MN/23/004	Proposed Site Plan	F

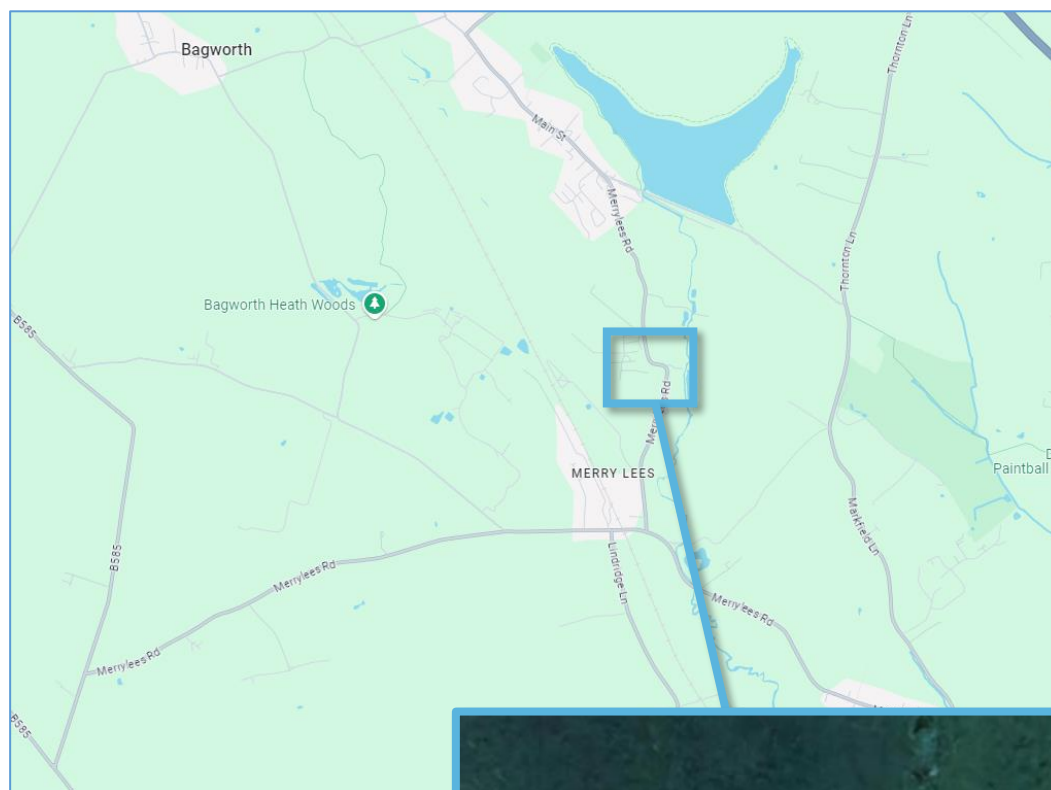
Documents

Author	Title	Rev	Date
Roberts Highway Consultants	Road Safety Audit Brief / Details (by email)	-	01.04.2020
Crashmap.co.uk	Accident Details	-	12.03.2020

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.

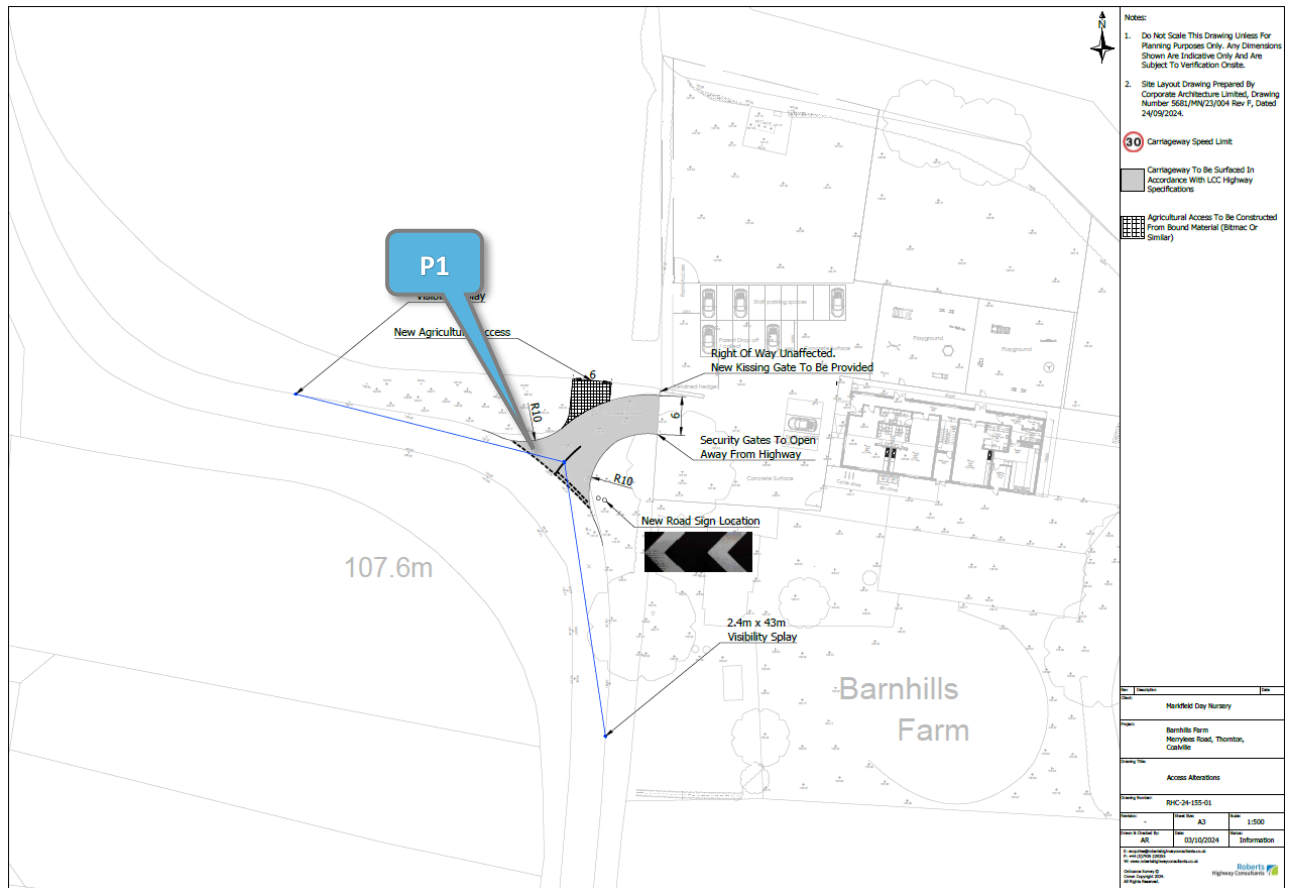
Figure 1 – Site Location

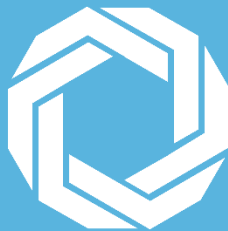


[Mapping source; Google Maps]



Figure 2 – Problem Location Plan





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